Transportation Safety Action Plan Update

Public Comments Received
June 16th – August 1st 2016

MURPHY Nancy E

From: Transportation Safety Division
Sent: Tuesday, June 21, 2016 11:43 AM
To: MURPHY Nancy E
Subject: FW: Comments on ODOT TSAP

Your first comments.

From: Tegan Enloe [mailto:Tegan.Enloe@hillsboro-oregon.gov]
Sent: Tuesday, June 21, 2016 11:41 AM
To: Transportation Safety Division
Cc: MCALLISTER Walter J
Subject: Comments on ODOT TSAP

Hi!

I just reviewed the Draft TSAP and have the following comment:

In reading the proposed emphasis areas and actions, my impression is that the actions are too vague to be effective. For example, under Table 6.7 and Roadway Departure Actions, the first Action is to "Design and implement treatments addressing risk factors associated with roadway departure crashes". My questions are, what are these risk factors and what are the recommended treatments? As the action stands now this doesn't tell me what I should be doing to fix my roadways. It just identifies that risk factors exist and I should come up with things to address them. Another example is Table 6.10 under Bicyclist Actions; it says to "Adopt and implement road surface maintenance practices across jurisdictions that reduce hazards for people riding bicycles". It would help me more if I knew which treatments were the ones that reduce these hazards so I can use those and not the ones that don't help.

Thanks,

Tegan

Tegan Enloe, PE | *Project Manager*
City of Hillsboro, Oregon | Public Works Department
phone 503-681-5218 |email tegan.enloe@hillsboro-oregon.gov
web www.Hillsboro-Oregon.gov | Twitter @cityofhillsboro

MURPHY Nancy E

From: BURKS Timothy W
Sent: Thursday, June 23, 2016 11:41 AM
To: MURPHY Nancy E
Subject: RE: Transportation Safety Action Plan: Public Review June 17th - August 1st

Nancy,

It would be great if you can incorporate the 2014 Crash data into the Oregon Transportation Safety Action Plan 2016 since it has been available for the last 6 months.

I was disappointed that there wasn't much information on page 6-25, table 6.12 Older Road Users Action. It would have been nice to identify some detailed actions other than simply stating "Identify risk factors for older drivers and implement treatments, within current law.

Thanks for the opportunity to provide comments.

Tim Burks
Highway Safety Engineering Coordinator
Traffic-Roadway Section,
4040 Fairview Ind. Dr. SE MS #5,
Salem, OR 97302-1142
Phone:(503)986-3572 Fax:(503)986-3749
http://www.oregon.gov/ODOT/HWY/TRAFFIC-ROADWAY/highway_safety.shtml

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From: MURPHY Nancy E
Sent: Friday, June 17, 2016 3:27 PM
Subject: Transportation Safety Action Plan: Public Review June 17th - August 1st

Draft Transportation Safety Action Plan available for public review

SALEM – The Oregon Department of Transportation is inviting anyone interested in transportation safety to comment on the draft Transportation Safety Action Plan, or TSAP, through August 1. An update of the October 2011 plan, the draft TSAP outlines policies and strategies that support the plan's vision of zero fatalities and is available on the project website. Comments can be emailed to safety@odot.state.or.us or mailed to ODOT Planning, Attn: TSAP, 555 13th St. NE, Salem OR 97301.

The Oregon Transportation Safety Committee will discuss the plan and the public input received at its August meeting, with expected adoption of the final plan by the Oregon Transportation Commission in October.

The plan's draft vision is: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. Areas of emphasis in the plan include infrastructure; risky behaviors; vulnerable users and improved transportation safety-related systems. The plan outlines policies and strategies that support the plan's vision of zero fatalities. It also serves as an element of the state's overarching planning document, the multimodal Oregon Transportation Plan.

Thank you,

Nancy E. Murphy
Principal Planner, TDD Planning Unit
ODOT Transportation Development Division
503-986-4128
555 13th Street NE
Salem OR 97301

MURPHY Nancy E

From: MCALLISTER Walter J
Sent: Tuesday, June 21, 2016 12:58 PM
To: MURPHY Nancy E
Subject: FW: [Newsletter] Transportation Safety Action Plan: Public Review through August 1st

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From: Oregon Impact [mailto:newsletter@oregonimpact.org]
Sent: Tuesday, June 21, 2016 12:20 PM
To: MCALLISTER Walter J
Subject: FW: [Newsletter] Transportation Safety Action Plan: Public Review through August 1st

Forwarding a response we received to TSAP email:

From: Nic Oliver <nic_oliver@live.com>
Date: Tuesday, June 21, 2016 at 12:16 PM
To: "newsletter@oregonimpact.org" <newsletter@oregonimpact.org>
Cc: "neportabate@yahoo.com" <neportabate@yahoo.com>
Subject: RE: [Newsletter] Transportation Safety Action Plan: Public Review through August 1st

This is an unrealistic goal. It is a shame that so many believe that a zero fatalities rate can ever be achieved in reality. The goal is a utopian dream and not based in reality as unforeseen incidents will always arise that are no-one's fault. To top it off, you added to no deaths a statement including life changing injuries. Virtually any accident/crash changes a person's life to some degree and therefore this goal is not only unrealistic but also unattainable. Please review this policy and make changes that are not only realistic but sustainable goals for the future.

Thank you for your attention to this matter.

With Respect,
Nic Oliver
Life Member ABATE of Oregon, Inc.
Past Executive Director BikePAC of Oregon Inc.

From: newsletter@oregonimpact.org
To: newsletter@lists.oregonimpact.org
Date: Tue, 21 Jun 2016 18:34:04 +0000
Subject: [Newsletter] Transportation Safety Action Plan: Public Review through August 1st

Draft Transportation Safety Action Plan Available for Public Review

SALEM – **The Oregon Department of Transportation is inviting anyone interested in transportation safety to comment on the draft Transportation Safety Action Plan, or TSAP, through August 1.**

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Thank you,
Nancy E. Murphy
Principal Planner, TDD Planning Unit
ODOT Transportation Development Division
503-986-4128
555 13th Street NE
Salem OR 97301

This message was sent by Oregon Impact on behalf of ODOT – Transportation Safety Division.

_____ Newsletter mailing list
Newsletter@lists.oregonimpact.org http://lists.oregonimpact.org/mailman/listinfo/newsletter

MURPHY Nancy E

From: MURPHY Nancy E
Sent: Tuesday, June 28, 2016 10:16 AM
To: MURPHY Nancy E
Subject: TSAP Edit

Performance Measures, p. 7-2 – Example re unendorsed motorcyclists.

Nancy E. Murphy
Principal Planner, TDD Planning Unit
ODOT Transportation Development Division
503-986-4128
555 13th Street NE
Salem OR 97301

MURPHY Nancy E

From: Transportation Safety Division
Sent: Tuesday, June 28, 2016 9:24 AM
To: MURPHY Nancy E
Subject: FW: [Newsletter] Transportation Safety Action Plan: Public Review through August 1st

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From: KARGEL Angela J
Sent: Tuesday, June 28, 2016 8:05 AM
To: Transportation Safety Division
Subject: RE: [Newsletter] Transportation Safety Action Plan: Public Review through August 1st

Comments on the draft TSAP:

- Throughout the strategy sections, there appears to be random appearances of the word "Continue" only in some strategies. The presence of "Continue" suggests that those strategies are already being performed in some fashion, while the other strategies are entirely new. I would suggest that either all the "Continue"s be removed to level the playing field, or else more research needs to be done on the other strategies to include "Continue" on those that are already being performed in some way. For example, Strategy 2.2.3 has already been done for ODOT's STIP program project selection (ARTS). Strategy 2.3.4 has been occurring at different levels all throughout ODOT for some years.
- Page 5-8, under Goal 4: Technology / Background. There is a reference to "traffic lights can be synchronized to better address roadway incidents." Can this be reworded/clarified? I am a Traffic person and I'm not sure what this means – I don't imagine the layperson does either.
- Page 6-10, Table 6.3. 2nd Action is another example of the seemingly random use of "Continue."
- Page 6-10, Table 6.3. 3rd Action – "Establish the same statutory speed limits in residential and business districts"... I don't see any discussion about why this should be an action to address speeding. What would this do for us? Eliminate confusion? I imagine it would increase confusion as residential 25mph, business 20mph have been in place for decades. Also, business speed limits tend to be posted in most places while residential speeds are not always – The general public wouldn't know that residential district speed limits had lowered since they aren't posted....
- Page 6-11. There should really be a goal to eliminate all cell phone use while driving. Studies have shown that cell phone use in any fashion (hand held or hands free) takes the same amount of cognitive effort and cause the same distraction.

Angela Kargel, P.E.
ODOT Region 2 Traffic Manager
455 Airport Rd. SE Bldg. A
Salem, OR 97301
503-986-2656

From: newsletter-bounces@lists.oregonimpact.org [mailto:newsletter-bounces@lists.oregonimpact.org] **On Behalf Of** Oregon Impact

Sent: Tuesday, June 21, 2016 11:34 AM
To: newsletter@lists.oregonimpact.org
Subject: [Newsletter] Transportation Safety Action Plan: Public Review through August 1st

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Thank you,
Nancy E. Murphy
Principal Planner, TDD Planning Unit
ODOT Transportation Development Division
503-986-4128
555 13th Street NE
Salem OR 97301

This message was sent by Oregon Impact on behalf of ODOT – Transportation Safety Division.

MURPHY Nancy E

From:	Transportation Safety Division
Sent:	Thursday, July 14, 2016 5:44 PM
To:	MURPHY Nancy E
Cc:	ouauo@icloud.com
Subject:	FW: 2016 TSAP Public Comment
Attachments:	2016 TSAP Public Comment, Elliott.pdf
Follow Up Flag:	Follow up
Flag Status:	Flagged

New comment

From: Joe Elliott [mailto:ouauo@icloud.com]
Sent: Thursday, July 14, 2016 8:59 AM
To: Transportation Safety Division
Subject: 2016 TSAP Public Comment

Dear ODOT Representative,

Please find my attached comments regarding the 2016 Transportation Safety Action Plan.

If possible, please reply to this email that you have received this email and attachment, and that you were able to open and access the attachment, 2016 TSAP Public Comment, Elliott.pdf.

I will also place in the mail a hard copy and send it to: ODOT Planning, Attn: TSAP, 555 13th St. NE, Salem OR 97301

Thank you for your service,

Joseph Elliott
971-600-8929

07/14/2016

To:
Oregon Transportation Safety Committee

From:
Joseph Elliott
636 Mallard Avenue
Springfield, OR 97477
(971) 600-8929
email: ouauo@icloud.com

Re: Public Comment for the 2016 Transportation Safety Action Plan, Section 6, page 19 (See Appendix 3)

I am commenting on the motorcycle portion of the 2016 Transportation Safety Action Plan (the Plan) as an Oregon citizen, independent of my various professional duties.

Abstract of Main Points:

- Adopt the NHTSA definition for "Motorcycle."
- A motorcycle crash is a crash that involves one or more motorcycles.
- Motorcycles are a type of vehicle and persons riding in or upon the vehicle include drivers and passengers.
- "Motorcyclist" is an ambiguous term and can refer to the motorcycle owner, passenger, rider, driver, operator, etc.
- Replace the ambiguous term "Motorcyclists" with "Motorcycle Drivers," "Motorcycle Passengers," and "Motorcycles," where appropriate, throughout the Plan will increase the precision of the message.

1. Motorcycles and Motorcycle Crashes:

Please see Appendix 1. NHTSA states, "Motorcycles are defined as mopeds, two- or three-wheeled motorcycles, off-road motorcycles, scooters, mini bikes, and pocket bikes." This an appropriate definition of motorcycles for the Plan to adopt.

When a motorcycle is involved in a crash, it is useful to characterize this as a motorcycle crash. After stating the definition of a motorcycle, for clarity add the statement, "A motorcycle crash is a crash involving one or more motorcycles."

2. Occupants of Vehicles in Transport:

Please see Appendix 2. The NHTSA Fatality Analysis Reporting System (FARS) characterizes the "person type" of a vehicle in transport as either the: 1 Driver of a Motor Vehicle In-Transport, 2 Passenger of a Motor Vehicle In-Transport, 09 Unknown Occupant Type in a Motor Vehicle In-Transport.

Sometimes a person is an occupant in a vehicle that is "not in transport," such as occupants of a parked vehicle, and would be coded as 3 Occupant of motor vehicle not in transport.

For fatality and injury data, it is useful to count the occupants of a vehicle in transport that are killed or injured. When a vehicle in transport is a motorcycle, then appropriate terms for the person riding in or upon the vehicle in transport are:

Motorcycle Driver
Motorcycle Passenger
Motorcycle Occupant

Replacing "Motorcyclist" with these terms will increase precision of the meaning of what is written in the Plan. Also for increased precision, in some instances in the plan, it would be appropriate to replace "Motorcyclists" with "Motorcycles," such as the heading for the section in this discussion (see appendix 3).

Eliminating the term "Motorcyclist" from the document will reduce ambiguity because the term "Motorcyclist" can be used interchangeably for a motorcycle owner, motorcycle passenger, motorcycle rider, motorcycle driver, motorcycle operator, biker, etc.

Please see Appendix 4 for some examples of suggested word changes for the Plan.

Thank you for considering these suggestions for improvement to the 2016 . Transportation Safety Action Plan, Section 6, page 19.

APPENDIX 1

Traffic Safety Facts

2013 Data

May 2015

DOT HS 812 148

NHTSA
www.nhtsa.gov

Motorcycles

The following definitions apply to terms used throughout this fact sheet: Motorcycles are defined as mopeds, two- or three-wheeled motorcycles, off-road motorcycles, scooters, mini bikes, and pocket bikes. The motorcycle rider is the person operating the motorcycle; the passenger is a person seated on, but not operating, the motorcycle; the motorcyclist is a general term referring to either the rider or passenger. NHTSA publications prior to 2007 may not reflect this terminology. For the purpose of this fact sheet, the term alcohol-impaired defines motorcycle riders with blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher.

In this fact sheet, the 2013 motorcycle information is presented in the following order:

- Overview
- Registration
- Crash Involvement
- Speeding
- Age
- Motorcycle Engine Size
- Licensing and Previous Driving Records
- Alcohol
- Helmet Use and Effectiveness

Key Findings

- In 2013, 4,668 motorcyclists were killed—a 6-percent decrease from the 4,986 motorcyclists killed in 2012.
- There were an estimated 88,000 motorcyclists injured during 2013, a 5-percent decrease from 93,000 motorcyclist injured in 2012.
- Per vehicle mile traveled, motorcyclist fatalities occurred 26 times more frequently than passenger car occupant fatalities in traffic crashes.
- Twenty-five percent of motorcycle riders involved in fatal crashes in 2013 were riding their vehicles without valid motorcycle licenses.
- In 2013, motorcycle riders involved in fatal crashes were found to have the highest percentage of alcohol-impaired drivers than any other vehicle type (27% for motorcycles, 23% for passenger cars, 21% for light trucks, and 2% for large trucks).
- Forty percent of motorcycle riders who died in single-vehicle crashes in 2013 were alcohol-impaired.
- Motorcycle riders killed in traffic crashes at night were almost four times more frequently alcohol-impaired than those killed during the day.
- NHTSA estimates that helmets saved 1,630 motorcyclists' lives in 2013, and that 715 more could have been saved if all motorcyclists had worn helmets.
- In States without universal helmet laws, 59 percent of motorcyclists killed in 2013 were not wearing helmets, as compared to 8 percent in States with universal helmet laws.

Overview

In 2013, there were 4,668 motorcyclists killed in motor vehicle traffic crashes—a decrease of 6 percent from the 4,986 motorcyclists killed in 2012. There were an estimated 88,000 motorcyclists injured during 2013, a 5-percent decrease from 93,000 motorcyclist injured in 2012. In 2013, two-wheeled motorcycles accounted for 93 percent of all motorcycles in fatal crashes.

In 2013, motorcyclists accounted for 14 percent of all traffic fatalities, 4 percent of all people injured, 18 percent of all occupants (driver and passenger) fatalities, and 4 percent of all occupants injured. Of the 4,668 motorcyclists killed in traffic crashes, 94 percent (4,399) were riders and 6 percent (269) were passengers.

Table 1 presents information about motorcyclist killed and injured over the decade from 2004 to 2013. During this time, both the number of injured people and people killed peaked around 2007 and 2008 but have fallen slightly since that time. The number of registered motorcycles and motorcycle vehicle miles traveled are also presented in Table 1, along with the respective fatality and injury rates. When reviewing the registered vehicles and vehicle miles traveled data and rates over the 10-year period, note the change in methodology in collection of the data starting in 2007.

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE.
Washington, DC 20590

APPENDIX 2

FARS Manual Excerpt

PERSON TYPE

FORMAT: 2 numeric

SAS NAME: Person.PER_TYP

ELEMENT VALUES:

1 Driver of a Motor Vehicle In-Transport
2 Passenger of a Motor Vehicle In-Transport
3 Occupant of a Motor Vehicle Not In-Transport
09 Unknown Occupant Type in a Motor Vehicle In-Transport

Definition: This element describes the role of this person involved in the crash.

Remarks:

An involved person in a crash must maintain Person Type during the crash. Once the unstabilized situation begins, a driver, passenger or non-motorist/non-occupant cannot change Person Type until the accident stabilizes.

If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (e.g., a pedestrian getting into an automobile that begins to move, a passenger stepping off of a bus as it begins to pull away, etc.).

Attributes 01, 02 and 09 are used for occupants of a motor vehicle in-transport. This includes occupants of motor vehicles that are in motion outside the trafficway.

9 (Unknown Occupant Type in a Motor Vehicle In-Transport) is used when it cannot be determined if the person was the driver or passenger, but it is known that the person was an occupant of a motor vehicle in-transport.

Consistency Checks:

	IF	THEN
(1Q0F)	PERSON TYPE equals 01, and BODY TYPE equals 80-83, 88, 89,	SEATING POSITION must not equal 12-55, 99.
(2M0F)	PERSON TYPE equals 01,	SEATING POSITION must not equal 21-55.
(2Q0F)	PERSON TYPE equals 02, 03, 09, and BODY TYPE equals 01, 02, 04, 08, 10, 17, 31-33, 39-41, 45, 48, 90, 91,	SEATING POSITION must not equal 31-50.

Motorcyclists

Motorcyclists are vulnerable because of their level of exposure when traveling on Oregon's roads. When a motorcyclist runs off the road or interacts with another vehicle, the lack of protection can increase the severity of the crash. Motorcycle crashes are defined as a motorcyclist who is involved in a crash, but is not necessarily the cause of the crash.

Problem Identification

Between 2009 and 2013, motorcycle crashes accounted for 15 percent of all the fatal and serious injury crashes in Oregon and contributed to 211 fatalities and 1,030 serious injuries. About 56 percent of these crashes occurred in a rural environment. A large number of motorcycle fatal and serious injury crashes (61 percent) result from lane departure crashes. Crashes at intersections (46 percent) and aggressive driving (42 percent) also are strongly correlated to motorcycle crashes.

Figure 6.15 Motorcycle Involved Fatalities and Serious Injuries by Year
2009 to 2013

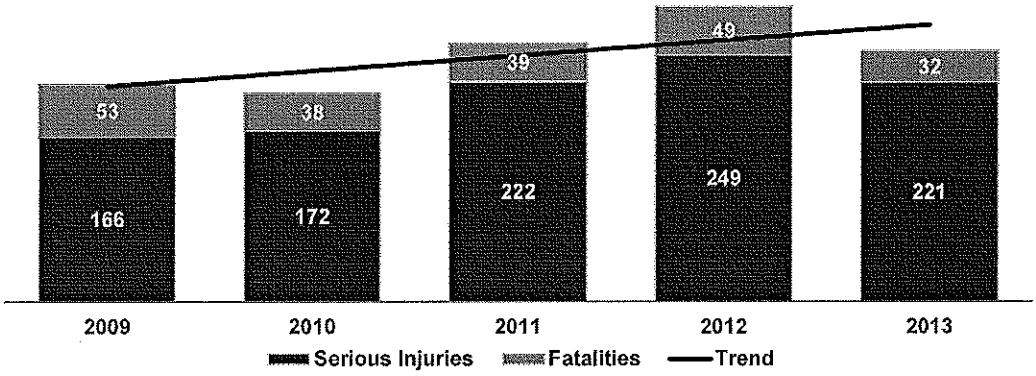
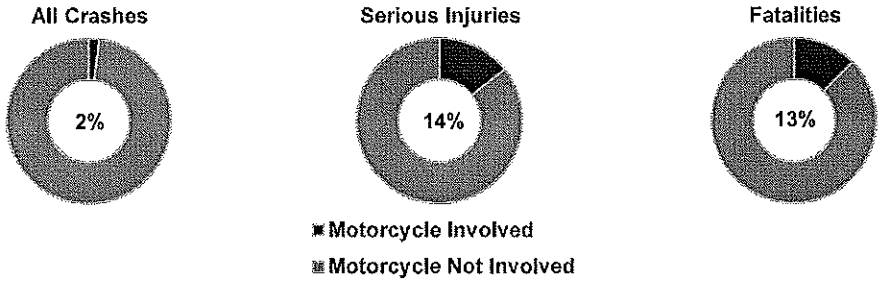


Figure 6.16 Motorcycle Involvement in All Crashes, Serious Injuries, and Fatalities



APPENDIX 4
Suggested wording for parts of
2016 TSAP Section 6 Pages 19 and 20

A. Heading:

Motorcycles

B. First paragraph:

Motorcycle drivers and passengers are vulnerable because of their level of exposure when traveling on Oregon's roads. When a motorcycle runs off the road or interacts with another vehicle, the lack of protection for the motorcycle driver (and passenger if present) can increase the severity of the crash.

Motorcycles are defined as mopeds, two- or three-wheeled motorcycles, off-road motorcycles, scooters, mini bikes, and pocket bikes. A motorcycle crash is a crash that involves one or more motorcycles.

C. Figure 6.15 Title:

Motorcycle Driver and Passenger Fatalities and Serious Injuries by Year

MURPHY Nancy E

From: Transportation Safety Division
Sent: Tuesday, July 19, 2016 12:48 PM
To: MURPHY Nancy E
Subject: FW: Comments on Transportation Safety Action Plan
Attachments: image001.wmz

Follow Up Flag: Follow up
Flag Status: Flagged

From: Bradway, Margi [mailto:Margi.Bradway@portlandoregon.gov]
Sent: Monday, July 18, 2016 10:40 AM
To: Transportation Safety Division
Subject: Comments on Transportation Safety Action Plan

Dear ODOT,

Thank you for the opportunity to comment on the draft Oregon Transportation Safety Action Plan 2016.

PBOT commends ODOT for its commitment to eliminating deaths and life-changing injuries on Oregon's transportation system by 2035. Many TSAP actions directly support Portland's work to eliminate deaths and life-changing injuries through Vision Zero, which Portland City Council unanimously adopted in 2015. Achieving our shared safety goals will require strong partnerships. We are excited to work with ODOT to ensure that all Oregonians can use our transportation system safely.

As a bureau, PBOT has reviewed the TSAP and offers the following comments for ODOT's consideration.

PBOT is especially pleased with the following four TSAP actions:

- **Table 6.1:** *Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Content limit to 0.05.*

  Comment: This action is consistent with research indicating that impairment begins at BAC levels below 0.08, the current legal limit for most people driving. Portland's crash data shows that 56% of our traffic deaths involve impairment—usually due to alcohol.

- **Table 6.3:** *Modify laws to allow more effective automated enforcement of traffic laws.*

  Comment: While Portland is already expanding automated enforcement, we are pleased that ODOT is working to help other communities pursue this option, which is proven to support safe driving behavior. In Portland, 47% of deadly crashes are caused in part by people driving at unsafe speeds, a behavior that automated enforcement helps to prevent.

- **Table 6.4:** *Adopt and revise current distracted driving law to remove loopholes and be consistent with Federal guidance.*

  Comment: Portland Police have told PBOT staff that current state law is difficult to enforce. We also know that current state law makes allowances for behaviors—such as use of hands-free devices—that research indicates are unsafe. As you note in your report, data on distracted driving is lacking, but we suspect that distracted driving plays a role in the nearly 51% of Portland's deadly crashes linked to dangerous travel behaviors.

- **Table 6.6:** *Implement access management on high-volume roads and/or around complex intersections to reduce crashes.*

  Comment: Minimizing driveways and other access management strategies are relatively inexpensive and improve safety for all road users. We believe that access management offers untapped potential to make streets safer, and we are interested in partnering with ODOT to leverage these tools more effectively.

We believe the following five actions are excellent, but can be enhanced:

- **Table 6.1:** *Improve DUII arrest and adjudication processes.*

  Suggestion: Specifically call out the need to reduce delays in processing DUII cases and to streamline DUII prosecution. We also recommend prioritizing this action as a Tier 1 item. A report produced by local DUII experts found that delays in our current system blunt the effect of DUII enforcement.[1]

- **Table 6.3 and 6.5 (3 actions):** *Continue work between ODOT, cities, and counties to consider and revise, as appropriate, regulations and programs for establishing speed limits to achieve safety goals, improve balance among multimodal interests, and support community objectives.*

  Focus facility design and redesign to achieve operating speeds consistent with safety goals, context, users and land use.

  Implement design treatments to achieve appropriate speeds and manage sight distance consistent with context, users, and community goals.

  Suggestion: Call for reducing speeds to levels that prevent deaths and life-changing injuries. Research indicates that limiting speeds to 25 miles per hour or lower prevents most deadly and life-changing crashes, and should be the standard for local roads when safety is the goal. Limiting speeds to 25 miles per hour or lower is especially important on roadways that do not physically separate people driving from people walking and biking.

  Please consider specifying that "safety goals" and "appropriate speeds" refer to eliminating deaths and life-changing injuries, which is consistent with the TSAP's overall objective.

- **Table 6.10:** *Evaluate the safety impacts of innovative bicycle facilities. Continue implementing the most effective.*

  Suggestion: Revise this action to require physical separation of people biking and people driving, contingent on roadway design and usage. For example, ODOT could develop standards that require protected bicycle facilities when a threshold is reached for motor vehicle volumes and average operating speeds. PBOT is currently preparing guidelines to support the design, construction and maintenance of protected bikeways in Portland.

Thank you again for the opportunity to comment on the draft ODOT TSAP. We look forward to working together to eliminate deaths and life-changing injuries on our roadways.

Sincerely,

Margi Bradway, Division Manager
Active Transportation & Safety
Portland Bureau of Transportation
503-823-5667 | margi.bradway@portlandoregon.gov

* A written copy of this letter was also sent to the appropriate address.

[1] Chris Monsere and Delia Chi, *A strategy for reducing the impact of driving under influence of intoxicants in Portland, Oregon* (2008), p. 81, http://pdxscholar.library.pdx.edu/cengin_fac/196/.

MURPHY Nancy E

From: Transportation Safety Division
Sent: Tuesday, July 19, 2016 12:50 PM
To: MURPHY Nancy E
Subject: FW: Draft TSAP Comments

Follow Up Flag: Follow up
Flag Status: Flagged

From: Marek, Joe [mailto:joem@co.clackamas.or.us]
Sent: Friday, July 15, 2016 3:11 PM
To: Transportation Safety Division
Subject: Draft TSAP Comments

Greetings,
Thank you for working on the Oregon TSAP update. Overall, the new draft plan looks terrific. I have had an opportunity to review the plan and have just a few comments.

1. Figure 4.3 shows the economic cost of crashes in Oregon by region. It might be interesting to show in that graph the economic cost of crashes along with the production value of the economy in each area. What I wonder is the percentage cost of crashes to the economy of each area of the state. Is the economy of Eastern Oregon more heavily impacted by the cost of crashes versus the Portland Region? Adding this component may help better tell the story of the cost of crashes for each region and their effect on the economy.
2. While Public Health was mentioned in the document, I didn't see much in the way of efforts of tying in public health to the goal of reducing F&SI crashes. I think about 1) the health consequences of crashes and 2) the consequences of health as a contributing factor to crashes. For example, a local community program of Tai-Chi or yoga for an elderly citizen may help keep them mobile, flexible and maintain good reflex action to help them be a safer driver. A person with multiple health issues taking a number of medications may not be as alert or have good reflexes and that extra 0.5 seconds of response time could result in a child getting hit in a crosswalk. There, of course, are many examples that I think warrant inclusion in this important document that will guide the State for the next several years.

Again, overall, I am very pleased with the hard work of the ODOT, the consulting team and all of the committees providing input.

Please let me know if you have any questions.
Be safe.
Joseph Marek

Joseph F. Marek, PE, PTOE | Clackamas County Department of Transportation and Development
Transportation Safety Program Manager
150 Beavercreek Road | Oregon City, Oregon 97045
☎503.742.4705 | 🖷503.742.4659 | ✉JoeM@clackamas.us
www.Clackamas.us
www.DrivetoZero.org

National Strategy On Highway Safety®
PROUD PARTNER
TowardZeroDeaths.org

Safe and Healthy Communities Start With You!

Gerald Fittipaldi, Livable Streets Action

Testimony on Transportation Safety Action Plan

July 21, 2016

My name is Gerald Fittipaldi. I'm here representing the advocacy group Livable Streets Action. We want to thank the State for taking the time to put together the Transportation Safety Action Plan, and we thank all of you for reviewing it.

As you know, roadway fatalities in Oregon have increased by 42% in just the past two years, from 313 in 2013 to 445 in 2015. Pedestrian fatalities have increased from 50 in 2014 to 72 in 2015. This drastic increase has caused a lot of sadness, fear, and even anger among active transportation advocates. At public meetings and rallies I've witnessed family members of the deceased speak of their grief as they struggle to hold back tears.

Within the TSAP we are glad to see the State's intent to "plan, design and construct facilities for desired operating speed." However, this goal is mixed in with numerous other strategies which all seem to be given equal importance. While culture, education, and enforcement are pieces of the pie, they should not be emphasized as strongly as the need to design safer streets. We need to start placing safety ahead of level of service and motorist convenience.

Countries that have had the most success in achieving drastic reductions in roadway fatalities all place primary responsibility for traffic safety upon the designers of the road system. Sweden, where the Vision Zero concept originated, acknowledges that humans are prone to making mistakes. Rather than focusing on changing behavior, Sweden has decided to design streets so those mistakes aren't fatal. Responsibility is placed squarely on transportation professionals to create built environments that will yield low car speeds and safe crossing opportunities for pedestrians and bicyclists.

The TSAP sends the message that pedestrians, bicyclists, and motorists all share equal responsibility for street safety. I disagree with this. As operators of 4,000 pound high-speed pieces of machinery, motorists have a much greater responsibility than people on foot or those riding 30 pound bicycles.

Earlier this year I was hit by a motorist while riding my bike in a bike lane. She was illegally attempting to cross the bike lane in a no passing zone so as to bypass traffic. She happened to be a nurse for a hospital, a place that surely has a strong safety culture. Despite her recklessness, I feel the incident never would have occurred if the street had been designed better. This one-way street contained three traffic lanes, with a bike lane awkwardly sandwiched in the middle. If the street had been less car-centric and designed more for the safety of all modes, I never would've been knocked to the ground.

Thank you for your time. Livable Streets Action is interested in participating in the process for achieving safe streets through effective funding mechanisms.

MURPHY Nancy E

From: Joe Elliott <ouauo@icloud.com>
Sent: Thursday, July 21, 2016 7:24 PM
To: MURPHY Nancy E
Subject: InAttentional Blindness

Hi Nancy,

Thank you for your time, I appreciate your suggestions and insights.

As you know, I have mentioned Inattentional Blindness from time to time. The concept is useful for explaining some phenomena regarding crash causation I hope to share more about this concept with you. Please take a look at this article on InAttentional Blindness when you get a chance:

http://motorcycleinstitute.org/docs/articles/outside/inattentional-blindness-apa-2001.pdf

Best Regards,

Joe

MURPHY Nancy E

From: OTC Admin
Sent: Thursday, July 21, 2016 3:08 PM
To: MURPHY Nancy E
Cc: COSTALES Troy E; HAVIG Erik M
Subject: TSAP written comments
Attachments: 20160721150308124.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Nancy,

Attached is the only written comments we received for the TSAP Public hearing today. Thanks Jacque

Jacque Carlisle
Oregon Department of Transportation
Commission Assistant
355 Capitol Street NE, MS 11
Salem, OR 97301-3871
503-986-3450 (Phone)
503-986-3432 (Fax)
Jacque.L.Carlisle@odot.state.or.us
OTCAdmin@odot.state.or.us

MURPHY Nancy E

From:	Transportation Safety Division
Sent:	Tuesday, July 26, 2016 1:51 PM
To:	MURPHY Nancy E
Subject:	FW: Comments on the Draft TSAP
Attachments:	Michael Goff TSAP Comments.txt

-----Original Message-----
From: Michael Goff [mailto:michael.k.goff@gmail.com]
Sent: Monday, July 25, 2016 7:09 PM
To: Transportation Safety Division
Subject: Comments on the Draft TSAP

To Whom It May Concern,

I have attached comments on ODOT's draft TSAP. Thank you for the open process and for your consideration.

Michael Goff
260 NW Freeman Ave
Hillsboro, OR 97124
206-554-1989

MURPHY Nancy E

From:	MURPHY Nancy E
Sent:	Tuesday, July 26, 2016 2:02 PM
To:	MURPHY Nancy E
Subject:	FW: Comments on the Draft TSAP
Attachments:	Michael Goff TSAP Comments.txt

Comments on the 2015 update to Oregon's Transportation Safety Action Plan.
Submitted by Michael Goff
260 NW Freeman Ave.
Hillsboro, OR 97124
206-554-1989
michael.k.goff@gmail.com

The Oregon Department of Transportation's Transportation Safety Action Plan outlines some important steps to reverse the troubling trend, observed since 2013, of increasing fatalities and injuries in Oregon's transportation system. I applaud ODOT's visionary goal of zero fatalities and life-changing injuries on our transportation system by 2035. To achieve this vision will require actions that are both bold and comprehensive.

The draft TSAP is correct to highlight the importance of engineering, law enforcement, emergency response, and education. Oregon needs to do more to prevent drunk, reckless, and distracted driving; to improve emergency response; and to invest in safety-enhancing infrastructure. However, it must be recognized that driving is an inherently unsafe activity, and as long as Oregon relies on the personal automobile as the primary mode of transportation, the goal of zero fatalities and life-changing injuries will be unattainable. The draft TSAP is also correct to highlight the potential of connected and automated vehicles to greatly reduce accidents, and Oregon should take all reasonable actions to accelerate the deployment of these technologies. However, the development and deployment of connected and automated vehicles to 2035 is highly uncertain, and therefore also cannot be relied upon to eliminate accidents.

In short, ODOT must recognize that a move away from reliance on personal automobiles and long commutes is an essential component of transportation safety.

There are three major areas in which the draft TSAP could expand the scope of available actions in ways that would significantly reduce accidents. The first is in transportation planning. From the perspective of transportation safety, the State of Oregon, counties, and municipalities overinvest in road system at the expense of rail, public transportation, and active transportation. In making transportation investment decisions, such as new highway construction, all public agencies should estimate the cost or benefit in terms of safety and take those estimates into account.

The second area, which is inseparably linked to transportation planning, is land use planning. Land use decisions directly impact the number of vehicle miles travelled, which in turn impacts transportation safety, and land use decisions also open or close possibilities for various transportation options. For example, when a municipality adopts density restrictions, the result is additional sprawl, leading to increased travel and an increase in serious accidents. Conversely, when a municipality invests in transit-oriented development, the result is a shift from personal automobiles to public transit, which reduces accidents. As with transportation planning, public agencies engaged in land

use planning should estimate the transportation safety impact of land use decisions and take them into account.

Third, the TSAP should recognize the risk of accidents as an external cost of transportation and price it accordingly. The State of Oregon, counties, and municipalities should further explore options for pricing transportation risk, including but not limited to gasoline taxes, congestion pricing, and VMT charges.

In summary, I greatly appreciate ODOT's effort to develop a roadmap to eliminate deaths and life-changing injuries in Oregon's transportation system. I urge ODOT to draft a comprehensive TSAP which emphasizes infrastructure investment, land use planning, and pricing as indispensable tools in making our state a safe place to travel.

Nancy E. Murphy
Principal Planner, TDD Planning Unit
ODOT Transportation Development Division
503-986-4128
555 13th Street NE
Salem OR 97301
-----Original Message-----
From: Transportation Safety Division
Sent: Tuesday, July 26, 2016 1:51 PM
To: MURPHY Nancy E
Subject: FW: Comments on the Draft TSAP

-----Original Message-----
From: Michael Goff [mailto:michael.k.goff@gmail.com]
Sent: Monday, July 25, 2016 7:09 PM
To: Transportation Safety Division
Subject: Comments on the Draft TSAP

To Whom It May Concern,

I have attached comments on ODOT's draft TSAP. Thank you for the open process and for your consideration.

Michael Goff
260 NW Freeman Ave
Hillsboro, OR 97124
206-554-1989

MURPHY Nancy E

From: Peter Russell <Peter.Russell@deschutes.org>
Sent: Friday, July 29, 2016 5:35 PM
To: Transportation Safety Division; MURPHY Nancy E
Cc: Peter Russell
Subject: Deschutes Comments on draft TSAP

Greetings,
I have reviewed the May 2016 draft of the *Oregon Transportation Safety Action Plan (TSAP)* and provide the following comments for your consideration. The document has a wealth of data and is obviously is a product of much work. The authors should be commended for the clarity of the text and the crisp graphics. The comparison and contrast of the five ODOT regions to the statewide trends is also very informative. There are many positives to the draft *TSAP*, but there also several places where it could be improved. These are presented in descending order of priority.

1. Plans typically have cost estimates of varying magnitudes. The draft *TSAP* provides no cost estimates anywhere of what it will take to achieve ODOT's Vision Zero of no fatals or life-altering crashes on State highways, City streets, or County roads by 2035.
2. The plan calls for development of a Safety Culture that will permeate those who plan, design, build, and maintain the transportation system as well as those who use all modes of the transportation system. Yet, the plan does not provide any evidence that does not happen now. The planners and engineers I have worked with have all considered safety in their daily activities; indeed, road authorities and local jurisdictions have adopted design and operational standards which are based on safety. Similarly, planning departments' development codes also incorporate elements of safety in clear zone standards, access management standards, and similar items. Finally, I really do not know of any bicyclist, bus rider, driver, motorcyclist, pedestrian, truck driver who intentionally sets off with a "tally ho, time to be unsafe!"
3. The Emphasis Areas (EA) are all treated equally. Yet, in times of scarce resources it would seem more appropriate to identify at the very least EAs which are high, medium, and low priority. If every EA is a priority, then no EA is a priority. I recognize the difficulty of rank ordering all the EAs, but again there should be some sense of scale and importance or where scarce dollars could provide the most return.
4. Related to #3, the data would indicate Bicycles are inappropriately included as an EA. Look at the TSAP's own Figure 6.1 "Crash Types Ranked by Crash Frequency and Severity, 2009-2013." Bicycle crashes occupy the lower left-hand corner due to the low number and low severity. In fact the only two groups below Bicycles are Commercial Vehicles and Inattentive Drivers, neither of which is an EA. Bicycles seems to be included as an EA more for aspirational reasons than actual data. In a time of scarce financial resources, the emphasis on Bicycles could be better spent on modes or categories with more documented safety problems.
5. Crash data always needs to be understood in context. It would be useful if the TSAP were to add a summary of the state's population and vehicle miles traveled (VMT) in a graph or two. Similarly, shown by rate for fatal and serious crashes per 100 million VMT per year would be helpful rather than just absolute numbers in Figures 3.1 and 3.2.
6. As a complement to #5 and Figure 3.4, a graph showing either the centerline mileage or lane mileage for the state for the various functional classifications would be illuminating as would the average annual daily traffic (AADT) for each type of facility. Think of this as more of a "nice to have" graph(s) rather than necessary.
7. The text at 4-4 on motor-related deaths is somewhat misleading. The text states injuries are the third-leading cause of death in Oregon with motor vehicle crashes being the fourth-leading of death in that broad categroy. Statistically true, but why not just give the number of annual deaths in Oregon, then provide the numbers of motor-vehicle deaths as a percentage of the death total?
8. Minor quibble the pullout quote on 4-7 for Advantages and Disadvantages of Technology only lists disadvantages.

9. Minor quibble on 5-3, Strategy 1.1.2 does the term "bikers" mean bicyclists or motorcyclists? I'd advocate changing biker to the appropriate term.
10. Minor quibble on 5-5, Strategy 2.23 is "disbenefits" even an actual word? How about drawbacks, disadvantages, negative outcomes, or something similar.
11. For Policy 3.4, how does the TSAP propose to measure "the perception of safety"? What is the metric for perceived safety? And what if the perception is a facility is unsafe but data does not support the perception, how will that disconnect be resolved?
12. Older Road Users are vulnerable, but not for the reasons listed at 6-1. The vulnerabilities listed at 6-1 are reduced physical skills; the actual vulnerabilities of older road users are physical frailty and how that manifests itself in a crash.
13. For Motorcyclists on 6-20, I'd flip Tier 1 and Tier 2; more than any other road users, motorcyclists are in charge of their own safety (as I know as a rider of almost 17 years) and it would be better to address the riding community on a range of topics as in the proposed Tier 2

Again the draft TSAP is a very impressive body of work which provides an excellent overview of the major safety challenges facing Oregonians as they move about the state. If you have any questions or wish to discuss any of my comments, please feel free to contact me. Thanks again for all of the hard work and the production of what overall is a fine document.

Peter Russell
Senior Transportation Planner
Deschutes County
peter.russell@deschutes.org
(541) 383-6718

MURPHY Nancy E

From: Manvel, Evan <evan.manvel@state.or.us>
Sent: Monday, August 01, 2016 1:35 PM
To: MURPHY Nancy E
Cc: HOLMSTROM Bill; CRALL Matthew
Subject: a few thoughts on the TSAP

Nancy,

Thanks for chatting with us last week about the Transportation Safety Action Plan (TSAP). I'm appreciative for your work on the TSAP, and it has been good to see the Plan grow and improve over the past several months.

As someone who works in a team to boost transportation choices for Oregonians, improving transportation safety is central to our success. Concern about safety is usually the top reason people give for not biking more often. Having fewer people bicycling in turn makes it more dangerous for those Oregonians who do travel by bike – a vicious circle. Similarly, improving safety usually means more a more pleasant walking environment, leading to more people walking to get around. On the flip side, if we are successful in getting more people traveling by walking, biking, and transit, we are likely to boost transportation safety for everyone.

A few thoughts on the TSAP and on transportation safety in general:

Oregon has a better traffic safety record than most states – but a much worse record than comparable countries. While the last two years have seen a spike in traffic deaths, Oregon still has a better than average safety record compared to most states. However, this is very much grading on a curve.

The United States has one of the worst records on transportation safety in the Western world, with traffic death rates about twice as high as most comparable countries, and nearly four times higher than the world's traffic safety leaders. This isn't just because the U.S. is a large country; Canada and Australia also have fatality rates roughly half that of the United States.

A Centers for Disease Control and Prevention report (July 2016) found the U.S. has the highest rate of traffic deaths per capita among 20 comparison countries, by far. And while the U.S. reduced traffic deaths per capita by 31% from 2000 to 2013 (Oregon reduced deaths/capita 39%), countries studied reduced traffic deaths by an average of 56%, and Spain cut deaths 75%. The report concluded:

> "Lower death rates in other high-income countries... suggest that the United States can make more progress in reducing crash deaths... By implementing effective strategies, including those that increase seat belt use and reduce alcohol-impaired driving and speeding, the United States can prevent thousands of motor vehicle crash-related injuries and deaths and hundreds of millions of dollars in direct medical costs every year."

Speed is central to safety. Speed is a key factor in transportation safety. It's a matter of psychology and physics. Longer distances travelled during perception and reaction time means more crashes and more severe crashes. The top crash risk factors (lane/road departure, aggressive driving, intersection crashes, speed-related crashes, alcohol-and/or-drug related crashes, and unrestrained occupant crashes) are interrelated with speed. ODOT's plans to increase rumble strips, improve curve speed signage, and cut impaired and distracted driving are smart steps in addressing some of these issues; addressing speed head-on could supplement those efforts.

Though context-specific, the World Health Organization notes a 5% reduction in average speed can cut the number of fatal crashes by 30%.

Engineering is central to safety. As noted in the TSAP, countries that have been much more successful cutting traffic deaths take it as a given that humans will make mistakes, and design systems to lessen the impacts of those human mistakes. Education and enforcement have their place, but the physical system people use has a very large impact on how fast people travel in the first place and how likely crashes are to happen. In Chapter 4, the TSAP notes, "unless we design our roads for the speeds that are appropriate within the land use and geographic contexts and the types of users expected, crashes will continue as before."

Engineering lower speeds would boost safety. The TSAP notes, in several places (Strategy 2.3.2, Strategy 2.4.1, and Table 6.3 Action), the need to use road design to set speeds. Yet I cannot discern a clear commitment to a central strategy so many other countries have used with success: lowering speeds, through both road design and changes in law.

The TSAP – and follow-up work – should include a clear, central focus on reducing speeds on existing roads. While Table 6.3 is a start, additional actions could include:

- Streamlining and improving the speed limit reduction process.

- Empowering localities to set speed limits on roads in their jurisdiction. The World Health Organization calls out a best practice of ensuring localities have the power to control speed limits. "It is important that local authorities not only have the legal authority to reduce national limits, but also to manage local speeds according to particular road situations and in conjunction with other traffic calming or speed management policies." Oregon has not implemented this best practice.

- Being clear on how using safety as its top priority will impact ODOT policies regarding traffic throughput and speeds. It is unclear how ODOT's other policies and priorities may be impacted by efforts to make safety the top priority.

- Setting up a Speed Task Force to oversee progress (or Governor's Advisory Committee, such as those on DUII and Motorcycle Safety).

- Calling for a maximum urban speed limit of 30 mph on most streets. The World Health Organization notes a best practice of setting maximum urban speeds at 50 kph. "Although the definition of urban may vary between countries, given that these areas usually involve a high concentration of pedestrians and cyclists, speeds above 50 km/h would be unsafe." While 97 countries have done this, Oregon has not.

- Calling for additional use of speed-activated feedback signs (reducing speeds an average of 6 mph) and automated enforcement.

- Addressing traffic lane widths and lane markings, which can cut speeding.

And a few minor tweaks:

- Strategy 2.3.8 mentions access management as a key safety countermeasure. The Plan does not call out FHWA's other proven safety countermeasures that are particularly key to people walking, biking, and taking transit: road diets, medians, and roundabouts. Specifically highlighting these as an additional strategy, instead of just saying "best practices" or "apply proven countermeasures" (Strategy 6.1.3) would be helpful to communities looking to boost walking and biking.

- Table 6.17 talks about driver education. Focusing drivers education on understanding laws might be less valuable than focusing it on the *reasons* for those laws. For example, exceeding speed limits is a social norm in our society, and is engineered into existing road designs. Focusing license tests on the reasons for laws and key dangers, such as the question the DMV has on the most frequent type of crash involving motorcycles, might boost conformity to safer driving. People tend to ignore rules they see no use for.

- The first sentence in the Executive Summary should have an "and" instead of an "or," as we want to eliminate both deaths *and* serious injuries on our transportation system.

Thanks for considering these comments. I recognize that some of my larger suggested changes are unlikely to be integrated at this late date; they are more to further Oregon's ongoing conversation and efforts to improve safety for our traveling public.

Let me know if you have any questions. Thanks for all of your hard work on the Plan, and on working to make Oregon a safer place to travel.

Warm regards,

Evan

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Oregon Transportation Safety Action Plan Policy Advisory Committee Members
% Troy Costales, ODOT Transportation Safety Division
ODOT - TLC Building, MS 3
4040 Fairview Industrial Drive SE
Salem, OR 97302-1142

cc: Walt McAllister, Nancy Murphy, Michael Rock, Jeanne Lawson, Beth Wemple

August 1, 2016

Dear TSAP Policy Advisory Committee Members:

First, thank you for your commitment to increasing safety on our state's roadways and your service to help make our transportation system safer for all users. We find much to like in the plan as drafted, but wish to submit the following comments regarding the plan.

The plan vision is appropriate and provides a clear direction for the plan and for our transportation system. We fully support the adoption of the Vision Zero policy, but would note that the plan should also look at reducing the frequency and severity of ALL injuries, particularly as any other injuries can have a dramatic effect on users' perceived safety and their choice of mode and their activities. A good example here in Roseburg is a friend's mother who will not walk across a street which has a traffic signal, to go to the medical center.

Page ES-5 speaks to the critical need to engage a very wide variety of people towards the vision. This will be the challenge of the plan.

Page 1-2 (copied below) correctly delineates what it will take to achieve the vision. This is a very monumental list of tasks, but each is necessary if the vision is to be truly approached.

To achieve the plan vision all stakeholders will need to:

• Support the ongoing TSAP planning process and find opportunities to implement recommended safety strategies and action steps in all planning, project development, programming, and operations and maintenance activities;

• Communicate and implement the TSAP vision, goals, policies, and emphasis areas to agency staff and partners;

• Integrate safety planning, programming and policies into current work responsibilities and authorities;

• Champion the cause of safety by educating the public on the critical role individuals play in preventing transportation fatalities and serious injuries;

• Commit to adopt and institutionalize a change in Oregon's safety culture; and

• Engage in implementing the TSAP and updating the TSAP in the future.

Leadership, collaboration, and communication will lead to a transportation safety culture focusing on getting everybody in Oregon home safely.

We are encouraged by the statement on page 4.1 addressing the need for road design to reflect the surroundings and the expected users. We would add that this is true for all roads, in both dense urban, rural, and highway situations. As part of that effort, there needs to be a more realistic way to slow traffic and provide alternatives to 85th percentile used to set speed limits. Agencies must seek out user groups or users when planning or designing projects to increase the knowledge of safety improvement needs. We would note that risk or perceived risk, including risk from moving motor vehicles, dissuades people from walking and cycling.

The rate of crashes involving older drivers speaks to the need for more alternatives to individual motor vehicles that allow elderly folks to get around their communities safely.

We would point out that crash data needs to be available with enough specificity as to cause and mode that dangerous roadway, conditions, or situations can be investigated and addressed, regardless of injury or property damage, for all roadways, for this is how dangerous situations are discovered.

To carry out the plan, safety and crash data and remediation needs to reflect the "safety-first" approach and be part of the criteria for every STIP and every

other project or funding application. Additionally, there must be assurance that all changes to roadways are consistent with this plan and include safety measures.

Automation and/or self-driving vehicles, while offering a degree of safety for some users, must not be risky for other roadway users. More work on this topic will be needed as the technology develops.

Page 5-1 contains the statement that the goals, policies, and strategies in the TSAP present a "safety-first" perspective. This is a powerful statement that needs more attention. A "safety-first" perspective, in combination with the training and other activities noted in the plan, is indeed what is needed to real the vision.

Strategies 1.1.1 and 1.1.2 on page 5-2 should include in-school education for youth, and more information in the Drivers' Manual and the license test.

We are also pleased with the statement on page 5-3 that "Transportation infrastructure should be planned, designed, built, operated, and maintained to provide the safest feasible environment for all transportation users." Each of those actions can have a dramatic impact on our safety and each is an important part of moving forward.

There is, however, a statement on page 5-5 that is rather confusing and may contradict other elements of the plan. Strategy 2.3.2 states: "Plan, design and construct facilities for desired operating speed." Depending upon what is meant by the "desired operating speed" and if there is such a speed for each mode and how each interacts, this strategy appears to be in conflict with the statement reference earlier regarding road design reflecting the surroundings and expected users and the "safety-first" approach.

Goal 2 policies: How do these relate to current operations, programs, and funding, and what changes are needed to carry out these policies via current efforts vs. needing new funding or programs?

Is there any evaluation for current facilities to examine their safety particularly for "other" modes and recommendations for corrections that would enhance safety, but be less than ideal? That is, with current funding, what small or relatively inexpensive changes could be made to increase safety on a roadway?

Page 5-14, Policy 6.1. states: "Allocate infrastructure safety funds strategically considering all modes, to maximize total safety benefits." This policy, or a similar policy, needs to address all roadway infrastructure funds, not just safety funds, if we are serious about zero deaths or serious injuries.

Pages 6-1 and 6-2 regarding the Improved Systems Emphasis Area concerning training and education and incorporation safety into everyday job responsibilities is one of the important statements that will lead to success or failure of this plan. This needs to be a priority action immediately after plan adoption.

We are very pleased with the vision of the plan as well as many of the other statements in the plan. We hope our suggestions provide useful feedback and would like to be kept apprised on the efforts as the plan moves forward.

Thank you.

Dick Dolgonas, Chair
Bike Walk Roseburg

MURPHY Nancy E

From: Transportation Safety Division
Sent: Monday, August 01, 2016 5:19 PM
To: MURPHY Nancy E
Subject: FW: Metro staff comments on the Draft Oregon Transportation Safety Action Plan

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From: Lake McTighe [mailto:Lake.McTighe@oregonmetro.gov]
Sent: Monday, August 01, 2016 5:18 PM
To: Transportation Safety Division
Cc: Anthony Buczek; Tom Kloster; Kim Ellis
Subject: Metro staff comments on the Draft Oregon Transportation Safety Action Plan

Metro staff have reviewed the Draft Oregon Transportation Safety Action Plan and have the following comments. Overall the plan is looking really good. It is well written, well organized and in general provides a good level of detail. Metro will be referring to the draft plan as it updates it Regional Transportation Safety Plan as part of the 2018 Regional Transportation Plan update.

1. Vision: It is great to see a strong vision statement supporting a target of zero deaths and serious injuries by 2035.

2. Performance measures and targets: Metro is currently updating the Regional Transportation Safety Plan, including performance measures and targets, and will be working with ODOT to coordinate setting targets for federal performance measures as required in MAP-21. The S-curve trend is a pragmatic approach to setting targets for the performance measures, and Metro is currently evaluating using the same approach to set MPO targets. The performance measures section would benefit from tracking fatalities and severe injuries by population in addition to VMT. It would be helpful to include the goals (targets) from the Oregon Traffic Safety Performance Plan, and explain the relationships of those goals (targets) to the TSAP Performance Targets, and overall relationship to achieving zero deaths and severe injuries by 2035.

3. Emphasis Areas: the method and approach to identifying the Emphasis Areas is very well done. Metro supports the areas identified.

4. Distinguishing between urban and rural needs: Metro appreciates language in the plan acknowledging that urban and rural areas need different strategies and solutions. Metro also acknowledges that "Crashes in urban areas tend to have less severe outcomes due to lower speeds and access to medical services." This point was made several times in reference to urban areas, however, in the Metro region pedestrian fatalities are rising and the region still suffers from an unconscionably high number of severe crashes. The plan's de-emphasis of severe crashes in urban areas is especially problematic for vulnerable users.

5. Equity, vulnerability and higher crash-risk in areas of disadvantaged populations: Metro appreciates language in the plan addressing socio economic equity specifically. However, the plan could go further in addressing socio-demographic equity. Several policies and strategies address geographic equity, but none seem to directly address the impacts of high crash areas in low-income and historically disadvantaged communities.

6. Review Emphasis Area Actions involving enforcement with a racial equity lens: Metro has been involved in and tracking the development of Portland's Vision Zero Action Plan. During that process, community members and members of the plan's task force have raised concerns about increasing enforcement without addressing

disproportionate impacts to communities of color. The action on page 6-26 to "Equitably enforce and prosecute traffic safety offenses for all modes" is promising, but would benefit from more explanation. Also, consider adding reference to HB2002.

7. Targeting high risk behaviors: Metro appreciates that Risky Behaviors are included as an Emphasis Area, especially those that focus on DUII, speed and setting speeds appropriate to land use, context and users.

8. Vulnerable Users: Metro appreciates that Vulnerable Users are included as an Emphasis Area. For cross reference, consider adding actions that address infrastructure specifically for vulnerable users to the Infrastructure Emphasis Area, emphasizing separation from traffic. Highlight separation for vulnerable users.

9. Speed reduction: review language in the plan around "speeding" and look for ways to address "speed" as a factor in severe crashes, especially for pedestrians (not just speeding). Add "Speed Kills" graphic, such as the one in the Oregon Bicycle and Pedestrian Plan, to the Vulnerable Users Emphasis Area. The graphic is an effective tool for informing people about the relationship of speed, sight distance and survival rates of vulnerable road users.

10. Implementation: It is great that there is an Implementation Chapter. It would be beneficial to make Table 8.1 as exhaustive as possible, and to remove the word Example from the title. The plan refers to implementation throughout, in the goals, policies, strategies and actions, but it is not always clear how the elements will be implemented or who will take the lead. The Implementation chapter would benefit from more detail, especially on the role of the state and ODOT.

11. Glossary additions: Equity (socio economic and geographic), Work Zone, Unendorsed Travelers, Vision Zero, Towards Zero Deaths, Vulnerable Users, Operating Speeds, Design Speed, Posted Speed.

Thank you for the opportunity to comment.

Lake Strongheart McTighe
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FHWA

Comments on Transportation Safety Action Plan

Thank you for the opportunity to comment on the most recent version of Oregon's Transportation Safety Action Plan. The Plan evidences a comprehensive approach to transportation safety and the attendant policies cover the broad range of actors and actions necessary to success. As you are aware, while we have no approval action on the plan per se, we do approve the process used in developing the plan. We find that the effort to date has been inclusive and broad, although we offer recommendations for increased engagement. We offer these comments as part of our technical review of the plan content; they are provided as suggestions for consideration:

1. Page 2-7 of the TSAP states "As a Topic Plan that is part of the Oregon Transportation Plan, The TSAP Implements the OTP safety goals and informs safety goals of new and updated plans. Going forward, the TSAP will be an important resource for transportation safety direction as state, regional, Tribal, county, and city plans are updated or new plans are developed. These plans should be consistent with the TSAP with respect to safety to effectively link to TSD and other resources for safety planning and improvements." While the role of policy and modal plans in relation to the Oregon Transportation Plan is one of State discretion, we would encourage a more holistic discussion of plan integration and coordination given the importance of the TSAP in setting overall safety priorities and the supposition that the TSAP should serve as the sine qua non directive for safety investments and coordinated efforts for safety planning. This should include a comprehensive discussion of involvement by multidisciplinary actors, including MPOs, tribal governments, and local governments.
2. The Plan includes several safety performance measures. We would encourage benchmarking road safety performance, to encourage best practice and track progress over time, different geographies, and the myriad actors involved in a multidisciplinary safety campaign.
3. Page 4-2 notes "Consistent with the 2011 Transportation Safety Action Plan (TSAP), crash costs developed by the National Safety Council (NSC) are used in this chapter to estimate the statewide economic cost of crashes. Understanding the economic cost of crashes will help Oregon's policy-makers and the public compare the scale of the traffic safety problem to other societal concerns." While the report references the two chief means to assess crash costs the report hews to the economic crash costs model and does not provide, for the purpose of a robust policy discourse, the willingness to pay argument. Inclusion of the willingness to pay methodology would seem to align with the focus of the plan on changing the approach to crashes as articulated on page 4-1: "Crashes and resulting injuries have historically been considered by many as an inevitable consequence of mobility. However, currently this idea is being challenged as

countries, states, and cities across the world seek to change culture and eliminate traffic fatalities entirely. The idea may be difficult to grasp initially, but when people are asked how many traffic fatalities are acceptable for their friends and family, the universal response is: 'zero'."

4. Policy 2.2 calls to "Continually improve and implement design and analysis techniques for safety-related decision-making in transportation planning, programming, design, construction, operations and maintenance for all modes." We would encourage the Plan to clearly articulate the presumed desire to include safety as a primary outcome for all investments, not solely investments made with safety funds.
5. Policy 2.1 calls to "Continually improve safety data collection, management, and distribution for data-driven decision-making for infrastructure planning and, development and operations activities, across all divisions at ODOT, and with partner agencies and stakeholders." We would encourage the policy to specifically cite the intent to improve the timeliness and accuracy of crash data reporting.
6. Strategy 2.3.2 calls to "Plan, design and construct facilities for desired operating speed." We would encourage the plan to structure an approach that considers design and operating speeds and the context of the roadway and roadside environment to focus on critical roadway segments.
7. Page 6-23 notes that "While older drivers are a concern now in Oregon, crash numbers could increase dramatically over the next decade as the U.S. population ages." We would strongly encourage that this approach to forecasting future safety concerns more fully permeate the plan so as to muster an effective proactive approach.
8. The plan makes a strong case for embracing a safety culture approach. In that a safety culture approach that includes the full transportation system and the interaction among components and actors is both a complex and atypical approach, we would urge a more robust discussion on establishing and maintaining a safety culture.

Thanks for the opportunity to offer comments and be involved in the development of this important safety plan.

Nick Fortey
Safety Engineer
FHWA Oregon Division

MURPHY Nancy E

From: MCALLISTER Walter J
Sent: Tuesday, August 02, 2016 8:09 AM
To: Ask ODOT; MURPHY Nancy E; DAGNESE Susanne L; GLADHILL Kristie W
Cc: PEARL Traci
Subject: FW: We must ensure Oregon is a safe community

The second letter I referred to.

From: Ovid Boyd [mailto:ovid@metamorphica.net]
Sent: Monday, August 01, 2016 7:59 PM
To: MCALLISTER Walter J
Subject: We must ensure Oregon is a safe community

Hello Safe Community Coordinator Walter McAllister,

This weekend a tragedy occurred, a 25 year old woman was killed while riding down one of the streets of our state. You can read more about it here:
http://bikeportland.org/.../a-woman-has-died-while-bicycling-...

I am writing you because I believe it is our fault. Our fault as Oregonians I mean. We allow roads to operate in a way that is unsafe, that literally kills people. We cannot continue to do so. A road that kills is not an ok. Not at all. It needs to be made safe.

Recently in the news, we have heard about lead in schools' water. We have demanded, justly, that schools act immediately to remedy the situation. They have closed sinks and fountains, and brought in bottled water until a permanent fix can be made. This is absolutely the right thing to do, despite the inconvenience.

And yet, we have roads that are unsafe. That are literally killing young people. A elementary student was run over and killed in a crosswalk just a few months ago also in East Portland. This is just as not ok. And it requires the same response. We must apply immediate measures to ensure the danger is eliminated.

For lead, we shut down sinks and bring in bottled water.

For roads, we must immediately reduce speeds and close lanes. Few people are killed when traffic is slow. We must slow it. ODOT must reduce speeds on 82nd street to 25mph and on Flavel to 20 mph tomorrow. You must remove a car lane from 82nd street and from Flavel tomorrow.

These are emergency responses that we undertaking until permanent improvements can be made. Yes, like shutting down drinking fountains, they are inconvenient until we can create more permanent solutions. But they must be done because we cannot let unsafe roads, roads that literally kill our friends, family and loved ones, continue to operate as they are.

Thank you for ensuring that today is the last day that people are unnecessarily killed,
Ovid Boyd
(541) 791-6843
1104 SW Columbia St #105
Portland, OR 97201

MURPHY Nancy E

From: Transportation Safety Division
Sent: Tuesday, August 02, 2016 8:09 AM
To: Ask ODOT; DAGNESE Susanne L; MURPHY Nancy E; GLADHILL Kristie W
Cc: PEARL Traci
Subject: FW: Transportation Safety Action Plan

This came in last night late.
It touches some Region 1 specific issues, and it touches the TSAP.
I will forward a separate letter sent directly to me that touches on other similar issues.
Not sure how we should address this particular set of comments.

From: Ovid Boyd [mailto:ovid@metamorphica.net]
Sent: Monday, August 01, 2016 5:49 PM
To: Transportation Safety Division
Subject: Re: Transportation Safety Action Plan

Hello ODOT,

I ask you to immediately reduce the speed limits on 82nd and on Flavel to 25mph, and to remove one care lane from 82nd in the surrounding blocks until a permanent safe reengineering can be made. I ask you to make this standard procedure after all accidents as part of your Transportation Safety Action Plan.

Do not let more people die. High speeds and car lanes should never be a bigger priority than human lives.

http://bikeportland.org/2016/08/01/from-the-scene-of-tragedy-a-dispatch-from-82nd-and-flavel-188780

Thank you,
Ovid Boyd
1104 SW Columbia St #105
Portland, OR 97201
541-791-6843

On Jul 28, 2016 8:58 AM, Ovid Boyd <ovid@metamorphica.net> wrote:
Hello ODOT,

As you know, our friends, family members, community members, the people of Oregon, are dieing on our seet. We had a child killed in a crosswalk from the school disict I work at jus a few months ago. This is not something that should ever happen.

I want to see a few specific changes:

1) Make it easy to reduce speed limit. Crashes at low speeds are livable, at high speeds they are not. Speed reductions should be immediate and easy.
2) Set a max 20mph speed limit in Metro areas (except on the intersates). People don't die at those speeds, and speed limit should never cause deaths.

3) When a crash occurs, an immediate response should be insituted automatically. Speeds should be reduced that day in the area. Road lanes should be repainted within a month to be narrower. The assumption should be that the road is unsafe, and needs to be immediately made safe. In cases when a car hit a person or bike, cars should be immediately blocked and banned from the seet until in infrasucture improvement can be made.

We need to take immediate actions to sop our community members, families and friends from dieing. Please resucture the Transportation Safety Action Plan so that zero death is tolerated. That means assuming things are too dangerous, preventing high speeds, and banning automobile traffic if it can't be done safely.

Sincerely,
Ovid Boyd
1104 SW Columbia S #105
Portland OR 97201

MURPHY Nancy E

From: Transportation Safety Division
Sent: Tuesday, August 02, 2016 8:11 AM
To: MURPHY Nancy E
Subject: FW: Comments on Draft TSAP

Another late arriving set of comments. Interesting that the assumption is that the only answer is to lower speeds.

From: Gerald Fittipaldi [mailto:fit884@gmail.com]
Sent: Monday, August 01, 2016 11:58 PM
To: Transportation Safety Division
Subject: Comments on Draft TSAP

Hi,

I have read through the Draft Transportation Safety Action Plan. Thank you for taking the time to put it together. Below are my suggestions for revisions to specific parts of the document. I applaud ODOT for striving to eliminate roadway fatalities. To meet this goal we need to drastically change how we design roads to achieve lower motorist speeds.

Thank you for your time.

Revisions to text in the TSAP:

1) Page ES-3, Safety Culture
- **Current text:**
  - **Transform public attitudes to recognize all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system.**
- **Revised text:**
  - **Transform public attitudes to recognize that motorists have a paramount responsibility in operating their vehicles in a safe manner. Since small acts of carelessness by motorists directly put the lives of vulnerable roads users at risk, public attitudes should recognize that motorists have a greater responsibility than vulnerable traffic.**

2) Page 3-7, Behavioral Issues
- **Current text:**
  - **More than 90 percent of all crashes involved human error.**
- **Revised text:**
  - **More than 90 percent of all crashes involved human error. Therefore, ODOT will emphasize roadway design that encourages slow vehicle speeds so that any errors are not fatal.**

3) Page 4-1, Human Impact of Crashes
- **Current text:**
  - **Everyone is responsible for ensuring their own safety, and responsible to protect the lives of others through responsible decision-making.**
- **Revised text:**

- Our education campaigns will focus on encouraging safe decision making by motorists, as errors made by motorists often lead to the deaths of other innocent road users.

4) Page 4-1, Human Impact of Crashes, final paragraph

- Current text:
  - As long as transportation users engage in risky behaviors such as driving under the influence of alcohol or drugs, speeding, not wearing seat belts, texting while driving or walking and biking, wearing dark clothing at night, and not using reflectors or lights, fatalities and injuries will continue to occur on our transportation network. Furthermore, unless we design our roads for the speeds that are appropriate within the land use and geographic contexts and the types of users expected, crashes will also continue as before.
- Revised text:
  - By designing our roads for speeds that are appropriate within the land use and geographic contexts and the types of users expected, we will significantly cut down on the severity of crashes, thus lowering traffic fatalities. We have had success in increasing seatbelt use and reducing drunk driving through education campaigns. We will seek to follow best practices to combat emerging issues such as texting while driving. We will encourage bicyclists to use lights for night-time riding through programs such as light giveaways.
    - Delete: "walking and biking, wearing dark clothing at night, and not using reflectors or lights."
      - NOTE: As proven in numerous places around the world, such as Denmark and Holland, dark clothing does not equate to high fatalities for vulnerable road users. Lights are adequate for keeping cyclists safe at night so long as roads are designed for low speeds.

5) Page 5-2, Goal [same as page ES-3]

- Current text:
  - Transform public attitudes to recognize all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system.
- Revised text:
  - Transform public attitudes to recognize that motorists have a paramount responsibility in operating their vehicles in a safe manner. Since small acts of carelessness by motorists directly put the lives of vulnerable roads users at risk, public attitudes should recognize that motorists have a far greater responsibility than do pedestrians or bicyclists.

6) Page 5-3, Policy 1.3, Strategy 1.3.1

- Current text:
  - Collaborate with state, regional, Tribal, county and city transportation and safety agencies, and other stakeholders, to identify unsafe walking, biking, or driving behaviors which could be addressed through legislation. Identify and pursue legislation to modify these behaviors.
- Revised text:
  - Collaborate with state, regional, Tribal, county and city transportation and safety agencies, and other stakeholders, to focus on unsafe driving behaviors. Use education programs at drivers, pedestrians, and bicyclists to encourage safe behavior. Any legislation intended to modify behaviors will reflect that drivers have a greater responsibility for their actions than do pedestrians or bicyclists.

7) Page 5-5, Policy 2.3, Strategy 2.3.2

- Current text:

- Plan, design and construct facilities for desired operating speed.
- **Revised text:**
  - **Plan, design and construct facilities for safe operating speed. Such speeds will enhance the safety for all road users, including vulnerable road users.**

8) Page 5-7, Policy 3.1, Strategy 3.1.2

- **Current text:**
  - **Support a high-visibility enforcement program (i.e., Share the Road) increasing traffic, bicycle and pedestrian law enforcement capabilities (priority and funding).**
- **Revised:** ******Please clarify the meaning of the above text. Specifically, what is meant by a "high-visibility enforcement program?"******

9) Page 6-17, Pedestrians

- **Current text:**
  - **Pedestrian fatalities and serious injuries can be caused by inattentive drivers or inattentive pedestrians.**
- **Revised text:**
  - **Pedestrian fatalities and serious injuries are often caused by inattentive drivers. Drivers should always be on the lookout for the unexpected. For example, small children may be crossing a street, or people may be wearing dark clothing, even at night. The driver is responsible for not hitting any vulnerable road users.**

10) Page 6-21, Bicyclists

- **Current text:**
  - **Bicyclist fatalities and serious injuries can be caused by inattentive drivers or inattentive bicyclists.**
- **Revised text:**
  - **Bicyclist fatalities and serious injuries are often caused by inattentive drivers. Drivers should always be on the lookout for the unexpected. For example, small children may be crossing a street. While ODOT will be aiming to increase the percentage of bicyclists that use lights at night, bicyclists may be wearing dark clothing. The driver is responsible for not hitting any vulnerable road users.**

11) Page 8-3, Table 8.1, Agency: ODOT

- **Current text:**
  - **Lead public education to change safety culture for all users of the transportation system.**
- **Revised text:**
  - **Lead public education to improve safety culture for users of the transportation system, with an emphasis on motorists.**

Gerald Fittipaldi
fit884@gmail.com

MURPHY Nancy E

From: Transportation Safety Division
Sent: Tuesday, August 02, 2016 8:13 AM
To: MURPHY Nancy E
Subject: FW: Transportation Safety Action Plan

Late comments.

From: Soren Impey [mailto:sorenimpey@gmail.com]
Sent: Monday, August 01, 2016 11:45 PM
To: Transportation Safety Division
Subject: Transportation Safety Action Plan

To: ODOT Staff, OTC Commissioners
Cc: Director Matthew Garrett, Governor Kate Brown

Dear ODOT Staff and OTC Commissioners,

Roadway fatalities in Oregon have increased by 42% over the past two years, from 313 in 2013 to 445 in 2015. Pedestrian fatalities increased almost 50%, and 2016 is on pace to further exceed 2015's numbers. This trend is unacceptable and the draft Transportation Safety Action Plan (TSAP) must better acknowledge the urgency of this crisis. "Vision Zero" transportation reforms have a proven track record of reducing fatalities in the United States and abroad. Washington, Minnesota, and Utah recently adopted Vision Zero reforms and have seen a 40-48% reduction in traffic fatalities since the early 2000s. Unlike the draft TSAP, which focuses on education, behavior modification, and enforcement at the expense of roadway design, Vision Zero reforms emphasize increased traffic safety through roadway design. For example, the TSAP focuses on policy changes that "identify unsafe walking, biking, or driving behaviors," but does not adequately address the role that roadway design can play in discouraging unsafe driving behavior. Although we laud the TSAP goal of zero traffic deaths by 2035, we maintain that realization of this goal will require adoption of standard Vision Zero reforms.

Specifically, we call for the ODOT TSAP to place a far greater emphasis on roadway design that decreases vehicle speed. As the TSAP notes, approximately 37% of fatalities in Oregon are linked to high vehicle speed, making speed-reduction policies the low-hanging fruit of safety reforms. Speed limit reduction, traffic calming, and road diets all effectively reduce fatal crashes irrespective of road users' behavioral patterns. After New York City implemented a 25 mph default speed limit, the city experienced the lowest rate of pedestrian fatalities in its history. Many ODOT-managed roadways in the Portland area have become "high-crash corridors" (streets with exceptionally high rates of fatal collisions), largely because they were designed to facilitate motor vehicle throughput at the expense of safety. We strongly disagree with the TSAP goal to "Plan, design and construct facilities for desired operating speed" (Policy 2.3 – Strategy 2.3.2). Instead, we urge ODOT and the OTC to prioritize the safety of all road users above other goals and metrics in its design criteria. ODOT's current speed limit policy is a significant barrier to safety in that speed limit reduction requests from local governments are frequently rejected or delayed, even on high-priority roads in urban areas where legacy highways run adjacent to otherwise safe and livable residential neighborhoods and commercial districts.

We call on ODOT and the OTC to reform the process for speed limit requests so that they do not function as a barrier to safety. Specifically, we request that ODOT allow local governments to set speed limits in designated urban commercial and residential areas and to developed a mechanism that fastracks safety-related speed limit change requests. In addition to streamlining the process for speed limit requests, the TSAP should outline clear design and infrastructure improvements that would be taken when a road fails to meet safety metrics. These could include provisions for automatic speed reductions and the implementation of traffic calming features, such as lane-width reduction, installation of new traffic signals, and speed cameras.

In summary, we call on ODOT to revise the TSAP so that it explicitly adopts Vision Zero principles, addresses the deficient process for speed limit reduction requests, and describes specific infrastructure improvements to be implemented when roadways fail to meet safety metrics.

Sincerely,

Soren Impey, BikeLoudPDX Board Member and Livable Streets Action Co-Founder
Jessica Engelman, BikeLoudPDX Co-Chair
Gerald Fittipaldi, Livable Streets Action Co-Coordinator

BikeLoudPDX.org
Livablestreetsaction.org

MURPHY Nancy E

From:	Transportation Safety Division
Sent:	Tuesday, August 02, 2016 11:05 AM
To:	Ask ODOT; DAGNESE Susanne L; GLADHILL Kristie W; MURPHY Nancy E
Cc:	PEARL Traci
Subject:	FW: Transportation Safety Action Plan to request that there safety plan is truly oriented to prioritize human lives.

And another one for the coordinated response. Is this a Region 1 task, or an Ask ODOT task?

From: Gena Gastaldi [mailto:genagastaldi@altaplanning.com]
Sent: Tuesday, August 02, 2016 10:55 AM
To: Transportation Safety Division
Subject: Transportation Safety Action Plan to request that there safety plan is truly oriented to prioritize human lives.

Hello ODOT,

I ask you to immediately reduce the speed limits on 82nd and on Flavel to 25mph, and to remove one car lane from 82nd in the surrounding blocks until a permanent safe reengineering can be made. I ask you to make this standard procedure after all accidents as part of your Transportation Safety Action Plan.

Do not let more people die. High speeds and car lanes should never be a bigger priority than human lives.

http://bikeportland.org/2016/08/01/from-the-scene-of-tragedy-a-dispatch-from-82nd-and-flavel-188780

Thank you,
Gena Gastaldi

--
Gena Gastaldi
Planner
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Direct: 503-575-2778

www.altaplanning.com

Creating active communities