



TRAVEL IN THE SAFE LANE

Lane Area Transportation Safety and Security Plan – Infrastructure Focus Group



Agenda

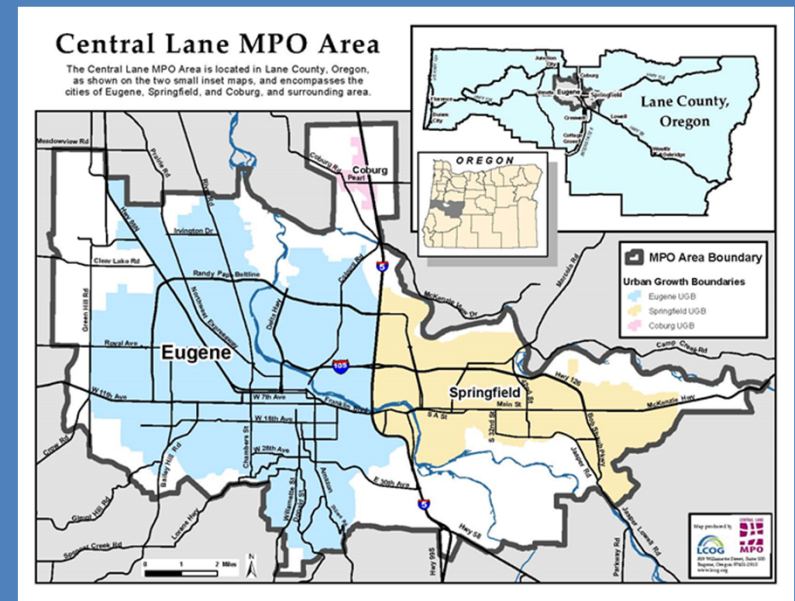


1. Planning Process Review
2. What are Emphasis Areas?
3. Your Role Today
4. Data Review
5. Break out session

Planning process review



- Federal Highways emphasis on safety
- Two Plans (One Process): MPO, Lane County
- Be prepared for competitive funding streams; build capacity;
- Collaboration and partnerships (Issue is multi-dimensional)
- Traffic safety outcomes still taking a toll



Planning process review:

Solution Set & Stakeholders – Multidisciplinary



Planning process review:

Data driven process



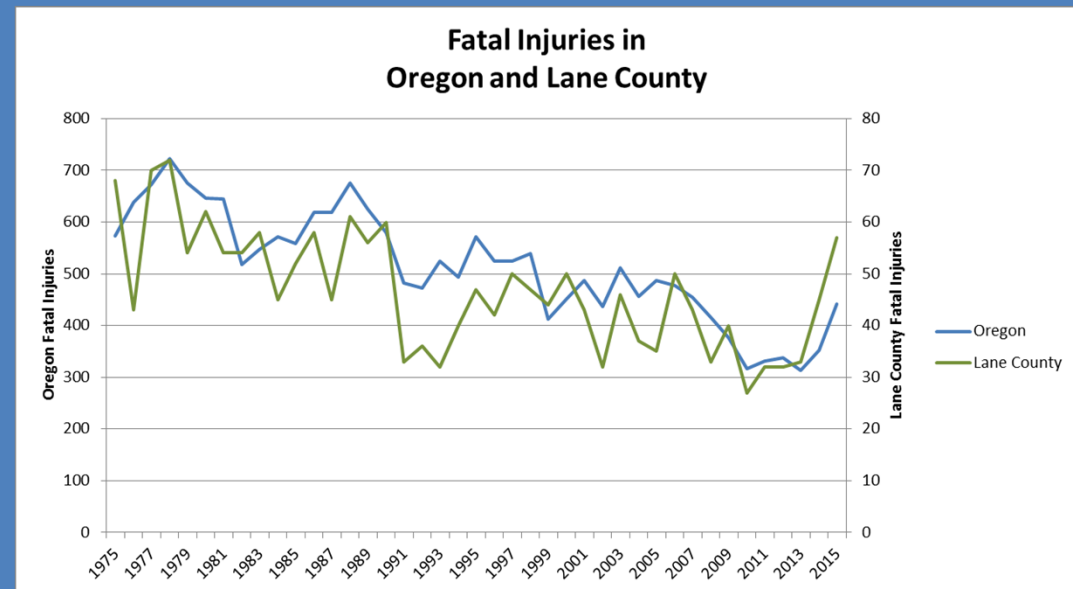
Datasets being used:

- Oregon Department of Transportation Crash Data System (CDS)
- Fatal Accident Reporting System (FARS)
- Citation and Arrest data from Lane County Public Safety agencies
- Latest research and evidence based science

Planning process review:

Where are we?

- Motor vehicle deaths leading cause of death under the age of 45
- Annual costs of crashes over \$300 million a year in Lane County
- The number of traffic deaths in the United States rose 8% between 2014 and 2015, the largest increase in 50 years, with the biggest increases in Oregon (27%).
- In 2015, 57 people died in Lane County traffic crashes, up from 45 fatalities in 2014.

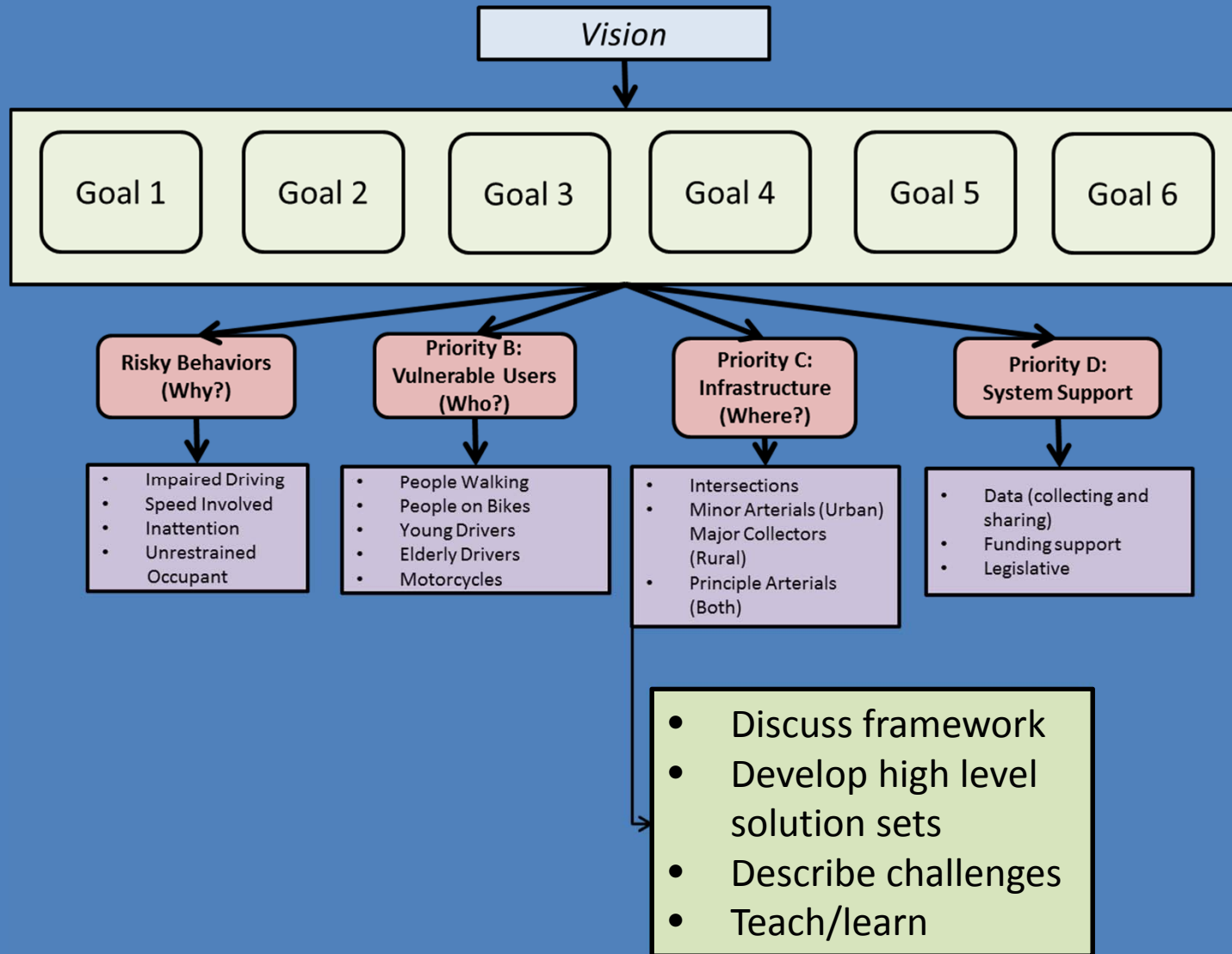


Agenda



1. Planning Process Review
- 2. Your Role Today**
3. What are Emphasis Areas?
4. Data Review
5. Small group discussion on countermeasures

Your Role Today



Agenda



1. Planning Process Review
2. Your Role Today
- 3. What are Emphasis Areas?**
4. Data Review
5. Small group discussion on countermeasures

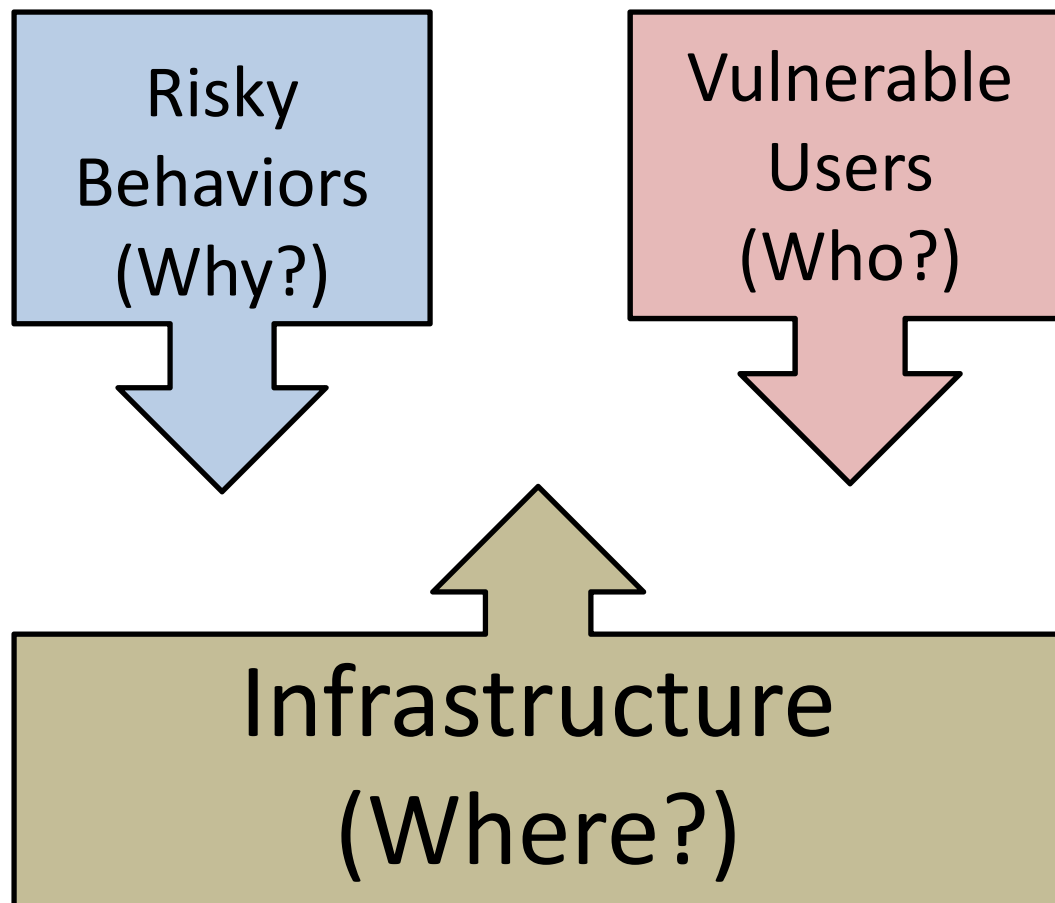
What are Emphasis Areas?

Summary of all Emphasis Areas – the problems we’re trying to solve



Emphasis Areas by Selection Criteria and Geography									
Emphasis Area	Quantitative Criteria				Qualitative Criteria			Geographic Focus	
	Frequency	Severity	Trend	Disparate Impact	Emphasis Area Overlap	Policy Focus	SAT Input	Rural	Urban
Risky Behaviors (Why)									
Impaired Driving	●	●	◐	○	◐	●	●	x	x
Speed Involved	◐	◐	○	○	●	○		x	x
Unrestrained Occupants	◐	●	◐	○	○	○	●	x	-
Inattention	○	○	◐	○	◐	○	●	x	x
Vulnerable Users (Who)									
Pedestrian	◐	●	◐	●	●	●	●	-	x
Bicycle	◐	●	◐	●	●	●	●	-	x
Motorcycle	◐	●	◐	●	○	○		x	x
Young Drivers (15-21)	◐	○	◐	●	◐	◐	●	x	x
Older Drivers (65+)	○	◐	◐	●	◐	◐	●	x	x
Infrastructure (Where)									
Principle Arterials - Other	●	○	●	●	●	○		x	x
Minor Arterials	●	○	●	●	●	○		-	x
Major Collectors	●	◐	●	●	○	○		x	-
Intersections	●	○	●	●	●	○		x	x
Foundational									
EMS, Data, Training, Leg.				NA				x	x

Connecting the Emphasis Areas

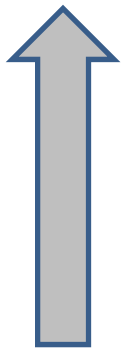


- 44 % involve a Risky Behavior
- 45 % involve a Risky Behavior
- 67% occur on selected facilities
- Includes principle & minor arterials as well as major collectors in the non-urban areas

What's a functional classification?



More
Volume
& Speed



Less
Volume
& Speed

Functional System	Services Provided
Arterial	Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
Collector	Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.
Local	Consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

- Classifications meant to characterize the function of the street
- Different levels within each classification, e.g. minor and major
- Also rural and urban designations

Transportation Network Descriptions: Urban Roads



Urban Local
Ex: D St. and 9th



Urban **Principle** Arterial – Other
Ex. Main St. Junction City



Urban Collector
Ex: 28th Ave. near Chambers



Urban **Principle** Arterial – Other
Ex: Main St. (Hwy-126)



Transportation Network Description: Rural Roads



Rural Local

Ex: Evers Road N. Hwy 126



Rural Principle Arterial – Interstate

Ex: I-5 outside of urban area



Rural Collector

Ex: Territorial



Rural Principle Arterial – Other

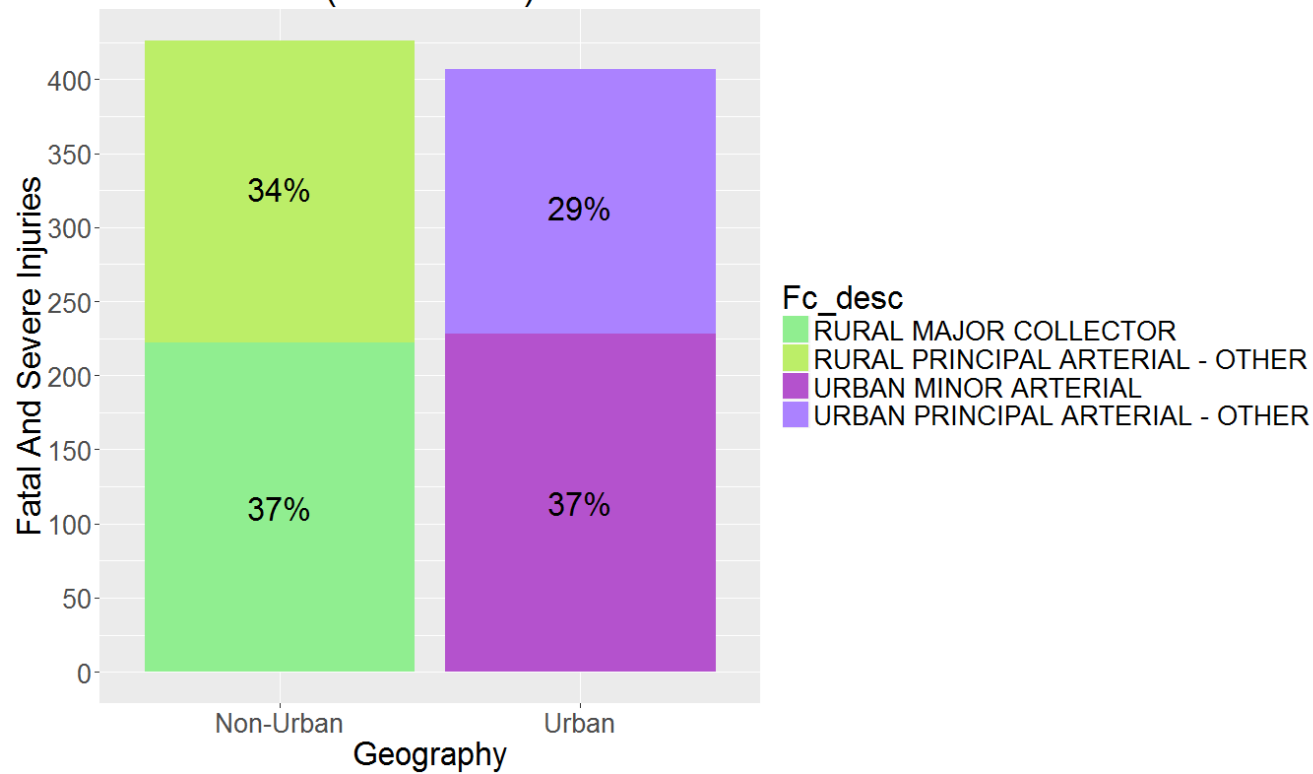
Ex: Florence Highway (Hwy-126)



Overview of Infrastructure Emphasis Area



Infrastructure(Where)
Fatal & Severe Injuries by
Emphasis Area
(2007-2014)



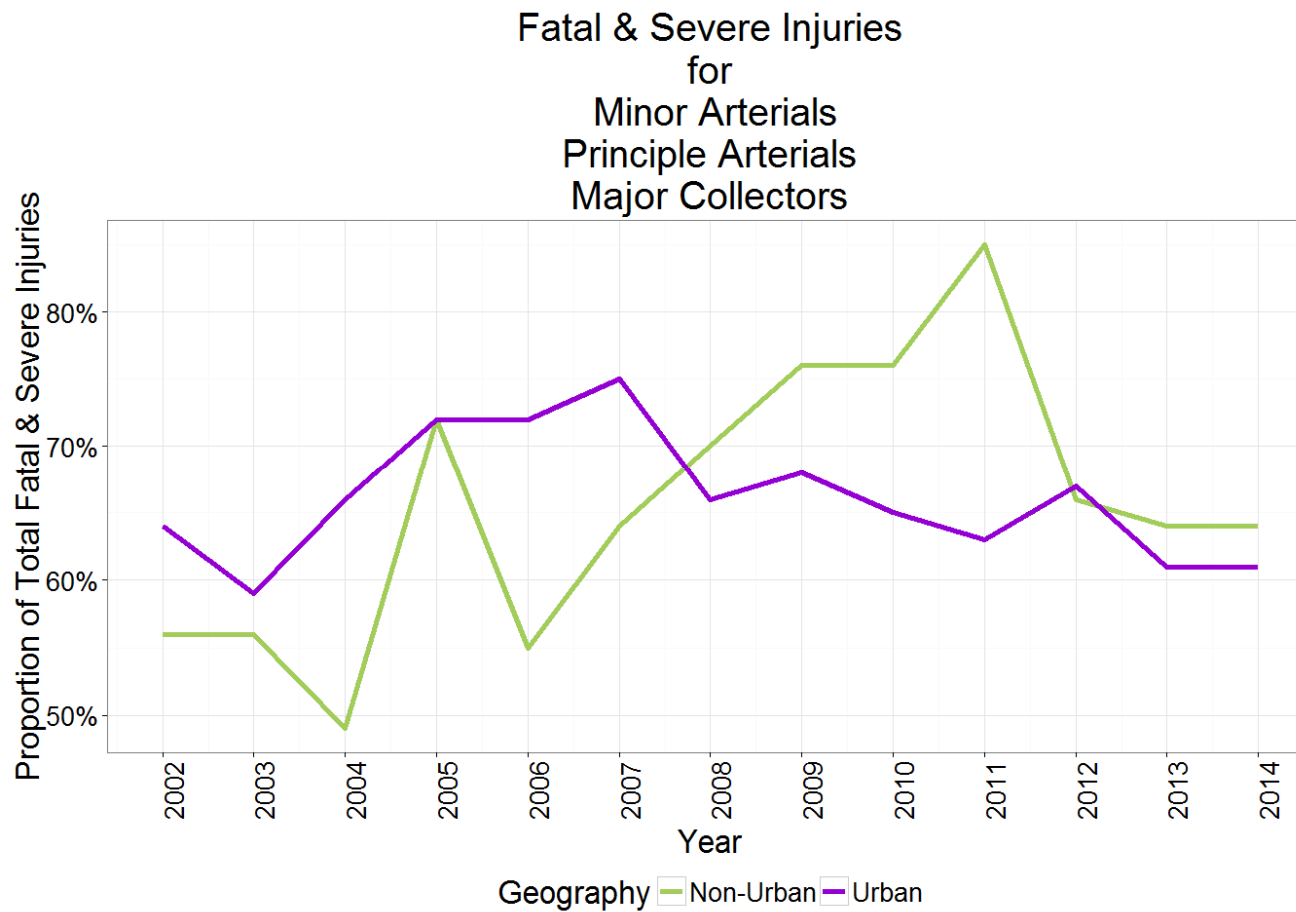
In urban area, 66% (407) of all fatal and severe injuries occur on Principle and Minor Arterial facilities

In non-urban area, 69% (426) of all fatal and severe injuries occur on Principle Arterials and Major Collectors

Overview of Infrastructure Emphasis Area



- Consistently condition over time

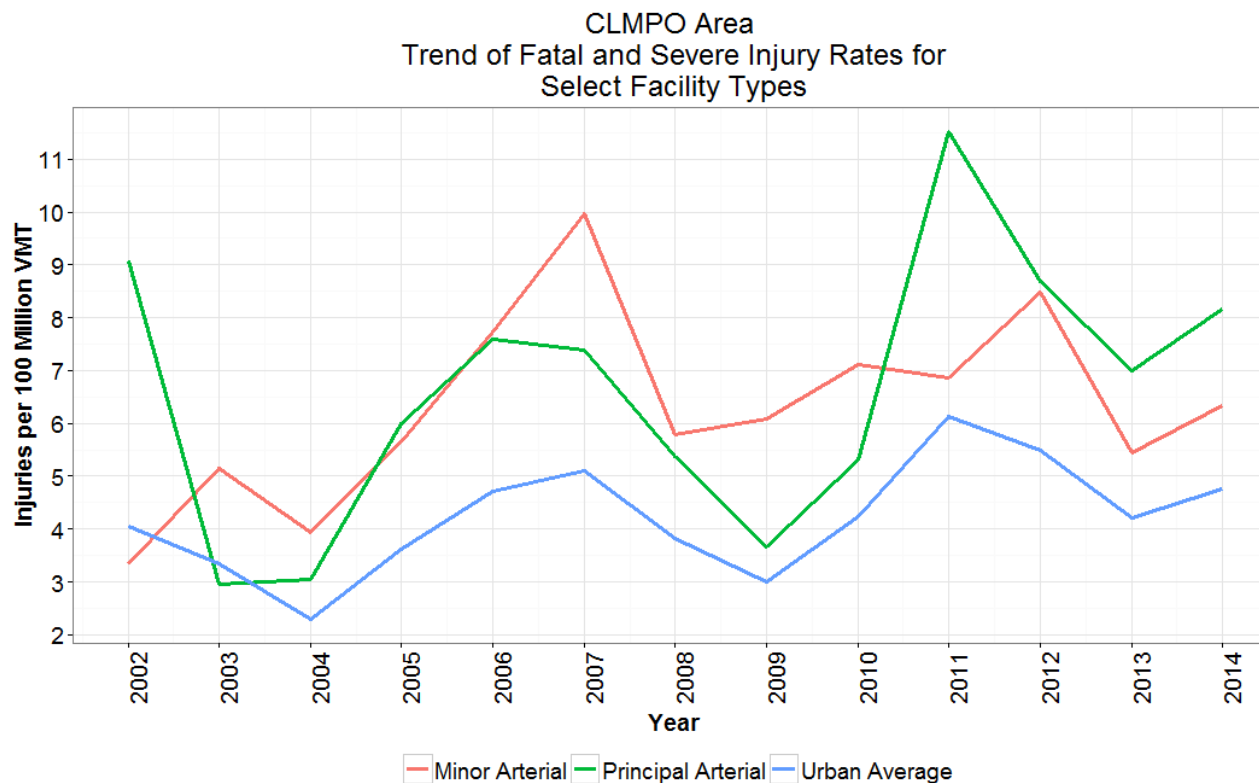


Overview of Infrastructure Emphasis Area



Major and minor arterials typically 50% + higher crash rate than the urban average

Also most dangerous place for people riding bikes (and probably people walking)



Overview of Corridors



Corridors chosen based on frequency of fatal and severe injuries

Urban	11th_13th_Ave
	18th_Ave
	30th_Ave_Amazon_Pkwy
	6th_7th_Ave
	Beltline
	Chambers_St
	Coburg_Rd
	Delta_Highway_I_105
	Gateway_St
	Hilyard_St
	I_5_Urban
	Main_St_Springfield
	MLK_Jr_Centennial_Blvd
	Pioneer_Parkway
	River_Rd
	Royal_Ave
West_11th_Ave	
Willamette_St	
Highway_126_105_Springfield	

Non-Urban	Camas_Swale_Hamm_Rd
	Cottage_Grove_Lorane_Rd
	Crow_Rd
	Highway_101
	Highway_126
	Highway_126_Mckenzie_Highway
	Highway_36
	Highway_58
	Highway_99_North
	Highway_99_South
	I_5_Non_Urban
	Marcola_Rd
	Small_Cities_Highway
	Territorial_Rd

Corridor Analysis – Some punchlines



- Large proportions of other emphasis occur on corridor
- Do corridors help us to focus our attention?
- What additional information do we need?
- Why focus on corridors or certain street classifications?

Measure	Corridor Location		Emphasis Area
	Urban	Non-Urban	
All Fatal and Severe Injuries	56%	52%	-
Impaired Involved	53%	48%	Risky Behavior
Speed Involved	63%	47%	Risky Behavior
People Walking	67%	20%	Vulnerable Users
People Riding Bikes	72%	14%	Vulnerable Users
Network Distance	9%	10%	-

Corridor Analysis – Thoughts?



Do corridors help us to focus our attention?

What additional information do we need?

Why focus on corridors or certain street classifications?



Break Into Smaller Groups

Guided Group Considerations

- Work through questions
- Discussion

Summary



What are the highlights
from the discussion?

Questions?



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