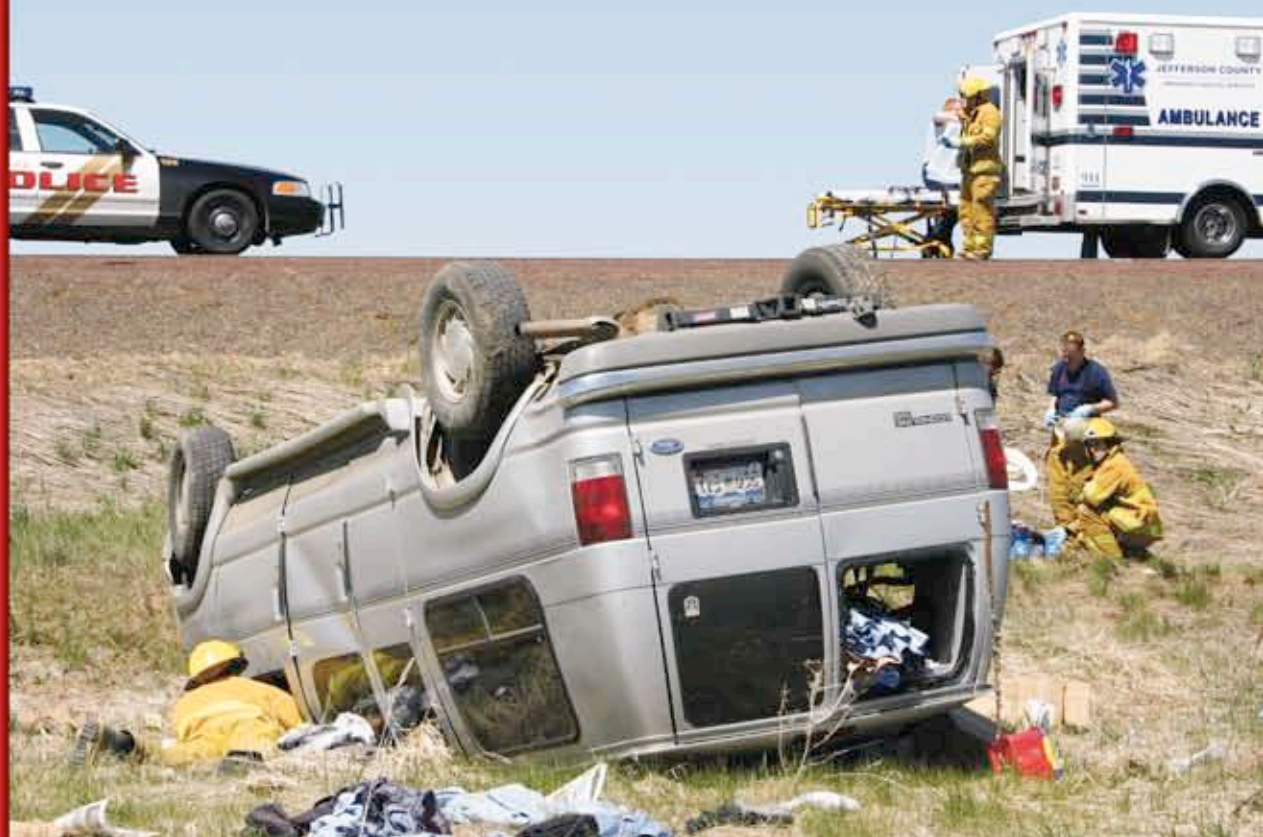
2006 Amendment One
Oregon Transportation Safety Action Plan

AN ELEMENT OF THE OREGON TRANSPORTATION PLAN



Amendment One to the 2004 Oregon Transportation Safety Action Plan was recommended for approval by the Oregon Transportation Safety Committee on July 18, 2006. The plan amendment was formally adopted by the Oregon Transportation Commission on August 24, 2006.

Oregon Transportation Commission Members:

Stuart Foster, *Chairman*
Gail Achterman, *Commissioner*
Randy Pape, *Commissioner*
Micheal Nelson, *Commissioner*
Janice Wilson, *Commissioner*

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Implementation of the Oregon Transportation Safety Action Plan is dependent upon availability of funding. Adoption of this amendment to the plan does not guarantee adequate financial resources to carry out projects nor can the Commission commit the financial resources of other agencies or public bodies.

Oregon Transportation Safety Action Plan - Amendment One
Strategic Highway Safety Plan Compliance

Introduction

The 2004 Transportation Safety Action Plan (TSAP) was prepared with the knowledge that SAFETEA-LU, the federal transportation program reauthorization act for 2005, would contain a requirement that states develop a Strategic Highway Safety Plan (SHSP). At the time of the TSAP's development, the final form of that legislation was still pending.

Congress opted to require that each state develop and implement a long range SHSP which must include a series of key elements: identifying highway safety problems and opportunities; producing a program of projects; and evaluating the plan on a regular basis. . One method for meeting these requirements, and the one chosen by the Oregon Department of Transportation, is to develop a solid SHSP, and publish a Highway Safety Improvement Program (HSIP) project listing in the Department's annual Performance Plan, and Annual Evaluation documents, which is the annual tactical plan and report for the TSAP, as well serving as Oregon's Highway Safety Plan for the National Highway Transportation Safety Administration.

The Oregon Department of Transportation has adopted the largest part of the required components of the SHSP in the TSAP, which is an element of the Oregon Transportation Plan. The TSAP is a statewide coordinated safety plan that provides a comprehensive framework, and specific goals and objectives, for reducing highway fatalities and serious injuries on all public roads. This amendment is expected to bring ODOT into complete compliance with the SHSP requirements, and memorializes the process planned for implementation of HSIP projects.

This statewide document, developed by the State DOT in a collaborative process, includes input from public and private safety stakeholders. The TSAP is a data-driven, long term plan that integrates the 4Es "engineering, education, enforcement and emergency medical services (EMS)". The TSAP strategically establishes statewide goals, objectives, and key emphasis areas developed in consultation with Federal, State, local, and private sector safety stakeholders.

In order to meet all the requirements defined for a SHSP in SAFETEA-LU and federal guidance, the Oregon Department of Transportation is amending the 2004 TSAP to further address actions (key emphasis areas and strategies) relating to engineering elements, as identified in SAFETEA-LU, and federal staff guidance.

These added actions primarily address engineering elements and define priorities for correction of hazardous road locations and segments as identified by crash data analysis, considering the safety needs of high fatal and serious injury crash locations and segments.

SAFETEA-LU requires that each state establish and implement a program of highway safety projects that is consistent with the requirements of 23 U.S.C. 135(g) Statewide Transportation Improvement Program (STIP). In Oregon a program of SAFETY projects that directly implement the SHSP are scheduled in the STIP, this includes all projects funded under Section 148 and includes safety projects from other funding sources as well.

The Oregon Transportation Commission, based on needs analysis, has set targets for funding SAFETY projects as shown in the table below. Oregon's Highway SAFETY projects are funded partially by the new federal funding program Highway Safety Improvement Program (HSIP) and partially with funds from other eligible federal and state funding sources.

Safety STIP Targets approved by OTC

	2008	2009	2010	2011
Highway SAFETY (HSIP and other)	$26.5	$27.6	$26.6	$27.8
High Risk Rural Roads	$1.1	$1.1	$1.2	$1.2
Safe Routes to Schools	$0.9	$0.9	$0.9	$0.9
Safety Total	**$28.5**	**$29.6**	**$28.7**	**$29.9**

Transportation Safety Action Plan
Action Amendments

1. Amend Action 24 as follows:

   ACTION 24
   Key Safety Emphasis Areas should include, but not be limited to the following:

   - Rural Non-Signalized Intersection Crashes - Investigate the usefulness and impact of advance signing, transverse rumble strips and other devices as countermeasures for rural non-signalized intersection crashes.

   - High Speed Signalized Intersection Crashes – Investigate the usefulness and impact of advance signing, dilemma zone protection through advance detection technologies and other countermeasures for high speed signalized intersection crashes on highways with posted speeds of 45 MPH or greater.

   - Lane Departure Crashes (Lane departure crashes include run off the road crashes and head-on crashes) - Investigate the usefulness of rumble strips, shoulder widening, median widening, cable barrier, durable marking, fixed object removal, roadside improvements and other countermeasures and safety treatments of centerline and shoulder areas for lane departure crashes.

   - Pedestrian Crashes - Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes.

2. Delete Action 29 (now included above)

3. Amend Action 36 as follows:

   ACTION 36
   The Oregon Department of Transportation should maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs. The following are some, but not all, of the potential improvement elements to be included:

   - Oregon's SMS should be further improved to serve the needs of state and local agencies and Metropolitan Planning Organizations (MPO's).

   - Oregon's SMS should seek ways to improve the current highway safety improvement process, including the following:

  - Improve the Safety Priority Index System (SPIS) reports with added information from the roadway inventory files.
  - Update ODOT's crash reduction factors.
  - Modify the SPIS to allow variable segment lengths and specific types of crashes and roadway types.
  - Update SMS to be able to process local crashes (off state highway) and calculate SPIS for all public roads possibly through geospatial referencing systems.
  - Determine a method for reporting the top 5 percent of locations statewide which exhibit the most severe safety needs.
  - Develop a performance tracking system for ODOT's Safety projects similar to that required for evaluating highway safety improvement projects in Section 148 of SAFETEA-LU.

- The SMS should continue to be designed to help monitor implementation of the Oregon Transportation Safety Action Plan and to assist with evaluating the effectiveness of individual actions and overall system performance.

Implementation

ODOT staff envision that actions identified in the strategic plan, the TSAP, will be implemented as time and resources become available. A specific annual tactical plan, the Performance Plan documents the problems, and strategic actions being addressed each year. Among the items to be included in the Performance Plan, will be a listing of the specific safety projects to be implemented under the HSIP.

We envision that the HSIP projects will be implemented in two ways. A portion of the funds will be specific tactical projects, selected by the Highway Safety Engineering Committee (HSEC). The HSEC will focus their selections based on targeting specific problem areas such as run off the road crashes or high speed rural intersections. It is expected that the group will weigh problem severity and likelihood of completion in selecting projects. Another portion of the funds will be allocated to ODOT regions to address hazardous road locations and segments based on project selection and prioritization outlined in the ODOT Safety Program Guidelines.

The projects selected will be forwarded to the Oregon Transportation Safety Committee as part of the Performance Plan for input and validation of the selected targets, and to provide a public forum for commentary. As the Oregon Transportation Safety Committee annually arrives at agreement on the Performance Plan each year, it is forwarded to the Oregon Transportation Commission for adoption as the Department's formal annual tactical plan for transportation safety.

At the end of each annual tactical plan cycle, Department staff will prepare an Annual Report document which evaluates each of the tactical projects, and details problems encountered, and promising approaches to problems.

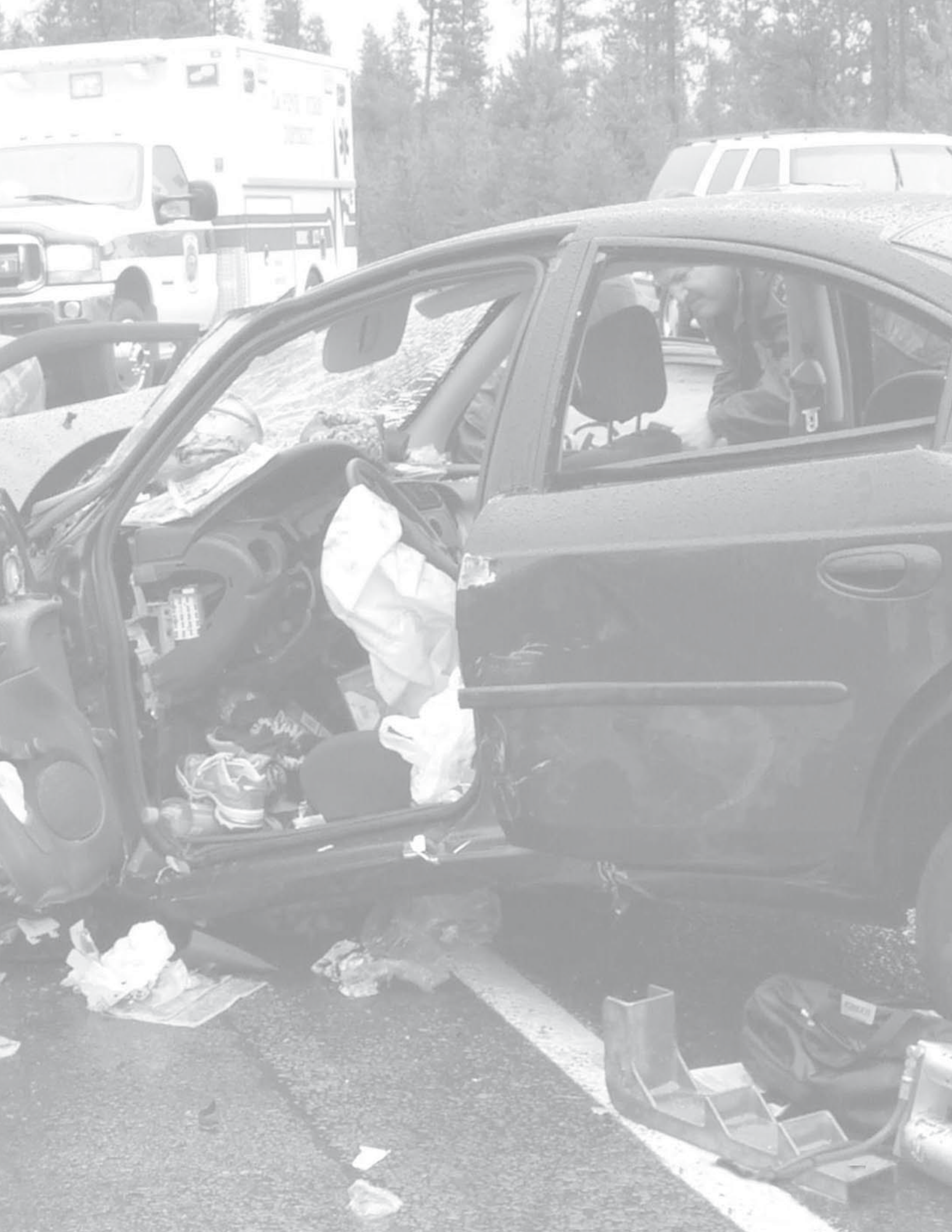

Photo Courtesy Madras Pioneer

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