

Note: Anyone wishing to speak at any Transportation Advisory Committee meeting is encouraged to do so. If you wish to speak, please rise and, after you have been recognized by the Chair, give your name and City for the record. You will then be allowed to speak. Please note the public testimony may be limited by the Chair.

TRANSPORTATION ADVISORY COMMITTEE

March 19, 2026

AGENDA

CALL TO ORDER 4:00PM: Meeting Held Virtually Via Zoom:

Link: <https://zoom.us/j/94830438616>

- I. ANNOUNCEMENTS**
- II. CONSENT AGENDA**
 - A.** Approval of February 19, 2026 Minutes
- III. PUBLIC FORUM (4:05-4:20)**
- IV. REPORTS FROM OTHER CITY COMMITTEES (4:20-4:30)**
- V. NEW BUSINESS**
 - A.** Oak Street, A Street and Van Ness Intersection Area Discussion (4:30-5:00, action required, discuss workplan item of addressing intersection related issues)
 - B.** Review Traffic Calming Program (5:00-5:30, action required, review traffic calming application and make recommendations for any changes)
- VI. UNFINISHED BUSINESS**
 - A.** Working Group TAC Email Review and Responses (5:30-5:45, action required, discuss as necessary)
 - B.** Loading Zone – Helman Street (5:45-6:00, action required, discuss loading zone request)
- VII. INFORMATIONAL ITEMS**
 - A.** Way Finding
 - B.** TSP Update
 - C.** Transportation Safety Action Plan (ODOT)
- VIII. AGENDA BUILDING – Future Meetings**
- IX. ADJOURNMENT: 6:00 PM**

Next Meeting Date: April 16, 2026

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please email scott.fleury@ashland.or.us. Notification 72 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

**CITY OF
ASHLAND**



ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

February 19, 2026

CALL TO ORDER: 6:00 PM

Members Present: Linda Peterson-Adams, Corinne Vieville, David Kahn, Thor Morris, Dylan Dahle, Mark Brouillard, Joe Graf

Members Absent: Dave Richards, Nick David

Staff Present: Scott Fleury, Officer Derreck Moore, Marlena Correnti

Council Liaison: Gina DuQuenne, Eric Hansen

Guests: Edem Gomez – RVTB, Regina Ayars, Nancy Boyer

ANNOUNCEMENTS

- [Winter Driving in Ashland](#) – Dahle wrote this article
- City Reporter position open at [Ashland.news](#)
- [City Hall closed](#) indefinitely due to result of fire marshal inspection

CONSENT AGENDA

- Approval of January 15, 2026 Minutes

Vieville moves to approve the January Minutes as written. Morris seconds.

Vieville motions to withdraw initial motion. Morris seconds.

Vieville motions to approve the January Minutes with spelling corrections identified below. Morris seconds. Approved.

Corrections: “unknow” to *unknown*, “break” to *brake*.

PUBLIC FORUM

- Thank you for your comments! Reminder: There are many ways to share your comment or concern with TAC:
 - Submit [TAC contact form](#) on the City website
 - Use [SeeClickFix](#)
 - Attend monthly meetings via Zoom – Public attendees can indicate their intent to speak with a virtual “hand raise” which will be visible to the Chair and/or meeting host.
 - TAC meetings are held on the third Thursday of each month
- Ayars – initially requested in November 2025 to be notified of TSP update
 - Owns 164 1/2 Central; Neighboring lot has a huge grassy space in the back where on average 10-12 vehicles are parked (is occupant selling the cars?)
 - Parked car density does not violate any City ordinance, but Ayars is concerned about fire; Requests TAC please look at this issue and see if TSP Update can address
 - Peterson-Adams: seems to be a zoning issue; suggests consulting with the fire marshal
 - Fleury to get clarification from Severson and Goldman, and respond to Ayars

REPORTS FROM OTHER CITY COMMITTEES

- Council: Counselor DuQuenne is secondary TAC liaison. Meeting January 18th cancelled due to snow
- CEPAC: Morrison and Dohrmann appointed CEPAC Chair and Vice Chair respectively
- Planning Commission – Brouillard: required explicit language from HPAC, no ambiguity
 - Single-Residency Occupancy (SRO) was discussed
 - Tombstone Tales will be on May 20, 2026

ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

February 19, 2026

- Housing and Human Services Advisory Committee (HHSAC) – Peterson-Adams: Joint study session for HHSAC, Planning, and Council to discuss Manufactured Home Park Zone Ordinance on January 27, 2026
 - HHSAC has several [vacant committee member positions](#)
- Wayfinding Meeting 3 of 4 – Dahle: Following March 5th design meeting, options will go to Council for approval
 - Peterson-Adams: *Is there a dedicated budget for this? Do they have a consultant working on it?*
 - Dahle: Yes, budget is top of mind and reserve funds are being allocated to this. Consultant is Pam Kuhn Creative working with Terrain Landscape Architecture.
- Rogue Valley Transportation District (RVTD) – Gomez: board met in January to discuss and vote on levy options; Gomez to share with TAC in the coming months
 - Proposed Property tax levy would potentially renew 2016 levy to support and preserve transit in the Rogue Valley; Full details to be published on RVTD website
 - February 18th snow suspended early Route 10 service to Ashland for a few hours; normal services restored
- Ashland Police Department Traffic Enforcement – Moore: “Snomageddon Day” February 18th resulted in a couple stuck semi-trucks and a couple minor fender benders. Overall pleased that majority of people stayed inside and off the roads, keeping one another safe
- State Transportation Safety Action Plan Steering Committee – Fleury: met on February 12th
 - 5-year safety action plan for Oregon; Fleury to share packet received by State
 - Existing internal funds are being reallocated (Safe Routes to School Program among others are shut down temporarily as a stopgap funding measure for ODOT while long-term plan is established)

NEW BUSINESS

- Crash and Near Miss Review and Analysis
 - Morris: requests attention to page 55-56 detailing crashes over last five years
 - Curious about crash rate per Vehicle Miles Traveled (VMT) on East Main and Hersey Street, because it seems markedly lower than on Siskiyou Boulevard; interchanges and intersections stand out as areas of high crash opportunity
 - Fleury: Biggest offenders: (1) Distracted driving and (2) Driving too close
 - Several hit & runs were identified in this period; Noteworthy:
 - Right hand turns at signalized intersections where a bicyclist was hit:
 - Mountain and Siskiyou
 - Walker and Siskiyou
 - Add additional green striping or transitional striping at these crossings? Striping/crosshatch pattern demands driver attention
 - More pedestrian and cyclist crashes than previous year; Peterson-Adams: someone was rear-ended by a scooter!
 - Ashland Street, Siskiyou Blvd, The Couplet, and N Main, are the primary locations for Near Misses (verified with [GIS Traffic Accident Map](#))
 - A portion of this is under ODOT control, so City of Ashland has limited reach while ODOT has limited capacity to make any substantial changes
 - Dahle: “I love page 8”; 2023 and 2024 had almost double the amount of hit and runs compared to 2025
 - Interesting that the fewest accidents occur in February and October; fewer tourists?

Transportation Advisory Committee

February 19, 2026

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ASHLAND TRANSPORTATION ADVISORY COMMITTEE

MINUTES

February 19, 2026



- Dahle to Moore: *What is the difference between a reportable and a non-reportable DUI?*
 - Moore: All DUIs are reportable. Clarifies that the chart indicates whether the collision involving the DUI driver meets the criteria for a DMV report or not. If the resulting collision meets criteria for a DMV report, the chart identifies this as Reportable DUI.
- Brouillard: *What are the laws surrounding turn indicator use?*
 - Moore: Driver must engage turn indicator (turn signal) for 100 feet prior to making a move
 - If they don't? \$115 Class D violation
 - Looking forward to mini roundabouts for 4th Street
- Graf: Pleased with consistency of citations but reiterates prevalence of sight distance issues. Noted pattern of downtown crashes at the couplet
 - Fleury: supports signaling all intersections, but it violates ODOT's spacing and signalization standards and ODOT owns those portions of the roadway

Further Action and Consideration:

- Oak Street
- Fleury: consider intersection striping for car/bicycle conflicts at Central and N Main
 - Central and N Main: put *NO Parking Here to Intersection* sign
- Wimer and High St: vision clearance investigation
- Wimer and Scenic: vision clearance investigation
- "20 is Plenty" – City Council would need to pass an ordinance allocating that all residential streets are 20 mph (not just Bicycle Boulevards); this could be a standalone action at the recommendation of the TAC in conjunction with public feedback during public participation portion of TSP
 - Morris: perhaps use phrasing "neighborhood streets" as opposed to residential streets to improve public understanding

UNFINISHED BUSINESS

- Working Group TAC Email Review and Response
 - Fleury to follow up with ECOTEAS to see if they have additional info for TAC
 - March Working Group to meet and discuss re: 10 years ago 1 Hour Parking request on Bridge Street
- Future Article Ideas – Category: "Obey the Law, Prevent a Crash"
 - Dahle: Patience
 - Brouillard: Fines

AGENDA BUILDING – Future Meetings:

- A St and Oak
- Central Ashland Bike Path Analysis – system development charges (SDC) may be allocated to this project as it is a bike capacity improvement
- Traffic Calming Petition – review and edit

ADJOURNMENT: 6:00 PM

Next Meeting Date: March 19th, 2026 via Zoom from 4:00 PM – 6:00 PM

Respectfully submitted,

Marlena Correnti, Administrative Assistant

Memo

DATE: March 9, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: A Street and Oak Street Intersection Area Discussion

BACKGROUND:

One of the workplan items for the TAC is a discussion and potential recommendations for safety improvements to the A Street and Oak Street intersection area (Van Ness).

Roadway Information and Street Views:

Oak Street Statistics:

1. Roadway width = 35'
2. Sidewalk = both sides
3. ADT = see attached
4. Parking on both sides

A Street Statistics

1. Roadway width = 32'
2. Sidewalk = both sides
3. ADT = see attached
4. Parking on both sides

Van Ness Avenue

1. Roadway width = 33'
2. Sidewalk = both sides
3. ADT = see attached
4. Parking on side (south)

Oak Street and A Street is a 90 degree T-intersection and stop controlled on A Street. A crosswalk crosses frontage of A Street on Oak Street. There is a crosswalk on the southbound side of A Street across Oak Street. The view from A Street onto

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Memo

Oak Street is obscured in the northbound direction due to the building and curvature of Oak Street. The view southbound is generally clear other than cars parked curbside along Oak Street.

Van Ness Avenue and Oak Street intersection is a T-intersection and stop controlled on Van Ness Avenue. The views northbound and southbound is partially obscured by parked vehicles and railroad appurtenances.

Signage is generally consistent along the corridor with Share the Road, no-parking, railroad advance warning and traffic control signage.

Previously there were stop signs installed at the railroad crossing locations, but those were removed when the signal arms were installed and the track section improved.

Crash Data (2020-2026):

Crash Data (2020-2026)	Year	Type	Time	Date	Injury
	2022	Multi-vehicle Angle Crash	1:14 PM	7/18/2022	No
	2022	Single Vehicle Fixed Object	9:50 PM	10/16/2022	No
	2025	Single Vehicle Fixed Object	7:00 AM	4/13/2025	No
	2020	Single Vehicle PKV	10:50 PM	1/26/2020	No
	2025	Multi-vehicle PKV	1:41 AM	3/16/2025	No
	2023	Multi-vehicle PKV	UNK	2/16/2023	No

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Figure 1: Aerial Intersection View



Figure 2: Oak Street Northbound Roadway View



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Figure 3: Oak Street Southbound Roadway View



Figure 4: Van Ness Avenue East Bound View



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Figure 5: A Street Northbound View



Figure 6: A Street Southbound View



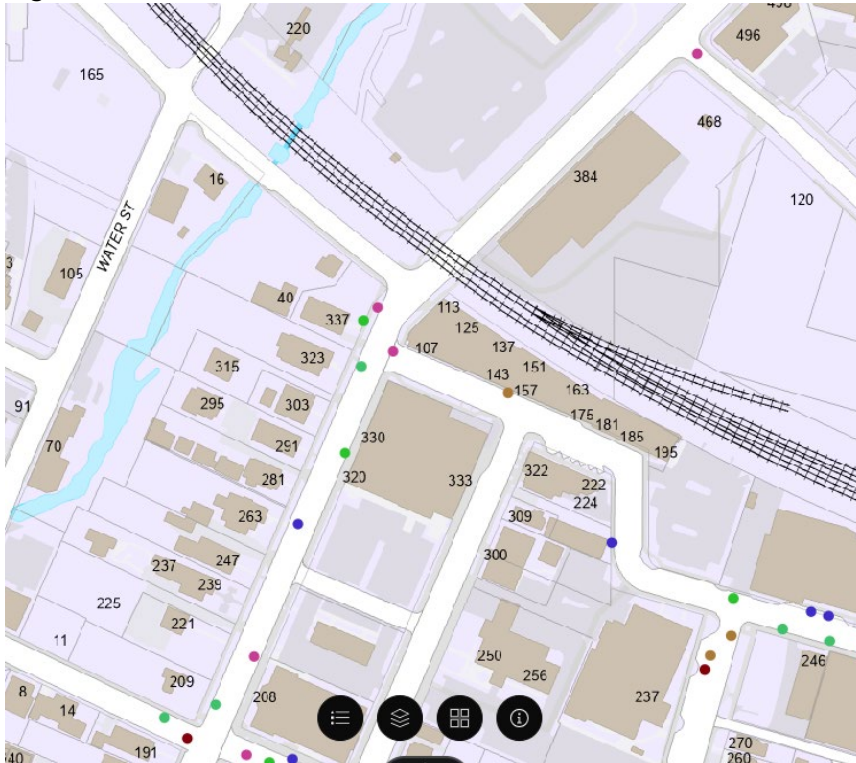
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Figure 7: Crash Data



Conclusion:

As part of the TAC's workplan the Committee should discuss if anything should be done in the area. Also as a reminder Public Works does have the Oak Street rehabilitation project in the works to begin design in 2026 with construction most likely occurring in 2028.

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Year	ADT	Weekday ADT	Weekend ADT	Count Beginning Date	Street	Location
2003	4111	4453	3655	30-Oct-03	A STREET	OAK TO PIONEER
2001	3124	3467	2665	25-Apr-01	A STREET	OAK TO PIONEER
1995	2399	2652	2062	21-Apr-95	A STREET	OAK TO PIONEER
2003	3622	3793	3394	30-Oct-03	OAK STREET	B TO A
2001	4526	5059	3815	25-Apr-01	OAK STREET	B TO A
1995	3766	3997	3459	10-Feb-95	OAK STREET	B TO A
2004	4488	4876	3970	05-May-04	OAK STREET	R/R TO HERSEY
2003	5553	6025	4925	21-May-03	OAK STREET	R/R TO HERSEY
2000	4089	4394	3681	17-May-00	OAK STREET	R/R TO HERSEY
1999	4328	4479	4177	14-May-99	OAK STREET	R/R TO HERSEY
1998	4105	4217	3993	12-Jun-98	OAK STREET	R/R TO HERSEY
2004	2658	2859	2457	19-Feb-04	VAN NESS AVENUE	WATER TO OAK
1998	2267	2482	1979	02-Oct-98	VAN NESS AVENUE	WATER TO OAK

Memo

DATE: March 9, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Traffic Calming Program Review

BACKGROUND:

As requested by the TAC this item is a review of the current traffic calming program and associated scoring criteria.

The current traffic calming program document is attached for reference.

Conclusion:

TAC should review the document and discuss any potential changes or modifications for reposting on the City's website.

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City of Ashland Pilot Traffic Calming and Safety Improvement Program



Acknowledgements

City of Ashland Council

Mayor John Stromberg

Dennis Slattery

Rich Rosenthal

Stef Seffinger

Tonya Graham

Julie Akins

Stephen Jensen

City of Ashland Transportation Commission

Bruce Borgerson

Derrick Claypool-Barnes

Corrine Vievielle

Joseph Graf

Linda Peterson Adams

Katharine Danner

Mark Brouillard

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Section 1: Introduction

Section 1.1 Traffic Calming and Safety Improvement Program Overview

The City of Ashland's Traffic Calming and Safety Improvement Program is part of the City's commitment to the safety and livability of our neighborhoods and shall incorporate the goals, policies and objectives of the City's comprehensive plan. A collaborative effort of City staff, the Transportation Commission and residents, the program is designed to reduce the impacts of traffic and provide for a safe roadway network for all users. Through active participation by area residents, the City can identify the problem, plan the approach, implement solutions and evaluate the effectiveness.

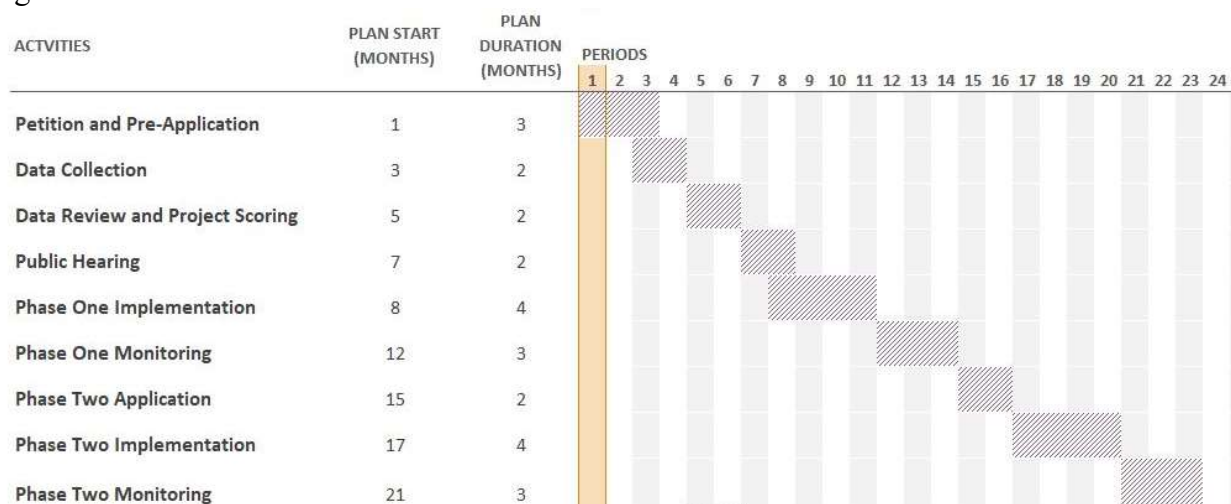
The program is open to all roadways within the City and works in two distinct phases. The initial phase focuses on data collection along with passive and easily implementable measures such as law enforcement, radar speed trailer placement and temporary signage. If phase one does not prove effective in meeting the defined goals for traffic calming or safety improvement, then a project can move to phase two. Phase two calls for engineering and construction of permanent physical treatments to address the defined problem.

Section 1.2 Program Timelines

Figure 1 shows the general timeline for activities for the City's Traffic Calming and Safety Improvement Program. Overall timeline can be affected by staff availability and scheduling of public meetings.

Cumulative duration shown here is the anticipated maximum. If prior phases are completed earlier in the duration window given, then subsequent steps also could be completed earlier.

Figure 1:



Section 2: Project Request and Review Process

Section 2.1: Petition & Pre-application Process

The petition and pre-application process are meant to create neighborhood support for potential Traffic Calming and Safety Improvement Program implementation within a neighborhood or project area. The petition and pre-application forms are attached as Appendix A.

The petition and pre-application require a minimum of five (5) adult signatures* from distinct addresses within the neighborhood showing they are in favor of entering into the Traffic Calming and Safety Improvement Program. The application also requires summary details of the issues encountered within the neighborhood.

Once a verified petition is submitted to Public Works Engineering, the City will define the initial study area and begin data collection. After data collection is complete, the City will move forward with targeted enforcement, speed trailer placement and distribution of temporary yard signage if requested.

The study area will initially be influenced by street system configuration, location of schools, hospitals, and/or business centers. Data collection within the study area will include review of accident reports and capturing speed and traffic volumes.

*Signature must be from resident who has property rights control over distinct address.

Section 2.2: Phase One Immediate Actions

After data collection is completed, and the data shows some measures are warranted, the City will move forward with two directly implementable soft measures for traffic calming. The two items below represent passive traffic calming measures that will be implemented after a successful traffic calming petition is verified by Public Works.

Radar Speed Trailer

The Ashland Police Department can place a portable trailer mounted radar unit that detects vehicular speed and displays it on a digital reader board. The trailer shows the drivers actual speed vs. the posted speed limit. The unit employed by the City of Ashland also collects driver speeds and volumes that can be compared to the previously collected information.



Police Enforcement

After data collection phase is completed the Ashland Police Department can use the information collected to perform targeted enforcement within study area during known times of excessive speed.



Temporary Speed Signage

The City offers free of charge “keep kids alive drive 25” temporary yard signs. The signs can be picked up at 51 Winburn Way at the Community Development Building. A total of five signs will be given to residents for each block/neighborhood request.



Section 2.3: Phase Two Project Ranking and Acceptance

The City of Ashland has established criteria for phase two improvements that must be met to proceed forward. Data from the collection phase will be used to score and rank the project.

Criteria	Definition	Value	Points
Average Daily Traffic (ADT)	Traffic volume over a 24-hour period	<500	0
		500-1000	1
		1000-1500	2
		1500-2000	3
		2000-3000	4
		>3000	5
Posted speed limit 25 MPH-residential 85% Threshold	The speed at or below which 85 percent of all vehicles are observed to travel under free-	1-5	2
		5-10	4
		10+	6

	flowing conditions. This is considered what roadway users consider to be a safe travel speed based on roadway conditions		
Accidents	Number of reported accidents, correctable by traffic calming on the project street within the last 5 years	1 2 3 4 >5	2 4 6 8 10

A total score of 8 points is required to move forward with any phase two solution.

For continued evaluation as part of phase 2 ranking and implementation, other factors may be considered including, but not limited to, the following:

Pedestrian Generators	Public and private facilities on or near the project street, such as schools, parks, community houses, senior housing, etc., which generate a substantial amount of pedestrian traffic
Bus Stops	Access to transit within ¼ mile of project street
Sidewalks	Existing facilities
Bicycle Facilities	Existing Facilities

Section 2.4: Phase Two “Neighborhood Meeting”

If the City of Ashland receives numerous traffic calming program applications during any budget biennium, each application will be ranked and phase one data assessed to determine project prioritization. Phase two work begins once projects are ranked and the need for traffic calming and safety improvements is verified. Public Works will verify if the minimum criteria are met to proceed forward with any phase two actions. If the project fails to meet the minimum established criteria it will not move forward to phase two, but the City will still place the radar speed trailer onsite perform periodic targeted enforcement and offer free temporary speed signs.

To move forward with any phase two improvements the minimum scoring based on the established criteria shall be 8 points.

After projects are prioritized public meetings will be scheduled at a regular Transportation Commission meeting starting with the highest priority project. Resident support for a traffic calming and safety program is inherent to its success. To develop full support and consensus on project goals and potential solutions, the public hearing will be held by the Transportation Commission at a regularly scheduled meeting where goals and solutions will be discussed and agreed upon. The public hearing will consist of a report prepared by Engineering staff, public input from neighborhood residents and discussion by the Commission. Based on all information provided and discussion The Commission can recommend to the Director of Public Works

potential phase two solutions for implementation. A majority of phase 2 solutions have budget ramifications that must be accounted for in the timing and approval of solutions.

Section 3.0: Phase Two

After completion of the data collection phase and immediate implementable actions have been enacted, the City and Transportation Commission will rank all projects in the program and schedule public hearings with neighborhood groups to discuss the potential of phase two actions. A clear set of goals with respect to traffic calming actions should be established in the public meeting, which will enable the pursuit of solutions that match with defined goals. Phase two installations can be considered “pilot” or final in-place solutions depending on the evolution of phase two.

The following phase two measures are listed in general order of cost and difficulty of implementation. Some measures could be implemented in the near term using available funds in the current Public Works budget. Other measures, particularly those requiring significant changes to the roadway, will be implemented only if initial measures fail to calm traffic, and may require inclusion in future budgets as a capital improvement project.

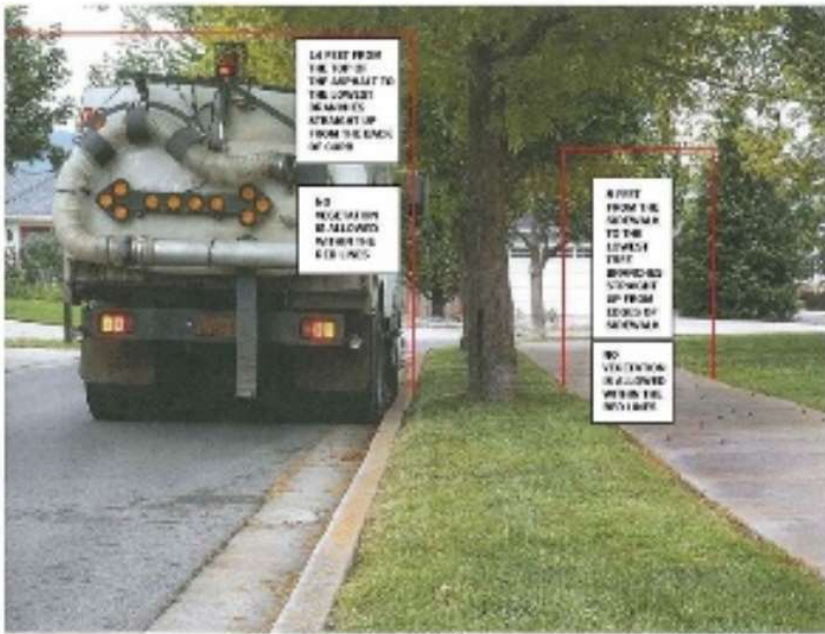
[Traffic Safety Campaign](#)

An information letter is prepared by the City and mailed to residents within the study area. The letter explains traffic volumes and speeds captured during data collection. The informational packet will also contain traffic calming features, traffic laws and bicycle and pedestrian safety information. The goal is to heighten traffic safety awareness within the project area.



[Vegetation and Vision Clearance](#)

Removal of vegetation that obscures sight lines or traffic control signage, creating a hazardous situation, shall be considered as a phase two improvement. Removal shall be done by either homeowners or City staff depending on property ownership.



Signage

The addition of appropriate signage shall be considered, including additional speed limit signs, parking restrictions, and pedestrian and bicyclist informational signs.



Pavement Markings

The addition of pavement markings shall be considered. Markings can include centerlines, fog lines, identification of crossings and speed limits.



Intersection Painting

The City of Ashland has a permit approval process for intersection street painting on low volume residential roadways. Painted intersections help create a community identity and are a great way to organize your neighbors around a common goal. They may also have indirect effects on helping to slow traffic in your neighborhood by making drivers aware that residents take pride in their neighborhood, encouraging them to be more respectful while driving down your street.



Curb Extensions

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. Curb extensions may be implemented on downtown, neighborhood, and residential streets, large and small.

Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.





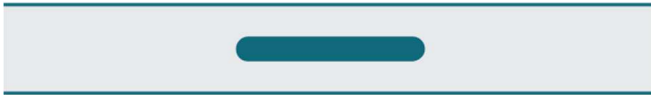
(NACTO Image)

In Street Speed Reduction Measures

Median

Medians create a pinchpoints for traffic in the center of the roadway and can reduce pedestrian crossing distances.

Median refuge islands are protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings. Crossings of two-way streets are facilitated by allowing bicyclists and pedestrians to navigate only one direction of traffic at a time. Medians configured to protect cycle tracks can both facilitate crossings and function as two-stage turn queue boxes.



(NACTO Image)

Pinchpoints

Chokers or pinchpoints restrict motorists from operating at high speeds on local streets and significantly expand the sidewalk realm for pedestrians.

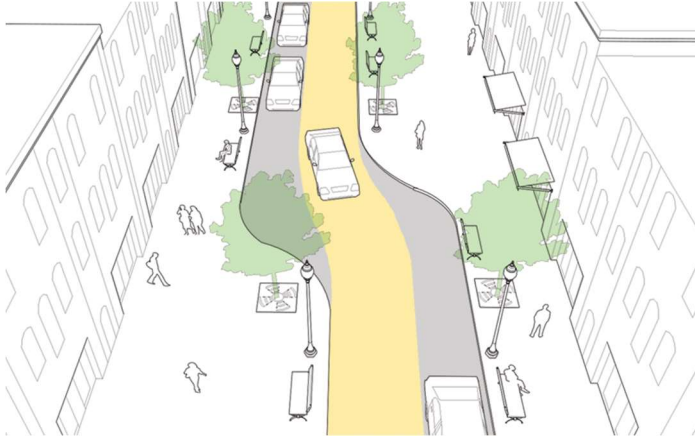


(NACTO Image)

Chicane

Offset curb extensions on residential or low volume downtown streets create a chicane effect that slows traffic speeds considerably. Chicanes increase the amount of public space available on a corridor and can be activated using benches, bicycle parking, and other amenities.

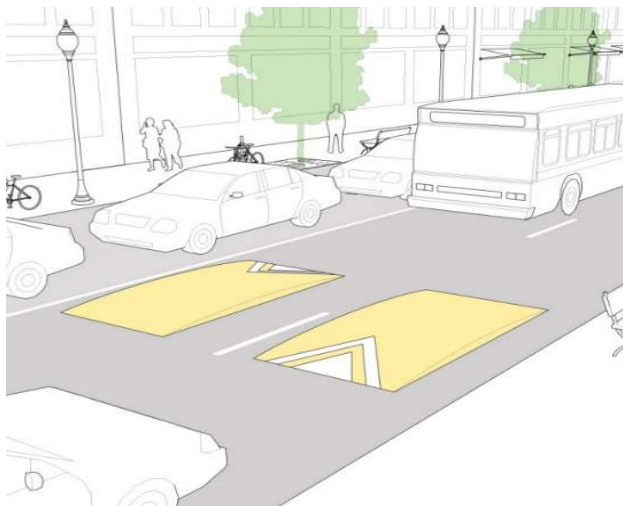
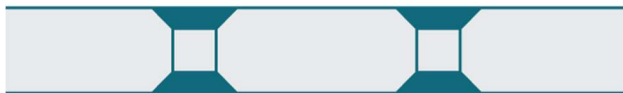




(NACTO Image)

Speed Hump/Cushion

Speed cushions are either speed humps or speed tables that include wheel cutouts to allow large vehicles to pass unaffected, while reducing passenger car speeds. They can be offset to allow unimpeded passage by emergency vehicles and are typically used on key emergency response routes. Speed cushions extend across one direction of travel from the centerline, with longitudinal gap provided to allow wide wheel base vehicles to avoid going over the hump.

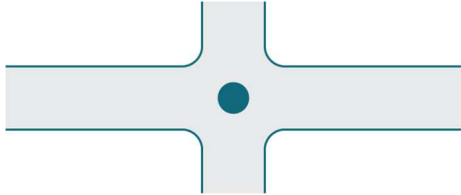


(NACTO Image)

Roundabout/Traffic Circle

Mini roundabouts and neighborhood traffic circles¹ lower speeds at minor intersection crossings and are an ideal treatment for uncontrolled intersections.

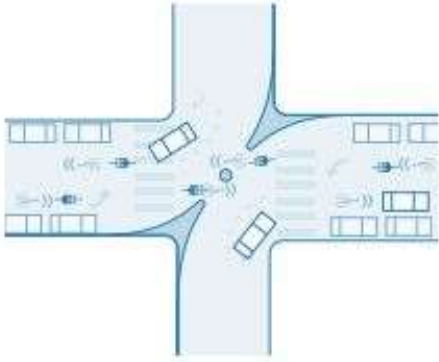
Mini roundabouts may be installed using simple markings or raised islands but are best applied in conjunction with plantings that beautify the street and the surrounding neighborhood. Careful attention should be paid to the available lane width and turning radius used with traffic circles.



(NACTO Image)

Diverter

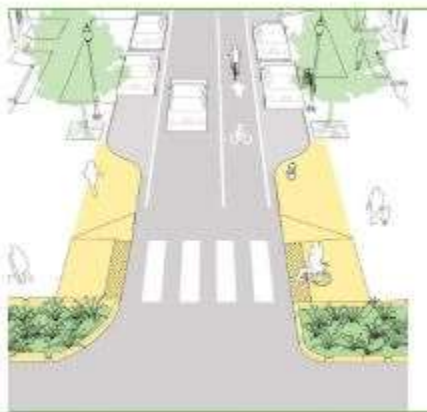
A traffic diverter breaks up the street grid, requiring motor vehicles to turn while allowing passage for pedestrians and bicyclists.



(NACTO Image)

Gateway Treatments

Curb extensions are often applied at the mouth of an intersection. When installed at the entrance to a residential or low speed street, a curb extension is referred to as a “gateway” treatment and is intended to mark the transition to a slower speed street.



(NACTO Image)

Stationary Radar Signs

A radar speed sign is an interactive sign that displays vehicle speed as motorists approach. The purpose of radar speed signs is to slow cars down by making drivers aware when they are driving at speeds above the posted limits. They are used as a traffic calming device in addition to or instead of physical devices such as speed humps, speed cushions, speed tables, and speed bumps.



Other

As transportation network solutions evolve so to can traffic calming and safety improvements. Other solutions may be brought to light during the analysis and public hearings that can be implemented and will not be disregarded if not specifically mentioned within this document.

Monitoring

After approved phase one activities have been implemented the City will monitor changes in driver behavior including speed and accident reduction. The monitoring phase will begin 4-6 months after the end of phase one activities.

The City and Ashland and its Transportation Commission would like to thank the National Association of Transportation Officials (NACTO) for allowing the use of some images contained within this document.

Appendixes

Appendix A: Petition & Pre-application

Petition to Initiate Neighborhood Traffic Calming Program

Location: _____

A resident of _____ has requested initiation of the City of Ashland Traffic Calming program to address concerns of _____ on _____. In order to begin the process, this petition must be signed by at least 5 adult citizens representing separate properties on _____ between _____ and _____. This level of neighborhood support is needed to justify data collection, analysis, and development of a traffic calming plan.

Please sign the attached petition, include your address and telephone number, and indicate whether you support (yes) or oppose (no) this proposal. If this petition receives the necessary neighborhood support, the City of Ashland staff will collect data about traffic conditions in the identified area for use in developing a Proposed Improvement Plan.

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:		Date:	

Printed name:	Phone:		
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Address:	Support	Oppose
Signature:	Date:	

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:	Date:		

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Address:	Support	Oppose	
Signature:	Date:		

Printed name:	Phone:		
Address:	Support	Oppose	
Signature:	Date:		

Transportation Advisory Committee – **Working Group**

March 2026

AGENDA

New Business Review SeeClickFix and email submissions

- See Click Fix Reports
- No Parking Signage



Anonymous SeeClickFix Reports: Near Miss**When did the event occur? (Time and Date)**

February 11, 2026 14:50 UTC-08:00

Which parties were involved?

Motor Vehicle, Pedestrian

Were there any adverse weather conditions? If so, what were the conditions?

Weather conditions not a factor, Sunny

What happened leading up to the near miss?

Cross guard and a group of kids were crossing from North side of Siskiyou Blvd to South Side of Siskiyou Blvd when a car turning right from Siskiyou Blvd onto Tolman Creek Rd almost struck the crossing guard as she was standing there with a yellow vest on and stop sign allowing a group of kids to cross. I was a parent waiting for my kid to cross with the cross guard. Maybe crossing flashers are needed?

What factors contributed to the near miss?

Speeding, Lack of awareness/distraction, Something else

When did the event occur? (Time and Date)

February 13, 2026 16:35 UTC-08:00

Which parties were involved?

Motor Vehicle

Were there any adverse weather conditions? If so, what were the conditions?

Weather conditions not a factor

What happened leading up to the near miss?

Oncoming drivers do not stop at stop signs. Intersection of Jefferson and Washington. People don't stop at the stop signs and pick up speed as I am making a left from Jefferson on to Washington. Often almost hit when I should have enough time to make the left from the stop sign has oncoming drivers stopped at independent and Washington stop signs. Area needs a speed bumps and clear speed signage. Occurs daily.

What factors contributed to the near miss?

Speeding

[View on Map](#)[Follow](#)

Transportation System Request

Fair Oaks Ave & Patton Ln Ashland, OR, 97520, USA



Closed



2/20/26 9:58:18 AM

Please let us know what is blocking the line of sight:

Parked vehicle

What is your first name?

David

What is your last name?

Boenitz

What is your phone number? (PLEASE NOTE: If there are additional questions or information required to process the request and there is not a contact number available it may result in the request not being resolved.)

541-708-0586

What is your email address?

dboenitz@msn.com

Would you prefer us to email or call you if we need to contact you?

Email, Phone Call



Public



21054168



David J Boenitz



Ashland, OR - City Service Area

Comments (10)



[Ashland, OR](#)

2/20/26 9:58:19 AM · Flag

Verified Official

Ashland, OR assigned this issue to Code Compliance

Now Unfollowing



[Code Compliance](#)

Verified Official

2/20/26 10:17:10 AM · Flag

This issue was recategorized from Intersection Vision Clearance Concern to Parking Violation on Public Street.



[Ashland, OR](#)

Verified Official

2/20/26 10:17:11 AM · Flag

Ashland, OR assigned this issue to APD Traffic Officer



[Code Compliance](#)

Verified Official

2/20/26 10:17:44 AM · Flag

This request has been received and has been referred to the correct department to follow up. Thank you for your report.



[David J Boenitz](#)

Registered User

2/20/26 2:58:21 PM · Flag

Please note that there are no curb markings or signage indicating no Parking.



[David J Boenitz](#)

Registered User

2/20/26 2:58:22 PM · Flag

Now Unfollowing



[David J Boenitz](#)

Registered User

2/20/26 2:58:23 PM · Flag



[City Manager's Office](#)

Verified Official

2/25/26 1:12:33 PM · Flag

This request has been received and has been referred to the correct department to follow up. Thank you for your report.



[PW Admin Assistant](#)

Verified Official

3/4/26 8:20:18 AM · Flag

Thank you for sharing your vision clearance concern. Your message will be shared with the Transportation Advisory Committee (TAC) at their next meeting. The TAC meets once per month.

month, every 3rd Thursday of the month from 4-6 pm. You will find more information on this committee on the City website at ashlandoregon.gov by searching for "Committees."



[David J Boenitz](#)

Registered User

3/4/26 8:38:15 AM · Flag

Thank you for your attention to this safety issue. I hope to hear back from the TAC regarding their decision.

Add a Comment

 [Add an image](#)

Change Status: Leave this request Closed ▼

Comment

Download the App

Stay up to date on this request and discover more services



Memo

DATE: March 9, 2026

TO: Transportation Advisory Committee

FROM: Scott Fleury PE, Public Works Director

DEPT: Public Works

RE: Loading Zone – Helman Street

BACKGROUND:

This is a continued discussion from the January & February meetings. Ecoteas requested a loading zone on Helman adjacent to the shared facility. As discussed at the February meeting, staff reached out to Ecoteas to see if they discussed the loading zone with neighbors of the business complex. Ecoteas replied:

Hi Scott,

Thank you for reaching out and for the Transportation Advisory Committee's consideration of our request.

While we haven't spoken with all of the tenants in our building, we have discussed the loading zone with a few. Given how frequently our trucks impact the availability of the shared parking lot, we anticipate there would be general support for the idea.

One consideration is the neighboring CrossFit gym. As they require significant parking for their classes, they may have concerns about losing curb access. However, a dedicated loading zone would also keep large trucks out of the parking lot, improving safety for their clientele who frequently walk through that area.

We don't have additional feedback at this time but will certainly share any further thoughts if they arise.

Best wishes,

Jatesh

CITY OF ASHLAND

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900



Memo

Figure 1: Stopping Site Distance



Figure 2: Intersection View



CITY OF ASHLAND

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900

Memo

Figure 3: Loading Zone “Area”



Figure 4: Street View of Intersection



CITY OF ASHLAND

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900

Memo

Conclusion:

TAC should finalize a discussion about the potential installation of a loading zone.

CITY OF ASHLAND

20 East Main Street
Ashland, Oregon 97520
ashland.or.us

Tel: 541.488.6002
Fax: 541.488.5311
TTY: 800.735.2900

Date/Time	Thursday, February 12 9:00 am. – 11:00 a.m.	
Join the Meeting	Register to attend the meeting by filling out this form . You will receive information on how to join the virtual meeting.	
Public Comment	How to submit a comment: You may submit written comments prior to the meeting by completing this online form or emailing your comment to safety@odot.oregon.gov . You may also deliver your comment in person at the meeting.	
	Written comments are due by 10 a.m., February 11.	
ADA Accessibility	A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Alexis Bocanegra at 503-986-2845 (or statewide relay 711).	
Meeting objectives	• Provide feedback on proposed safety actions	
9:00 a.m.	Welcome	Mary McGowan
9:05 a.m.	Meeting Objectives and Agenda Review	Zach Johnson
9:10 a.m.	Introductions	Zach Johnson
9:15 a.m.	Public Comment	Zach Johnson
9:20 a.m.	Legislative Update	Amanda Pietz
9:25 a.m.	TSAP Process Update	Mary McGowan
9:30 a.m.	2026 TSAP Focus on Actions	Lacy Brown
9:40 a.m.	Breakout Discussion Groups	
	A. Roadway Departures/Speeding/Intersections (1)	
	B. Roadway Departures/Speeding/Intersections (2)	
	C. Impairment/Distracted/Unrestrained Occupants	
	D. Pedestrians/Bikes (1)	
	E. Pedestrians/Bikes (2)	
	F. Aging Drivers/Young Drivers	
	G. Motorcycles/Medium and Heavy Vehicles	
10:15 a.m.	Break	
10:20 a.m.	Breakout Discussion Groups Continue	
10:50 a.m.	Next Steps	Mary McGowan
11:00 a.m.	Adjourn	Jenny Thacker

2026 TSAP Update

Proposed Safety Actions (**Draft**)

Actions are numbered for ease of reference, not by priority.

1. Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
2. Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
3. Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
4. Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
5. Expand the use of Intersection Control Evaluations that prioritize roundabouts.
6. Expand infrastructure design policies related to speed management.
7. Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
8. Support Local Safe Communities Programs, and similar state level program/focus.
9. Expand access to safe travel options through land use, transit, ride share, and other programs.
10. Partner with interested organizations to support aging driver programs.
11. Streamline the DUII arrest processes by developing consistent protocols for electronic search warrant procedures.
12. Expand use of and compliance with ignition interlock devices as part of the DUII adjudication process.
13. Expand law enforcement training and education on drug impairment detection.
14. Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
15. Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
16. Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
17. Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
18. Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
19. Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
20. Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.

21. Establish a statewide task force to craft policy and guidance regarding e-motos.
 22. Encourage distraction-free driving policies for public and private employers.
 23. Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
 24. Enforce, enhance, and extend graduated drivers license (GDL) restrictions.
 25. Develop a resource that describes how construction and maintenance practices can impact motorcyclist safety.
 26. Maintain and upgrade rest areas to ensure safety for all travelers."
 27. Recruit and train certified child passenger safety technicians.
 28. Incorporate safety as a criteria for capital improvement project selection.
 29. Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
 30. Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.
-

Small Group A: Roadway Departures/Speeding/Intersections (1)

Members: Captain Evan Sether, Mark Willrett, Tova Peltz, Darrin Neavol, Marlow Stanton, Mark Barrett, Jeff Shambaugh, Aaron Smith, Jamie Schmidt

Primary actions for discussion:

Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Secondary actions (if time allows):

Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
Action #15: Streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures.
Action #16: Expand use of and compliance with ignition interlock devices as part of the DUI adjudication process.
Action #17: Expand law enforcement training and education on drug impairment detection.
Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
Action #27: Maintain and upgrade rest areas to ensure safety for all travelers.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group B: Roadway Departures/Speeding/Intersections (2)

Members: Joseph Marek, Terry Hendryx, Scott Fleury, Jeremy Doze, David Hurwitz, Brian Worley, Peter Schuytema, Kelly Rodgers

Primary actions for discussion:

Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Secondary actions (if time allows):

Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
Action #15: Streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures.
Action #16: Expand use of and compliance with ignition interlock devices as part of the DUI adjudication process.
Action #17: Expand law enforcement training and education on drug impairment detection.
Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
Action #27: Maintain and upgrade rest areas to ensure safety for all travelers.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group C: Impairment/Distracted/Unrestrained Occupants

Members: Sgt. Christopher Petrov, Kimberly Rose, Chuck Hayes, Billie-Joe Nickens, Angel Pairan, Tim Svenson, Chief Marcia Harnden, Tyler Deke, John Bonnett

Primary actions for discussion:

Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
Action #15: Streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures.
Action #16: Expand use of and compliance with ignition interlock devices as part of the DUI adjudication process.
Action #17: Expand law enforcement training and education on drug impairment detection.
Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
Action #20: Recruit and train certified child passenger safety technicians.
Action #21: Encourage distraction-free driving policies for public and private employers.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Secondary actions (if time allows):

Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Small Group D: Pedestrians/Bikes (1)

Members: Andrea Lightsey-Walker, Dave Roth, Sarah Iannarone, Zachary Lauritzen, Andrea Durbin, Xao Posadas, Chris Cheng, Brian Hurley

Primary actions for discussion:

Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
Action #24: Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
Action #28: Establish a statewide task force to craft policy and guidance regarding e-motos.

Secondary actions (if time allows):

Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group E: Pedestrians/Bikes (2)

Members: Taundra Mortensen, Bill Holmstrom, Clay Veka, Jenny Lee, Theresa Conley, Josh Roll, Michael Duncan, Dagan Wright

Primary actions for discussion:

Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
Action #24: Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
Action #28: Establish a statewide task force to craft policy and guidance regarding e-motos.

Secondary actions (if time allows):

Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group F: Aging/Young Drivers

Members: Janelle Lawrence, Becky Taylor, Marie Dodds, Diana Hansen, Arla Miller, Patrick Herman, Ethan Stuckmayer, Teresa Cisneros, Susie Ashenfelter, MaryJo Anderson, Colleen O'Hogan

Primary actions for discussion:

Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #11: Enforce, enhance, and extend graduated drivers license (GDL) restrictions.
Action #12: Partner with interested organizations to support aging driver programs.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #21: Encourage distraction-free driving policies for public and private employers.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
Action# 27: Maintain and upgrade rest areas to ensure safety for all travelers.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Secondary actions (if time allows):

Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group G: Motorcycles/Medium and Heavy Vehicles

Members: Chris Henry, Cameron Bennett, Victor Hoffer, Mark Gibson, Nikki Messenger, Beth Wemple, Sara Cole, Nick Fortey, Andrew Brown, Mindy McCart

Primary actions for discussion:

Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.

Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.

Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).

Action #25: Develop a resource that describes how construction and maintenance practices can impact motorcyclist safety.

Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.

Action #27: Maintain and upgrade rest areas to ensure safety for all travelers.

Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Secondary actions (if time allows):

Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.

Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.

Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.

Action #6: Support Local Safe Communities Programs, and similar state level program/focus.

Action #7: Incorporate safety as a criteria for capital improvement project selection.

Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.

Action #16: Expand use of and compliance with ignition interlock devices as part of the DUII adjudication process.

Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.

Oregon Transportation Safety Action Plan (TSAP) Steering Committee and Partner Workshop Executive Summary

Thursday, October 30, 2025

9:00 a.m. – 12:00 p.m.

Note: This executive summary provides a high-level overview of the TSAP (Transportation Safety Action Plan) Steering Team and Partner Workshop meeting held on October 30, 2025. The full meeting summary is available starting on page 8. Objectives of the meeting included:

- Presentation of final Emphasis Areas.
- Connecting qualitative and quantitative data and lessons learned to recommended actions for the 2026 TSAP.
- Prioritizing recommended actions for the 2026 TSAP.

Emphasis Areas and Discussion of Prioritization and Elements

The following 2026 TSAP Emphasis Areas were presented to the group:

Top Tier

- Roadway Departure.
- Intersections.
- Speed-related.
- Alcohol and/or Other Drugs.
- Aging Drivers (65+).
- Pedestrians and Bicyclists.

Second Tier

- Young Drivers (15-20).
- Unrestrained Occupants.
- Distracted Drivers.
- Medium/Heavy Trucks.
- Motorcycles.

In the group's discussion of the above, the Steering Team and Work Group agreed that the following problem areas and/or themes should be addressed within the TSAP emphasis areas:

1. Enforcement capacity is insufficient across safety areas.

Participants repeatedly raised that Oregon's low law enforcement staffing, limited traffic enforcement, and administrative barriers reduce the ability to manage speeding, impaired driving, red-light running, and distraction. Automated enforcement is broadly supported, but equity concerns must be addressed (see below).

2. Speed management is foundational to all safety outcomes.

Speed touches nearly every emphasis area (intersections, roadway departure, VRUs, young/aging drivers). There was strong agreement that Oregon needs:

- Better speed zoning policies.
- Automated enforcement expansion.
- A culture change that “un-cools” speeding.
- Mode shift and infrastructure that reduce the need to drive fast.

3. Infrastructure maintenance and repairs are becoming safety issues.

Aging pavement, fading striping, outdated lighting and damaged or missing signs were repeatedly described as barriers to implementing safe-system strategies, especially in rural areas. Participants emphasized that safety investments must include maintenance, not just new projects.

4. Equity must be embedded in policy and enforcement.

The group discussed the need for greater equity and the degree to which it is imbedded in several traffic safety elements including policy and enforcement. The group highlighted the need for:

- Avoiding automated-enforcement systems that disproportionately affect marginalized communities.
- Recognizing the outsized impacts of vehicle size and roadway design on VRU safety in lower-income communities.
- Addressing mobility options for people who cannot or should not drive.

5. Rural vs. Urban needs are fundamentally different.

Many participants stressed that rural solutions must differ from urban solutions, especially for transit access, DUII-safe travel options, aging road users, and roadway departure risk. Rural partners expressed concern that statewide strategies often reflect urban assumptions.

6. Behavioral and cultural change is essential but difficult.

Partners repeatedly linked long-term safety improvement to shifts in cultural norms around speeding, distracted driving, impairment, and seatbelt use, similar to past public health successes like smoking reduction and seatbelt adoption. Education must be paired with enforcement and policy change to be effective.

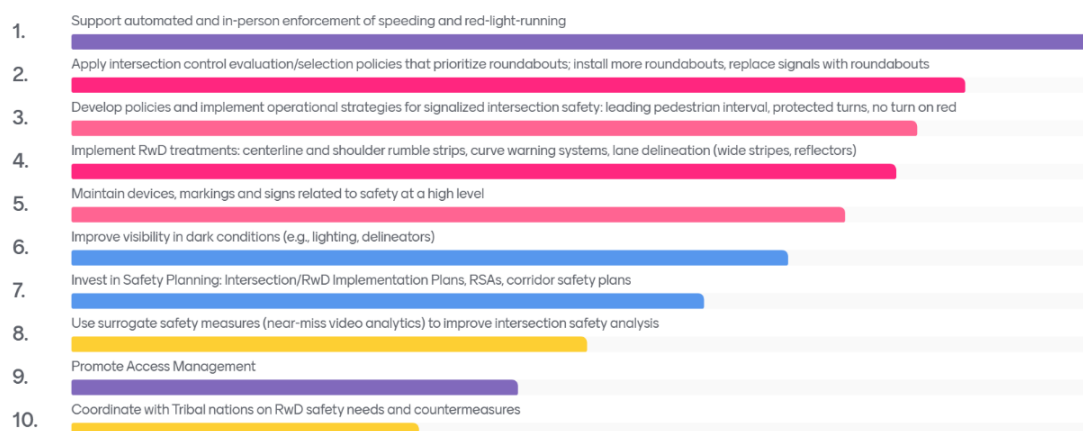
Key Tensions, Conflicts or Unresolved Issues

- **Automated enforcement:** broad support but serious equity, cost, and administrative concerns.

- **Vehicle size & design:** increasing attention but limited State authority.
- **Micromobility:** unclear definitions, inconsistent rules, device proliferation, and conflation of e-bikes with e-motos.
- **Land use changes:** conceptually supported, but major political/community resistance expected.
- **Safe travel options for impaired people:** strong disagreement on whether this “enables” use vs. improves public safety.
- **Funding gap:** repeated acknowledgment that many high-value strategies cannot be implemented without legislative support.

Action Areas

When asked by the facilitator, the group prioritized actions related to intersection safety and roadway departures (via Menti) in the following way:

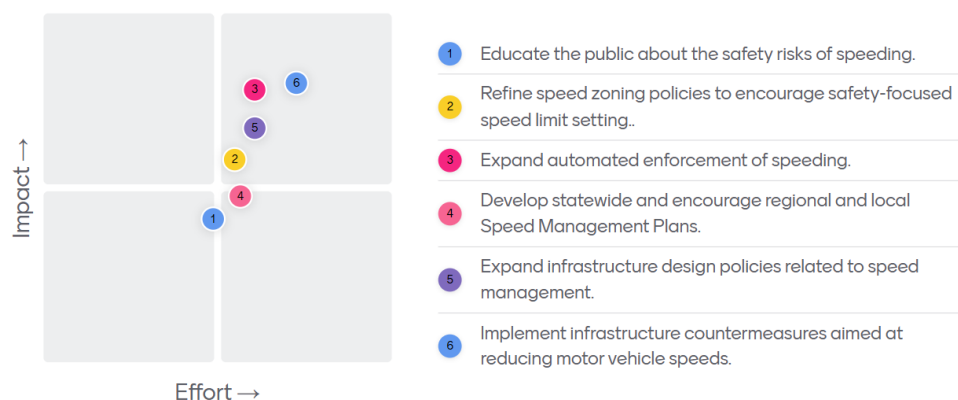


Key points from the above preferences include:

1. Expand and maintain automated enforcement (speeding & red-light running)

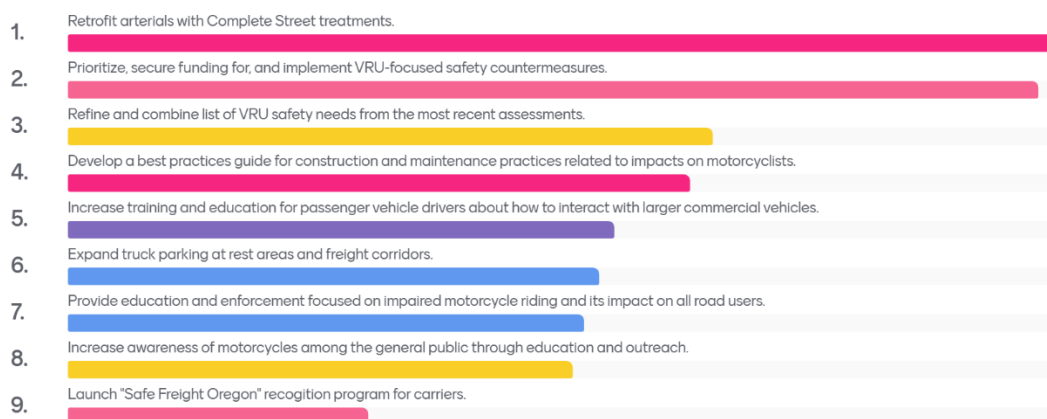
There was strong support for expansion, provided that Oregon modernizes revenue structures and mitigates disparate impacts on marginalized communities. The graphic below shows the group’s assessment of the impacts and effort of specific actions related to speed.

Use the sliders to rate the impact and the effort of the following action types related to speed.



2. Implement systemic safety infrastructure particularly related to pedestrians, bicyclists, motorcycles and large trucks

Roundabouts, lighting, rumble strips, access management, arterial retrofits, improved truck parking and VRU-focused safety countermeasures consistently ranked high-impact. The group prioritized action types in this category accordingly.



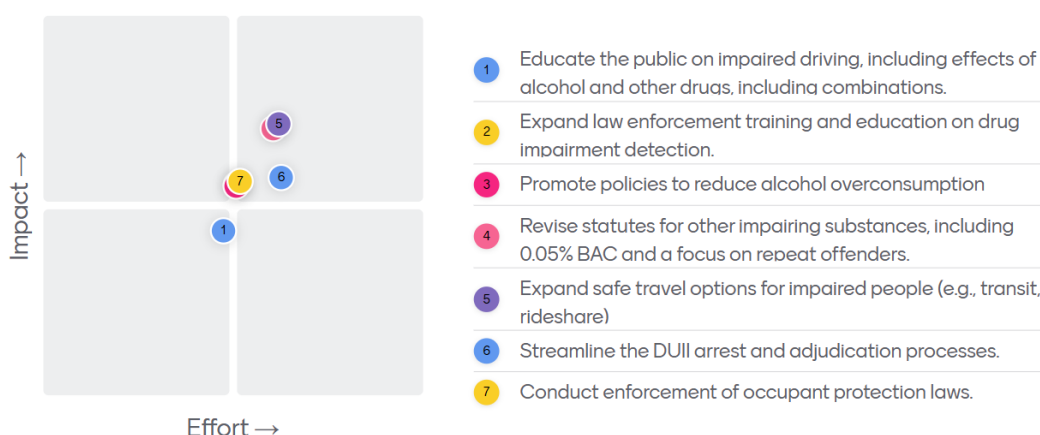
3. Strengthen DUI policy and systems

Participants emphasized updating BAC thresholds, training for drug-impaired detection, improving adjudication processes, expanding diversion/supervision programs and collaboration with health and addiction services. Recommended actions from data and outreach related to alcohol and other drugs are:

- **Educate the public** on the risks of impaired driving.
- **Expand law enforcement training and education** on drug impairment detection.
- **Revise statutes and policies**, such as 0.05% BAC, harsher penalties, and a focus on repeat offenders.
- **Expand safe travel options** for impaired people (e.g., transit, rideshare)

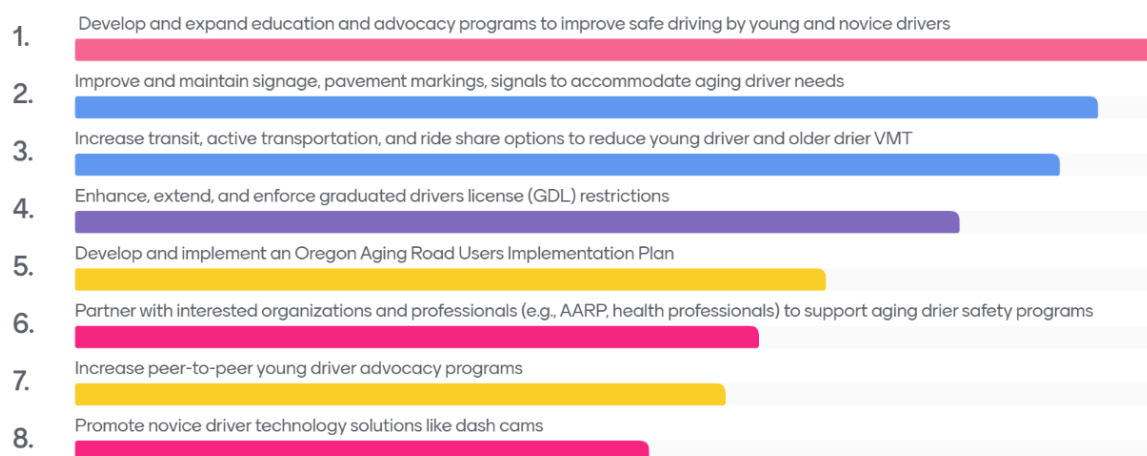
- **Streamline** the arrest and adjudication process for DUII.

The group responded with the following preferences when asked about prioritizing actions related to alcohol and drugs.

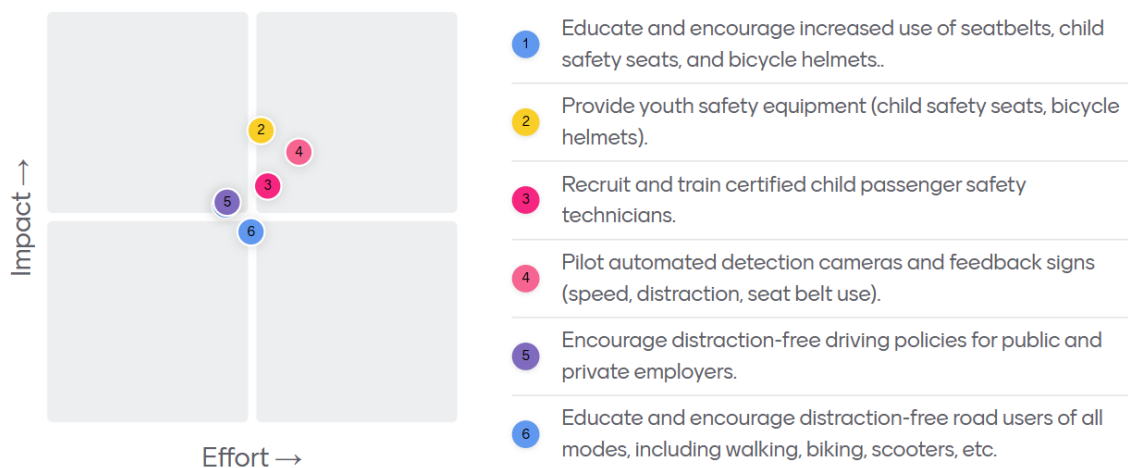


4. Modernize driver education (young, aging, and at-risk drivers)

The group raised concerns that Oregon's system is inconsistent, underfunded, and outdated. Needs include novice-driver training, peer-to-peer youth approaches, older-driver assessments, and public awareness of at-risk-driver reporting programs. The chart below shows the group's prioritization of these actions.



Actions around the topic of unrestrained occupants and distracted driving were discussed. The group rated the impact and effort of several actions in this area accordingly.



5. Support mode shift and non-driver mobility

Partners emphasized transit access, walkability, micromobility safety, land use improvements, and services like rideshare and delivery to reduce the need to drive — especially for youth, older adults and impaired individuals.

6. Improve crash data completeness and emerging-data tools

Requests for data included near-miss analytics, distraction data, micromobility crash categorization, and separating commercial vs. non-commercial truck impacts.

Requests of ODOT leadership and the Legislature

The group requested that ODOT leadership, not just staff, also address these questions and concerns:

- **Legislative priorities for the TSAP.** Participants urged creating a priority list for the 2027 legislative session, including DUII statutes, automated enforcement, BAC limits, and hands-free enforcement tools.
- **Funding strategy and agency alignment.** Oregon needs unified, cross-agency prioritization of transportation safety and a funding plan that matches the ambition of the TSAP.
- **Approach to vehicle technology (AV, ISA, in-vehicle distraction management).** Partners want ODOT to clarify its stance and prepare for rapid changes.
- **Direction on micromobility policy.** Participants asked for statewide guidance on definitions, enforcement, facility use, youth rules, and emerging e-device categories.

Conclusion

In summary, the following points are key takeaways from the meeting:

1. **Speed management is the single most powerful lever.**
The group consistently returned to speed—through policy, enforcement, design, and culture—as central to reducing fatalities and serious injuries.

2. **Automated enforcement is promising but must be designed equitably.**

There is strong interest, but concerns about disproportionate impacts on marginalized communities were emphasized repeatedly.

3. **Roadway departure and intersections account for the largest share of fatal/serious crashes.**

Participants considered investment in infrastructure (roundabouts, lighting, rumble strips, access management) to be high-impact.

4. **DUI and polysubstance impairment are rapidly worsening and require cross-sector solutions.**

Collaboration with OHA, addiction services and the Governor's Task Force is essential.

5. **Driver education needs modernization across all ages.**

Oregon's current system leaves teens, other novice drivers and aging drivers without adequate training or assessment.

6. **Micromobility and vehicle design trends are creating new safety challenges.**

E-motos masquerading as e-bikes, heavier EVs, SUVs and unclear regulations all demand clearer statewide policy.

7. **Infrastructure maintenance is becoming a critical safety issue.**

Fading striping, deteriorating pavement, inadequate lighting, and unmaintained devices impede safety for all modes.

8. **Mode shift (walking, biking, transit) is viewed as a safety strategy**—not just a climate or mobility goal. Reducing VMT and expanding non-driver options is seen as foundational to youth, aging, impaired, and VRU safety.

9. **Rural safety concerns differ fundamentally from urban needs.**

Solutions must reflect differences in transit availability, road geometry, speeds, and emergency access.

10. **ODOT needs a coordinated legislative and funding strategy.**

Attendees stressed that without legislative action and unified agency alignment, many recommended actions cannot be implemented.

Oregon Transportation Safety Action Plan (TSAP)

Steering Committee and Partner Workshop

Meeting Summary

Thursday, October 30, 2025

9:00 a.m. – 12:00 p.m.

Present

Steering Committee Members

Victor Hoffer, Oregon Transportation Safety Committee
Cosette Rees, ODOT Public Transportation Accountability Committee Chair
Sarah Iannarone, The Street Trust
Mark Gibson, Statewide Mobility Advisory Committee
Sgt. Christopher Petrov, Portland Police Bureau
Captain Evan Sether, Oregon State Police
Dagan Wright, Oregon Health Authority
Kimberly Rose, Office of the State Court Administrator
Tyler Deke, Bend Metropolitan Planning Organization
Brian Worley, Association of Oregon Counties
Beth Wemple, Retired Safety Consultant
Terry Hendryx, Clatsop County Public Works
Nick Fortey, Federal Highway Administration
Darrin Neavol, ODOT Region 3
Tova Peltz, ODOT Delivery and Operations

Project Managers

Mary McGowan, ODOT
Stacey Goldstein, ODOT
Walt McAllister, ODOT

PMT Resources

Traci Pearl, ODOT
Michael Rock, ODOT
Jiguang Zhao, ODOT
Angela Kargel, ODOT
Jody Raska, ODOT
Suzanne Mullen, ODOT
Rachel Zakem, ODOT

Consultant Support

Troy Costales, DKS
Lacy Brown, DKS

Consultant Support

Troy Costales, DKS
Lacy Brown, DKS
Anthony Gamallo, DKS
Tasmyn Petlansky, DKS
Nic Ward, Safe System Solutions

Facilitation Team

Zach Johnson, PRR
Jenny Thacker, PRR
Sarah Rose Ezelle, PRR

ODOT Multimodal/Topic

Heidi Manlove, ODOT TSO Bicycle and Pedestrian Program Manager
Jeff Greiner, ODOT TSO Motorcycle Safety Program Manager
Chris Cheng, ODOT Region 4 Active Transportation Liaison
Brian Hurley, Climate Office
Karen Ofearna, DMV Medically At Risk Drivers
Kelly Mason, Distracted Driving/High Visibility Enforcement and Occupant Protection
Colleen O'Hogan, ODOT Workzone Safety Program Manager

ODOT (Project Delivery/Operations/Maintenance)

Marlow Stanton, ODOT Region 5 Traffic Engineer/ARTS Coordinator
Mark Barrett, ODOT Region 4 Traffic Manager
Jeff Shambaugh, ODOT State Pavement Services Engineer
Taundra Mortensen, ODOT ADA Standards Engineer
Aaron Smith, ODOT Region 4 Operations and Maintenance Manager
Galen McGill, ODOT Statewide Operations and Maintenance

ODOT Safety Partners

Peter Schuytema, ODOT Transportation Planning and Analysis Unit

Anthony Gamallo, DKS
Tasmyn Petlansky, DKS
Nic Ward, Safe System Solutions

Michael Duncan, Region 2 TGM Planner

ODOT Data/Research

John Bonnett, ODOT Crash Analysis Unit
Josh Roll, ODOT Research Section Analyst

ODOT Equity

Lisa Brown, ODOT Office of Equity and Civil Rights

External Safety Partners

Zachary Lauritzen, Oregon Walks
Clay Veka, PBOT Vision Zero
Chuck Hayes, Governor's Advisory Committee on
DUII
Patrick Hemann, Community Connection of
Northeast Oregon
Bill Holmstrom, Department of Land Conservation
and Development
David Hurwitz, Oregon State University Civil and
Construction Engineering

Public and Other Attendees

Bethany Veil, ODOT
Sharlene Wills
Kate Gregory, Metro
Lake McTighe, Metro
Logan Telles, City of Eugene
Carl Lund, Marion County
Jak Lovell, Metro
Kindra Martinenko, MWVCOG
Janelle Shanahan, Marion County
Tiffany Gehrke, City of Tigard
Danny O'Neal
Justin Haynes, Oregon Dept. of Environmental
Quality
Bill Merchant, Clackamas County Community Road
Fund
Rob Inerfeld, City of Eugene
Donna Sansoterra, First Student
Tiffany Slauter, ODOT Region 1
Angel Pairan, Criminal Justice Commission
Roger Kuhlman, Oregon Transportation Safety
Committee
Cheri Freedman, ODOT

Agenda

- Welcome and roll call
- Meeting objectives and agenda review
- Introductions
- Public Comment
- Emphasis Areas Overview
- Emphasis Area Group 1: Intersections, Roadway Departures
- Emphasis Area Group 2: Speeding
- Emphasis Area Group 3: Young Drivers and Aging Drivers
- Break
- Emphasis Area Group 4: Alcohol, Other Drugs, Unrestrained Occupants
- Emphasis Area Group 5: Pedestrians, Bicyclists, Motorcyclists, Large Trucks
- Next Steps
- Adjourn

Welcome

Facilitator Jenny Thacker (PRR) opened the meeting and Mary McGowan (ODOT) provided opening remarks.

Meeting objectives and agenda review

Jenny walked the group through the following objectives:

- Present finalized Emphasis Areas
- Connect what we have learned from qualitative and quantitative data to recommended actions
- Work together to prioritize recommended actions

Introductions

Jenny used Mentimeter to gather introductions from attendees.

Menti prompt: Please tell us your name, organization, and the action that you would most like to see in the Transportation Safety Action Plan.

Responses

- Zachary Lauritzen, Oregon Walks, tbd
- Angel, Criminal Justice Commission, tbd
- Jiguang Zhao from Oregon Department of Transportation
- Walter McAllister, ODOT Transportation Safety, I would like to see local plans and local effort to improve issues identified as problems.

- Tiffany Gehrke, City of Tigard, funding strategies
- Donna Sansoterra, First Student, this is my first meeting and I am not sure what this is about, but always looking for information that affects school bus safety.
- Chris Cheng, ODOT Active Transportation Liaison R4 - I would most like to see automated speed enforcement throughout the state
- Josh Roll Oregon DOT Reducing operational speeds on arterials in urban areas
- Bill Holmstrom, Oregon Department of Land Conservation and Development
- Bethany Veil, ODOT
- Heidi Manlove, ODOT
- Jake Lovell, Oregon Metro, reduce speeds
- David Hurwitz, Oregon State University - An emphasis on infrastructure investment that supports pedestrian, bicycle, and other forms of micromobility safety.
- Justin Haynes Oregon DEQ (AQ, VIP) Focus on accountability; Focus on safety for bicyclist.
- Rob Inerfeld, City of Eugene and League of Oregon Cities Transportation Policy Committee I'd like to see more of an emphasis on changing the culture of how people drive in Oregon.
- Kate Gregory (she/her), Metro; speed reduction
- Mary McGowan, ODOT Actions to address Speeding and speeding related behaviors
- Michael Rock, ODOT Planning Intersection Safety
- Scott Fleury, Public Works Director - City of Ashland. Speed reduction treatment/enforcement.
- Terry Hendryx,,Clatsop County. Funding strategies for more enforcement.
- Karen O'Fearn, DMV At-Risk Driver Program Coordinator, Stronger incorporation of consideration of At-Risk Drivers, not just aging drivers.
- Mark Gibson, Oregon Trucking Association
- Tyler Deke, Bend MPO. Strategies and funding for speed management.
- Kelly Mason, ODOT Transportation Safety Office, I would like to see seat belts and child passenger safety information
- Evan Sether, Oregon State Police, practical and achievable guidance given uncertain funding
- Logan Telles, City of Eugene, I'd like to see action items that identify strategies for mitigating intoxicated driving
- Angela Kargel, ODOT, importance of maintaining safety features
- Darrin Neavoll, ODOT. Enforcement
- John Bonnett ODOT Crash Analysis and Reporting.
- Kimberly Rose (she/her), Oregon Judicial Department
- Consideration to the rural environment, severity of crashes and access to trauma care
- Tiffany Slauter ODOT Region 1 Traffic Creating a safety culture in drivers and multimodal users
- Clay Veka, Portland Bureau of Transportation, systemic safety treatments at interstate off- / on-ramps where they meet urban surface streets
- Lisa Brown, ODOT, actions to close the gap on disparate walking, biking, and rolling fatalities.
- Taundra Mortensen, ODOT, enforcement and education on bad driving behaviors.
- Create a traffic safety culture that sustains a significant shift in behaviors that focuses on keeping others safe on all roads.
- Michael Duncan, ODOT. Scalable, easy to implement (easy wins) safety projects for our rural small to mid-sized communities.

- (no name) A systems approach for more equitable access, safe use and providing opportunities for multimodal transportation in rural and urban areas.
- Nick Fortey, FHWA and low-cost infrastructure solutions overlaid with behavioral interventions
- Aaron Smith, ODOT Maintenance, safety features for road maintenance
- Chuck Hayes, Governor's Advisory Committee on DUII, retired OSP.
- Peter Schuytema, Oregon DOT, Improved bike/ped safety
- Janelle Shanahan, Marion County
- Bill Merchant, RIACT, Clackamas County TSAP, reducing crashes, supporting safety
- Sarah Iannarone, The Street Trust: Prioritize safe infrastructure on high-crash streets & measure outcomes for non-drivers most harmed by traffic violence, esp in historically underserved communities.
- Cosette Rees, Lane Transit; strategies to simplify, slow, representing all modes.
- Danny O'Neal Safety education on electric bikes and scooters operation.

Public Comment

No members of the public shared during the public comment period.

Jenny summarized themes from written comments received ahead of the meeting (see Appendix A for full comments).

Written comment themes:

- Desire for additional cycling infrastructure.
- Concerns about pedestrian safety (e.g., crosswalks, pedestrian interactions with roundabouts).
- Concerns about current levels of enforcement.
- Perspectives on ODOT budget (opposition to funding package, arguments about priorities, etc.).
- Other requests for changes (e.g., lighting improvements, more rumble strips).

Emphasis Area Overview

Lacy Brown (DKS) shared the selected top tier and second tier 2026 TSAP emphasis areas. The areas were selected using a data driven approach and represent the types of crashes that contribute most to fatalities and serious crashes across the state.

2026 TSAP Emphasis Areas

Top Tier

- Roadway Departure.
- Intersections.
- Speed-related.
- Alcohol and/or Other Drugs.
- Aging Drivers (65+).
- Pedestrians and Bicyclists.

Second Tier

- Young Drivers (15-20).
- Unrestrained Occupants.
- Distracted Drivers.
- Medium/Heavy Trucks.
- Motorcycles.

Lacy explained that each emphasis area has an associated list of recommended draft actions to address crash patterns. These actions were informed by the 2021 TSAP, crash data analysis, partner interviews, and survey results.

Lacy clarified that instead of reviewing all recommended actions during the workshop, the group would review and discuss a representative sample to inform the full list. For the purpose of the workshop the emphasis areas were grouped for discussion.

Emphasis Area Group 1: Intersections and Roadway Departures

Lacy shared conclusions from data and outreach related to intersections and roadway departures (RwD):

- 39% of all fatal and serious injuries (FSI) involved roadway departure.
- 38% of all FSI occur at intersections.
- It is difficult to track emerging safety-need locations.
- Maintenance (state of good repair) has been an increasing challenge.
- Many intersection-related needs overlap with vulnerable road users (VRU) (ped/bike).
- Many RwD needs overlap with risky behaviors (speed, impairment).

Attendee Karen O’Fearn wrote in the chat:

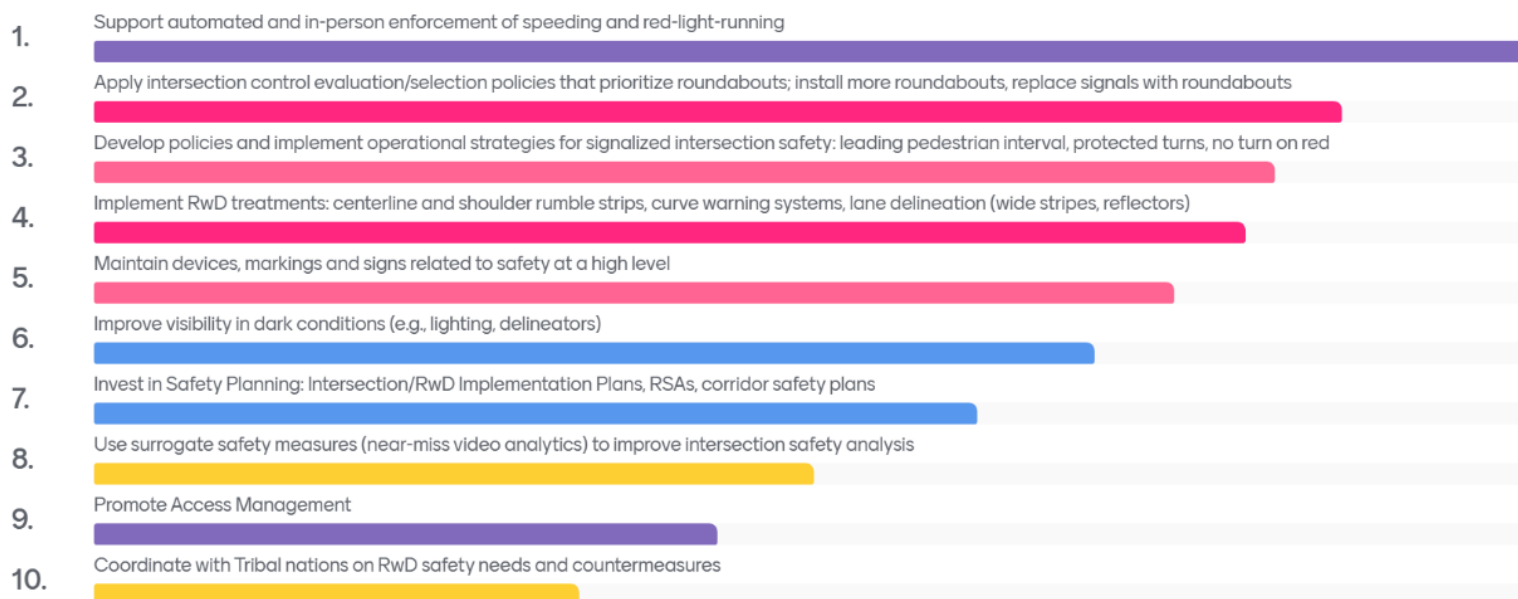
- Leaving the roadway crashes relates to the At-Risk Driver when a medical event was the cause. Better informed of public about the At-Risk Driver Program and that anyone can report could help get those drivers off the road until their condition is well controlled and stable.

Recommended Action Types

- **Invest in Safety Planning** such as implementation plans, RSAs, corridor safety plans.
- **Proactively identify safety needs** with surrogate safety measures (near-miss video analytics) .
- **Prioritize proven safety countermeasures** like roundabouts, lighting, rumble strips, and access management through investments, policies, and operational strategies.
- **Coordinate with Tribal nations** on safety needs and countermeasures.
- **Prioritize maintenance** of existing devices, markings and signs.
- **Support automated and in-person enforcement** of red-light-running and speeding.

Menti Prompt: Jenny asked the attendees to use the Menti tool to answer the question:

- How would you prioritize the following actions related to intersections and roadway departures?



Discussion:

Donna Sansoterra shared in the chat:

- I think it would be important to include stop paddle violations when vehicles do not stop for school buses in the category for speeding and red light running.

Sarah Iannarone shared that collaboration with Tribal entities should not be included in this list, as it should be a priority in all safety actions. Tiffany Slauter supported that statement in the chat.

Menti prompt: Jenny introduced the Menti prompt:

- What action type (if any) would you add?

Responses

- Include stop arm violations to the speeding and red light running to ensure vehicles are held accountable for running the red light stop arm on school buses when stopped for students
- Focus on accountability, bicycle safety.
- An emphasis on driver education and non-motorist behaviors at intersections (distracted driving/walking/biking).
- As a global safety action, I'd like to see increasing Transit usage and VMT reduction modal shifts
- More funding for roadway preservation and maintenance. Pavement conditions on the rural highway system are deteriorating rapidly and will have direct safety impacts.
- Tie -- through policy -- funding prioritization to safety needs.
- Systemic safety treatments where on- and off-ramps meet surface streets.
- Small "a" action: use DMV office captive audiences to keep public informed and educated (At-Risk driver reporting, ...) Limited cost to develop and deploy.

- Maximizing our support of law enforcement entities through funding or policies that increase their ability to scale traffic safety centric enforcement.
- Expand the photo enforcement law to allow for citations on the ban for handheld communication devices, a potential road departure causal factor.
- +1 to explicit efforts (and funding) to increase mode shift to walking/biking/transit, which are all significantly more safe modes.
- Prioritize pedestrian routes across intersections to be more accessible.
- Driver education, particularly as drivers age. Once you get your license you never have to take the knowledge test again.
- Include infrastructure to slow users down in the intersections (keeping efficient flow) but slowing down to lessen severity of injury.

Emphasis Area Group 2: Speed-related

Lacy Brown shared conclusions from data and outreach related to speed-related crashes:

- 25% of FSI are identified as "speed-related" (49% increase).
- Approx 1/3 also involve alcohol/drugs.
- Lack of traffic enforcement is the most common concern.
- Speed cameras deemed "working well" by practitioners.
- Hesitation by law enforcement to use this tool due to revenue split and level of effort required.
- Speed zoning policies have changed, but more could be done.

Recommended action types:

- **Educate the public** about the safety risks of speeding.
- **Refine speed zoning policies** to encourage safety-focused speed limit setting.
- **Expand automated enforcement** of speeding.
- **Develop** statewide and encourage regional and local Speed Management Plans.

Discussion in chat:

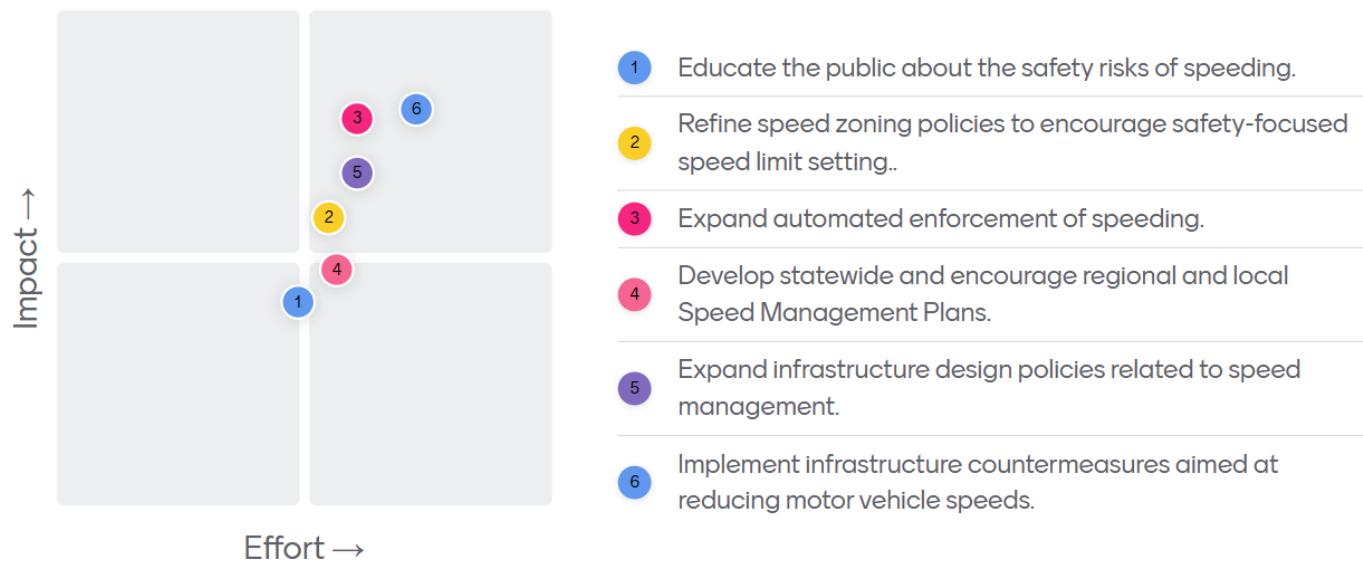
- Karen O’Fearn: Fyi, Chronic DUII drivers (a symptom of addiction) qualify for reporting to the At-Risk Driver program which provides medical monitoring for up to or beyond two years.
- Dagan Wright: Speed also relative to consider as other transportation modes such as walking, biking, e-assist devices have a different speed relative often to motor vehicles. How can education, design improve safety as well for all users?
- Lisa Brown: I couldn't type fast enough. California implemented a more robust highway/freeway automated speed ticketing system. It has shown to disparately impact marginalized communities and created what they are calling a "ticket-to-prison pipeline" as marginalized communities struggle with the ability to pay fines and their communities are closer to highway/freeways so they are positioned to disproportionately receive tickets. I think we have to think about this and how we mitigate this issue as we plan and develop policy.

- Rob Inerfeld: Lisa -- is there a link to info about the California experience that you can share?
- David Hurwitz: The relationship between frequency and magnitude of citation penalty on improved traffic safety compliance is fascinating. Lower fines delivered more frequently can produce pretty positive impacts. All of that is confounded by the importance of environmental justice considerations.
- Evan Sether: To Lisa's point, Oregon law for speeding on the freeway results in higher presumptive fines on most interstate sections compared to off-freeway zones. Any speed citation in a 65 zone is one violation classification higher than normal. I have never understood the justification for this disparate treatment of speeding.
- Josh Roll: ODOT Research developed a technical report on Automated Speed Enforcement including:
 - Summary of evidence on effectiveness of automated and traditional law enforcement on reducing speed and injuries.
 - Public opinion survey of Oregonians highlighting places where people agree/disagree speed cameras are a good idea.
 - Also has some guidance on how to implement systems without disproportionately impacting low income communities.
 - https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR873_SpeedSafetyCamera.pdf.
- Lisa Brown: I can't locate the study for the article but here is one article that shares about this. [Traffic Ticket-to-Prison Pipeline: New Report Reveals Racial Bias In California's Traffic Court System - LCCRSE](#).
- Lisa Brown: Found the study link. <https://lccrsf.org/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf>.

Menti Prompt: Jenny asked the attendees to use the Menti tool to answer the question:

- Use the sliders to rate the impact and effort of the following action types related to speed.

Use the sliders to rate the impact and the effort of the following action types related to speed.



Discussion

- Evan Sether (OSP) shared that public education about speed may not be the most significant effort, but creating far-reaching messaging with long-lasting impacts is challenging. To be impactful, messages must be shared repeatedly and consistently.
- Dagan Wright shared in the chat:
 - One challenge is us appropriately understanding the ‘effort’ and ‘impact’ measures as it might be relative to context. Also yes is impact temporary or which ones are longer time periods?
- Josh Roll asked any public health officials on the call, “How can public health thinking be brought to bear on the roll of education? Interventions that worked with smoking were legislative and policies. Education on its own doesn’t work without systemic interventions.”
- Rob Inerfeld shared in the chat:
 - Automated speed enforcement outside of cities would require legislation. Perhaps this would also create an opportunity to address the equity concerns raised about the way that fines are assessed.
- Dagan Wright noted that education is usually what we consider less effective for awareness. Most people know speeding is dangerous. In population health, it’s a good conversation of what kind of infrastructure is there to nudge or enable people to make safer decisions such as reducing speed?
- Walt McAllister shared in the chat:
 - Oregonians previously had a healthy lifestyle mindset and we used that to create long term behavior change. With population churn, that may be more difficult, but people move here for healthy lifestyle still.

- Josh Roll shared the following graphic in the chat:



- Tiffany Slauter shared in the chat:
 - Smoking is a fantastic example of a culture change. People still do it, but not to the same extent as previous decades. It would be amazing if speeding could be the same way. Combine fines with education and maybe the accepted behavior changes in the long run.
- Mark Gibson referred to a program where they go to schools and have a contest for safety billboards which is effective.
- Josh Roll shared in the chat:
 - We have to "un-cool" speeding.
- Nick Fortey shared in the chat:
 - Some of the broader approaches show promise (speed management plans) but the approach would need to be more layered and considered than are typical practice to embrace multi-faceted nature of message/enforcement/adjudication and impacts (including disparate and unintended consequences) - thus some effort to more develop approaches to be aligned with research and outcomes.

Jenny asked Lisa to share more about enforcement, which she had brought up earlier in the chat.

- Lisa responded that it is something we need to consider – is there a way that enforcement fees are structured based on federal poverty level? Other states have shown that folks of marginalized backgrounds face disproportionate impacts. Need to discuss figuring out how to not contribute to the prison pipeline.
- Evan Sether shared in the chat:
 - I'm supremely interested in the intelligent speed assistance and other passive/automated speed controls in vehicles. Manufacturers continue to make vehicles which top out at 120-150 MPH, but our speed limits do not align with those vehicle limits.
- Chris Cheng shared in the chat:
 - In this same vein, what is the legal framework around speeding around autonomous vehicles? These, even non-fully autonomous, can and are programmed to exceed existing speed limits where they are in use.

- Peter Schuytema suggested that for automated enforcement, maybe a first emphasis can be in work zones. He shared that in other states where this has been implemented (WA I-90, Maryland) it seems to work versus seeing vehicles dramatically exceeding the lowered Oregon speeds in work zones.
- Tiffany Gehrke noted that, to educate in the standard way – we do a lot in schools still – even when people know the rules and laws, if they aren't enforced and people are used to getting away with it, it happens. In Florida, late teen males and early twenties males were highest group causing crashes, must think of unique strategies to follow those audiences. That could be working with influencers, education in the normal way won't work. We need to think beyond the bounds.
- Kinda Martinenko shared in the chat:
 - Very good point. Most people under 40 don't watch TV or listen to the radio. TikTok and YouTube need to be hit hard - mass media campaigns. Also, Sports News Apps (FoxSports, ESPN) and also sports betting apps (sad to say, but that's a huge market).
- Sarah Iannarone shared in the chat:
 - +1 to highlighting males aged 16-24 as a high risk segment. We hypothesize that street racing and/or social media is an intervening variable as Tiffany suggests.
- Tiffany Slauter responded in the chat:
 - And yet our social media campaigns are heavily focused on what construction projects are happening. Useful, but why not use those tools to teach safety?
- Sarah Iannarone responded in the chat:
 - In fact, many build clout/followers on social media through illegal street activity.
- Kinda Martinenko continued the chat discussion:
 - Disturbing, right? I saw one such "influencer" recording himself, driving hands free, going over 100mph on a freeway, then witness someone else in front of him doing something similar, lose control, hit the guardrail, and roll over into a ditch. SMH.
- Rob Inerfeld shared in the chat:
 - My son got his drivers license on Monday. He did not go through drivers ed. The only education he received was from reading the drivers manual to prepare for the knowledge test and what I told him while we were practicing driving. It would have been great if he was required to watch some videos about risky driving behaviors like speeding and distraction before being able to take his driving test.
- Sarah Iannarone suggested that recidivism must be addressed, repeat offenders need to be addressed. Seatbelt usage is another issue.
- Zach Lauritzen shared the access to the tool matters. When we look at stats of how big our cars are, their horsepower, etc. – those have all grown in the last few years. Could the TSP include acknowledgment of that?
- Josh Roll responded in the chat:
 - Here is some work our unit did 2 years ago measuring the impact of vehicle body type, weight and height on ped injury severity
https://rpubs.com/ODOT_Research/Pedestrian_Injury_Severity_Analysis.

- Mary recognized those trends are certainly important, ODOT does need to recognize the scope of our authority in the TSAP.
- Dagan Wright shared in the chat:
 - Can there be incentives again for modes or vehicle types that provide efficient and accessible transportation but have less potential for severe injury?
- Sarah Iannarone shared that the street trust administers some programs, have had a hard time coordinating with the insurance industry. On everything along the vehicle issue, they are now more able to measure involvement by weight, size and model. The Insurance Institute for Highway Safety watches this issue, and is a source of information for this dialogue. One thing on this issue is the electric car - might be perceived as a good thing, but they are exceptionally heavy and that mass can be deadly. Another issue is the urban rural divide. Farmers and ranchers are very much dependent on pickup trucks for work. Expect rural pushback - if the data isn't there, they will be very unhappy with their more urban neighbors.

Emphasis Area Group 3: Young Drivers and Aging Drivers

Lacy Brown shared conclusions from data and outreach related to young drivers and aging drivers.

- 23% of fatal and serious injury crashes (FSI) involve an aging driver (54% increase).
- 14% of FSI involve a young driver (45% increase).
- **Novice** drivers can be of any age, and at 18+ drivers can begin with little or no training.
- **At-risk** drivers of any age can have health conditions that affect the driving task.
- At-risk reporting has improved in Oregon.

Recommended action types

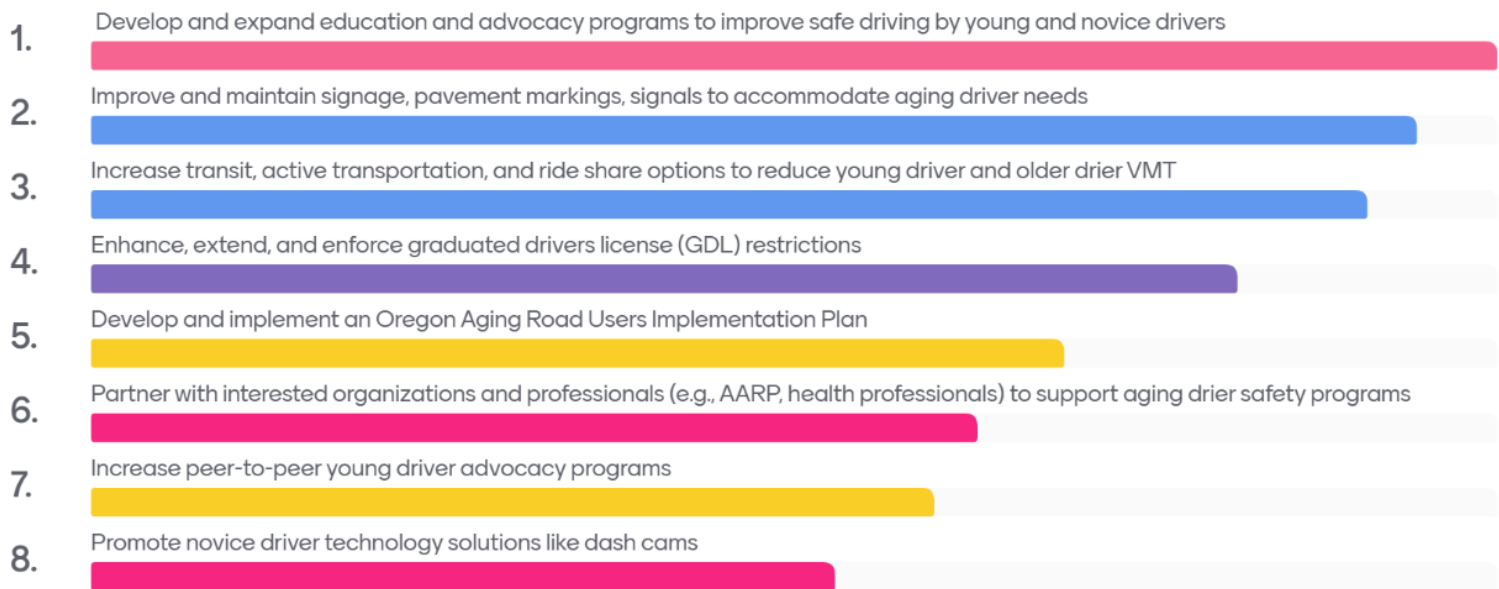
- **Invest in Safety Planning** such as an Oregon Aging Road Users Implementation Plan.
- **Support aging driver safety programs** with partners like AARP.
- **Invest in driver education** and support advocacy programs for novice drivers.
- **Improve young and older driver access to other travel options** like transit, active transportation, and ride share options.

Discussion

- Karen O'fearna shared in the chat:
 - Aging drivers are more fragile drivers so more likely to experience injury and fatality.
 - At-risk drivers also includes chronic DUII drivers.
- Rob Inerfeld shared in the chat:
 - We have had multiple fatalities in Eugene in the past year or two where the driver allegedly had a medical emergency. It would be great to see more of an emphasis on discouraging people from driving when they have medical issues and/or take medications that affect their ability to drive safely.

Menti prompt: Jenny asked the attendees to use the Menti tool to answer the question.

- How would you prioritize the following action types related to young drivers and aging drivers?



Discussion

Jenny asked if folks felt anything was misplaced.

- Carl Lund shared that peer-to-peer education would probably be more effective than anything.
- Kindra Martinenko shared in the chat:
 - Developing and expanding education and advocacy is really important and I ranked that #1 but the disclaimer here is - we need to meet young drivers where they're at (school and on social media). When I was going to school in the 80s and 90s, we had a DARE police officer at our school daily and advocated against drugs and also driving behaviors.
- Kindra Martinenko shared in the chat:
 - Another dynamic -something that happens in my home town (Corvallis) - where we have a dangerous mix of reckless young drivers and inexperienced drivers and aging drivers.
- Karen O'Fearn responded in the chat:
 - Aging drivers also struggle with learning new behaviors so changing their behavior is much more difficult. This needs to be a consideration as well.
- Zach Lauritzen said he ranked the third one number one. It is critical that people have other options to get around. That solves the other problems. Lots of support for increasing transit
- Dagan Wright said that access is incredibly important and will improve safety.
- Walt McAllister shared in the chat:
 - Ride choice is much more doable in the resource rich Willamette Valley, and to a lesser degree Bend, but we have been working on information to help people with these transitions. It will take time, but initial results in places like Clackamas County are promising. Lane County has just developed a product to help us with this.
- David Hurwitz shared in the chat:
 - The ODOT research office coordinated a study of fatal and serious injury crashes for older drivers and pedestrians published in

2020: <https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR828Final.pdf> That work generated lots of recommendations that might be relevant to this topic.

- Karen O’Fearn said that the second recommendation (improve and maintain signage) would be beneficial to all, not just aging drivers.
- Lake McTighe asked in the chat:
 - intersection of device use and young drivers. Limiters? technology?
- Tiffany Gehrke offered that a lot of these things need to be further developed. She liked the recommendation to develop and implement an Oregon aging road users implementation plan – and suggested that the team also make a plan to reach young drivers. Two plans can help us develop strategies without assuming we know the answers.

Menti prompt: Jenny asked the group to respond in Menti to the question:

- What action type (if any) would you add?

Responses:

- Improved land use zoning to promote denser development that allows younger/older (and all) people to access destinations without driving.
- Better school siting policies that puts schools in denser areas rather than on the outskirts of town
- More aggressive programs to discourage/prevent people from driving when they should not be due to medical issues or medications that they take. Older drivers may be more likely to have medical issues.
- Denser development. As evidenced in European urban areas, by default, this slows/calms traffic.
- Add capacity for driving classes offered through school programs and make more affordable.
- Flexible funding for enhanced nondriver multimodal access, for example Portland Clean Energy Fund to pay for the PBOT Transportation Wallet.
- Land use would be critically important as well as longer term planning for all ages and ability access and lessen safety risk but also improve community and quality of life.
- Develop aligned effort for bus stop location lighting and safe crossings nearby.
- Make it easier for adults to be trained as driving instructors - I think if more educational institutions were certified to do that training it would help.
- Increased school bus/transit integration to allow children to get to school without driving or drop offs.
- Rural roads need specific attention. Many rural roads have no shoulders and deep ditches so when a vehicle goes off the road the results can be more dangerous.
- Safe Routes to Schools and Parks that make it easier for people to access destinations
- Expand understanding of device use and young drivers, and technological and policy solutions to reduce device distraction while driving.
- More assertive driver restrictions for those at risk due to youth, inexperience, medical issues, or crash/citation history.
- Add design and safety guidance for increased use of micro mobility devices by youth.
- Encourage the team to consider ideas for rural areas ... so many of these ideas are "easier" in urban and suburban areas.
- Expand rural transit services.

- Older adults above a certain age required to be tested more frequently to maintain their license as they age.
- Actions to improve community reporting to At-Risk Driver to make use of crowd-sourcing to better identify At-Risk Drivers.
- Just a response to denser development. While it may help push people out of their cars, it also creates problems during natural disaster evacuations, as we've seen in recent years.
- Create rideshare matching program for older adults.
- Provide access to grocery/pharmacy delivery services.

Discussion

- Walt Mcallister shared in the chat:
 - An interesting observation in the dense housing dialogue - everyone wants someone else to live in dense housing, but when asked where they want to live, they choose something a lot less intense than what they want for others. How do we bridge that, keeping in mind we live in the USA and specifically the west where space is a value.
- Kindra Martinenko shared in the chat:
 - I was thinking the same thing, and was going to write something. I would never want my parents living in a dense urban environment and they don't want to... they find it is unsafe to walk!

BREAK

Emphasis Area Group 4: Alcohol, Other Drugs, Distraction, Unrestrained Occupants

Lacy shared conclusions from data and outreach related to alcohol, other drugs, distraction, and unrestrained occupants.

- 23% of FSI involve alcohol and/or other drugs (50% increase).
- 13% of FSI involve a distracted driver (114% increase).
- 11% of FSI involve an unrestrained occupant (68% increase).
- 95.5% safety belt use in 2024 (down from 97.0% in 2023).
- Oregon's law enforcement officers per capita is among the lowest in the U.S., which may contribute to these increases.
- Understanding impairment requires personal contact; we need to learn why people choose to drive impaired.

Recommended Action Types (Alcohol and Other Drugs):

- **Educate the public** on the risks of impaired driving.
- **Expand law enforcement training and education** on drug impairment detection.
- **Revise statutes and policies**, such as 0.05% BAC, harsher penalties, and a focus on repeat offenders.
- **Expand safe travel options** for impaired people (e.g., transit, rideshare).

- **Streamline** the arrest and adjudication process for DUII.

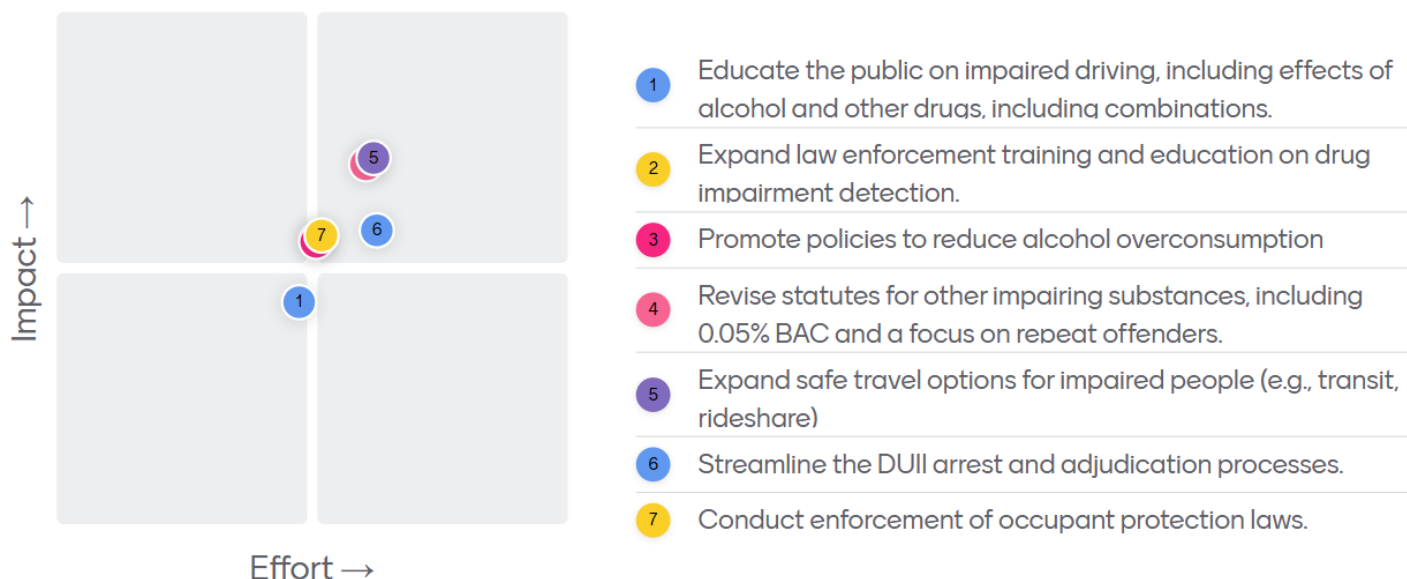
Discussion

- Karen O’Fearnna shared in the chat:
 - Expanding LE training and ed should also include At-Risk Drivers.
- Tiffany Slauter shared in the chat:
 - DUII is probably vastly underreported in non-fatal crashes as the testing is less likely.
- Dagan Wright shared in the chat:
 - Non-fatal transportation injuries are high as working with the data in public health relating substance use - upstream prevention . Many are multi substance users.
- Sarah Iannarone asked, how has this has group interfaced with the governor’s task force on DUII? Mary McGowan responded that ODOT would definitely like to prioritize that collaboration in the future.
- Chuck Hayes, Chair of the Governor’s Task Force on DUII, spoke up to introduce himself and offer future collaboration.

Menti prompt: Jenny asked the attended to respond the Menti prompt:

- For each action type related to alcohol and other drugs, move the sliders to indicate the impact you think it will have on safety, and then the effort required to implement it.

Results



Discussion

Jenny asked for reactions to the results.

- Dagan Wright shared that efforts to reduce alcohol or other substance use consumption have long term impacts on not just transportation. On a systems perspective, effort put into reducing

consumption can go a long way not only on transportation safety but many other adverse outcomes.

- Kindra Martinenko asked in the chat:
 - Do we really want to spend resources on encouraging impairment by giving them options to be "safer while being dumb"? I just don't see that as having a net positive impact on society, but that's my personal bias.
- Tiffany Gehrke suggested that maybe this is where a cross-sector intervention related to substance use needs to come in – collaborative workgroup, maybe large advocacy group or task force that talks about how all sectors can each work together related to address problem of alcohol and addiction. Need to support systems that prevent and support.
- Chuck Hayes shared that the Governor's Task Force on DUII have branched out and try to include broader group of stakeholders in monthly meetings. The legislature is considering focus on repeat offenders, ignition interlock devices, address mental health root causes and also address drugs other than alcohol.
- Sarah Iannarone shared that reduction of the allowable blood alcohol content (BAC) has proven effective in other places. It will not be simple to do that in Oregon – big wine industry, psilocybin, marijuana, industries will have thoughts on that. It is a public health problem and a political problem. Engaging those industries in this work could be important.
- Mary McGowan offered in the chat:
 - ODOT and OHA do have a partnership to address issues such as alcohol consumption and transportation safety implications. Perhaps this particular topic should get more attention with addressing this.
- Troy Costales shared in the chat:
 - There is an Oregon Commission that has responsibility around over-consumption; [Alcohol and Drug Policy Commission : ADPC Home](#).
- Walt McAllister asked in the chat:
 - Would it be appropriate to include a statement along the lines of "Identify mechanisms to raise the profile of groups and efforts that address impairment and addiction problems on Oregon's transportation system."
- Tiffany Slauter shared in the chat:
 - Easier access to breathalyzers would be helpful. I've heard they are available in convenience stores in Europe. I would have no idea where to get one here. And having access to a breathalyzer would help people make smarter choices or to discourage friends and family from driving.
- Dagan Wright shared in the chat:
 - Peer to peer is so powerful making impacts with those in need.
- Walt McAllister appreciated the comment about working with those who deal with recovery. He served on several boards over the years with people that have recovered from substance addiction, and agreed they bring valuable perspective.

- Dagan Wright expressed that rural and less dense communities have less access to ride-safe travel options. Some people don't have those options. He noted a need to include that in these considerations.
- Walt McAllister responded in the chat:
 - Dagan is spot on - rural vs urban solutions need to be different because the situations are very different for those communities. Often the rural perspective is not heard, or not as loud in Oregon because such a high percentage of the population is located in a small area with fairly common geography and weather.
- Chuck Hayes said he was surprised that "streamline the DUII arrest and adjudication process" isn't ranked higher. There are lot more steps involved in Oregon than in many other states. Roadblocks make that harder for officers.
- Sarah Iannarone offered that if we're talking about .05 alcohol concentration, we are not allowed to do sobriety checkpoints here in Oregon. It won't change a whole lot of enforcement but may be a real deterrent and make people think more before getting behind the wheel of the car.
- Clay Veka shared in the chat:
 - The DUII Intensive Supervision Program has had very promising outcomes of recidivism reduction. Support for and expansion of existing program would be a good addition.
<https://www.mcda.us/index.php/programs-initiatives/duii-diversion-and-disp>

Menti prompt: Jenny asked the participants to respond in Menti to the following question:

- What action type (if any) would you add?

Responses:

- For these in particular, so many of these actions are important and valuable, how do we convert to action. Is there something the TSAP should do to support/advance implementation.
- Increased public health work to reduce drug (including alcohol) usage overall.
- Improve the state's compliance and required use of IID's. Oregon is currently one of worst for compliance in the nation.
- Easier access to breathalyzers.
- Support and expand the DUII Diversion and Intensive Supervision programs.
- Modify statute to allow for sobriety checkpoints as an enforcement option. Maybe even go through the ballot initiative process if the legislature doesn't take this issue on.
- Not explicitly stated, but strong efforts toward prevention and intervention (as opposed to implementing reactionary or prohibitive policies).
- Expand coordination with public health. See mental health services as a traffic safety issue.
- Land use zoning changes to allow denser developments to lower the requirement to drive to bars and other places where people are drinking.
- create a multi-disciplined/ multi-jurisdictional coalition to create effective implementation plans and track progress.

- More support to keep alcohol from being overserved.
- Upstream prevention for substance misuse and dependency using multi-agency work along with better access for treatment and peer recovery services can go a long way for transportation injury reduction.
- Small "a" action: include At-Risk Driver Program reporting esp where chronic DUI and non-chemical impairment is concerned.
- Consider stronger sanctions for DUI when it involves alcohol at any level and other impairing drugs together. Utah has implemented such a law.
- another reminder to think of these solutions in the rural context - how do we help in Coastal and Eastern Oregon.
- Actively engage the drug and alcohol sales industry (including hospitality) to educate and support transition away from over-intoxication culture.
- Explore opportunities to scale fees based on income to reduce impacts of marginalized communities (in relation to automated speed and traffic lights) to reduce unintended disparate consequences.
- Encourage coordination with alcohol serving businesses to provide rides to customers (shuttles/vans).

Lacy shared the recommended action types to address distraction and unrestrained occupants.

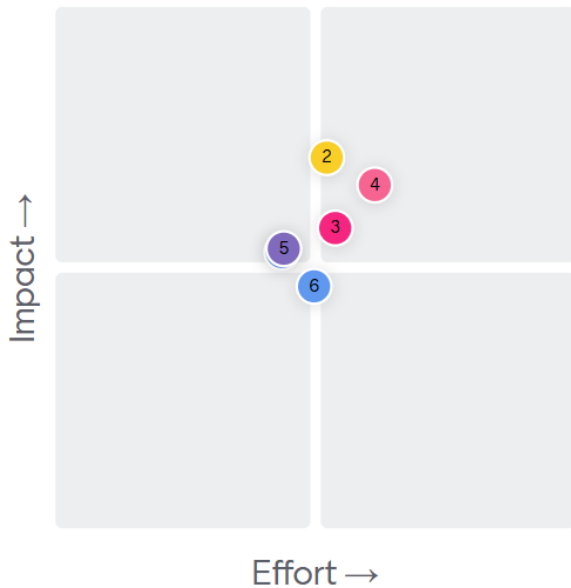
Recommended Action Types (Distraction and Unrestrained Occupants):

- Educate the public on the use of seat belts, child safety seats, and bicycle helmets.
- Provide youth safety equipment (e.g., child safety seats, bicycle helmets).
- Recruit and train certified child passenger safety (CPS) technicians.
- Pilot automated detection cameras and feedback signs (speed, distraction, seat belt use).
- Encourage and promote safe behaviors through distraction-free driving policies for public and private employers (e.g, public agencies, safety partners, fleets).

Menti prompt: Jenny asked attendees to respond to the Menti prompt:

- How would you rate the impact and the effort of the following actions related to unrestrained occupants and distracted driving?

Results



- 1 Educate and encourage increased use of seatbelts, child safety seats, and bicycle helmets.
- 2 Provide youth safety equipment (child safety seats, bicycle helmets).
- 3 Recruit and train certified child passenger safety technicians.
- 4 Pilot automated detection cameras and feedback signs (speed, distraction, seat belt use).
- 5 Encourage distraction-free driving policies for public and private employers.
- 6 Educate and encourage distraction-free road users of all modes, including walking, biking, scooters, etc.

Discussion

- Jeff Greiner shared in the chat:
 - Alignment with TSAP, New Triennial Highway Safety Plan, and TSO annual grant application with projects that directly support stated goals and objectives in the two plans. This is a way to ensure the ideas in TSAP result in reduced crashes, injuries, and deaths.
- Dagan Wright added in the chat:
 - Also can safety equipment for all ages be added, not just youth as some can be financially constrained?
- Rob Inerfeld shared that awareness in Oregon of distracted driving laws is minimal and more needs to be more done about laws and impacts.
- Dagan Wright shared in the chat:
 - Make safety equipment use 'cool' or the 'in thing' as to an earlier comment too on another topic.
- Lake McTighe shared in the chat:
 - strategies to remove distraction can include working with insurance providers for incentives to turn off devices.
- Beth Wemple shared in the chat:
 - As Dagan and Karen have pointed out ... so many of these solutions targeted at a particular group would be useful systemically. Is there value at looking at and elevating the strategies that offer redundancies?
- Kindra Martinenko said that having technology integrated into vehicles that can detect when a driver's eyes are not on the road, could really be a game-changer. In the future CV/AV tech will evolve to meet these needs but that's going to be a while.

- Rob Inerfeld asked in the chat:
 - Does safety equipment also include bike lights/reflectors, retroreflective clothing for people walking and biking, etc...?
- Lake McTighe offered in the chat:
 - Lobby and advocate for vehicle manufacturers to limit distractions.
- Walt McAllister noted in the chat:
 - One observation in the distracted driving conversation is that very solid data indicates that newer cars are specifically designed to be distracting. Touch screens specifically defeat muscle memory, and can take many seconds to make minor adjustments. Automakers are going back to knobs and other analog style controls, but we will be with our distraction cruisers for a minimum of a decade before they wear out.
- Lake McTighe shared in the chat:
 - Best practice no distracted driving policy templates for governments and business to adopt.
- Rob Inerfeld added to the chat:
 - I like this story about how reflective devices for people walking has become part of the culture (and cool!) in Finland and other northern European countries. We need to make our streets safer but that is not something we can do overnight and having people walking be more visible can help. [Guest Opinion: Personal reflectivity and pedestrian safety – BikePortland](#).
- Walt McAllister offered in the chat:
 - The distracted driving vehicle displays are still in circulation, but with staff reductions our ability to schedule and move these types of displays is reduced, and the costs of moving them has steadily increased. We believe they are an effective conversation starter - part of an immersion or hit hit hit strategy for presenting messages in multiple place and in multiple ways to penetrate the public's minds.

Menti prompt: Jenny asked attendees to respond in Menti to the prompt:

- What action type (if any) would you add?

Responses

- Better enforcement options for determining if distraction played a role in crashes.
- Land use and better infrastructure support for multi modes (physical barrier and separation help too for upstream).
- Expand the use of photo enforcement to include violations of the hands-free laws.
- innovative ways to collect distraction data - we don't really have data on the magnitude of the problem.
- Significantly more education and awareness of distracted driving laws.
- Photo enforcement.

- More data on level of distracted driving.
- Peer to peer reach out for minimizing distracted driving, use of safety equipment and also avoid driving when too sleepy as well.
- Advocacy and lobbying to AV/CV manufacturers to incorporate tech to reduce distracted driving.
- Looking at new technology being provided in vehicles and requiring smaller screen sizing and when the screen allows interaction.
- Tie it to insurance costs.
- Understand WHO is driving distracted - do we know?
- "Simplify and strengthen signage and create consistent at-grade guidance. There is SO much. This creates distraction."
- Establish increasing repeat offender penalties for this group of unsafe behaviors.
- Acknowledgement that AV may address this in the future, but ensure we are preparing to be ready for AVs on our roadways.
- Self-explain roadway design to reduce distraction.
- Public transportation and/or school buses to reduce SOV school drop-off.
- campaign slogans for no/reduced cell phone use in cars.
- In addition to distracted driving, there are many using a vehicle when too sleepy. Awareness is also important for sleep/fatigue related injury crashes.

Emphasis area group 5: Pedestrians, bicyclists, motorcyclists, large trucks

Lacy shared conclusions from data and outreach related to pedestrians, bicyclists, motorcyclists, and large trucks.

- 11% of FSI involve a pedestrian or bicyclist
 - Pedestrian-involved increased 26%.
 - Bicyclist-involved increased 14%.
- 14% of FSI involve a motorcyclist (40% increase).
- 6% of FSI involve a medium/heavy truck (53% increase).
- It is important, yet very challenging, to understand and address different road user behaviors.

Recommended Action Types

- **Refine and combine** VRU safety needs from the recent statewide assessments.
- **Retrofit arterials** with Complete Streets treatments .
- **Develop a best practices guide** for construction and maintenance practices related to impacts to motorcyclists.
- **Expand truck parking** at rest areas and along freight corridors.

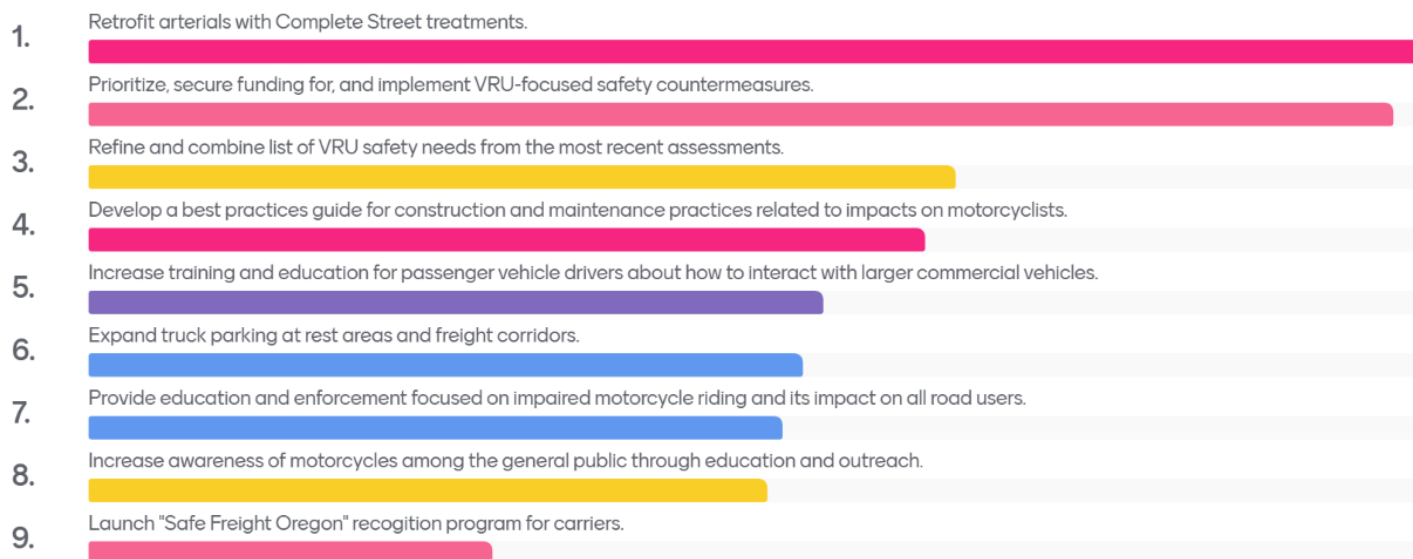
- Launch “Safe Freight Oregon” recognition program for carriers.

Discussion

- Dagan Wright asked in the chat:
 - Can e-assist (e-bikes, e-scooters and other e-assist devices also be included in the conversation as well). They are a great tool and more accessible too benefiting many if used safely.
- Sarah Iannarone responded in the chat:
 - Yes, it's not totally clear to me how people bicycling, rolling, and using e-assist are being engaged and/or considered in this process.
- Jeff Greiner added to the chat:
 - On bullet point 3, consider adding cyclists and micromobility users- as they impacted in similar or the same way.

Menti prompt: Jenny asked the attendees to respond in Menti to the question:

- How would you prioritize the following action types related to pedestrians, bicyclists, motorcyclists, and large trucks?



Discussion

- The group discussed Safe Freight Oregon, a carryover from the 2021 TSAP. ODOT committed to following up.
- Lacy Brown clarified in the chat:
 - Distracted driving Oregon teen story that was used in the past to help us communicate about distracted driving. The wrecked vehicle was brought around the state and discussion was held. It was very impactful. I got to see the vehicle and it is something I will never forget. <https://youtu.be/5C2YNUuU4EM>.

- Lake McTighe asked in chat:
 - What problem is parking at rest stops addressing? Mark Gibson answered that there is a not enough facilities where trucks can park, is a huge problem in the trucking industry and can be a cause of exceeding hours of service so they can get to an open parking area. There is some work underway to try to address this, but it does have an impact on safety.
- Sarah Iannaraone shared in the chat:
 - I had to switch from desktop to mobile, but The Street Trust is happy to submit feedback on behalf of people biking, rolling and using micromobility. The Oregon Micromobility Network is a statewide project of ours, leading development and implementation of micromobility safety policy and funding .
- Jiguang Zhao pasted the following table in chat:

Vehicle Type	
Table: VHCL	Column: VHCL_TYP_CD Data Type: char Length: 2
Code	Description
01	Passenger car, pickup, van, light delivery, custom van, limo having less than 9 seats
02	Truck tractor with no trailers (Bobtail)
03	Farm tractor or self-propelled farm equipment (Not truck)
04	Truck tractor with trailer/mobile home in tow
05	Truck with non-detachable bed: Panel truck, self-propelled crane, tow truck, fire truck, refuse packer, leach packer, log grapppler, etc.
06*	Moped, mini-bike, motor scooter (seated)
07	School bus, or van used to transport students
08	Other bus (For flexi-bus or articulated bus, code "trailer")
09	Motorcycle, dirt bike, and Tier 3 eBikes. (For side car, code "trailer") Effective 2022
10	Other vehicle type: Forklift, backhoe, mailster, go-cart, golf cart, lawnmower, snowplow, street cleaner, road grader, ice cream scooter, meter maid scooter. (Do not create a vehicle record for equipment or working motor vehicles working on/off road.)
11	Motorhome
12	Motorized street car or trolley, not using rails or wires
13	ATV
14*	Motorized scooter (Standing), E-scooter
15	Snowmobile
16	Motorized Bicycle or Electric Bicycle (eBike), Tiers 1 and 2 only. Effective 2022
17	Utility Task Vehicle (UTV) Side-by-Side; other Recreational Off-Highway Vehicle (ROV)
99	Unknown vehicle type

- Jeff Greiner shared in chat:
 - Fatal MC crashes annually hit between 40 to 70+ % involving impairment. Alcohol, drugs, and or both. Look but fail to see MC crashes continues to be a causative factor in injuries and some fatalities.
- Sarah Iannaraone shared the importance of using clear language when discussing electric powered vehicles and micromobility devices – couldn't really hear – emergent micromobility? As we consider micromobility devices and policies around them, it is important to make sure policies are clearly articulated. We need to make sure we stay aligned on things that may soon pass. It is critical that we pay attention to different rules and restrictions and make sure that we ensure that people who ride non e-assisted devices are distinguished as we think about Oregon's micromobility network.

- Rob Inerfeld offered, to the extent that people have concerns about safe practices by e-bike riders, the problem is often e-motos which are faster and more powerful devices that are not actually e-bikes and are not allowed on bike facilities. More info here: [The E-Bike Problem is an E-Moto Problem | PeopleForBikes](#).
- Kindra Martinenko shared in the chat:
 - Recommendation to ODOT CARU - separate out passenger vehicles and the other others (which are not light in the context of weight and size). Also wish that SUVs were put into a different class but I know that's difficult to track from a reporting pov.
- Nick Fortey asked in the chat:
 - Is there an opportunity to re-cast the data analysis - seems this discussion (overall today) has (or could) identify facilities or road sections (curves, high speed intersections) where some of these policies may have more impact - can there be some way to develop more focused (application).
- Kindra Martinenko shared in the chat: Better street lighting where VRU are more likely to be walking/biking. Especially in neighborhoods where there is a higher concentration - school zones, university campuses, downtown.
- Troy Costales shared in the chat: An additional variable in the crash database is if the vehicle was being used for work. Combining the vehicle type with the vehicle "use" might help separate out commercial and non-commercial data.
- Lisa Brown mentioned reflective bands and other reflective gear to equip people walking, biking and rolling.

Menti prompt: Jenny asked attendees to add in Menti

- What action type (if any) would you add?

Responses

- Increased driver assistance tools that can help prevent vehicles from hitting VRUs
- More education/awareness of laws in Oregon around e-devices and what is allowed to be used where.
- More education on helmet use for bicyclists.
- In-depth analysis to evaluate what types of crashes trucks and micromobility devices get into.
- Similar to earlier suggestions is land use planning and infrastructure to better support multimodal transportation.
- Education of best pedestrian practices (not wearing all black at night, make eye contact before crossing, etc.).
- Building off the chat - improving our crash reporting to better understand how different vehicle types (trucks by size, SUVs, bikes, e-scooters, etc.) are represented in crashes.
- Clearly establish rules and regulations for micro mobility devices such as e bikes, etc. where they may operate.

- There is a lot covered under VRU focused safety countermeasures, so highlighting specific safety issues (e.g. bikes/intersections, ped/lighting/arterials, etc) would be helpful to get at specific prob
- Adequate loading zones and other strategies to ensure safe and effective delivery of goods without interfering with bike and pedestrian facilities
- Policies or incentives to restrict vehicle size and weight Require/incentivize vehicle design elements like sideguards, high visibility cabs, sensors, cameras.
- Use available and emerging data on infrastructure to highlight high risk features (speed, width, geometry, etc.) of the roadway and intersection for vulnerable users
- Mandated (?) truck side guards to prevent VRUs from being pulled under trucks in crashes
- Prioritize physical separation on arterials
- Change the law to allow youth (ages 12 - 16) to use class 1/2 e-bikes that can travel up to 20 mph. Currently, you must be 16. People should be allowed to ride an e-bike before they can drive a car.
- Online law test for license renewal.
- Unhoused community members are at great risk for pedestrian and bicycle involved fatal crashes. ODOT guidance on how cities can improve traffic safety for unhoused community members would be great.
- "Increase education about driving near and around large trucks.
- In a perfect world of funding, create separated bike and traffic lanes."
- Lobby and advocate for required technologies to protect people outside of vehicles.
- Consider crash ratings that include users outside the vehicles/are hit by the vehicle.
- Housing First policies so people aren't camping along high-speed facilities and walking/crossing at inappropriate places.
- Also ATV's and UTV use including interaction with traffic areas - better safety practices and protective equipment along with peer to peer safety practices.
- Tax large, taller, heavier personal vehicles.
- Training for community enforcement officers, prosecutors/lawyers, and the judiciary on what is legal/illegal now as many vehicles being discussed aren't legal.

QUESTIONS

The facilitators invited questions to close the discussion.

- Rob: These TSAPs always have great conversations, but how do we talk about addressing funding? We have great ideas, but without funding to implement it, we can't do much. We also need to address legislation. Other states have had safety packages go through to the leg, but haven't seen that in Oregon. Would like to put a package together that we can take to the legislature.
- Lake McTighe agreed with Rob's comments in chat:
 - I second Rob's comments on ODOT safety office funding/org chart, legislation.
- Walt McAllister shared in the chat: Legislation list of safety policy, with priority.
- Tiffany Slauter added in the chat:

- It's not just funding. It's making transportation safety a priority for all agencies and departments so we're all pulling in the same direction.
- Walt McAllister responded: Some of you will remember the arrow slides I used to use to show using our plan to align efforts. If we can just get people moving in the same general direction we can generate a 'current' in the direction of safety.
- Lake McTighe suggested in the chat:
 - Pull in the recent analysis that ODOT did on arterials in urban areas.
- Zach Lauritzen asked the group to consider autonomous vehicles more. They don't get drunk, don't fall asleep – of course need to have nuanced discussion, but something to consider
- Sarah Iannarone shared in the chat: For folks interested in HB3626 - "E-RIDES" which passed out of transportation committee with bipartisan (10-2) vote for but died in W&M due to ODOT's assigned fiscal impact, we (advocates) were unable to negotiate down <https://olis.oregonlegislature.gov/liz/2025R1/Measures/Overview/HB3626>.
- Several attendees expressed appreciation for the discussion and the format.

The meeting was adjourned.

Appendix A: Public Comment Summary

Date received	First Name	Last Name	Comment
8/25/2025			My concern is that the streets are too dangerous for children to play outside due to traffic.
8/25/2025	George	Botkin	I live in Tillamook, Oregon, and I've seen odot come in and do at least three different projects. Public meetings were involved, but public input was soundly rejected on each one of these. The Wilson River Loop, Highway six debacle, the 101 Highway six intersection and the mystery island that was put in during the night without anybody, knowing it was going to happen. All three of these projects have ended up in significantly more accidents than we had before. Highway 6 Wilson River Loop has ended up with several fatalities. An odot funding of the rails to trails programs is ridiculous. You say you were out of money, but your budget covers these feel good projects. I hope that the representatives of odot will understand that people who live in these areas have a good idea of what we need not with some engineer says, has to happen. Oh, and one more the overpass to nowhere in grand round that put a number of businesses out of business. Costing that area 30 to 40 jobs
8/25/2025	Debra	Kremer	Why aren't rumble strips installed on ALL roads? Rumble strips save lives and help keep inattentive drivers in their lane. I like to ride my bike on roads that have a bike lane and share the road with vehicles but don't feel safe in the bike lane because I ALWAYS see drivers driving on or over the white stripe. The only separation of the lanes is a white stripe of paint painted on the road surface between the lanes which is ZERO protection for a bicyclist or pedestrian. According to ODOT documentation, it is one of the least expensive modifications to paved roads that would offer more protection and safety to drivers and those using the bike lanes. Thank you.
8/25/2025	Matt	Victor	Tina Kotek should not be raising gas taxes and employee taxes to fund ODOT
8/25/2025	Sara	Ratliff	Need a disabled parking spot marked out in front of my house so I can safely board disabled transport. At this time they have to pick me up and load me in the middle of the street.
8/25/2025	Richard	Lyon	Cross walks
8/25/2025	Cynthia	Markum	I would like to see begging street people removed from intersections, particularly at I-205 intersections. They stand in the middle of the intersection, often at night wearing dark clothes, even with their dogs, and are an extreme hazard. Should anyone be hit by a car, the driver is always blamed for the accident.

8/25/2025	Ron	Sterba	SEMCA neighborhood traffic chairman Ron Sterba. Need painting of Bike lanes as they cross off and on ramps of Interstate Highway 5 bridge and then at Oregon Highway 22 in southeast Salem. Street lights are the wrong size at I-5 on ramps at the intersection of Market street ne and Hawthorn st ne. Six lanes are equipped only of street lights that have one lite lens in instead off Three light lens. The street lights lamps are for single lane traffic making the intersection of Market/I -5 not making pedestrians safe crossing the streets. I said that that you look at Lancaster Southeast and Carson Rd., Southeast intersection that has four street lights poles with the three light lamps each and Kevin 3000 color brightness. As a result of having Salem installed lighting to Kevin 3000 to my preference. Another example of the Calvin 3000 color on lamps on State Street from 25th St., East to Hawthorne you will see the lights over the the pavement and safety feeling as you go down the street you can see the crosswalks very well and if there is a person on a bike or walking on a crosswalk. 4000 Kelvin color is not preference.
8/25/2025	Chris	Elbert	I live in the Salem area. Besides the need for another Willamette River crossing, my biggest gripe in the area is the Brooks exit on I-5, specifically the ramps on the east side of the freeway. The cross traffic is often constant, making for a lengthy wait to make the left turn from the northbound offramp to cross over to the truck stop, especially if there is also truck traffic waiting to make the left turn onto the northbound onramp. This intersection really needs a traffic signal or roundabout. ODOT is currently redoing the Donald/Aurora exit further north which faced similar issues, so I hope you'll turn your attention to the Brooks exit soon, even if it's just a simple fix like a traffic signal.
8/25/2025	John	Phillips	Bicycling
8/25/2025	Melanie	Wylie	Every corner whether marked as one or not should count as a crosswalk.
8/25/2025	Deanne	Ford	I have seen many changes that supposedly are supposed to increase safety which have actually made it much worse. Extra striping makes it more confusing. Bumped out curbs make it difficult for drivers to be defensive drivers. The only thing done that helps with safety is the flashing lights at crosswalks. More clutter to the streets makes it more difficult to see pedestrians rather than improving safety. It is much more important to fix the streets...pot holes, so I can focus on pedestrians and others around me.
8/25/2025	Anna	Gonsalves	Please keep sidewalks clean, often they are the only route on roads without bike lanes.
8/25/2025	Dan	Ryan	The road width and designs do not make the roads safe for anyone not in a car. on and off ramps and the collector streets that feed into freeways could be narrowed significantly which would greatly improve safety by reducing driver speed. The on and off ramps by the bybee and tacoma max stations of cars either exiting or entering 99 depress ridership and cause unnecessary conflict. I have almost been hit while walking multiple times and it is only a matter of time until some one does get hit. I would love to see pedestrian and bike safety prioritized instead of car speed.
8/26/2025	Michael	Bartell	Using Transporation money wisely and conservatively. Get the most safety for the buck and service the most.

8/29/2025	Jonathan	Carroll	please address the most dangerous roadways (historically) first. please finish the highway 20, Corvallis to North Albany pathway ASAP. This section of road is historically one of the most dangerous sections of highway in Oregon. i know significant steps have been made to improve safety of traveling by car, but it is still very dangerous for bikes, especially where the highway should pinch down at Bouer's slough and North from that point.
8/30/2025	David	Strubhar	Very specifically, I travel across Boone Bridge twice every workday and think about the travel hazards on the bridge itself. I appreciate ODOT's work to make it as safe as possible, but much more needs to be done to handle its traffic load, get bicycles and walking individuals onto another parallel bridge structure, etc. Also, the lack of an extra lane southbound adds to the hazard of crossing because of traffic slowing as it merges from Wilsonville Rd and the preparations to exit at the Miley Rd or Hwy 551 exits.
8/30/2025	Wendy	Brouwer	Speeding
10/23/2025	Scott	Kelly	Highway 43 between the Sellwood Bridge and Lake Oswego is unsafe for bicyclists. The only alternative is a hilly ride through a private cemetery. ODOT should provide buffered bike lanes or a bike path.
10/23/2025	Sharlene	Wills	Concerned about safety of roundabouts for blind/visually impaired and other disabled pedestrians. There MUST be more consistency in formation of roundabouts, placement of such poles/flashing/audible lights; more tactile warning that a pedestrian is approaching a roundabout and more consistency as to where a pedestrian crosses, as opposed to or in conjunction with cyclists. Possibly more demand that motorists yield to pedestrians/cyclists trying to cross or enter a roundabout.
10/24/2025	JP		Individuals not performing pre trip inspections before operating CDL Truck/trailers. Unsafe and unprofessional, dangerous to the Individuals and to the public.
10/24/2025	Kris	Heiberg	Sellwood Crosswalk at SE Milwaukie Ave and SE Glenwood. Good Morning! I have used this crosswalk for years as I live about 5 blocks away and it has become so dangerous. It is not well marked (a lot of the crosswalks on SE Milwaukie Ave in the business district are faded and hard to see at night) but this one I have a Big concern. There are safety lights above that show pedestrians but no lights in them? On a dark rainy night it is very hard to see pedestrians. It's at night that this is extremely busy with pedestrian traffic and lots of cars as it is in a very popular business area. Please look into this ? Thanks!
10/24/2025	David	Rabinowitz	Traditional approaches to traffic safety, setting speed limits, signage, enforcement and other such methods, don't work! The built environment itself has to tell drivers and other users what speed and actions are allowable and safe. A basic concept for this is the difference between streets and roads, and the idea of a stroad. Roads are to get from one place to another while streets are for pedestrians to do commerce, and trying to combine both functions leads to frustrating and dangerous conditions for all users. If you haven't read the book "Confessions of a Recovering Engineer" by Charles Marohn you should (it should be required reading for all traffic personnel). You can get quick ideas from these short YouTube videos: https://youtu.be/OZ1HhLq-Huo (3:40) https://youtu.be/F6jFnOnjzrk (5:15) https://youtu.be/LhHem2t8Ms (6:22)

			This new paradigm can change the way thoroughfares are designed for greater safety and efficiency.
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Appendix B: Chat

2025-10-30 08:59:15 From Zachary Johnson, PRR (he/him) to Waiting room participants:

Welcome, everyone! We will get started in a couple minutes.

2025-10-30 09:02:07 From Mary McGowan to Everyone:

Morning everyone and thanks for coming!

2025-10-30 09:02:38 From Sarah Rose Ezelle, PRR (she/her) to Everyone:

Hello, all! If you would like to share during the public comment period, please message me your name before 9:10. We will call on you during the public comment period at 9:15.

2025-10-30 09:03:29 From Beth Wemple to Everyone:

Beth Wemple, Retired Safety Engineer, Member of Steering Committee, she/her

2025-10-30 09:03:39 From Victor Hoffer to Everyone:

Victor. OTSC

2025-10-30 09:08:03 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 09:08:32 From Dagan Wright to Everyone:

I am in Mentimeter but it is blank a white screen/background

2025-10-30 09:15:41 From Jenny Thacker, she/ her (PRR) to Everyone:

Dagan - what happens when you go to menti.com and enter the join code? 6407 8643

2025-10-30 09:17:58 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Leaving the roadway crashes relates to the At-Risk Driver when a medical event was the cause.

2025-10-30 09:19:46 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Better informed of public about the At-Risk Driver Program and that anyone can report could help goet those drivers off the road until their condition is well controlled and stable.

2025-10-30 09:20:10 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 09:20:59 From Donna Sansoterra-She/her/hers First Student to Everyone:

I think it would be important to include stop paddle violations when vehicles do not stop for school buses in the category for speeding and red light running.

2025-10-30 09:24:59 From Dagan Wright to Everyone:

I am submitting responses with the link and code provided.

2025-10-30 09:25:07 From Jenny Thacker, she/ her (PRR) to Everyone:

Thank you dagan

2025-10-30 09:25:38 From Dagan Wright to Everyone:

Thank you and good to know 😊

2025-10-30 09:27:19 From Dagan Wright to Everyone:

Agreed 😊

2025-10-30 09:28:16 From Beth Wemple to Everyone:

Thanks Michael ... it would be helpful to see. I don't see them

2025-10-30 09:28:44 From Sarah Rose Ezelle, PRR (she/her) to Everyone:

If you accept Jenny's invitation to join the Menti collaboration through Zoom, you can view the responses without submitting a response yourself

2025-10-30 09:29:31 From Zachary Johnson, PRR (he/him) to Everyone:

{706CE009-4DFA-4F1A-B09F-0A45A6BBCA57}.png

2025-10-30 09:29:49 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

Coordinating with Tribal Partners doesn't seem like the same category of things as the other things. It seems more like coordinating with other jurisdictions. Like someone said, a requirement not an option.

2025-10-30 09:29:57 From Beth Wemple to Everyone:

I am sorry, can you resend invitation. I didn't see it

2025-10-30 09:30:06 From Beth Wemple to Everyone:

Joined via the web

2025-10-30 09:30:32 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

I didn't see the invitation either. Also joined via web browser

2025-10-30 09:30:43 From Suzanne Mullen ODOT (she/they) to Everyone:

If it helps - I am seeing two tabs along the top bar of zoom. One showing the zoom gallery and one showing menti results.

2025-10-30 09:32:20 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

To clarify, I joined the Zoom meeting via web browser.

2025-10-30 09:32:55 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Driver education, particularly as drivers age. Once you get your license you never have to take the knowledge test again.

2025-10-30 09:33:34 From Dagan Wright to Everyone:

Include infrastructure to slow users down in the intersections (keeping efficient flow) but slowing down to lessen severity of injury

2025-10-30 09:34:09 From Zachary Johnson, PRR (he/him) to Everyone:

{E1EF6E31-927D-4A44-8659-D8354D2F1EBE}.png

2025-10-30 09:36:33 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Fyi, Chronic DUUI drivers (a symptom of addiction) qualify for reporting to the At-Risk Driver program which provides medical monitoring for up to or beyond two years.

2025-10-30 09:37:19 From Dagan Wright to Everyone:

Speed also relative to consider as other transportation modes such as walking, biking, e-assist devices have a different speed relative often to motor vehicles. How can education, design improve safety as well for all users?

2025-10-30 09:37:36 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 09:38:02 From Lisa Brown, ODOT to Everyone:

I couldn't type fast enough. California implemented a more robust highway/freeway automated speed ticketing system. It has shown to disparately impact marginalized communities and created what they are calling a "ticket-to-prison pipeline" as marginalized communities struggle with the ability to pay fines and their communities are closer to highway/freeways so they are positioned to disproportionately receive tickets. I think we have to think about this and how we mitigate this issue as we plan and develop policy.

2025-10-30 09:40:53 From Angela Kargel, ODOT to Everyone:

Can someone drop the graphic in the chat?

2025-10-30 09:40:55 From Dagan Wright to Everyone:

Can you paste the visualizations? I don't see the visual on the browser or in Zoom. Sorry with the extra ask

2025-10-30 09:41:05 From Dagan Wright to Everyone:

Thank you 🙏

2025-10-30 09:41:11 From Rob Inerfeld (he/him), City of Eugene to Everyone:

Lisa -- is there a link to info about the California experience that you can share?

2025-10-30 09:41:31 From Zachary Johnson, PRR (he/him) to Everyone:

{FDC24BC6-5C6E-4B1D-9BD3-794D140195F0}.png

2025-10-30 09:41:48 From David Hurwitz, he/him, OSU to Everyone:

Replying to "I couldn't type fast enough. California implemente...":

The relationship between frequency and magnitude of citation penalty on improved traffic safety compliance is fascinating. Lower fines delivered more frequently can produce pretty positive impacts. All of that is confounded by the importance of environmental justice considerations.

2025-10-30 09:41:48 From Evan Sether, Oregon State Police to Everyone:

To Lisa's point, Oregon law for speeding on the freeway results in higher presumptive fines on most interstate sections compared to off-freeway zones. Any speed citation in a 65 zone is one violation classification higher than normal. I have never understood the justification for this disparate treatment of speeding.

2025-10-30 09:42:42 From Zachary Johnson, PRR (he/him) to Everyone:

{04B6790A-3763-42B7-A787-687F0964F6DF}.png

2025-10-30 09:42:49 From Josh Roll to Everyone:

ODOT Research developed a technical report on Automated Speed Enforcement including:

Summary of evidence on effectiveness of automated and traditional law enforcement on reducing speed and injuries

Public opinion survey of Oregonians highlighting places where people agree/disagree speed cameras are a good idea

Also has some guidance on how to implement systems without disproportionately impacting low income communities

https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR873_SpeedSafetyCamera.pdf

2025-10-30 09:43:47 From Justin Haynes to Everyone:

Replying to "I couldn't type fast enough. California implemente...":

Need to jump-thank you.

2025-10-30 09:44:38 From Lisa Brown, ODOT to Everyone:

Replying to "Lisa -- is there a link to info about the Californ...":

I can't locate the study for the article but here is one article that shares about this. Traffic Ticket-to-Prison Pipeline: New Report Reveals Racial Bias In California's Traffic Court System - LCCRSF

2025-10-30 09:45:34 From Dagan Wright to Everyone:

One challenge is us appropriately understanding the 'effort' and 'impact' measures as it might be relative to context. Also yes is impact temporary or which ones are longer time periods?

2025-10-30 09:46:35 From Rob Inerfeld (he/him), City of Eugene to Everyone:

Automated speed enforcement outside of cities would require legislation. Perhaps this would also create an opportunity to address the equity concerns raised about the way that fines are assessed.

2025-10-30 09:47:33 From Chris Cheng (he/him) - ODOT to Everyone:

In regards to automated enforcement, I'd like to see average speed enforcement (rather than just point data) over longer segments to reduce just the single point speed reduction around individual cameras

2025-10-30 09:47:33 From Walt McAllister to Everyone:

Oregonians previously had a healthy lifestyle mindset and we used that to create long term behavior change. With population churn, that may be more difficult, but people move here for healthy lifestyle stil.

2025-10-30 09:48:33 From Josh Roll to Everyone:

Applying the public health impact pyramid for traffic safety example below

2025-10-30 09:48:36 From Josh Roll to Everyone:

7a3152733e3c15a286e0c92a6baeb69c.png

2025-10-30 09:48:54 From Zachary Johnson, PRR (he/him) to Everyone:

For those using the web version that are having trouble seeing the results, please use this link. We are currently on slide 4.

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=zp7zm41egpf3>

2025-10-30 09:49:03 From Troy Costales to Everyone:

For those that can see the graph of the results, if you hover over any individual item in the list the graphic will show you how everyone voted/placed that item in the four square grid.

2025-10-30 09:49:03 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

Smoking is a fantastic example of a culture change. People still do it, but not to the same extent as previous decades. It would be amazing if speeding could be the same way. Combine fines with education and maybe the accepted behavior changes in the long run.

2025-10-30 09:49:36 From Josh Roll to Everyone:

we have to "un-cool" speeding

2025-10-30 09:50:45 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view:

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=zp7zm41egpf3>

2025-10-30 09:50:53 From Nick Fortey to Everyone:

Some of the broader approaches show promise (speed management plans) but the approach would need to be more layered and considered than are typical practice to embrace multi-faceted nature of message/enforcement/adjudication and impacts (including disparate and unintended consequences) - thus some effort to more develop approaches to be aligned with research and outcomes

2025-10-30 09:51:08 From Dagan Wright to Everyone:

Thank you. The link is helpful for the viewing

2025-10-30 09:52:20 From Evan Sether, Oregon State Police to Everyone:

I'm supremely interested in the intelligent speed assistance and other passive/automated speed controls in vehicles. Manufacturers continue to make vehicles which top out at 120-150 MPH, but our speed limits do not align with those vehicle limits.

2025-10-30 09:54:55 From David Hurwitz, he/him, OSU to Everyone:

Replying to "Smoking is a fantastic example of a culture change...":

Seatbelt usage is another.

2025-10-30 09:55:05 From Chris Cheng (he/him) - ODOT to Everyone:

Replying to "I'm supremely interested in the intelligent speed ...":

In this same vein, what is the legal framework around speeding around autonomous vehicles? These, even non-fully autonomous, can and are programmed to exceed existing speed limits where they are in use

2025-10-30 09:55:26 From Peter Schuytema to Everyone:

For automated enforcement, maybe a first emphasis can be in workzones. I see in other states where this has been implemented (WA I-90, Maryland) it seems to work versus seeing vehicles dramatically exceeding the lowered Oregon speeds in workzones (I-5 Aurora Intch)

2025-10-30 09:55:47 From Kindra Martinenko to Everyone:

Very good point. Most people under 40 don't watch TV or listen to the radio. TikTok and YouTube need to be hit hard - mass media campaigns. Also Sports News Apps (FoxSports, ESPN) and also sports betting apps (sad to say, but that's a huge market)

2025-10-30 09:56:02 From Clay Veka to Everyone:

Replying to "I'm supremely interested in the intelligent speed ...":

Virginia, Georgia, Washington, and D.C. have passed super speed laws that require ISA for those who have multiple citations for excessive speeding. Oregon should pursue similar legislation.

2025-10-30 09:56:37 From Sarah Iannarone to Everyone:

+1 to highlighting males aged 16-24 as a high risk segment. We hypothesize that street racing and/or social media is an intervening variable as Tiffany suggests.

2025-10-30 09:57:44 From Josh Roll (Oregon DOT) to Everyone:

here is some work our unit did 2 years ago measuring the impact of vehicle body type, weight and height on ped injury severity

https://rpubs.com/ODOT_Research/Pedestrian_Injury_Severity_Analysis

2025-10-30 09:58:35 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

And yet our social media campaigns are heavily focused on what construction projects are happening. Useful, but why not use those tools to teach safety?

2025-10-30 09:59:01 From Dagan Wright to Everyone:

Can there be incentives again for modes or vehicle types that provide efficient and accessible transportation but have less potential for severe injury?

2025-10-30 09:59:35 From Kindra Martinenko to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

Exactly!

2025-10-30 09:59:41 From Lake McTighe to Everyone:

would you please add the menti link again? thank you

2025-10-30 09:59:47 From Sarah Iannarone to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

In fact, many build clout/followers on social media through illegal street activity.

2025-10-30 09:59:47 From Zachary Johnson, PRR (he/him) to Everyone:

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2025-10-30 10:00:50 From Mary McGowan to Everyone:

Replying to "here is some work our unit did 2 years ago measuri...":

Thank you for sharing Josh

2025-10-30 10:01:11 From Kindra Martinenko to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

Disturbing, right? I saw one such "influencer" recording himself, driving hands free, going over 100mph on a freeway, then witness someone else in front of him doing something similar, lose control, hit the guardrail, and roll over into a ditch. SMH

2025-10-30 10:01:28 From Rob Inerfeld (he/him), City of Eugene to Everyone:

My son got his drivers license on Monday. He did not go through drivers ed. The only education he received was from reading the drivers manual to prepare for the knowledge test and what I told him while we were practicing driving. It would have been great if he was required to watch some videos about risky driving behaviors like speeding and distraction before being able to take his driving test.

2025-10-30 10:01:48 From Walt McAllister to Everyone:

On everything along the vehicle issue, we are now more able to measure involvement by weight, size and model. The insurance Institute for Highway Safety watches this issue, and is a source of information for this dialogue. One thing on this issue is the electric car - might be perceived as a good thing, but they are exceptionally heavy and that mass can be deadly. Another issue is the urban rural divide. Farmers and ranchers are very much dependent on pickup trucks for work. Expect rural pushback - if the data isn't there, they will be very unhappy with their more urban neighbors.

2025-10-30 10:03:35 From Beth Wemple to Everyone:

Replying to "I couldn't type fast enough. California implemente...":

This is interesting and sounds worthy of exploration

2025-10-30 10:04:12 From Lisa Brown, ODOT to Everyone:

Replying to "Lisa -- is there a link to info about the Californ...":

Found the study link. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://lccrsf.org/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf

2025-10-30 10:05:59 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Aging drivers are more fragile drivers so more likely to experience injury and fatality.

2025-10-30 10:06:54 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

At-Risk Drivers also includes chronic DUII drivers.

2025-10-30 10:07:51 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 10:08:15 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view link:

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=4t4nqcvf9vfp>

2025-10-30 10:09:23 From Zachary Johnson, PRR (he/him) to Everyone:

If you're using the web results view, make sure to refresh the page to see new results.

2025-10-30 10:11:06 From Rob Inerfeld (he/him), City of Eugene to Everyone:

We have had multiple fatalities in Eugene in the past year or two where the driver allegedly had a medical emergency. It would be great to see more of an emphasis on discouraging people from driving when they have medical issues and/or take medications that affect their ability to drive safely.

2025-10-30 10:12:14 From Beth Wemple to Everyone:

Agree

2025-10-30 10:13:06 From Kindra Martinenko to Everyone:

Developing and expanding education and advocacy is really important and I ranked that #1 but the disclaimer here is - we need to meet young drivers where they're at (school and on social media). When I was going to school in the 80s and 90s, we had a DARE police officer at our school daily and advocated against drugs and also driving behaviors.

2025-10-30 10:13:48 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Aging drivers also struggle with learning new behaviors so changing their behavior is much more difficulty. This needs to be a consideration as well.

2025-10-30 10:14:11 From David Hurwitz, he/him, OSU to Everyone:

The ODOT research office coordinated a a study of fatal and serious injury crashes for older drivers and pedestrians published in 2020: <https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR828Final.pdf>. That work generated lots of recommendations that might be relevant to this topic.

2025-10-30 10:14:20 From Sarah Iannarone to Everyone:

+1 -- #3 is also The Street Trust's priority.

2025-10-30 10:14:42 From Lake McTighe to Everyone:

intersection of device use and young drivers. Limiters? technology?

2025-10-30 10:14:48 From Kindra Martinenko to Everyone:

Another dynamic -something that happens in my home town (Corvallis) - where we have a dangerous mix of reckless young drivers and inexperienced drivers and aging drivers.

2025-10-30 10:14:58 From Beth Wemple to Everyone:

Totally agree with Karen!!

2025-10-30 10:14:59 From Walt McAllister to Everyone:

Ride choice is much more doable in the resource rich Willamette Valley, and to a lesser degree Bend, but we have been working on information to help people with these transitions. It will take time, but initial results in places like Clackamas County are promising. Lane County has just developed a product to help us with this.

2025-10-30 10:15:49 From Dagan Wright to Everyone:

Sorry I forgot to lower my hand. Thank you

2025-10-30 10:16:59 From Kindra Martinenko to Everyone:

Yes, we're ALL at risk!

2025-10-30 10:17:28 From Zachary Johnson, PRR (he/him) to Everyone:

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2025-10-30 10:17:46 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view:

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=i3hsvnja5toa>

2025-10-30 10:19:26 From Walt McAllister to Everyone:

An interesting observation in the dense housing dialogue - everyone wants someone else to live in dense housing, but when asked where they want to live, they choose something a lot less intense than what they want for others. How do we bridge that, keeping in mind we live in the USA and specifically the west where space is a value.

2025-10-30 10:21:14 From Kindra Martinenko to Everyone:

Replying to "An interesting observation in the dense housing di...":

I was thinking the same thing, and was going to write something. I would never want my parents living in a dense urban environment and they don't want to... they find it is unsafe to walk!

2025-10-30 10:22:47 From Zachary Johnson, PRR (he/him) to Everyone:

We are on break until 10:32

2025-10-30 10:33:35 From Lake McTighe to Everyone:

I am not seeing slides?

2025-10-30 10:33:57 From Lake McTighe to Everyone:

never mind

2025-10-30 10:35:44 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Expanding LE training and ed should also include At-Risk Drivers.

2025-10-30 10:36:03 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Replying to "Expanding LE training and ed should also include A...":

Esp chronic DUIL.

2025-10-30 10:36:32 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

DUIL is probably vastly underreported in non-fatal crashes as the testing is less likely.

2025-10-30 10:36:52 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 10:37:06 From Dagan Wright to Everyone:

Non fatal transportation injuries are high as working with the data in public health relating substance use - upstream prevention . Many are multi substance users

2025-10-30 10:37:31 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=5xw49ws3jpjn>

2025-10-30 10:38:51 From Michael Rock, ODOT Planning to Everyone:

Thanks, Mary - Nothing to add from me

2025-10-30 10:39:08 From Evan Sether, Oregon State Police to Everyone:

Chuck Hayes, Chair of GAC DUIL, is on this call.

2025-10-30 10:39:11 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

CHuyck Hayes is on tis meeting from that committee.

2025-10-30 10:39:44 From Troy Costales to Everyone:

For those that can see the four square graphic, if you hover over the list to the right side, you can see how that item received the votes from participants.

2025-10-30 10:41:51 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Note: impaired can also be medically, not just chemical.

2025-10-30 10:43:14 From Kindra Martinenko to Everyone:

Do we really want to spend resources on encouraging impairment by giving them options to be "safer while being dumb"? I just don't see that has having a net positive impact on society, but that's my personal bias

2025-10-30 10:46:24 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Chronic over-consumption also indicative of health condition (addiction) affecting the ability to drive safely = At-Risk Driver. Include reporting to At-Risk Driver as part of educational effort.

2025-10-30 10:46:51 From Dagan Wright to Everyone:

Nicely stated Tiffany

2025-10-30 10:46:53 From Mary McGowan to Everyone:

ODOT and OHA do have a partnership to address issues such as Alcohol consumption and transportation safety implications. Perhaps this particular topic should get more attention with addressing this

2025-10-30 10:47:37 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

At-Risk Driver Program often includes mental health Tx, alcohol abuse Tx, etc.

2025-10-30 10:47:49 From Donna Sansoterra-She/her/hers First Student to Everyone:

All, I have to jump off for another meeting. This is a great meeting and I will plan to join more in the future.

2025-10-30 10:48:22 From Lisa Brown, ODOT to Everyone:

I agree, addressing the mental health aspect helps to address root cause of DUII.

2025-10-30 10:48:52 From Troy Costales to Everyone:

There is an Oregon Commission that has responsibility around over-consumption; Alcohol and Drug Policy Commission : ADPC Home

2025-10-30 10:49:10 From Walt McAllister to Everyone:

Would it be appropriate to include a statement along the lines of "Identify mechanisms to raise the profile of groups and efforts that address impairment and addiction problems on Oregon's transportation system"

2025-10-30 10:51:23 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

Easier access to breathalyzers would be helpful. I've heard they are available in convenience stores in Europe. I would have no idea where to get one here. And having access to a breathalyzer would help people make smarter choices or to discourage friends and family from driving.

2025-10-30 10:51:38 From Dagan Wright to Everyone:

Peer to peer is so powerful making impacts with those in need

2025-10-30 10:52:15 From Walt McAllister to Everyone:

Interesting comment about working with those who deal with recovery. I served on several boards over the years with people that have recovered from substance addiction, and they bring valuable perspective.

2025-10-30 10:54:02 From Clay Veka to Everyone:

The DUII Intensive Supervision Program has had very promising outcomes of recidivism reduction. Support for and expansion of existing program would be a good addition.

2025-10-30 10:54:42 From Walt McAllister to Everyone:

Dagan is spot on - rural vs urban solutions need to be different because the situations are very different for those communities. Often the rural perspective is not heard, or not as loud in Oregon because such a high percentage of the population is located in a small area with fairly common geography and weather

2025-10-30 10:56:38 From Zachary Johnson, PRR (he/him) to Everyone:

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2025-10-30 10:57:07 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=85b3pdj9ta7h>

2025-10-30 11:01:23 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 11:01:39 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=pomtwfwbuzaa>

2025-10-30 11:01:57 From Jeff Greiner to Everyone:

Alignment with TSAP, New Triennial Highway Safety Plan, and TSO annual grant application with projects that directly support stated goals and objectives in the two plans. This is a way to ensure the ideas in TSAP result in reduced crashes, injuries, and deaths.

2025-10-30 11:05:15 From Dagan Wright to Everyone:

Also can safety equipment for all ages be added, not just youth as some can be financially constrained

2025-10-30 11:06:12 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Link to the graph?

2025-10-30 11:06:25 From Zachary Johnson, PRR (he/him) to Everyone:

Replying to "Link to the graph?":

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=pomtwfwbuzaa>

2025-10-30 11:07:08 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Replying to "Link to the graph?":

Thanks

2025-10-30 11:09:05 From Lake McTighe to Everyone:

strategies to remove the distraction

2025-10-30 11:09:31 From Dagan Wright to Everyone:

Make safety equipment use 'cool' or the 'in thing' as to an earlier comment too on another topic

2025-10-30 11:09:51 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Replying to "Link to the graph?":

Support development and support of cell phone technology that prevents use of electronic devices while the device is in motion beyond a specified speed.

2025-10-30 11:10:03 From Lake McTighe to Everyone:

strategies to remove distraction can include working with insurance providers for incentives to turn off devices

2025-10-30 11:10:15 From Lake McTighe to Everyone:

Sorry I am in a place where I cannot speak!

2025-10-30 11:10:19 From Beth Wemple to Everyone:

As Dagan and Karen have pointed out ... so many of these solutions targeted at a particular group would be useful systemically. Is there value at looking at and elevating the strategies that offer redundancies?

2025-10-30 11:10:52 From Kindra Martinenko to Everyone:

Having technology integrated into vehicles that can detect when a driver's eyes are not on the road, could really be a game-changer. In the future CV/AV tech will evolve to meet these needs but that's going to be a while.

2025-10-30 11:10:59 From Rob Inerfeld (he/him), City of Eugene to Everyone:

Does safety equipment also include bike lights/reflectors, retroreflective clothing for people walking and biking, etc...?

2025-10-30 11:11:08 From Lake McTighe to Everyone:

Lobby and advocate for vehicle manufacturers to limit distractions

2025-10-30 11:12:34 From Walt McAllister to Everyone:

One observation in the distracted driving conversation is that very solid data indicates that newer cars are specifically designed to be distracting. Touch screens specifically defeat muscle memory, and can take many seconds to make minor adjustments. Automakers are going back to knobs and other analog style controls, but we will be with our distraction cruisers for a minimum of a decade before they wear out

2025-10-30 11:12:40 From Lake McTighe to Everyone:

Best practice no distracted driving policy templates for governments and business to adopt

2025-10-30 11:14:10 From Lake McTighe to Everyone:

Enforce hands free laws

2025-10-30 11:14:24 From Zachary Johnson, PRR (he/him) to Everyone:

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2025-10-30 11:14:34 From Rob Inerfeld (he/him), City of Eugene to Everyone:

I like this story about how reflective devices for people walking has become part of the culture (and cool!) in Finland and other northern European countries. We need to make our streets safer but that is not something we can do overnight and having people walking be more visible can help. Guest Opinion: Personal reflectivity and pedestrian safety – BikePortland

2025-10-30 11:14:52 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=drdfpikfczyx>

2025-10-30 11:15:47 From Walt McAllister to Everyone:

The distracted driving vehicle displays are still in circulation, but with staff reductions our ability to schedule and move these types of displays is reduced, and the costs of moving them has steadily increased. We believe they are an effective conversation starter - part of an immersion or hit hit hit strategy for presenting messages in multiple place and in multiple ways to penetrate the public's minds

2025-10-30 11:20:05 From Lake McTighe to Everyone:

are med and heavy trucks personal or commercial or a mix?

2025-10-30 11:20:54 From The Street Trust to Everyone:

med = 10-26k lbs, heavy = 26k+ AFAIK

2025-10-30 11:20:55 From Dagan Wright to Everyone:

Can e-assist (e-bikes, e-scooters and other e-assist devices also be included in the conversation as well). They are a great tool and more accessible too benefiting many if used safely.

2025-10-30 11:21:09 From Jiguang Zhao to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

The medium and heavy truck crashes are defined by vehicle types in ODOT crash data.

2025-10-30 11:21:14 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

so commercial?

2025-10-30 11:21:35 From Jeff Greiner to Everyone:

On bullet point 3, consider adding cyclists and micromobility users- as they impacted in similar or the same way.

2025-10-30 11:21:46 From Lake McTighe to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

Just wondering if these are commercial or personal vehicles

2025-10-30 11:22:05 From The Street Trust to Everyone:

Replying to "Can e-assist (e-bikes, e-scooters and other e-assi...":

Yes, it's not totally clear to me how people bicycling, rolling, and using e-assist are being engaged and/or considered in this process

2025-10-30 11:22:22 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 11:22:52 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=8n4z3uhw3sys>

2025-10-30 11:22:57 From Jiguang Zhao to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

We don't have that information in ODOT crash database.

2025-10-30 11:23:22 From Lisa Brown, ODOT to Everyone:

Distracted driving Oregon teen story that was used in the past to help us communicate about distracted driving. The wrecked vehicle was brought around the state and discussion was held. It was very impactful. I got to see the vehicle and it is something I will never forget. <https://youtu.be/5C2YNUuU4EM>

2025-10-30 11:24:31 From Walt McAllister to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

For vehicles that do not involve a motor, and the conflicts with pedestrians, or if a pedestrian falls and perishes, those injuries and fatalities are measured via the OREMSIS and Trauma Registry.

2025-10-30 11:24:57 From Lake McTighe to Everyone:

what problem is the parking at rest stops addressing?

2025-10-30 11:26:36 From Evan Sether, Oregon State Police to Everyone:

Exceeding authorized hours of service for drivers, but frankly, it's about commercial driver fatigue.

2025-10-30 11:26:37 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

And related drowsy driving.

2025-10-30 11:26:40 From The Street Trust to Everyone:

I had to switch from desktop to mobile, but The Street Trust is happy to submit feedback on behalf of people biking, rolling and using micromobility. The Oregon Micromobility Network is a statewide project of ours, leading development and implementation of micromobility safety policy and funding

2025-10-30 11:26:52 From Dagan Wright to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

We also see it in ED and all hospitalizations too as well. This is a growing issue

2025-10-30 11:27:09 From The Street Trust to Everyone:

Replying to "I had to switch from desktop to mobile, but The St...":

(*happy to submit in writing or verbal later)

2025-10-30 11:28:15 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

This is not how medium and heavy vehicles are defined.

2025-10-30 11:28:23 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=8n4z3uhw3sys>

2025-10-30 11:29:45 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

{D566E7F2-64A2-4952-A892-EC5E0680750E}.png

2025-10-30 11:30:09 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

Above are the vehicle types included in ODOT crash database.

2025-10-30 11:31:55 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

Vehicle type 02, 04 and 05 for medium and heavy vehicles.

2025-10-30 11:32:10 From Jeff Greiner to Everyone:

Fatal MC crashes annually hit between 40 to 70+ % involving impairment. Alcohol, drugs, and or both.

2025-10-30 11:32:21 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

ah. Might be interesting to look at the FARS data to better understand impact of larger, taller personal vehicles on crash severity

2025-10-30 11:33:13 From Jeff Greiner to Everyone:

Look but fail to see MC crashes continues to be a causative factor in injuries and some fatalities.

2025-10-30 11:35:00 From Kindra Martinenko to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

Recommendation to ODOT CARU - separate out passenger vehicles and the other others (which are not light in the context of weight and size). Also wish that SUVs were put into a different class but I know that's difficult to track from a reporting pov

2025-10-30 11:35:17 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

100

2025-10-30 11:35:57 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

SUVs and other vehicle types are tracked in the FARS data

2025-10-30 11:36:20 From Rob Inerfeld (he/him), City of Eugene to Everyone:

To the extent that people have concerns about safe practices by e-bike riders, the problem is often e-motos which are faster and more powerful devices that are not actually e-bikes and are not allowed on bike facilities. More info here: [The E-Bike Problem is an E-Moto Problem | PeopleForBikes](#)

2025-10-30 11:36:46 From Kindra Martinenko to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

I just would like to see it in all data sets - having to refer to multiple data sets for crash data is daunting!

2025-10-30 11:38:20 From Zachary Johnson, PRR (he/him) to Everyone:

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2025-10-30 11:38:40 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=eahi77u93cwf>

2025-10-30 11:40:34 From Nick Fortey to Everyone:

Is there an opportunity to re-cast the data analysis - seems this discussion (overall today) has (or could) identify facilities or road sections (curves, high speed intersections) where some of these policies may have more impact - can there be some way to develop more focused (application)

2025-10-30 11:40:52 From Kindra Martinenko to Everyone:

Better street lighting where VRU are more likely to be walking/biking. Especially in neighborhoods where there is a higher concentration - school zones, university campuses, downtown.

2025-10-30 11:41:22 From Troy Costales to Everyone:

An additional variable in the crash database is if the vehicle was being used for work. Combining the vehicle type with the vehicle "use" might help separate out commercial and non-commercial data.

2025-10-30 11:42:32 From Lisa Brown, ODOT to Everyone:

These were something I saw being given out to communities to increase visibility with walking, biking, and rolling and reduce fatalities and serious injuries.

2025-10-30 11:42:35 From Lisa Brown, ODOT to Everyone:

{C4FB7A53-23D7-4EC1-9F87-7EF7BB982C25}.png

2025-10-30 11:44:34 From Walt McAllister to Everyone:

Costing effort in implementation plan

2025-10-30 11:45:00 From Lake McTighe to Everyone:

I second Rob's comments on ODOT safety office funding/org chart, legislation

2025-10-30 11:45:14 From Walt McAllister to Everyone:

Legislation list of safety policy, with priority

2025-10-30 11:45:47 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

It's not just funding. It's making transportation safety a priority for all agencies and departments so we're all pulling in the same direction.

2025-10-30 11:46:40 From Lake McTighe to Everyone:

Pull in the recent analysis that ODOT did on arterials in urban areas

2025-10-30 11:47:06 From Walt McAllister to Everyone:

Replying to "It's not just funding. It's making transportation ...":

Some of you will remember the arrow slides I used to use to show using our plan to align efforts. If we can just get people moving in the same general direction we can generate a 'current' in the direction of safety

2025-10-30 11:47:24 From Kindra Martinenko to Everyone:

Replying to "{C4FB7A53-23D7-4EC1-9F87-7EF7BB982C25}.png":

I had a very close call with a young man crossing a street in my neighborhood the other night, the ONLY thing that kept me from possibly hitting him as he was crossing was a very tiny piece of reflective tape he had on his backpack. He was wearing all black clothing, black backpack, no street lighting. I saw him before I made the turn, and all was good, but it just goes to show how a little reflective tape can go a long way!

2025-10-30 11:48:22 From Lake McTighe to Everyone:

The plan can identify what legislative changes are needed

2025-10-30 11:48:32 From Walt McAllister to Everyone:

a few notables in the current plan are funding for law enforcement, .04 BAC legislation, more

2025-10-30 11:50:43 From Josh Roll to Everyone:

Replying to "a few notables in the current plan are funding for...":

0.04 BAC?

2025-10-30 11:52:17 From Walt McAllister to Everyone:

Replying to "a few notables in the current plan are funding for...":

@Josh Roll Yes, .04 BAC is a proven strategy to reduce death and injury. Lower alcohol impairment reduces crashes.

2025-10-30 11:52:40 From Josh Roll to Everyone:

Replying to "a few notables in the current plan are funding for...":

lower BAC is great - had heard of 0.05 but not 0.04 - lower the better!

2025-10-30 11:53:06 From Cosette Rees, Lane Transit she/her to Everyone:

This has been a great conversation. Thanks for everyone's participation. I need to jump. I reviewed the survey results and interviews and there is some great stuff in there for consideration as well.

THanks

2025-10-30 11:53:10 From Lake McTighe to Everyone:

Replying to "a few notables in the current plan are funding for...":

0.0 BAC - no drink driving (safe system style)

2025-10-30 11:53:19 From Walt McAllister to Everyone:

Replying to "a few notables in the current plan are funding for...":

.05 is the mutation that occurred to match up with Utah, but the initial ask in the plan has been .04 over time.

2025-10-30 11:53:22 From The Street Trust to Everyone:

For folks interested in HB3626 - "E-RIDES" which passed out of transportation committee with bipartisan (10-2) vote for but died in W&M due to ODOT's assigned fiscal impact, we (advocates) were unable to negotiate down

<https://olis.oregonlegislature.gov/liz/2025R1/Measures/Overview/HB3626>

2025-10-30 11:54:02 From Lake McTighe to Everyone:

I appreciate this format. Great meeting. Thanks ODOT and Consultant team and everyone who shared their expertise.

2025-10-30 11:54:23 From Kindra Martinenko to Everyone:

This was a great discussion. Lots to think about and build upon!

2025-10-30 11:55:02 From Michael Rock to Everyone:

You have all covered a ton of ground - thank you for all of the time and work!

2025-10-30 11:55:11 From Jenny Thacker, she/ her (PRR) to Everyone:

Thank you everyone!

2025-10-30 11:55:16 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Thanks for a great discussion. More to do!

2025-10-30 11:55:29 From Dagan Wright to Everyone:

BTW, thank you everyone. It is so great learning from everyone here. This is an incredible process and resource

2025-10-30 11:55:41 From Kindra Martinenko to Everyone:

Thank you!

Oregon Transportation Safety Action Plan (TSAP)

Steering Committee and Partner Workshop Summary

Thursday, February 12, 2026, 9:00 a.m. – 11:00 a.m.



Present

Steering Committee Members

Victor Hoffer, Oregon Transportation Safety Committee
Andre Lightsey-Walker, OBPAC Chair/Metro
Dave Roth, Lane Transit District
Chris Henry, City of Eugene
Dagan Wright, Oregon Health Authority
Kimberly Rose, Office of the State Court Administrator
Becky Taylor, Lane County
Tyler Deke, Bend Metropolitan Planning Organization
Scott Fleury, City of Ashland
Nick Fortey, Federal Highway Administration

External Safety Partners

Mike Dennis, Oregon Walks
Jeremy Doze, Confederated Tribes of Coos, Lower
Umpqua and Siuslaw Indians
Clay Veka, Portland Bureau of Transportation
Janelle Lawrence, Oregon Impact
Bill Holmstrom, Department of Land Conservation and
Development
MaryJo Andersen, Multnomah County
Cameron Bennett, Kittelson and Associates/Oregon
Micromobility Network

ODOT Multimodal/Topic

Ian Davidson, Active Transportation Program Manager
Heidi Manlove, TSO Bicycle and Pedestrian Program
Manager
Jeff Greiner, TSO Motorcycle Safety Program
Manager/EMS Programs
Jess E. Brown, Commerce and Compliance Roadside
Safety
Theresa Conley, Climate Friendly Equitable
Communities
Chris Cheng, Region 4 Active Transportation Liaison
Brian Hurley, Climate Office

Karen Ofearna, DMV Medically At Risk Drivers
Kelly Mason, Distracted Driving/High Visibility
Enforcement & Occupant Protection
Mindy McCartt, TSO Communications
Colleen O'Hogan, Workzone Safety Program Manager

ODOT Region/Statewide (Planning)

Kelly Rodgers, Statewide Planning
Peter Schuytema, Transportation Planning and Analysis
Unit
Michael Duncan, Region 2 TDM Manager

ODOT Data/Research

John Bonnett, Crash Analysis Unit Manager
Josh Roll, ODOT Research Section Analyst

ODOT Equity

Susie Ashenfelter, Office of Equity and Civil Rights

ODOT Project Team/Observers

Mary McGowan, ODOT
Stacey Goldstein, ODOT
Walt McAllister, ODOT
Michael Rock, ODOT
Jiguang Zhao, ODO
Angela Kargel, ODOT
Ryan Stone, ODOT
Jody Raska, ODOT
Suzanne Mullen, ODOT
Rachel Zakem, ODOT
Alexis Bocanegra, ODOT
Jenifer Sether, ODOT

Consultant Staff

Brian Chandler, DKS
Lacy Brown, DKS

Anthony Gamallo, DKS
Tasmyn Petlanksy, DKS
Nic Ward, Safe System Culture

Facilitation Team

Jenny Thacker, PRR
Kristen Bishop, PRR
Sarah Rose Ezelle, PRR
Zach Johnson, PRR

Members of the Public/Other Observers

Brenda Gessner, ODOT
Brian Barney, Crook County

Corum Ketchum, Oregon Cascades West Council of
Governments
Danny O'Neal
Garrett Gray, Confederated Tribes of Coos, Lower
Umpqua and Siuslaw Indians
Jim Elliott
John MacArthur, Portland State University
Justin Hayes, Oregon Department of Environmental
Quality
Kindra Martinenko, Mid-Willamette Valley Council of
Governments
Mark King
Matthew Bathke, Marion County
Rob Sadowsky, Clackamas County

Agenda

- Welcome
- Meeting objectives and agenda review
- Introductions
- Public comment
- Legislative update
- Presentation: TSAP process update
- Presentation: 2026 TSAP focus on actions
- Breakout discussion groups
- Next Steps
- Adjourn

Welcome

Facilitator Jenny Thacker (PRR) opened the meeting and Mary McGowan (ODOT) provided opening remarks.

Meeting objectives and agenda review

Jenny shared that the sole meeting objective was to provide feedback on proposed safety actions.

Introductions

Jenny used the Zoom chat to gather introductions from attendees.

Introduction prompt: Please tell us your name, organization, and what safety activity/action are you most interested in seeing implemented?

Responses:

- Garrett Gray, CTCLUSI, Transportation Manager, highway safety.
- Justin Haynes - OR DEQ - Safe bicycle routes
- Mark King Oregon Disability Commission
- Kelly Mason, Occupant Protection Program Analyst for the Transportation Safety Office
- Scott Fleury, Public Works Director-City of Ashland. Speed Reduction
- Rob Sadowsky, Traffic Safety Outreach Coordinator @ Clackamas County DTD. Most interested in Older Driver efforts & Post Crash Care.
- Cameron Bennett, he/him, Oregon Micromobility Network, Kittelson & Associates. I'm most excited to see e-bike safety education!
- Kelly Rodgers, she/her, ODOT Statewide Planning - vulnerable road users, risk factors, speed reduction
- Chris Cheng, R4 Active Transportation Liaison - ODOT, speed reduction in urban areas
- Kimberly Rose, Legal Policy Advisor, Oregon Judicial Department // Reduce impaired driving
- Ryan Stone - ODOT Transportation Safety Office, Operations & Policy Manager (interim), Impaired Driving Program Manager, Improving deterrents to impaired driving
- Angela Kargel, ODOT State Traffic Engineer - interested in stronger DUI laws
- Jody Raska, ODOT TSO Driver Education Program Manager - Better access to teen driver education statewide.
- Chris Henry, Governor's Advisory Committee on Motorcycle Safety, Chair, Motorcycle Safety
- Dave Roth, Lane Transit District. Widespread implementation of speed and red-light enforcement cameras.
- Mindy McCartt, ODOT Public Information Officer, Changing bad driving behaviors
- Theresa Conley, ODOT. Land use - transportation -public health connections
- Jeff Greiner TSO Program Manager.
- Jess Brown Central Safety Unit Manager. CMV Safety
- Colleen O'Hogan TSO Roadway Safety/WZ/VEQ
- Bathke, Member Oregon Transportation Safety Committee & safety specialist Marion County Public Works. Work Zone Safety & Awareness
- Suzanne | ODOT-TSO | VRU
- Becky Taylor, Lane County Senior Transportation Planner - Safer Roads & Speed Management
- Corum Ketchum : Hi everybody, I am a planner with the Corvallis MPO, we are focusing on safer active transportation
- Brian Chandler (he/him), DKS, Consultant PM; speed management (infrastructure, policy, education, enforcement).
- Good morning everyone; Jenifer Sether, admin from TSO. Interested in reducing impaired driving and occupant protection

- Mike Dennis (he/him)... Oregon Walks Executive Director (1st week! Filling in for Zachary on TSAP)... Sidewalks!
- Dagan Wright, Injury and Violence Prevention Program - Public Health Division - Oregon Health Authority as a Senior Epidemiologist and Informaticst - more accessible and safer infrastructure for multi-modal types of transportation
- Kindra Martinenko, MWVCOG (SKATS MPO) - interested in reducing behavior-caused crashes (risky behaviors, DUI, young/older driver education), preventative measures
- John MacArthur, TREC Portland State University, performance measures, VRU measures, speed reduction
- Josh Roll - Oregon DOT - Research Section - Implementation of the Safe System Approach for Transportation Authorities in Oregon
- Heidi Manlove ODOT Transportation Safety Office Bicycle, pedestrian and micromobility safety
- Tyler Deke, Bend MPO. Rural areas = highway safety, urban areas = slower speeds and better/safer bike/ped facilities
- Peter Schuytema, ODOT, State Transportation Analysis Engineer, highway safety
- Stacey Goldstein, ODOT Statewide Transportation Planner - Safe Systems and Land Use connections
- Ian Davidson, he/him, Bicycle and Pedestrian Program Manager at ODOT. Safe Bike/Ped infrastructure
- Nick Fortey, FHWA, speeds+intersection+departure+vulnerable road user
- Karen O'Fearn, DMV At-Risk Program Coordinator: Partner with interested organizations to support aging driver programs.
- Clay Veka, she/her, PBOT, Vision Zero manager, managing speed through street design
- Michael Duncan, ODOT, TGM, Land use-related safety policy (e.g., school siting in safe, walkable neighborhoods)
- John Bonnett - ODOT Crash Analysis and Reporting Unit Manager - Crash data use for roadway safety
- Brenda Gessner, Title VI/ADA/EJ Program Manager. A multi-pronged approach will be necessary including education, media efforts, engineering projects, collaboration with LEAs, etc.

Public Comment

No members of the public shared during the public comment period.

Written comment themes:

Jenny summarized themes from written comments received ahead of the meeting (see Appendix B for full comments).

- Support for Pedestrian Hybrid Beacons.
- Support for a modal shift to public transportation and rail transport.

- Concern about how a prioritization of roundabouts would affect commercial trucking.
- Question about the status of a plan to convert a stretch of Highway 99 through Cottage Grove from a four-lane highway to a two-lane highway with a protected bikeway.

Legislative update

Michael Rock (ODOT) shared a legislative update, noting that discussions about transportation funding were ongoing.

Presentation: TSAP process update

Mary provided an update on the TSAP process, explaining that this would be the final meeting of the Steering Committee and Safety Partners.

Since the Oct. 30 meeting, the TSAP team:

- Incorporated feedback from the October 30th Steering Committee and Partner Workshop to develop draft actions.
- Engaged subject matter experts to refine the actions.
- Drafted TSAP content.

Next, the TSAP team will:

- Incorporate feedback from today's discussion into the actions.
- Continue to draft the plan.
- Hold additional engagement opportunities in March.
- Between June and August, provide an opportunity for the Steering Committee to review the draft TSAP and conduct a public hearing and public review of the draft.

The team anticipates Oregon Transportation Commission (OTC) adoption of the plan in October.

Presentation: TSAP focus on actions

Lacy Brown (DKS) explained the action-focused approach to the TSAP update, which differs from previous TSAPs which emphasized problems, contained extensive data analysis and included up to 75 strategies and 75 actions. The old approach led to redundancy, lack of detail and no implementation plan, which made it difficult to take action.

The 2026 update will “put the *action* back in the Transportation Safety Action Plan” by:

- Including fewer details on data analysis and emphasis areas. The details that are included will be sufficient for federal requirements and to justify decisions.
- Tying policies directly to the Oregon Transportation Plan.
- Providing detailed descriptions of approximately 30 strategic actions that explain why each is important and how to do it (1- to 2- page summaries of each action).

This approach recognizes that each action can impact several safety emphasis areas.

The TSAP update will also include implementation and evaluation chapters. The implementation plan will cover action teams, leads, partners, funding paths and timeframes, with the output being performance measures. The evaluation and reporting chapter will cover Oregon’s planning processes, federal safety performance measures and target-setting, with the output being performance measures.

Breakout discussion groups

Jenny introduced the structure for the small group breakouts, explaining that each group would focus on a list of actions relevant to a specific emphasis area. Each group included a project team member as facilitator, and ODOT subject matter expert and a dedicated notetaker.

Discussion questions

For each action, small groups were asked to cover:

- How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward.
- How effective do you think this action will be in improving safety in Oregon?
- Should we keep this action in the plan as written?
- If not, how should we change it?

Group topics

Group	Topic(s)
A/B*	Roadway Departures/Speeding/Intersections
C	Impairment/Distraction/ Unrestrained Occupants
D	Pedestrians/Bikes (1)
E	Pedestrians/Bikes (2)
F	Aging Drivers/Young Drivers
G	Motorcycles/Medium and Heavy Vehicles

**Groups A and B were combined based on attendance.*

Overall Themes

Across all breakout groups, common themes emerged, including:

- Group members provided detailed feedback on actions that can shape the 1- to 2- page summaries in the TSAP.
- Members consistently recognized the ways in which actions impacted multiple emphasis areas, indicating general acceptance of the proposed TSAP structure.
- Group members were generally positive about the direction of the proposed actions. Only actions #4 (prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in

addition to crash history) and #19 (provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear) were identified as potentials for removal, with one group describing concerns about their clarity and how implementable they were as written.

- Groups flagged potential implementation challenges including intergovernmental coordination, constrained funding and the lack of “champions” for some of the actions.
- Members acknowledged the need for legislative champions to advance some of the safety actions.
- Agency leadership, legislator, law enforcement and local government support were identified as enablers of success.
- Participants raised the importance of considering the needs of the entire state, including urban, suburban and rural areas.
- The groups discussed the specificity of some of the actions, grappling with the tension between having broad actions that could be applied at state and local levels and having precise actions that would make tracking easier.

Key takeaways from each group

Full notes from the groups are available in Appendix A.

Group A/B: Roadway Departures/Speeding/Intersections

- Members generally reacted positively to the actions they discussed, with none being flagged for removal.
- The group noted cost challenges. Potential solutions included looking carefully at automated enforcement owners and operators (action #1: advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden), considering temporary or smaller roundabouts (action #2: expand the use of Intersection Control Evaluations that prioritize roundabouts) and weighing the long-term benefits of more robust infrastructure despite higher construction costs (action #2).
- Participants urged the team to consider the wording of action #7 (incorporate safety as a criteria for capital improvement project selection), noting that it could be beneficial to be more specific about how safety would be considered in capital improvement project (CIP) selection. Conversely, a member noted that broad language might be necessary because local agencies were unlikely to implement a new CIP process, especially because the CIP included in the draft actions is an ODOT-specific process.
- When discussing action #29 (develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.), the group highlighted the importance of utilizing communications staff to conduct outreach to local agencies and partners. While seeing a communication guide as potentially useful, the group elevated the need for a broader suite of communications products.

Group C: Impairment/Distracted/Unrestrained Occupants

- Members identified the lack of obvious champions for actions #14 (revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders) and #15 (streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures) as a challenge. While action #13 (expand access to safe travel options through land use, transit, ride share, and other programs). was described as potentially “hugely beneficial” the land use piece was recognized as a generational change that would require long-term improvement.
- The group raised the importance of considering all of Oregon in implementation, noting, for example, that many times the Coast and Eastern Oregon tend to be overlooked because law enforcement trainings (action #17: expand law enforcement training and education on drug impairment detection) are frequently focused in the Willamette Valley. The impact of Oregon’s 36 counties having varying priorities was explicitly described as a potential barrier to successful implementation of action #15 (streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures).
- The group identified the following actions as likely to be effective at improving safety in Oregon:
 - Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
 - Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
 - Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
 - Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
 - Action #15: Streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures.
 - Action #16: Expand use of and compliance with ignition interlock devices as part of the DUI adjudication process.
 - Action #17: Expand law enforcement training and education on drug impairment detection.
 - Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
 - Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
 - Action #20: Recruit and train certified child passenger safety technicians.
 - Action #21: Encourage distraction-free driving policies for public and private employers.

Groups D & E: Pedestrians and Bikes

- Both groups identified the need for additional specificity in the actions related to the goal of the action, the responsible party or parties, and the targeted population.

- Both groups mentioned that some of the actions seemed to call out practices or policies that are already in place.
- The members of both groups expressed interest in evaluation, of crash data, of safety needs, of the effectiveness of current and proposed programs, and an understanding of the need to collect data from areas outside the cities.
- Both groups encouraged a larger conversation around micro-mobility devices, not just e-bikes and e-motos.
- Group D members strongly recommended using more forceful and less vague language.
- Group E members spoke about the effectiveness of an ensemble of actions, like policies, infrastructure, roadway design, enforcement, and education.
- Group E members identified actions #4 (prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history) and #7 (incorporate safety as a criteria for capital improvement project selection), as well as land use policy as described in #13 (expand access to safe travel options through land use, transit, ride share, and other programs) as particularly impactful.

Group F: Aging Drivers/Young Drivers

- Group members identified collaboration with other entities, and funding as major challenges facing the implementation of many of the proposed actions.
- Group F members raised the importance of combining outreach, education, incentives, and enforcement to improve safety for vulnerable road users.
- Members were enthusiastic about actions #5 (maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user) and #26 (increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos), and were supportive of actions #10 (develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers) and #13 (expand access to safe travel options through land use, transit, ride share, and other programs).

Group G: Motorcycles/Medium and Heavy Vehicles

- Group G members emphasized combining education and engagement of drivers and vulnerable road users with other measures.
- Members identified funding difficulties as a barrier to several actions, including actions #26 (increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos) and #27 (maintain and upgrade rest areas to ensure safety for all travelers).

Next steps

Mary thanked the steering committee members and safety partners for their participation in the process and reiterated next steps in the process. This is the last meeting, but during the summer, steering committee members will have the opportunity to review the draft TSAP.

Adjournment

The meeting adjourned at 11:00 a.m.

Appendix A: Notes from breakout groups

Group A/B: Roadway Departures/Speeding/ Intersections

SMEs: Angela Kargel, Jiguang Zhao, Michael Rock

Facilitator: Mary McGowan

Notetaker: Alexis Bocanegra

Members: Scott Fleury, Jeremy Doze, Peter Schuytema, Kelly Rodgers

Action	Feedback
Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Cameras has been the biggest issue with detaching crashes and verifying between pedestrians, animals, etc. It has been challenging to transfer this data in rural areas. We need people to regularly check the camera. There was no push back. It has been very successful in rural areas in Washington with other Tribes. This was launched as a pilot and we have not fully received the funding to implement yet. - I support both and love implementing in a rural area with solar instead of power. The City of Medford is lacking in overall enforcement activities and needs more staff to enforce. The lesser cost burden is to invest in equipment that can do this. - In 2024, the laws changed to not require law enforcement to be sitting with them. Restrictions include only being used in city limits, and not on freeways. This is an example of how laws are changing. There is still opportunity for implementation. - Might be beneficial to have products on the ODOT qualified products list (QPL)
	How effective do you think this action will be in improving safety in Oregon? We don't have sufficient patrols, and with this we would be supportive of this. In some locations (Jacksonville) when you get above the speed limit you get an angry face feedback vs happy face when you are driving the speed limit.
	Should we keep this action in the plan as written? If not, how should we change it? Consider who owns the software and cameras because this drives up costs. It depends on the application and how the information is reviewed.
Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. We want to be clear and support more application of roundabouts in Oregon. Every agency has their own kind of process for how to decide. I don't know if calling out the intersection control evaluations as actions or having this be more broader of expanding roundabouts. E.g., lowering costs

Action	Feedback
	to implement. ODOT does not have a standard format but we do require an evaluation for changes. Local jurisdictions have a greater opportunity to use roundabouts compared to busy roads. Maybe encourage applications as a no match requirements as an arts project. Narrow the focus for how we are going to implement. The smaller the roundabouts the safer because vehicles can drive through slower. - Thinking of land use with smaller v larger roundabouts. For rural applications, there is less concern. More concerned with urban environments and how they are affecting urban areas. - it is important to clarify whether for ice or roundabouts. Safety benefit is looking at different option and how other agencies are doing this. From safety engineers side, the roundabout brings a lot of safety improvements. - Does ODOT have any data from White City/Klamath Falls roundabout? This was a huge roundabout implemented to improve safety. This was a bug truck issue." How effective do you think this action will be in improving safety in Oregon? - Yes, cost will be a big concern we need to consider what other states are doing to bring down cost. E.g., making them smaller, in rural areas, or temporary roundabouts. - Using concrete can be expensive but makes them stronger and last longer
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are "champions" ready to carry it forward. - Some of these are being already implemented. I defiantly support ped lag in high traffic areas and no turn on red. The educational component is important to show what the changes do from a safety standpoint. This information in beneficial to share with stakeholders. Vehicles have been prioritized so long, having driver education for things like stopping 2-3 seconds does not change drive time. - Outside of ODOT, a lot of cities have their own processes and how can ODOT adopt these same processes. Consider barriers with implementing these changes. - Some features older signal controllers cannot do. - ODOT finished project with OSU that has very detailed information from PI. How effective do you think this action will be in improving safety in Oregon? - The benefit is there, but there needs to be greater communication/education with the public and key stakeholders. Having detailed reports is helpful for this. - We may need to consider the political sensitivities.
Action #4: Prioritize low-cost systemic and proactive countermeasures	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are "champions" ready to carry it forward. Near miss videos can monitor safety.

Action	Feedback
based on crash risk in lieu of or in addition to crash history.	• The word proactive is amazing, I love to see it used. The process with city has implemented used GIS to track data to review street lights, pot hole, and traffic concern. You can make this as detailed or not as you like. • If you are applying crashes at one intersection with another, it is beneficial to look at if there are similar safety risks. You can also consider adding things such as bike routes to bring more traffic for low traffic intersections. • More companies are using AI data to lower costs and then data can be pulled from videos. ODOT used something similar in working with the consultant. Some projects are still using the AI data for other projects. • This is very similar to what we are doing in park with bike/safety projects. • This is not just about near miss data. You can also look at changes to make before the crash happens. The risk factor along with near miss is important to look at to ensure you are looking at all options. People are more likely to invest in areas with high crash rates. • I don't see any push back with using low-cost systemic if we are implementing in areas with high crashes compared to low areas.
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • As an aging driver, this is great. If we put something in place, we need to be sure it is maintained because often times we expand without being able to keep up with our current infrastructure. The dollars are so focused on building new and getting maintenance is challenging. • Sometimes the engineering side does not integrate well with the maintenance side. When looking at CIP, make sure maintenance staff is considered for future implications. • Is this a question of maintain or new installation? Do we need to identify the mechanisms on how this will incur or leave this more vague? In the 2-pager there should be an outline of our selection process and consider the CIP's process. (Note to touch base with Kelly about this.) • We want people to understand maintenance itself is a safety action. We were combining a couple ideas with maintaining and thinking about the levels of each vulnerable road user. • We can't use federal money for maintenance and we have to use state dollars. I'm not sure if local jurisdictions have more flexibility for maintenance funds. • The safety engineer vs driver side is different in considering what can be implemented. We need more funding for maintaining because this cannot come from safety funds.
Action #7: Incorporate safety as a criteria for capital	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward.

Action	Feedback
improvement project selection.	• We could be more specific about tying it to the emphasis areas in the TSAP. Maybe once we are closer to final, we can add more detail to the action language. • If we need this to be the CIP then we need to say this. • It needs some edits because it is so broad. • We need to consider this is a statewide plan not only and ODOT plan. We need to keep language broad enough to apply to everyone. I don't think locals will implement a CIP process.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • We've used ODOT's pamphlets, and sort of consistent education outreach materials is beneficial. • I've noticed we have a 2-page summary • Maybe have the language be broader to develop communication materials/communication outreach • This should be expanded to cover ODOT as well as I have seen quite a range of responses across regions on projects, plans, etc. • Consider using communication staff
Wrap up (after getting through all priority actions)	Looking at the eight actions, which ones stand out? Which would be most impactful? The notes do not reflect an answer to this question.

Group C: Impairment/Distraction/ Unrestrained Occupants

SMEs: Ryan Stone and Kelly Mason

Facilitator: Walt McAllister

Notetaker: Suzanne Mullen

Members: Kimberly Rose, Chuck Hayes, Tyler Deke, John Bonnett, Nic Ward

Action	Feedback
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • Easy - we are doing this today
	How effective do you think this action will be in improving safety in Oregon? • Effective
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • Land use is generational change. Long-term • Some communities provide free rides or buy-down after special events. Funding is huge barrier for this action in the short term
	How effective do you think this action will be in improving safety in Oregon? • Could be hugely beneficial
Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • Pretty significant lift – lack of champion for this • GAC is interested in this but limited agency/authority • Anticipate unified resistance from the alcohol industry. But we have seen this resistance in Montana and Utah, so we know how to respond. • Lowering BAC could be generational change • Tying repeat offenders to general alcohol and drug addiction offenders
	How effective do you think this action will be in improving safety in Oregon? • Effective
	Should we keep this action in the plan as written? If not, how should we change it? • Recommend keeping it as written with note about difficulty in changes within 5 years
Action #15: Streamline the DUII arrest processes by developing consistent protocols for electronic search	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • Challenge is no champion • Need good search-warrant when no implied consent • Hodge podge of limitations in place across the state • It is not clear which agency should take on ownership of this • Champion, host, and legislative action are all needed • 36 counties with varying priorities – need consistent front-piece

Action	Feedback
warrant procedures.	How effective do you think this action will be in improving safety in Oregon? Effective
Action #16: Expand use of and compliance with ignition interlock devices as part of the DUII adjudication process.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Difficult lift because the IID law is porous with loopholes - Need to improve IID compliance rates - Need legislative involvement to revise and make this meaningful - Believe tech is sound but at times feels like device makers might be taking advantage of “forced” participants - More oversight of installers - OSP is focused on this but might be under resourced
	How effective do you think this action will be in improving safety in Oregon? Effective
	Should we keep this action in the plan as written? If not, how should we change it? - This action might need to be narrowed to make this more actionable - Diversion comes to mind – has the most oversight - Orders around diversion devices - Did person installing get negative reports - Engage with treatment providers because they co-monitor device reports
Action #17: Expand law enforcement training and education on drug impairment detection.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Believe this is doable - Tends to be one of the first things cut when budgets are tight - How can we demonstrate to LEA the importance of this - Side-by-side comparison to show crash violence vs other violent crime - Geographic expansion & increased opportunities overall - Cost and eastern Oregon tend to get overlooked because trainings often occur in the Willamette Valley - Again, need champion in legislature
	How effective do you think this action will be in improving safety in Oregon? Effective
	Should we keep this action in the plan as written? If not, how should we change it? - Make language more actionable - Top-down leadership support - Demonstrating importance to LEA
Action #18: Prioritize funding and programs aimed at prevention for substance misuse	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Like recognizing the idea here – focus on treatment - Want to add ensuring that DUII and Impairment be included across agency discussions about Public Health discussions

Action	Feedback
and dependency across agencies.	- Seem like from legislative standpoint, this is not of high importance - So, focus on legislators who live in communities most severely impacted by this
	How effective do you think this action will be in improving safety in Oregon? Effective
	Should we keep this action in the plan as written? If not, how should we change it? Adjust language - emphasis on local communities who are severely impacted
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Child safety seats - easy implementation. Big priority for OP program and TSO has been doing this, and very likely to continue - Car seat with installation lesson from certified technician - Bike helmets harder to get NHTSA funding but easier to implement at local level
	How effective do you think this action will be in improving safety in Oregon? Effective
	Should we keep this action in the plan as written? If not, how should we change it? Add language to include “guide people to resources if we can’t provide them directly (i.e. bike helmets)”
Action #20: Recruit and train certified child passenger safety technicians.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Covid years Oregon lost about half of technicians because certification lapsed - TSO is now coming back to pre-Covid levels but lost some clinics
	How effective do you think this action will be in improving safety in Oregon? Effective
	Should we keep this action in the plan as written? If not, how should we change it? - Add language to ensure state-wide coverage of certified technicians. Coverage is solid in the valley. More need on coast and central/eastern OR - Incentives to retain technicians?
Action #21: Encourage distraction-free driving policies for public and private employers.	How effective do you think this action will be in improving safety in Oregon? - This seems like it would be beneficial - Pilots happening in Lane
	Should we keep this action in the plan as written? If not, how should we change it? Maybe add language: Assist local safety organizations in promoting this change
Action #30: Monitor trends, current events, and political	Should we keep this action in the plan as written? If not, how should we change it? - Maybe add language: create opportunities - Engage legislators - Not just waiting for leverage points to surface

Action	Feedback
interest to capitalize on changes which could lead to increased support for transportation safety initiatives.	
Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • Need to follow the problem – why is it limited to rural areas? • Likely to be lots of pushback – especially in rural areas
	How effective do you think this action will be in improving safety in Oregon? • Can be very effective (i.e. red light camera research)
	Should we keep this action in the plan as written? If not, how should we change it? • Change to language: Use data driven approach, is there a reason for leaving our urban
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. •
	Should we keep this action in the plan as written? If not, how should we change it? • Wording seems complicated • Suggest adjusting language to clean-up / make it cleaner/clearer • Must include pavement maintenance. We are seeing degradation of pavement – safety issue
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.	Should we keep this action in the plan as written? If not, how should we change it? • Maybe adjustments to say reduce speeds AND crashes • Request for explanation to what this means. This seems very similar to Action 9 – not sure what the distinction might be • Include language – should be data driven - specify that action will be focused on locations where speed is an issue
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young	Should we keep this action in the plan as written? If not, how should we change it? • Driver Ed in lane county recently quoted something like...”98% of teens in cashes in Oregon had no formal driver education” • Universal driver education? • Change to language to specify driver education • Maybe it becomes two bullets: one with driver ed separate from advocacy

Action	Feedback
and novice drivers.	
Wrap up (after getting through all priority actions)	Looking at the eight actions, which ones stand out? Which would be most impactful? The notes do not reflect an answer to this question.

Group D: Motorcycles/ Medium and Heavy Vehicles

SME: Ian Davidson

Facilitator: Stacey Goldstein

Notetaker: Tasmyn Petlansky

Members: Andre Lightsey-Walker, Dave Roth, Mike Dennis, Chris Cheng, Brian Hurley

Action	Feedback
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group had questions about if this is aimed at local agencies as well or just ODOT. - One person was concerned about the time and effort it would take to coordinate with local agencies. - Another member was concerned about the “teeth” this action would have to require local agencies to adopt policies and implement strategies.
	How effective do you think this action will be in improving safety in Oregon? Unless this action is more focused, the group worried that it would not be effective.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to be clearer about what the goal and maybe narrow down the target is (bike/ped? Vehicles? VRU’s) since policies already exist that do many of these things.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group agreed that this is not actionable as written. - They recommended focusing on fatal and serious crash risks, not just generalized crash risks. - There was concern about the need for other approvals, such as freight approvals.
	How effective do you think this action will be in improving safety in Oregon? One member of the group said that agencies already look at these countermeasures.
	Should we keep this action in the plan as written? If not, how should we change it? The group did not recommend keeping this as written. They felt this was more of a strategy than an implementable action.

Action	Feedback
	The group was concerned that this action does not say what is happening over the next five years.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Group members pointed out that ODOT has some of these programs in place and they sometimes trickle down to local levels, so this seems implementable. - The members recognized that funding is tied to legislative decisions, which could complicate implementation.
	How effective do you think this action will be in improving safety in Oregon? There was interest in evaluating the effectiveness of existing local programs first.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to change working from “Support” to “Fully fund...”
Action #7: Incorporate safety as a criteria for capital improvement project selection.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The group had questions about “safety for whom?” They were concerned that this action is not focused on the needs of bikes/ peds or other vulnerable road users.
	Should we keep this action in the plan as written? If not, how should we change it? - Recommendation to use the verb, “prioritize” rather than “incorporate.” - Recommendation to prioritize vulnerable road users, not just “safety.”
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The group agreed that this action is too broad to be implementable and needs to be more precise.
	How effective do you think this action will be in improving safety in Oregon? The group felt that this action is too broad to be effective, but liked it as a strategy.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to be more specific about where the countermeasures need to be implemented.

Action	Feedback
	- Recommendation to use “reducing excessive motor vehicle speeds” rather than “aiming at reducing ...” - Recommendation to include examples as in Action #3.
Action #9: Expand infrastructure design policies related to speed management.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. One member of the group recommended focusing on automated enforcement, rather than infrastructure design.
	How effective do you think this action will be in improving safety in Oregon? The notes did not reflect discussion about the effectiveness of this action.
	Should we keep this action in the plan as written? If not, how should we change it? There were no recommendations to change the wording.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Some members of the group felt that this is already taking place and did not support adding it as a TSAP action. - One member felt this could work if the SRTS education grant program covered it.
	How effective do you think this action will be in improving safety in Oregon? Some members of the group said that focusing state dollars on this is not preferable.
	Should we keep this action in the plan as written? If not, how should we change it? The majority of the group did not want to keep this action.
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group questioned if this should be grouped with Actions 4 and 8. - This would require coordination between ODOT and local entities.
	How effective do you think this action will be in improving safety in Oregon? The group agreed that extracting early information to react early to crashes would be helpful.
	Should we keep this action in the plan as written? If not, how should we change it?

Action	Feedback
	- There was some confusion about how this action overlapped with Actions 4 and 8. - One member felt that the language was weak and lacked necessary specificity. “Crashes for whom?... Who are we focused on?”
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The notes do not indicate a discussion about how easy or difficult this action would be to implement, but the group did like its specificity.
	How effective do you think this action will be in improving safety in Oregon? The group liked this action in general and emphasized that anything that makes biking and walking more attractive is a great thing.
	Should we keep this action in the plan as written? If not, how should we change it? There were no recommendations to change the wording.
Action #24: Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - This would require ODOT to have a comprehensive database and currently that is not the case. There is disagreement on using MTPP or CFEC. - There is a big need to get information from outside the metro areas.
	How effective do you think this action will be in improving safety in Oregon? One member felt that combining findings is not enough, and wanted to understand what actions could come from combining those findings.
	Should we keep this action in the plan as written? If not, how should we change it? One member felt that this action is not strong enough, will not move the needle and this is “planning to plan.”
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles,	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - There was some confusion in the group about if the education is for the drivers of passenger vehicles or for the operators of the scooters and e-bikes. - This could look like expanding the Oregon Friendly Driver program.

Action	Feedback
motorcycles, scooters, and e-motos.	
	How effective do you think this action will be in improving safety in Oregon? - The group supported this action because in general if drivers know what to be looking for (in terms of scooter users and large commercial vehicles) they will be more mindful. - There was support to enforce the laws that are currently in place.
	Should we keep this action in the plan as written? If not, how should we change it? There were no recommendations to change the wording.
Action #28: Establish a statewide task force to craft policy and guidance regarding e-motos.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - Some problems include the confusion between e-motos and e-bikes. - Lack of enforcement of existing laws is a problem.
	How effective do you think this action will be in improving safety in Oregon? The group agreed that this needs to be a larger conversation than just e-motos, including segways, single-wheeled skateboards, etc.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to not limit the conversation to e-motos.
Wrap up (after getting through all priority actions)	Looking at these actions, which ones stand out? Which would be most impactful? - In general, the group recommended: - Ensuring that the VRU's are elevated and specified in these actions. - Making sure these are more specific to actionable items, not being strategies and then picked apart. - Using stronger language wherever we can.

Groups E: Motorcycles/ Medium and Heavy Vehicles

SME: Heidi Manlove

Facilitator: Brian Chandler

Notetaker: Zach Johnson

Members: Bill Holmstrom, Clay Veka, Theresa Conley, Josh Roll, Michael Duncan, Dagan Wright

Action	Feedback
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The group had a conversation centered around induced demand, noting that safety improvements could lead to additional cyclists and pedestrians using an intersection, which could increase crash numbers while still being more safe than the original design.
	How effective do you think this action will be in improving safety in Oregon? One member felt that this action, if implemented, would benefit all motor vehicle road users.
	Should we keep this action in the plan as written? If not, how should we change it? There were no recommendations to change the wording.
Action #7: Incorporate safety as a criteria for capital improvement project selection.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The group felt this would be relatively easy to implement.
	How effective do you think this action will be in improving safety in Oregon? This could work if we incentivize projects that meet the needs of the traffic safety plan. That would encourage local agencies to add safety as a criteria.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to weight safety higher in project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The notes do not reflect a conversation about ease of implementation.
	How effective do you think this action will be in improving safety in Oregon? In concert with countermeasures beyond infrastructure, this could be effective.
	Should we keep this action in the plan as written? If not, how should we change it? There were no recommendations to change the wording.

Action	Feedback
Action #9: Expand infrastructure design policies related to speed management.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group recognized that expanding policies is not difficult in itself. - Some statewide policies, like 25 mph speed limits, make it difficult for localities to set their own limits based on local needs.
	How effective do you think this action will be in improving safety in Oregon? - One member recommended something that is easier for small and medium sized cities to implement. - One member recommended going beyond design to include actual infrastructure/ cameras/ enforcement/ education, etc. It is the sum of the parts that is effective.
	Should we keep this action in the plan as written? If not, how should we change it? There were no recommendations to change the wording.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The notes do not reflect a conversation about the difficulty of implementation.
	How effective do you think this action will be in improving safety in Oregon? The notes did not reflect a discussion about effectiveness.
	Should we keep this action in the plan as written? If not, how should we change it? The group recommended adding people with disabilities and older adults.
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The group did not address this action.
	How effective do you think this action will be in improving safety in Oregon? The group did not address this action.
	Should we keep this action in the plan as written? If not, how should we change it? The group did not address this action.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. This requires a lot of coordination of funding and policies between local, state, and even federal jurisdictions.

Action	Feedback
countermeasures and initiatives.	
	How effective do you think this action will be in improving safety in Oregon? - One member recommended safe speed cameras as a countermeasure. - The group agreed that the combination of countermeasures is what is effective for making roads safer.
	Should we keep this action in the plan as written? If not, how should we change it? One member was not sure the VRU emphasis is needed. He recommended “benefiting ped/bikes.”
Action #24: Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - If national data were available that would be helpful. - There is a need to connect research and agency actions. - Project by project evaluations would be complicated.
	How effective do you think this action will be in improving safety in Oregon? There was a lot of enthusiasm for anything that could improve evaluation as a way to increase public confidence in the investments that the state is making.
	Should we keep this action in the plan as written? If not, how should we change it? There were no recommendations to change the wording.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The group had a question about how this would be evaluated.
	How effective do you think this action will be in improving safety in Oregon? - The group agreed it is important to provide education about how to interact with micromobility devices. - One group member noted that there are mistakes about what constitutes an e-bike and an e-moto, even within reporting agencies.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to broaden the language from e-motos to perhaps include vulnerable road users.

Action	Feedback
Action #28: Establish a statewide task force to craft policy and guidance regarding e-motos.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group recommended getting data before taking action and being deliberate and targeted in application. - There was a question about how crash risk is being identified.
	How effective do you think this action will be in improving safety in Oregon? - There needs to be a conversation about micromobility as a whole, not just e-motos. - But in general the group felt that any action addressing this would be better than no action.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to be very clear about micromobility vs. e-motos.
Wrap up (after getting through all priority actions)	Looking at these actions, which ones stand out? Which would be most impactful? #7 and #4 really jump out from the group. The land use policy mention in #13 was of interest but would require long-term changes.

Group F: Aging Drivers/ Young Drivers

SME: Jody Raska, Karen Ofearna

Facilitator: Rachel Zakem

Notetaker: Jenny Thacker

Members: Janelle Lawrence, Becky Taylor, Diana Hansen, Susie Ashenfeltre, MaryJo Anderson, Colleen O'Hogan

Action	Feedback
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are "champions" ready to carry it forward. - While possible, it would be complicated because it would require considerable design and redesign, as well as a lot of ongoing coordination, kind of like maintenance. Cost will be an issue considering the budget crisis that may last the duration of this TSAP update. - One thing to think about here is how to define the least able road user? Those with vision challenges, yes, but would we also consider those with learning or processing disabilities, for example? Or people with adaptive devices?
	How effective do you think this action will be in improving safety in Oregon? - This could be immediately effective. Things like moving from 4" edge lines to 6" edge lines, for example would help drivers right away. - Universal design principles have been proven to be effective and to help everyone, including people who are unfamiliar with Oregon road rules, for example. This could be looped into the proposed HB 4126.
	Should we keep this action in the plan as written? If not, how should we change it? We should keep this as written, but we may want to specify that this will start as a kind of pilot project.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are "champions" ready to carry it forward. - Given that there are federal grant funds specifically for this kind of work it is very do-able. - There was a lot of support for ODOT playing a kind of convening role under the umbrella of this action. Convened groups could share best practices, compliance tips. Some of this is already happening.
	How effective do you think this action will be in improving safety in Oregon? This would be effective, especially if there is a convening, collaboration element.
	Should we keep this action in the plan as written? If not, how should we change it? We should keep this as written.

Action	Feedback
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. There was a lot of enthusiasm for this action but recognition that it could be difficult to implement given the shortages of instructors and the current limitation of teen or new driver education programs, as well as the expense of standing up these kinds of programs.
	How effective do you think this action will be in improving safety in Oregon? - Expanding safe driver education programs for young and novice drivers has been shown to be an effective tool for improving safety. However, the difficulty is in the cost and the coordination it would take to effectively expand education programs. Addressing those shortages would increase the effectiveness. - It is easier to expand awareness and education programs. - One idea was to enhance what is available in the DMV Driver Manual, or the How to Guide Your Teen Driver publication which includes some step-by-step instructions for maneuvers. The next step would be to widely advertise the existence of the new publication. - Group members advocated for focusing efforts on young or novice drivers who do not have access to costly drivers ed programs.
	Should we keep this action in the plan as written? If not, how should we change it? We should keep this as written.
Action #11: Enforce, enhance, and extend graduated drivers license (GDL) restrictions.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - One participant noted that the national standard extends the night time driving restriction beyond that of Oregon. - There was not conversation about how easy or hard this action would be to implement.
	How effective do you think this action will be in improving safety in Oregon? This action was well received as written.
	Should we keep this action in the plan as written? If not, how should we change it? We should keep this as written.
Action #12: Partner with interested organizations to support aging driver programs.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. This action did not generate conversation about effectiveness.
	How effective do you think this action will be in improving safety in Oregon? This action as written got a lot of support as written.
	Should we keep this action in the plan as written? If not, how should we change it?

Action	Feedback
	We should keep this as written.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group mentioned lots of opportunities to partner for outreach to educate young people and aging people but allowed that it may be harder to actually expand opportunities to get around without driving. - Group members noted that different kinds of communities would have different needs and different existing programs. Rural areas, for example may not have any transit or ride share options. - Lack of budget would be an important consideration.
	How effective do you think this action will be in improving safety in Oregon? - If options could be actually expanded, then it would be effective. - And/ or if education about existing options could be expanded in a way that is inclusive of the people most likely to use other modes, (folks who speak languages other than English, folks who are aging) then that could also be effective.
	Should we keep this action in the plan as written? If not, how should we change it? We should keep this as written.
Action #21: Encourage distraction-free driving policies for public and private employers.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. The larger challenge would be influencing private employers.
	How effective do you think this action will be in improving safety in Oregon? - In general, the group had questions about whether the laws that are currently in place were sufficient or needed to be changed. - There was a lot of enthusiasm for both education on the importance of distraction-free driving, as well as incentivizing private and public employers to adopt and enforce distraction free driving policies. The group hoped that this would contribute to a culture change in how accepted distracted driving is.
	Should we keep this action in the plan as written? If not, how should we change it? The group suggested a slight change to “Encourage and reinforce distraction-free driving...”
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group felt that this could be difficult because the target audience – basically all drivers - is so broad. This is addressed in drivers education, but only a small segment of the driving public has access to that every year, and meanwhile new modes are being introduced. - One idea was to update the DMV manual to recognize new modes.

Action	Feedback
vehicles, motorcycles, scooters, and e-motos.	How effective do you think this action will be in improving safety in Oregon? The group did not agree on the potential effectiveness of this action.
	Should we keep this action in the plan as written? If not, how should we change it? - There was some confusion about the grouping of large commercial vehicles and smaller, two-wheeled vehicles in the same action. - Generally group members did not like the term “e-moto” and preferred “scooters.” - One person advocated for adding “pedestrians” to the list.
Action #27: Maintain and upgrade rest areas to ensure safety for all travelers.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. There was a lot of skepticism for this action. One challenge could be that responsibility for rest stop maintenance and upgrades falls under OTIC and not ODOT, so it would require collaboration.
	How effective do you think this action will be in improving safety in Oregon? This group was not enthusiastic about this action.
	Should we keep this action in the plan as written? If not, how should we change it? The group did not express if this action should be re-written, but they were skeptical of this action in general.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - There was not agreement on what a communications guide would look like or what its purpose would be. - A best practices manual could be relatively easy to implement. - Or it could be a loose ODOT format for reporting that could be customized for different communities. - There was also disagreement about if this would be easy or hard to implement. Some group members worried that it would require a lot of coordination and others thought it would be both valuable and simple to put in place.
	How effective do you think this action will be in improving safety in Oregon? There was general agreement that this would be useful, but disagreement about what it would actually do.
	Should we keep this action in the plan as written? If not, how should we change it? Suggestion to make the purpose of the communication guide more clear.
Wrap up (after getting through all priority actions)	Looking at the ten actions, which ones stand out? Which would be most impactful? Anything that has to do with outreach and education.

Action	Feedback
	• Actions 5, 26, 13 • Actions 10, 26 • Actions 22, 3, 8 • Action #29 is broad and not specific to aging drivers. • Rob has a suggestion for an additional action: ○ There is interesting data coming out of research about co-pilot features like lane detection devices, autobraking, etc. that can really help older drivers to decrease distractions and increase safety, however they are also the least likely to turn the features on. We (Clackamas County) are looking to address this with strategies focused on dealers and mechanics to turn features on as default and educating drivers on these features. ○ Second area we are exploring in ClackCo is targeted campaign on helping move drivers away from driving when the time comes with efforts focused on children, docs, and friends. Maybe we need an action # similar to #10 but for aging drivers.

Group G: Motorcycles/ Medium and Heavy Vehicles

SME: Jeff Greiner and Jess E. Brown

Facilitator: Lacy Brown

Notetaker: Anthony Gamallo

Members: Chris Henry, Cameron Bennett, Victor Hoffer, Nick Fortey, Andrew Brown, Mindy McCartt

Action	Feedback
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. Not much discussion on if this action would be easy or difficult to implement.
	How effective do you think this action will be in improving safety in Oregon? - The group in general wondered if this action may be more about getting funding than actually improving safety. - Several members agreed that not many people (only 30%) read the signs that are already in place in any case.
	Should we keep this action in the plan as written? If not, how should we change it? Keep as written.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. This action is less funding restricted than targeted enforcement.
	How effective do you think this action will be in improving safety in Oregon? - The group had questions about what was meant by “infrastructure countermeasures.” They talked about signs, intelligent speed technology, signs that tell drivers how fast they are going, and roadway design. - All of those things can be effective to improve safety, but the group also emphasized the need for continued education and engagement of drivers.
	Should we keep this action in the plan as written? If not, how should we change it? The group did not make a decision about keeping this as written, but their confusion may point to a need for better defining infrastructure countermeasures.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. Partnerships could reduce the budget impact and help engage community members.
	How effective do you think this action will be in improving safety in Oregon?

Action	Feedback
	The group agreed that access to helmets and child safety seats are important for safety, although that access should be paired with education to avoid misuse.
	Should we keep this action in the plan as written? If not, how should we change it? - Perhaps reword to something like, “commit resources” and include public/ private partnerships. - One member suggested adding motorcycles and micromobility.
Action #25: Develop a resource that describes how construction and maintenance practices can impact motorcyclist safety.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - The group clarified that the audience is road owners performing maintenance. - There was some concern that the current financial environment for local governments (road owners) would make implementation difficult. - APAO was mentioned as a possible resource, and the group encouraged ODOT to connect/ convene stakeholders to talk through the issues.
	How effective do you think this action will be in improving safety in Oregon? - Everyone agreed that, if implemented, and if road owners engaged, then getting them to address maintenance issues would improve safety. - For example, crack sealing and chip sealing both represent major issues for motorcycle safety.
	Should we keep this action in the plan as written? If not, how should we change it? Recommendation to clarify who is responsible to this action.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. - One member said that this action seems completely unattainable. - There were questions about how to reach those drivers who already have their license, or those who get their license at 18 or older and do not need to go through any behind the wheel training. - Oregon Friendly Driver was recommended as a potential partner or resource.
	How effective do you think this action will be in improving safety in Oregon? This action as written got a lot of support as written.
	Should we keep this action in the plan as written? If not, how should we change it? On member recommended adding micromobility and pedestrians.

Action	Feedback
Action #27: Maintain and upgrade rest areas to ensure safety for all travelers.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • Would need to partner with public safety agencies to address criminal and public safety threats at rest stops. • One challenge is the lack of sufficient state police for the highway system. The group was concerned that lack of funding for additional enforcement would be a challenge. • The group had questions about who, other than the state police, are responsible for safety issues. • One group member recommended using high visibility enforcement grants to help improve safety, from a law enforcement perspective, at rest areas.
	How effective do you think this action will be in improving safety in Oregon? • The conversation centered around real and perceived safety from crime rather than infrastructure. There were questions about who is responsible for ensuring safety. • The group agreed that additional law enforcement presence would be a major benefit at rest areas.
	Should we keep this action in the plan as written? If not, how should we change it? • There were no recommendations to change the wording.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • The group did not address this action.
	How effective do you think this action will be in improving safety in Oregon? • The group did not address this action.
	Should we keep this action in the plan as written? If not, how should we change it? • The group did not address this action.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.	How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward. • One challenge would be ODOT’s ability to advance legislative actions. ODOT needs to be at the table with the legislature. • Another challenge is that there is a leadership issue in the governor’s office.
	How effective do you think this action will be in improving safety in Oregon? • The group agreed that extracting early information to react early to crashes would be helpful.
	Should we keep this action in the plan as written? If not, how should we change it?

Action	Feedback
	• There were no recommendations to change the wording.
Wrap up (after getting through all priority actions)	Looking at the eight actions, which ones stand out? Which would be most impactful? • The notes do not reflect an answer to this question.

Appendix B: Public comment summary

Date Received	First Name	Last Name	Comment
2/06/2026	Ben	Fuller	I would like ODOT Statewide to reconsider supporting Pedestrian Hybrid Beacons (PHBs). Right now, there's a gap in how we accommodate our most dangerous pedestrian crossings because of a lack of support for PHBs. It leads to avoidance, implementing RRFBs (which have a lower rate of compliance), or locating enhanced crossings midblock despite pedestrian desire lines being at intersections. I strongly believe PHBs are the right solution to high-speed, high-volume, multi-lane crossings. I've personally designed and implemented them outside of Oregon and have travelled through them on a daily commute in which I've observed no issues of any real significance. The upside to pedestrian safety should greatly outweigh any concern over rear-end crash potential or operational inefficiency. The argument that you should install a signal instead is a poor argument: they aren't the same level of capital, maintenance, or operational cost; they have less impact to vehicle delay; and they don't induce traffic on the side-street like signals do. PHBs have been successfully implemented all over the US--why would it be any different in Oregon?
2/09/2026	Dan	McFarling	Transportation safety should be a top priority of the Department. Attention to roadway safety must be an integral part of that focus. There is, however, a failure to address the benefits of modal shift. Public transportation and rail transport are demonstrably safer than single occupant vehicles and trucks. Adequately funded, maintained and operated rail systems can be virtually accident-free. Japan's Shinkansen ("bullet train") has been operating since 1964 without a fatality – without any injury-producing accidents in nearly 60 years of service! Public transportation's safety record is substantially better than single-occupant vehicles. By promoting and working toward modal shift, ODOT would improve not only safety, but also economy, environment, equity AND MOBILITY in frequently traveled corridors. Emphasis on "traffic flow" does not address Oregon's transportation needs but forces continued dependence on a "system" we can no longer afford. ODOT is failing to abide by it's professed mission statement: "We provide a safe and reliable multimodal transportation system that connects people and helps Oregon's communities and economy thrive." Public education would be a good place to start. Oregon's Transportation Safety Action Plan should lead the way.

Date Received	First Name	Last Name	Comment
2/10/2026	Mark	Gibson	As a member of the TSAP Steering Committee I would like to make the following comments for the record in regard to potential proposed updates to the Oregon TSAP. My comments are specifically directed to “Expanding the use of Intersection Control Evaluations that prioritize roundabouts”. While roundabouts have been implemented throughout Oregon, including on designated freight routes. Roundabouts continue to pose problems for trucking. Trucks come in all sizes, weights, and configurations. The challenges they face in roundabouts are unique. Gap acceptance into roundabouts, a trucks high center of gravity, coupled with tight turns and sloped mountable curbs create safety concerns to trucks. Multi-lane roundabouts can be especially challenging because, even though Oregon law requires cars to yield to trucks in multi-lane roundabouts, often time this does not happen. In 2024, ODOT, in conjunction with the Oregon Trucking Association and the Oregon State University conducted a study regarding trucks and the challenges they face in roundabouts (TRUCK ACCESS INTO ROUNDABOUTS). This study was the first in the nation and provides some clear insights into the safety concerns specific to trucks traversing roundabouts. This study should be referenced in the TSAP, as well as during all proposed roundabout discussions. It is very important, especially in a Transportation Safety Action Plan, that these concerns be addressed, at least in terms of referencing the fact that trucks have unique issues with roundabouts, and these issues should always be considered when roundabouts are considered as an intersection control. Whether the proposed roundabout is on a freight corridor and what the truck ADT are very important considerations that must always be reviewed. All proposed roundabouts are currently subject to ODOT Highway Directive DES 02. However, designers should also review these other factors, as well as the OSU roundabout study in determining the appropriateness of a roundabout as well as the type. It is imperative that these considerations be made a part of the TSAP when roundabouts are part of the discussion.

Date Received	First Name	Last Name	Comment
2/10/2026	Donald	Nordin	ODOT had presented a plan to convert the Goshen divide Hiway 99 through Cottage grove from a 4 lane vehicle pass through to a 2 lane and protected bike way and pedestrian friendly community arterial. Now it is simply curb cuts. What happened? Why has this safety plan been abandoned?

Appendix C: Chat

Main room chat

09:07:10 From Jenny Thacker : <https://www.menti.com/aliwbqmag5ho>

09:07:20 From Sarah Rose Ezelle : If you are interested in participating in public comment, please message me directly.

09:08:09 From Theresa Conley : We're in View Only mode I think

09:08:30 From Jiguang Zhao : The same thing for me, view only for Menti

09:08:42 From Garrett Gray : Garrett Gray, CTCLUSI, Transportation Manager, highway safety.

09:08:45 From Justin Haynes : Justin - OR DEQ - Safe bicycle routes

09:08:47 From Mark King : Mark King Oregon Disability Commission

09:08:48 From Kelly Mason : Kelly Mason, Occupant Protection Program Analyst for the Transportation Safety Office

09:08:51 From Scott Fleury - Public Works Director : Scott Fleury, Public Works Director-City of Ashland. Speed Reduction

09:08:51 From Rob Sadowsky : Rob Sadowsky, Traffic Safety Outreach Coordinator @ Clackamas County DTD. Most interested in Older Driver efforts & Post Crash Care.

09:08:54 From Cameron Bennett (Oregon Micromobility Network) : Cameron Bennett, he/him, Oregon Micromobility Network, Kittelson & Associates. I'm most excited to see e-bike safety education!

09:08:56 From Kelly Rodgers : Kelly Rodgers, she/her, ODOT Statewide Planning - vulnerable road users, risk factors, speed reduction

09:08:57 From Chris Cheng : Chris Cheng, R4 Active Transportation Liaison - ODOT, speed reduction in urban areas

09:09:03 From Kimberly Rose : Kimberly Rose, Legal Policy Advisor, Oregon Judicial Department // Reduce impaired driving

09:09:05 From Ryan Stone : Ryan Stone - ODOT Transportation Safety Office
Operations & Policy Manager (interim)
Impaired Driving Program Manager

09:09:06 From Angela Kargel : Angela Kargel, ODOT State Traffic Engineer - interested in stronger DUI laws

09:09:08 From Jody Raska | ODOT TSO : Jody Raska, ODOT TSO Driver Education Program Manager - Better access to teen driver education statewide.

09:09:10 From Chris Henry : Chris Henry

Governor's Advisory Committee on Motorcycle Safety, Chair

Motorcycle Safety

09:09:11 From Dave Roth : Dave Roth, Lane Transit District. Widespread implementation of speed and red-light enforcement cameras.

09:09:12 From Mindy McCartt : Mindy McCartt, ODOT Public Information Officer, Changing bad driving behaviors

09:09:12 From Theresa Conley : Theresa Conley, ODOT. Land use - transportation -public health connections

09:09:15 From Jeff Greiner and Jess E. Brown : Jeff Greiner TSO Program Manager. Jess Brown Central Safety Unit Manager. CMV Safety

09:09:16 From Colleen O'Hogan : Colleen O'Hogan TSO Roadway Safety/WZ/VEQ

09:09:19 From Matthew Bathke : Matthew Bathke, Member Oregon Transportation Safety Committee & safety specialist Marion County Public Works.

Work Zone Safety & Awareness

09:09:20 From Suzanne Mullen : Suzanne | ODOT-TSO | VRU

09:09:23 From Becky Taylor : Becky Taylor, Lane County Senior Transportation Planner - Safer Roads & Speed Management

09:09:27 From Corum Ketchum : Hi everybody, I am a planner with the Corvallis MPO, we are focusing on safer active transportation

09:09:28 From Brian Chandler : Brian Chandler (he/him), DKS, Consultant PM; speed management (infrastructure, policy, education, enforcement).

09:09:28 From Jenifer Sether : Good morning everyone; Jenifer Sether, admin from TSO. Interested in reducing impaired driving and occupant protection

09:09:29 From Mike Dennis : Mike Dennis (he/him)... Oregon Walks Executive Director (1st week! Filling in for Zachary on TSAP)... Sidewalks!

09:09:30 From Dagan Wright : Dagan Wright, Injury and Violence Prevention Program - Public Health Division - Oregon Health Authority as a Senior Epidemiologist and Informatist - more accessible and safer infrastructure for multi-modal types of transportation

- 09:09:30 From Kindra Martinenko : Kindra Martinenko, MWVCOG (SKATS MPO) - interested in reducing behavior-caused crashes (risky behaviors, DUI, young/older driver education), preventative measures
- 09:09:34 From John MacArthur : John MacArthur, TREC Portland State University, performance measures, VRU measures, speed reduction
- 09:09:34 From Josh Roll : Josh Roll - Oregon DOT - Research Section - Implementation of the Safe System Approach for Transportation Authorities in Oregon
- 09:09:35 From Ryan Stone : Improving deterrents to impaired driving
- 09:09:40 From Heidi Manlove : Heidi Manlove ODOT Transportation Safety Office Bicycle, pedestrian and micromobility safety
- 09:09:43 From Tyler Deke : Tyler Deke, Bend MPO. Rural areas = highway safety, urban areas = slower speeds and better/safer bike/ped facilities
- 09:09:53 From Justin Haynes : Reacted to "Heidi Manlove ODOT T..." with 👍
- 09:09:56 From Becky Taylor : Reacted to "Improving deterren..." with 👍
- 09:09:56 From Peter Schuytema : Peter Schuytema, ODOT, State Transportation Analysis Engineer, highway safety
- 09:09:57 From Stacey Goldstein : Stacey Goldstein, ODOT Statewide Transportation Planner - Safe Systems and Land Use connections
- 09:09:59 From Ian Davidson : Ian Davidson, he/him, Bicycle and Pedestrian Program Manager at ODOT. Safe Bike/Ped infrastructure
- 09:10:02 From Nick Fortey : Nick Fortey, FHWA, speeds+intersection+departure+vulnerable road user
- 09:10:05 From Dagan Wright : Reacted to "Stacey Goldstein, OD..." with ❤️
- 09:10:11 From Karen Ofearna : Karen O'Fearn, DMV At-Risk Program Coordinator: Partner with interested organizations to support aging driver programs.
- 09:10:15 From Clay Veka : Clay Veka, she/her, PBOT, Vision Zero manager, managing speed through street design
- 09:10:36 From Justin Haynes : Accountable & transparent use of taxpayer dollars.
- 09:10:39 From Matthew Bathke : Reacted to "Colleen O'Hogan TSO ..." with 👍
- 09:11:07 From Michael Duncan : Michael Duncan, ODOT, TGM
- Land use-related safety policy (e.g., school siting in safe, walkable neighborhoods)

09:11:44 From John Bonnett : John Bonnett - ODOT Crash Analysis and Reporting Unit Manager -
Crash data use for roadway safety

09:12:07 From Stacey Goldstein : Reacted to "Michael Duncan, OD..." with ❤️

09:13:31 From Tyler Deke : Reacted to "Michael Duncan, ODOT..." with 👍

09:17:14 From Dagan Wright : Reacted to "Michael Duncan, ODOT..." with ❤️

09:17:22 From Dagan Wright : Reacted to "Karen O'Fearn, DMV ..." with ❤️

09:17:30 From Dagan Wright : Reacted to "Ian Davidson, he/him..." with ❤️

09:17:42 From Dagan Wright : Reacted to "Heidi Manlove ODOT T..." with ❤️

09:17:46 From Dagan Wright : Reacted to "Josh Roll - Oregon D..." with ❤️

09:19:35 From Michael Rock : Michael.D.Rock@odot.oregon.gov

09:19:59 From Michael Rock : You can send further questions to my email above.

09:22:41 From Dagan Wright : Reacted to "John Bonnett - ODOT ..." with ❤️

09:23:50 From Brenda Gessner : Brenda Gessner, Title VI/ADA/EJ Program Manager. A multi-pronged approach will be necessary including education, media efforts, engineering projects, collaboration with LEAs, etc.

09:29:40 From Nick Fortey : sounds like a strong reorientation - any thought to adding flexibility/course adjust to intensity/focus if output goals/outcomes not met - thus keeping some flexibility to adjust (maybe that is up to teams associated with each emphasis area)?

10:52:45 From Victor Hoffer : Very great break out. Thanks.

10:53:08 From Dagan Wright : Agreed. You learn from many of the participants and conversations in the break out

10:53:58 From Danny O'Neal : Is there a central point that I can access to get notes and minutes of this session?

10:54:08 From Rob Sadowsky : I still get to hang out with Kristen!

10:54:20 From Kristen Bishop : Reacted to "I still get to hang ..." with ❤️

10:54:26 From Sarah Rose Ezelle : Reacted to "I still get to hang ..." with ❤️

10:54:51 From Jenny Thacker : We'll send the summary to everyone who participated

10:54:56 From Jenny Thacker : Reacted to "I still get to hang ..." with ❤️

10:55:01 From Zach Johnson (he/him), PRR : Reacted to "I still get to hang ..." with ❤️

10:55:15 From Stacey Goldstein : Replying to "Is there a central..."

Danny - feel free to email me and I will ensure you get the summaries.

stacey.s.goldstein@odot.oregon.gov

10:55:36 From Jenny Thacker : Reacted to "Very great break out..." with ❤️

10:55:41 From Danny O'Neal : My contact is dtcme99@comcast.net. Danny O'Neal Tualatin Oregon

10:56:05 From Heidi Manlove : Thanks!!!!

10:56:09 From Kelly Rodgers : Thanks!

10:56:12 From Jiguang Zhao : Thank you!

10:56:12 From Kindra Martinenko : Thanks! This was great

10:56:12 From Jeff Greiner and Jess E. Brown : Thanks all your thoughts and ideas.!

10:56:12 From Michael Rock : Thanks, all!

10:56:13 From Kimberly Rose : Thank you all!

10:56:20 From Dagan Wright : Thank you

Group A/B chat

09:33:30 From Mary McGowan : How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward.

How effective do you think this action will be in improving safety in Oregon?

Should we keep this action in the plan as written?

If not, how should we change it?

09:37:07 From Jenifer Sether : Hi, all. My audio is being funky today. I'm Jenifer Sether, admin support for TSO. :-) I primarily run several governors' advisory committees but also help with many things within our unit, newly absorbed into PDAD from DMV.

09:38:08 From Mary McGowan : Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.

09:47:54 From Kelly Rodgers : There are studies showing frowns/angry faces being effective deterrents, in other contexts

09:48:32 From Mary McGowan : Reacted to "There are studies sh..." with 👍

09:48:53 From Scott Fleury - Public Works Director : Might be beneficial to have products on the ODOT QPL

09:48:57 From Scott Fleury - Public Works Director : ODOT

09:49:45 From Angela Kargel : ODOT follows MUTCD guidance on allowable operation of speed feedback devices. Smiley faces/frowny faces are not allowed on state highways

09:50:04 From Mary McGowan : Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.

09:57:25 From Michael Rock : Yes, I am now noticing that these actions could use some plain language/clarification.... I do understand there is a technical element still to capture...

10:01:17 From Jiguang Zhao : Reacted to "Yes, I am now notici..." with 👍

10:03:04 From Mary McGowan : Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.

10:09:22 From Kelly Rodgers : Do crash reduction factors help identify the "effectiveness" - or are we talking about political effectiveness as well?

10:09:53 From Jiguang Zhao : I just checked the ODOT research website and the report is not published there yet. Hopefully it will be there in the coming near future

10:11:50 From Mary McGowan : Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.

10:12:54 From Michael Rock : When we can't plain language these, you are right that the 2-pagers expanding on the actions will definitely help be very clear on what we mean.

10:15:48 From Mary McGowan : If we abruptly go to break we will pick up where we left off

10:17:48 From Jiguang Zhao : Reacted to "If we abruptly go to..." with 👍

10:20:35 From Mary McGowan : See you all at 10:25

10:30:01 From Mary McGowan : Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.

10:37:57 From Scott Fleury - Public Works Director : 100% effective

10:40:12 From Mary McGowan : Action #7: Incorporate safety as a criteria for capital improvement project selection.

10:44:25 From Michael Rock : Good point, Angela

10:44:32 From Jiguang Zhao : Reacted to "Good point, Angela" with 👍

- 10:45:15 From Peter Schuytema : Safety needs for locals should be tied to their TSP project lists
- 10:45:34 From Scott Fleury - Public Works Director : Reacted to "Safety needs for loc..." with 👍
- 10:47:11 From Mary McGowan : Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
- 10:50:05 From Peter Schuytema : This one could be expanded to cover ODOT as well as I have seen quite a range of responses across regions on projects, plans , etc.
- 10:51:54 From Scott Fleury - Public Works Director : something easy to translate to policy makers in future discussions.

Group C chat

Group D chat

- 09:37:02 From Stacey Goldstein : As Jenny noted, we have four discussion questions for each action.
- How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward.
 - How effective do you think this action will be in improving safety in Oregon?
 - Should we keep this action in the plan as written?
 - If not, how should we change it?
- 09:50:22 From Dave Roth : This is my first time seeing these and I think I agree with John - these feel more like "strategies" as opposed to actions
- 09:51:37 From Ian Davidson : Excellent point, Chris. That specificity is needed
- 09:52:24 From John MacArthur : speed reduction
- 09:54:36 From Chris Cheng : Oregon Department of Transportation : Safe Communities : Safety : State of Oregon
- 09:56:21 From Dave Roth : Reacted to "Oregon Department of..." with 👍
- 10:10:41 From Dave Roth : Blueprint for Urban Design?
- 10:10:47 From Ian Davidson : Reacted to "Blueprint for Urban ..." with 👍
- 10:34:34 From Ian Davidson : Here is one training and education program ODOT funds presently: Oregon Friendly Driver Course | Road Safety Education For All

10:40:22 From Ian Davidson : HB4007 2026 Regular Session - Oregon Legislative Information System

10:43:11 From Chris Cheng : chris.cheng@odot.oregon.gov

10:44:13 From Chris Cheng : Oregon Department of Transportation : Educational Publications by Topic : Safety : State of Oregon

10:44:37 From Tasmyn Petlansky : An e-moto (electric moto) equals a powerful, pedal-less electric two-wheeler, typically a dirt bike or moped style, with high-watt motors (often over 750W), faster speeds (60+ mph), and requires motorcycle licensing, insurance, and registration if ridden on roads, distinguishing it from e-bikes by its lack of pedals and greater power,

10:50:49 From Stacey Goldstein : stacey.s.goldstein@odot.oregon.gov

Group E chat

09:34:39 From Brian Chandler : How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions“ ready to carry it forward.

How effective do you think this action will be in improving safety in Oregon?

Should we keep this action in the plan as written?

If not, how should we change it?

09:41:09 From Dagan Wright : Can bikes/peds also include all micro mobility such as e-scooter, e-bikes, etc? This is happening and needs addressing :)

09:46:40 From Josh Roll : @Clay - we need a good accounting of the infrastructure on the ground and measures of operational characteristics to estimate crash risk. We have a research proposal in the works now to develop bike/ped risk factors using the amazing data Theresa Conley has been getting collected around the state through the CFEC multimodal inventory projects - Developing High Quality Bicycle and Pedestrian Risk Factors for Updating the Active Transportation Needs Inventory

09:47:19 From Clay Veka : Reacted to "@Clay - we need a go..." with 👍

09:47:52 From Brian Chandler : Replying to "Can bikes/peds also ..."

I think the team intended a broader definition of "e-mobility / micro-mobility" for these actions.

09:50:34 From Clay Veka : @Josh Roll - That's helpful. We have done some risk analysis in Portland but struggle with limited data sources. In addition, there isn't currently a defined approach to measuring crash risk. Developing crash risk factors for considerations would be helpful.

09:53:30 From Dagan Wright : Replying to "Can bikes/peds also ..."

For action 26 and 28, include an evaluation or reporting on some impacts or observations from the effort

09:53:39 From Theresa Conley : ODOT's Analysis Procedures Manual outlines methods for risk based safety analysis - this is a starting point for me but there may be other resources on analyzing crash risk factors https://www.oregon.gov/odot/Planning/Documents/APMv2_Ch4.pdf and https://www.oregon.gov/odot/Planning/Documents/APMv2_Ch14.pdf

09:53:49 From Josh Roll : I hesitate to mention more research concepts since these are not yet funded - we will learn more in March when research project funding decisions are made - but we have a concept under consideration aimed at trying to get a better handle on the micro mobility safety picture AND start the process to develop educational materials in this space Analyzing Trends in Micromobility Safety to Inform ODOT's Safety Programming

09:55:33 From Theresa Conley : Replying to "I hesitate to mentio..."

@Josh Roll so keep #28 high level and not call out the specific need for definitions, etc? Is research always assumed as a first step before a task force is set up?

09:56:52 From Josh Roll : Replying to "I hesitate to mentio..."

I hope we don't wait for research cause we are slow!! Ideally task force work is informed by evaluation and existing/ongoing research with an elegant feedback process that continuously improves programmatic outcomes

09:57:46 From Clay Veka : We very much need state guidance on defining micromobility devices. I'm appreciating this conversation. +1 to expanding Action #28 to include these.

09:58:10 From Dagan Wright : For action 26 and 28 include some evaluation or reporting regarding impact and not just the implementation ? Or others too as well

09:59:51 From Heidi Manlove : Reacted to "I hesitate to mentio..." with 👍

10:00:19 From Dagan Wright : Thank you :)

10:00:45 From Heidi Manlove : Reacted to "We very much need st..." with 👍

10:00:58 From Heidi Manlove : Reacted to "For action 26 and 28..." with 👍

10:07:13 From Dagan Wright : Just because you don't see an injury at a location does not mean it is safe as often people avoid those locations because they are not safe

10:10:43 From Josh Roll : From: Hauer, E. (2015). The Art of Regression Modeling in Road Safety.

“Crash frequency is not a random property of a site; it is related to traffic volume and to the characteristics of the road.”

- 10:10:51 From Theresa Conley : I hear Dagan speaking to #4
- 10:11:14 From Zach Johnson (he/him), PRR : Reacted to "I hear Dagan speakin..." with 👍
- 10:11:56 From Dagan Wright : Reacted to "From: Hauer, E. (201..." with 👍
- 10:12:55 From Clay Veka : High frequency transit is also a common factor. Density and connective network help too
- 10:15:19 From Dagan Wright : Thank you
- 10:25:29 From Dagan Wright : For action 23 can we also fund better data infrastructure for ped/bike/emicro including exposure information to help with the prioritizations?
- 10:26:19 From Theresa Conley : Maybe #8 interplays with what Clay just shared about #23
- 10:26:40 From Clay Veka : Reacted to "Maybe #8 interplays ..." with 👍
- 10:26:53 From Clay Veka : Yes. Good flag, Theresa.
- 10:26:57 From Zach Johnson (he/him), PRR : Reacted to "Maybe #8 interplays ..." with 👍
- 10:27:26 From Theresa Conley : Maybe a plus up for that - speed cameras - hitting multiple program areas
- 10:35:04 From Theresa Conley : Boost #7 - incentivize cross sections and TSP projects that align with lower speeds and safety goals
- 10:35:25 From Zach Johnson (he/him), PRR : Reacted to "Boost #7 - incentivi..." with 👍
- 10:35:28 From Zach Johnson (he/him), PRR : Reacted to "Maybe a plus up for ..." with 👍
- 10:42:31 From Josh Roll : Reacted to "Boost #7 - incentivi..." with 👍
- 10:42:36 From Josh Roll : Reacted to "Maybe a plus up for ..." with 👍
- 10:43:04 From Clay Veka : #19: Language: Consider adding "communities" to "low-income."
- 10:48:05 From Josh Roll : +1 for # 4 and # 7
- 10:48:17 From Zach Johnson (he/him), PRR : Reacted to "+1 for # 4 and # 7" with 👍
- 10:48:52 From Dagan Wright : Agreed with Michael, have it as part of the planning and conversation producing long term gains or problems as well. Land use policy is critical
- 10:48:54 From Clay Veka : 100% to Michael's land use comments

10:49:05 From Theresa Conley : Reacted to "100% to Michael's la..." with 🙌

Group F chat

09:35:47 From Rachel Zakem : In this group, we are going to cover 10 primary actions that I will drop in the chat. If we have extra time, we will get into some secondary actions, but covering these 10 is our primary task. While the actions are numbered for ease of tracking, they are NOT numbered in order of priority.

As Jenny noted, we have four discussion questions for each action.

How easy or difficult will this action be to implement at the local, regional, or statewide level? Consider costs, timeline and whether there are “champions” ready to carry it forward.

How effective do you think this action will be in improving safety in Oregon?

Should we keep this action in the plan as written?

If not, how should we change it?

09:38:47 From Colleen O'Hogan : can you please let the group know who the SMEs are?

09:38:54 From Rob Sadowsky : Make clear that this includes 6" edge lines as standards, when possible, so lane detection software can be more effective.

09:39:44 From Rachel Zakem : Karen is the only SME present.

09:39:50 From Rachel Zakem : Sorry, just saw Jody is here too!

09:39:57 From Jody Raska | ODOT TSO : Reacted to "Sorry, just saw Jody..." with 👍

09:40:03 From Rob Sadowsky : What is a SME?

09:40:08 From Janelle Lawrence : High contrast pavement markings.

09:40:15 From Jody Raska | ODOT TSO : SME - Subject matter expert

09:40:17 From Rob Sadowsky : Reacted to "SME - Subject matter..." with ❤️

09:40:17 From Rachel Zakem : Subject matter experts

09:41:05 From Karen Ofearna, DMV At-Risk Driver Program Coord : Implementation will likely require Design/resdesign, contracts, replacement.

09:44:26 From Brenda Gessner : Universal design does help everyone. These are safety signs that help everyone, including people who haven't been on our roads...think people who turn on a one-way

road. Also, people who travel the wrong way on a highway. This could also be loped in the proposed HB4126.

09:46:55 From Brenda Gessner : I do bring local agencies together monthly to share best practices and compliance with federal laws. We can discuss the TSAP along with best practices to reach the public. Public participation is required under Title VI and ADA. Plus, Title VI includes training local agencies as a requirement. I spoke to Josh about presenting preliminary survey results.

09:48:06 From Susie Ashenfelter, ODOT : We might want to consider how we support youth drivers who a) don't have access to costly programs b) don't have supportive parents

09:49:10 From Karen Ofearna, DMV At-Risk Driver Program Coord : Action #10: Pair both documents - Teen Driver & Driver Manual - so target audience is made aware of existence of both.

09:49:45 From Jody Raska | ODOT TSO : Reacted to "Action #10: Pair bo..." with 👍

09:49:50 From Jody Raska | ODOT TSO : Reacted to "We might want to con..." with 👍

09:49:59 From Susie Ashenfelter, ODOT : Yes! Love #12

09:50:40 From Susie Ashenfelter, ODOT : Maybe consider how you reach aging driver audiences who are less likely to have social media, internet access, etc.

09:50:48 From Brenda Gessner : STEP-BY-STEP

MANEUVERS

The step-by-step maneuvers in this section are similar to those taught in formal driver education courses in Oregon.

First Things First

It is important to start at the beginning with proper procedures for entering the vehicle, making adjustments, starting the car, and securing the car. Make sure your teen learns, practices, and can demonstrate these driver behaviors before you start practice driving.

Entering the Vehicle

Be Well Rested and Alert

NEVER drive a vehicle when you are tired or sleepy, emotionally upset, or under the influence of alcohol or drugs (including prescription, over-the-counter medicines, and marijuana).

Have Key In Hand

When you know you are going to your car, have your key out in your hand. For your personal safety, NEVER search for your keys through your clothes or purse at your car. The goal is to have your keys in a location where you can retrieve them quickly and spend as little time as possible trying to open your car.

Approach with Awareness

As you approach

- 09:50:54 From Karen Ofearna, DMV At-Risk Driver Program Coord : Rural communities more affected, likely to take more investment.
- 09:51:00 From Karen Ofearna, DMV At-Risk Driver Program Coord : Keep it!
- 09:51:46 From Susie Ashenfelter, ODOT : Younger: Schools and social media
- 09:51:48 From Rob Sadowsky : Need a new action (IMO), there is interesting data coming out of research about co-pilot features like lane detection devices, autobraking, etc. that can really help older drivers to decrease distractions and increase safety, however they are also the least likely to turn the features on. We (Clackamas County) are looking to address this with strategies focused on dealers and mechanics to turn features on as default and educating drivers on these features.

Second area we are exploring in ClackCo is targeted campaign on helping move drivers away from driving when the time comes with efforts focused on children, docs, and friends. Maybe we need an action # similar to #10 but for aging drivers.

- 09:52:08 From Susie Ashenfelter, ODOT : You might be able to reach aging audiences in churches
- 09:52:15 From Jody Raska | ODOT TSO : Reacted to "STEP-BY-STEP

MANEUVE..." with 👍

- 09:53:15 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "You might be able to..." with 👍
- 09:53:44 From Karen Ofearna, DMV At-Risk Driver Program Coord : Action #13: Rural communities more affected, likely to take more investment.
- 09:53:58 From Rob Sadowsky : Reacted to "Action #13: Rural co..." with 👍
- 09:54:56 From Susie Ashenfelter, ODOT : Action #21: I feel like there is more value in education, outreach and training programs over pursuing policy changes.
- 09:55:58 From Susie Ashenfelter, ODOT : #13: What if it's not necessarily about expanding but more about communicating options
- 09:56:19 From Karen Ofearna, DMV At-Risk Driver Program Coord : Action #12: Outreach: Staff time, outreach development, in-person outreach engagement. Very effective within 18-24 mos.
- 09:56:55 From Colleen O'Hogan : Reacted to "Action #21: I feel l..." with 👍

- 09:57:10 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "#13: What if it's no..." with ❤️
- 09:58:01 From Susie Ashenfelter, ODOT : #13: Continued...And, partnering with local agency partners on the communicating of options
- 09:59:23 From Jody Raska | ODOT TSO : #13 - Implementation will look very different in different areas of the state. In our more rural areas, transit and ride share are nearly non-existent. Looking at this through a lens of the affected communities is going to create different methods of implementation.
- 10:00:18 From Janelle Lawrence : Reacted to "#13 - Implementation..." with 👍
- 10:00:20 From Jody Raska | ODOT TSO : Reacted to "Action #13: Rural co..." with 👍
- 10:02:08 From Jody Raska | ODOT TSO : #21 - the larger challenge would be influencing the private employers. Most public agencies, I suspect, have existing policies related to distraction free driving.
- 10:02:44 From Susie Ashenfelter, ODOT : So, is this one meant for employers?
- 10:03:53 From Susie Ashenfelter, ODOT : Maybe I'm lost in the conversation...I thought these were strategies for Aging/Young drivers
- 10:04:06 From Jody Raska | ODOT TSO : #21 - Additionally, enforcement of violations of the law is key to creating social change and social norming of distraction-free driving.
- 10:06:24 From Brenda Gessner : This is an interesting idea to work with the private sector! Also, maybe CCD could also work with motor carriers! Maybe awards like APD does!
- 10:06:49 From Jody Raska | ODOT TSO : Replying to "Maybe I'm lost in th..."

This has a touchpoint to young/aging drivers but is also relevant to all drivers.

- 10:07:03 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "This is an interesti..." with ❤️
- 10:07:15 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "#21 - Additionally, ..." with 👍
- 10:07:28 From Janelle Lawrence : Reacted to "This is an interesti..." with 👍
- 10:10:01 From Colleen O'Hogan : I would like to see more people in our line of work encourage the use of the word "crash" over the word "accident" to shift the mindset. An accident implies unpreventable or unavoidable. "Crash" is defined a preventable event resulting from specific behaviors like impaired, speeding or distraction, Using "crash" highlights accountability and supports safety improvements.

- 10:10:03 From Susie Ashenfelter, ODOT : #21: Challenge -- forcing private employers to implement policies.
- 10:10:22 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "#21: Challenge -- fo..." with 👍
- 10:10:32 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "I would like to see ..." with 👍
- 10:10:51 From Jody Raska | ODOT TSO : Reacted to "I would like to see ..." with 👍
- 10:10:52 From Susie Ashenfelter, ODOT : Agreed Jody! And Culture shift should come from education/outreach not necessarily forced policies
- 10:11:26 From Jody Raska | ODOT TSO : Reacted to "Agreed Jody! And Cul..." with 👍
- 10:11:47 From Brenda Gessner : Karen, I sent you the awards program, via email, from our sister agency and based on a meeting with APD through DHS.
- 10:12:17 From Karen Ofearna, DMV At-Risk Driver Program Coord : Related to many of these actions, an ODOT led awards program would likely engender other agencies to partner with in support.
- 10:14:40 From Jenny Thacker to Rachel Zakem(direct message) : Before we leave action 21, we may want to directly ask the question of if we should keep it as written.
- 10:16:20 From Jenny Thacker to Rachel Zakem(direct message) : And before we move on to the secondary actions we may want to look at where we have gotten less feedback and revisit those actions. (Action 11, for example.)
- 10:20:08 From Rachel Zakem to Jenny Thacker(direct message) : Reacted to "Before we leave acti..." with 👍
- 10:20:12 From Rachel Zakem to Jenny Thacker(direct message) : Reacted to "And before we move o..." with 👍
- 10:22:11 From Susie Ashenfelter, ODOT : Here
- 10:24:14 From Brenda Gessner : There is a separate CDL manual for commercial drivers.
- 10:25:03 From Rachel Zakem : Replying to "There is a separate ..."

This action is aimed at passenger vehicle drivers to safely interact with commercial and other vehicles

- 10:25:27 From Brenda Gessner : The harder target is e-mobility because its new technology without a lot of safety laws and guidance.

- 10:25:35 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "The harder target is..." with 👍
- 10:27:55 From Susie Ashenfelter, ODOT : What about adding pedestrians to that list?
- 10:28:02 From Karen Ofearna, DMV At-Risk Driver Program Coord : Reacted to "What about adding pe..." with 👍
- 10:29:51 From Brenda Gessner : Yes, I noticed after someone mentioned it, thank you:)
- 10:30:33 From Karen Ofearna, DMV At-Risk Driver Program Coord : Those smaller (2-wheeled) vehicles do qualify as vulnerable road users.
- 10:30:52 From Jody Raska | ODOT TSO : #26 - The formal teen driver education course addresses this but that reaches a relatively small group of road users.
- 10:36:25 From Karen Ofearna, DMV At-Risk Driver Program Coord : I;m not clear on how this relates to aging and young drivers specifically.... 🤔
- 10:36:56 From Brenda Gessner : Rest stops in Oregon are mostly operated through OTIC.
- 10:38:17 From Jenny Thacker to Rachel Zakem(direct message) : So what does that mean for effectiveness?
- 10:38:29 From Brenda Gessner : Oregon Travel Information Council (OTIC).
- 10:39:42 From Karen Ofearna, DMV At-Risk Driver Program Coord : #29: I like it... just think implementation would be pretty complex.
- 10:45:07 From Karen Ofearna, DMV At-Risk Driver Program Coord : #29 is a broader issue and less specific to aging and young drivers then, yes?
- 10:45:40 From Susie Ashenfelter, ODOT : Anything that has to do with outreach and training.
- 10:46:13 From Karen Ofearna, DMV At-Risk Driver Program Coord : #5, #26, #13
- 10:46:53 From Jody Raska | ODOT TSO : #10, #26
- 10:48:47 From Karen Ofearna, DMV At-Risk Driver Program Coord : #22, #3, #8

Group G chat

- 09:36:48 From Lacy Brown : Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
- 09:43:26 From Matthew Bathke : perhaps as we do adopt a road, perhaps an adopt a sign?
- 09:45:51 From Lacy Brown : Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.

- 10:03:48 From Lacy Brown : Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
- 10:09:12 From Lacy Brown : Develop a resource that describes how construction and maintenance practices can impact motorcyclist safety.
- 10:20:04 From Mindy McCartt : Talk through best practices is a good idea Nick.
- 10:26:29 From Lacy Brown : Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
- 10:33:46 From Lacy Brown : Maintain and upgrade rest areas to ensure safety for all travelers.
- 10:38:44 From Chris Henry : The UK posts roadside signs on specific corridors where there are high crash experiences and share information about how many crashes have occurred there (including for motorcyclists).
- 10:45:06 From Lacy Brown : Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
- 10:47:31 From Lacy Brown : Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.