



# Transportation Safety Action Plan Update

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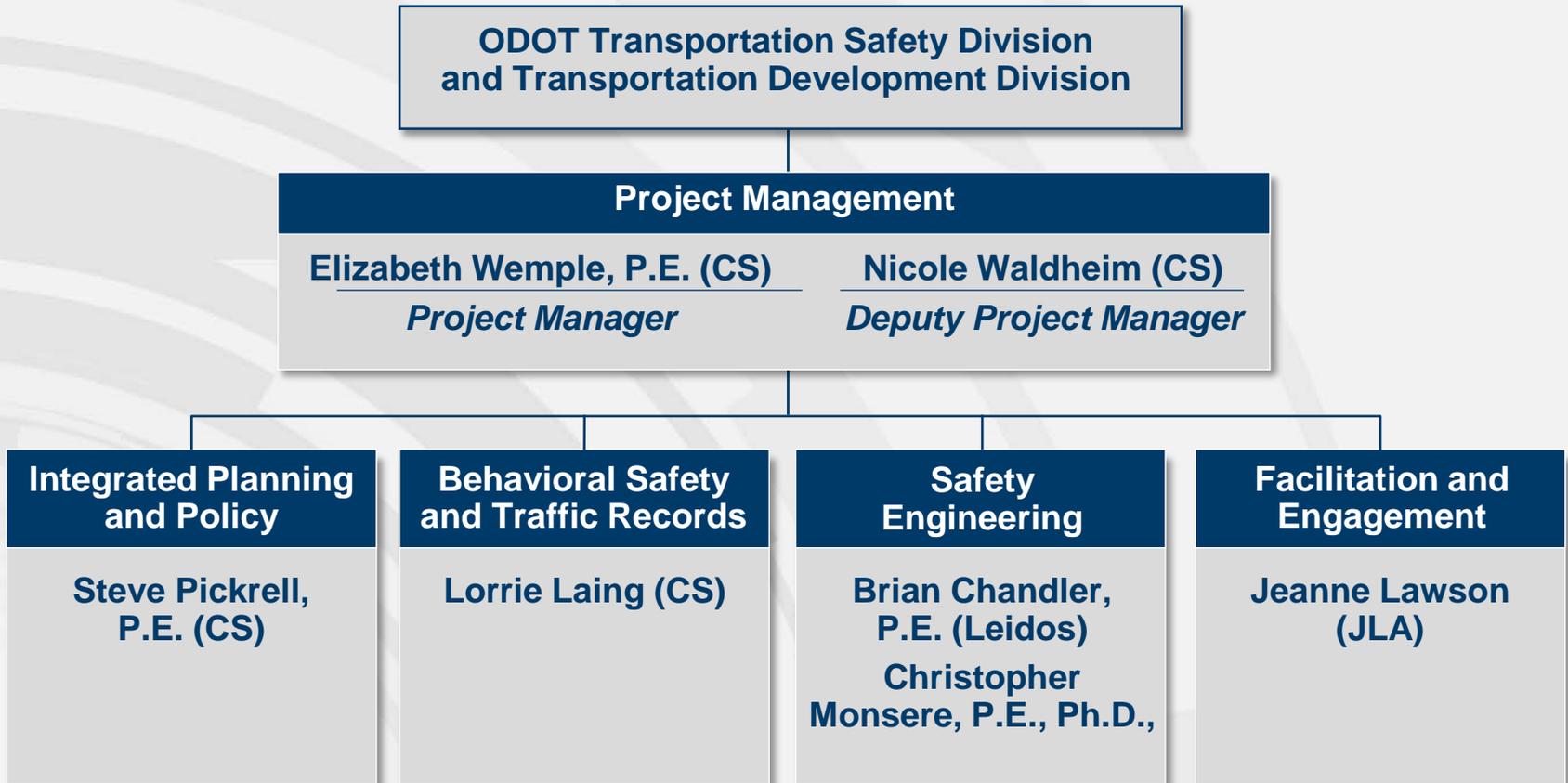
*presented to*

**Policy Advisory Committee**  
**Meeting #2**

*January 13, 2015*



# Our Team for This Project



# Agenda

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- Welcome and Opening Remarks
- Policy Advisory Committee (PAC) Roles, Responsibilities and Operating Protocols
- Project Background and Overview
- Stakeholder Outreach
- Issues & Values Workshop
- Public Comments
- Summary

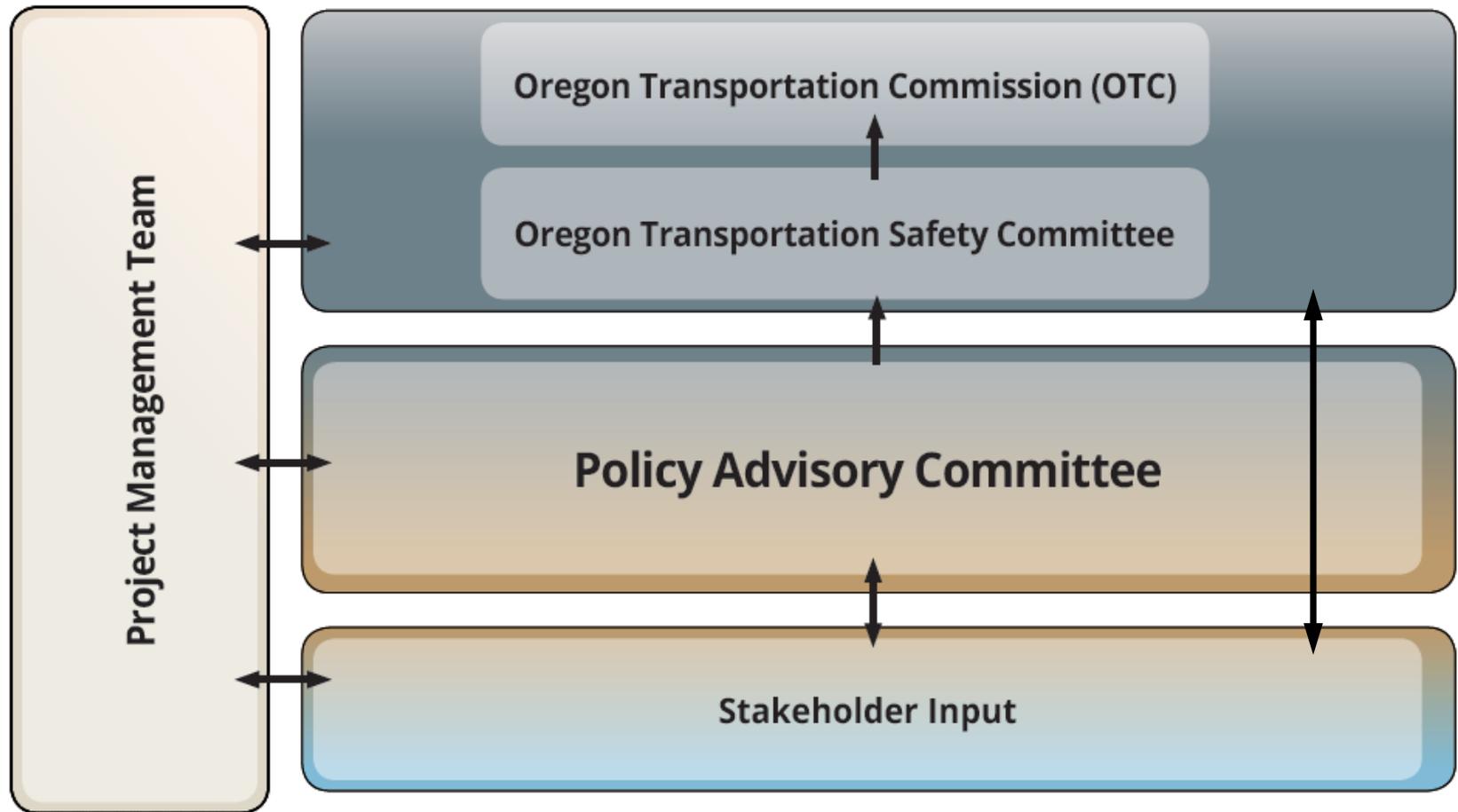
# **PAC Roles, Responsibilities and Operating Protocols**

# The TSAP Purpose

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- Provide a Vision, policy framework, strategies, and implementation actions for increasing the safety of Oregon's multimodal transportation system.
- Implement the Oregon Transportation Plan Safety Policy and Strategies.

# Role of the TSAP PAC



# TSAP PAC Charge - Purpose

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For the TSAP Update, this PAC, a diverse group of stakeholders, is formed to help inform and guide development of **the safety priorities** and ensure that policy decisions result in **workable strategies**.

# TSAP PAC Charge - Responsibilities

- ① Discuss and deliberate on Oregon's priorities for transportation safety
- ① Review and respond to work products
- ① Work toward consensus on policy issues and plan products
- ① Make an adoption recommendation to the OTC (formalized by the OTSC)

# Draft Protocols

Discussion

# Project Background and Overview

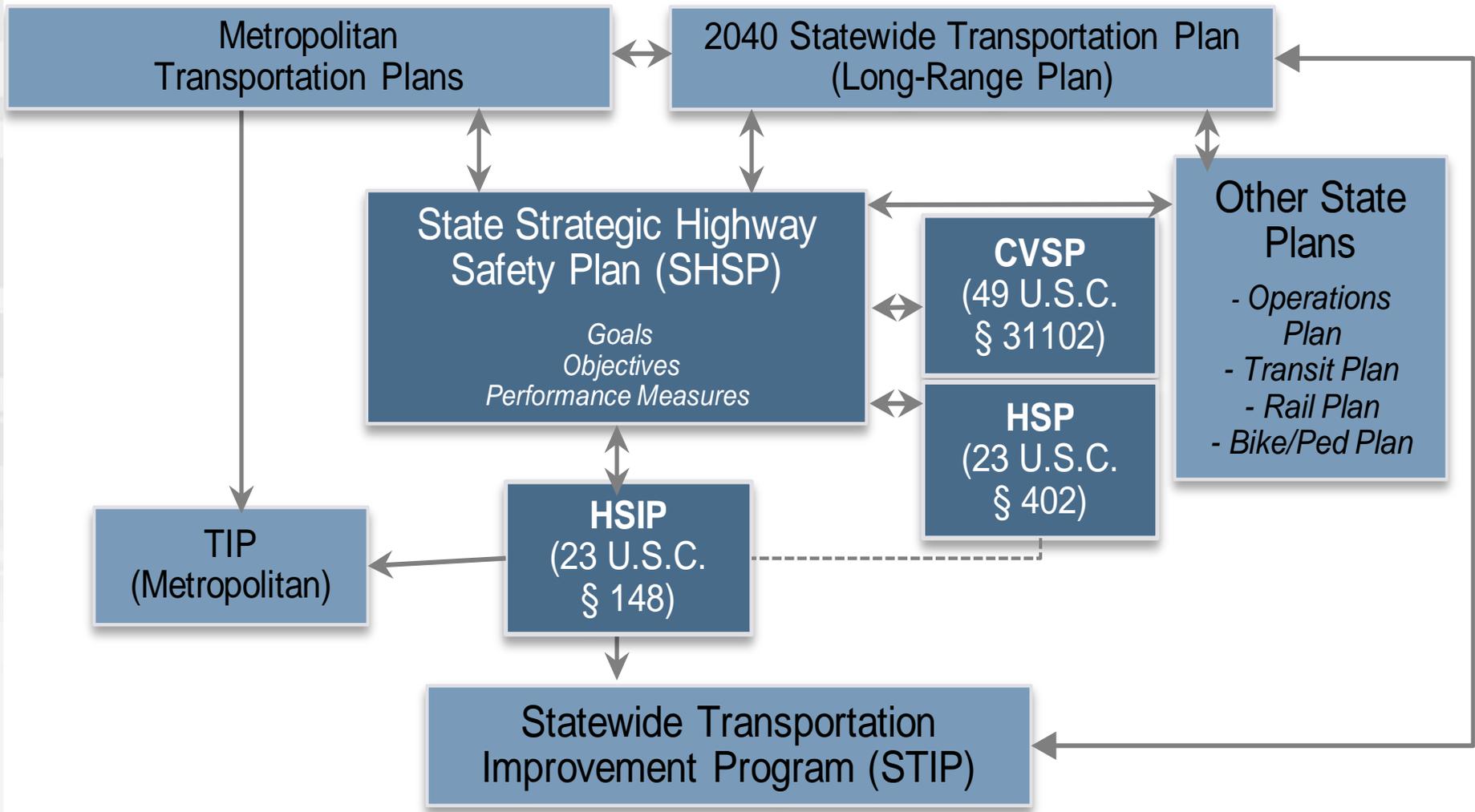
# Strategic Highway Safety Plan (SHSP) History

- ODOT Adopted their first Transportation Safety Action Plan (TSAP) 1995
  - » Followed by: 2004, Update in 2006 and current 2011 version
- AASHTO published SHSP in 1997 with 22 emphasis areas
  - » States encouraged to develop their own plans
- In 2005 Congress passed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
  - » Required states to develop SHSP by October 1, 2007
  - » All 50 states and District of Columbia complied

# SHSP Overview

- ① Statewide-coordinated safety plan with comprehensive framework for reducing traffic fatalities and serious injuries
- ① Major component and requirement of the Highway Safety Improvement Program (HSIP)
- ① All public roads
- ① SHSP drives state HSIP investment decisions
- ① Coordinate with other safety funding
  - » Highway Safety Plans (HSP) and
  - » Commercial Vehicle Safety Plans (CVSP)

# Relationship of SHSP to Other Plans



# SHSP Trends

- ① All SHSPs Have
  - » Data Analysis
  - » Vision and Goals
  - » Emphasis Areas
  - » Implementation
  - » Evaluation

# Trends in Emphasis Areas – Reduce the Number

## Original Emphasis Areas

Access Management  
Aggressive Drivers (Distracted Drivers)  
Aging Drivers  
Bicycles and Pedestrians  
EMS Vehicles  
Impaired Drivers  
Large Trucks  
Locations with Potential For Crash Reduction  
Motorcycles  
Occupant Protection  
Railroad Crossings  
Roadway Engineering Safety  
Rockfall  
Safe Routes to School  
Traffic Crash Data Systems  
Wildlife  
Work Zones  
Young Drivers

## Updated Emphasis Areas

Infrastructure  
Young Drivers  
Older Drivers  
Impaired Driving  
Occupant Protection  
Motorcycles  
Pedestrians/Bicycles

# Trends in Emphasis Areas – Broad EAs

- ① Serious Crash Types
- ① High-Risk Drivers and Unrestrained Occupants
- ① Special Vehicles
- ① Vulnerable Road Users
- ① Special Environments
- ① Data and Data System Improvements

# Trends in Emphasis Areas – Broad EAs

- ① Serious Crash Types
  - » Run-off Road Crashes
  - » Horizontal Curve Crashes
  - » Intersection
  - » Collision with Trees or Utility Poles
  - » Head On Crashes

# Trends in Emphasis Areas – Broad EAs

- ① Serious Crash Types
- ① High-Risk Drivers and Unrestrained Occupants
  - » Aggressive Drivers
  - » Unrestrained Drivers and Occupants
  - » Distracted and Drowsy Drivers
  - » Young Drivers (15-20)
  - » Substance Impaired Drivers
  - » Unlicensed, Revoked or Suspended Drivers

# Trends in Emphasis Areas – Broad EAs

- ① Serious Crash Types
- ① High-Risk Drivers and Unrestrained Occupants
- ① Special Vehicles
  - » Commercial Vehicles
  - » All-Terrain Vehicles
  - » School Buses/School Bus Signals

# Trends in Emphasis Areas – Broad EAs

- ① Serious Crash Types
- ① High-Risk Drivers and Unrestrained Occupants
- ① Special Vehicles
- ① Vulnerable Road Users
  - » Older Drivers (over 65)
  - » Motorcyclists
  - » Pedestrians
  - » Bicyclists

# Trends in Emphasis Areas – Broad EAs

- ① Serious Crash Types
- ① High-Risk Drivers and Unrestrained Occupants
- ① Special Vehicles
- ① Vulnerable Road Users
- ① Special Environments
  - » Nighttime Driving
  - » Work Zones
  - » Highway/Rail Crossings
  - » Traffic Incident Management

# Trends in Emphasis Areas – Broad EAs

- ① Serious Crash Types
- ① High-Risk Drivers and Unrestrained Occupants
- ① Special Vehicles
- ① Vulnerable Road Users
- ① Special Environments
- ① Data and Data System Improvements
  - » Data Collection
  - » Data Accessibility
  - » System Linkage

# Trends in Emphasis Areas - Themes

- ④ Safe Systems Approach
  - » Roads, Road Users, Speed, Vehicles
- ④ Toward Zero Deaths or Vision Zero
  - » AASHTO Strategic Vision: Safer Drivers and Passengers, Safer Vulnerable Users, Safer Vehicles, Safer Infrastructure, Enhanced EMS, Improved Safety Management
- ④ 4E's: Engineering, Education, Emergency Services, Enforcement
  - » Some include additional "Es": Evaluation, Everyone

# Trends in EAs – Prioritized

- ① Twelve EAs Identified
- ② Five EAs prioritized based on highest number of fatalities and serious injuries
  - » Impaired driving,
  - » occupant protection,
  - » speeding and aggressive driving,
  - » motorcycles, and
  - » distracted driving.

# Other Trends in SHSPs

- ① Separating the Strategic Plan from the Implementation Plan
- ① Brief Plan with EAs detailed and documented in Appendix
- ① Integrate emerging issues into *each* existing EA
  - » Existing EAs: Impaired Driving, Occupant Protection, Infrastructure and Operations, Young Drivers and Distracted Driving
  - » Each of these to include: pedestrians/bicycles, older drivers, and motorcycles

# Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Requirements – Big Picture

## ● Title 23, US Code

- » <http://www.fhwa.dot.gov/map21/docs/title23usc.pdf>
- » Sections 148 – Highway Safety Improvement Program
- » Section 150 – National Goals and Performance Management
- » Section 153 – Safety Belts and Motorcycle Helmets
- » Section 163 – Safety Incentives (Intoxicated drivers)
- » Chapter 4 – Highway Safety

## ● Final Rule – February 2015

## ● HSIP Formula Funding Program

- » Average annual funding is \$2.4B

# MAP-21 Requirements - SHSP

- ④ Major component and requirement of the HSIP Program
  - » HSIP projects must be consistent with the SHSP
- ④ Coordinate with HSP and HSIP
- ④ States must develop, implement, and regularly evaluate and **update SHSP**
  - » DOT Secretary will establish update schedule – usually five years
  - » Requires states to have an updated plan by August 1 of the first fiscal year after the requirements (rule) is established
  - » Penalty for not having updated SHSP

# MAP-21 Requirements - Stakeholder Involvement

- Governors Highway Safety Representative
- Regional Transportation Planning Organization and Metropolitan Planning Organization
- Representatives of Major Modes of Transportation
- State and Local Traffic Enforcement Officials
- Highway-Rail Grade Crossing Safety Representative
- Representatives Conducting a Motor Carrier Safety Program
- Motor Vehicle Administration Agencies
- **County Transportation Officials**
- **State Representative of Non-motorized Users**
- **Other Major Federal, State, Tribal, and Local Safety Stakeholders**

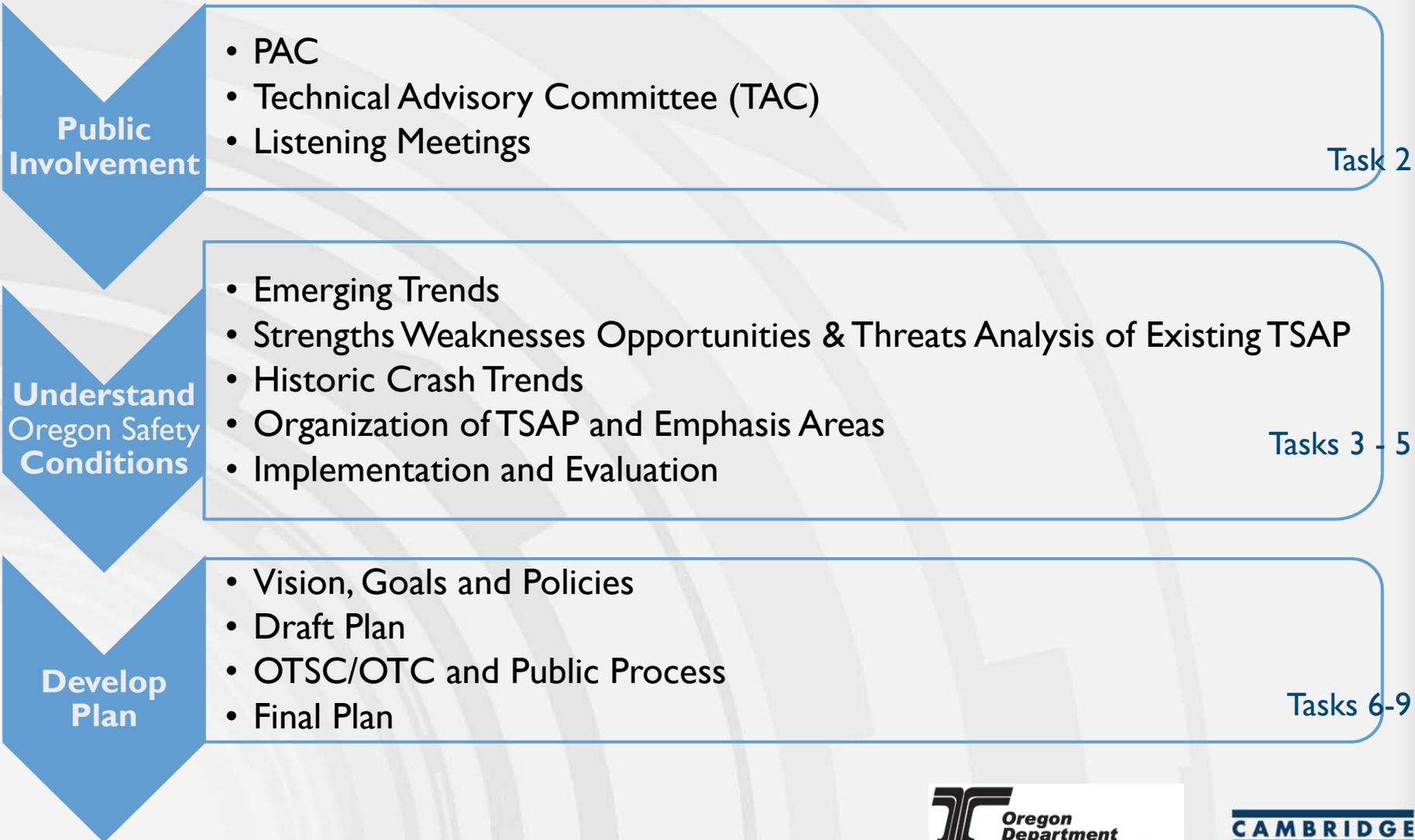
# MAP-21 Requirements - HSIP

- ① Data-Driven
  - » Safety data system in place
  - » Based on crash analysis
- ① HSIP Project - Any strategy, activity, or project on a public road that is consistent with the data-driven SHSP
  - » List of Eligible Activities in Sec. 148 of MAP-21
- ① HSIP and HSP performance measures for the number and rate for fatalities and the number of serious injuries must align
- ① Establish an evaluation process to assess results of HSIP projects

# MAP-21 Requirements - Performance Measures and Targets

- ④ Safety is a National Goal Area
- ④ Safety Measures
  - » Number of Fatalities and Serious Injuries
  - » Fatality and Serious Injury Rates
- ④ Statewide Safety Targets
  - » Optional Urban and Rural Targets
  - » Metropolitan Planning Organizations (MPO) Targets Likely 6 months after statewide
  - » Show “Significant Progress” Towards Achieving Targets (70% Interval)
  - » Linear Trend Using 5-year Averages (2004-2006 to 2009-2013)

# Project Flow



# Near Term Activities

- PAC Meeting March 10, 2015
  - » Strengths, Weaknesses, Opportunities and Threats Analysis
  - » Early Vision Discussion
- PAC Meeting April 14, 2015
  - » Continued Vision Discussion
  - » Crash Trend Analysis
- PAC Meeting June 9, 2015
  - » Early Goals Discussion
  - » Emphasis Area Discussion

# Stakeholder Outreach

# Issues & Values Workshop

# Public Comments

# Meeting Wrap Up/Next Steps

# Next Steps

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- PAC Meeting March 10, 2015
  - » Strengths, Weaknesses, Opportunities and Threats Analysis
  - » Early Vision Discussion
- Other as identified during meeting