

Q9 Are there other actions you would like included under Impaired Driving?

Answered: 6 Skipped: 11

#	New action:	Date
1	Sobriety Check Points	3/3/2016 3:34 PM
2	Change the law to allow for no cause random check points.	2/24/2016 3:20 PM
3	There needs to be enforcement against OLCC's long-standing Top Ten bars linked to DUI arrests.	2/18/2016 4:59 PM
4	Improve access to transportation alternatives	2/17/2016 1:42 PM
5	Education on the hazards of marijuana and driving for the general public	2/17/2016 9:14 AM
6	Enlist the support of advocacy groups representing walking and cycling to provide outreach and political support on the dangers (and the occurrences) of impaired walking and cycling.	2/16/2016 1:31 PM
#	New action:	Date
1	Include all impairing substances under intoxicants	3/3/2016 3:34 PM
2	Create an open container law for marijuana aligned with the alcohol law.	2/16/2016 1:31 PM
#	New action:	Date
1	Blood draws under implied consent for drugs	3/3/2016 3:34 PM
2	Start blood toxicology with the OSP Crime Lab.	2/16/2016 1:31 PM

TSAP PAC – Emphasis Area Action Topics Poll

Q10 Do you have other thoughts on any of the above actions?

Answered: 9 Skipped: 8

#	Responses	Date
1	Forget #2 impaired walking. I always thought that anyone who had more than one drink in an hour, walked impaired. This is a waste of time and resources. #5 show be broad based. Not just marijuana detection.	2/24/2016 3:20 PM
2	#1 For the purpose of simplicity, I would consider "driving" to include operating a motorcycle. If it does not, then education to address impaired operation of a motorcycle should be included as "most timely". I would also hope that the program managers also work to understand the causes of impairment. Not just that they consumed a particular substance, but to dig deeper to understand the underlying mental health or social issues that people face that lead them to become impaired. If we understood this connection better, then maybe we could focus our safety efforts further upstream to address the problem. Public health professionals would be likely partners. Joseph Marek at Clackamas County speaks well to this issue.	2/19/2016 4:06 PM
3	Walking while drunk is not illegal, and is often the safest way for a drunk person to get around. Public health work on addiction is important. A "Stay alive! Don't walk drunk!" campaign is not the best use of transportation dollars. Done poorly, it comes across as victim blaming.	2/18/2016 4:59 PM
4	I selected "no" on 2 actions because I don't believe those actions would be effective. If information is presented that supports inclusion of those items, I would change my mind.	2/17/2016 7:40 PM
5	It is important to maintain an emphasis on controlled substances detection rather than only marijuana. While DUI-marijuana is a surging concern, rates of abuse of other controlled substances have also risen and need to be kept in perspective. I would amend #5 to be "Training and education on controlled substance detection for law enforcement".	2/17/2016 1:42 PM
6	Not suggesting interlocks doesn't mean it's a bad idea, but I'm thinking of what population and percentage are we really getting at. I'd like to see us train and educate on Marijuana, but so far in the meetings the input has been speculative and not data informed. Let's be sure we are really measuring and monitoring Marijuana issues and taking action based on data. Ped impairment could be tied to a cultural, societal, or economic norm. Let's be sure we consider some of that. Being and impaired ped is likely better than an impaired driver. But the key word is "impaired" and that might be what needs to be most addressed. Enforcement was not noted in Goal 6 of the Strategic investments in the PP presentation. This is a gap to me. Yes, medical is important but enforcement needs to be an investment.	2/17/2016 1:12 PM
7	None	2/17/2016 9:14 AM
8	I just don't believe a focus on impaired walking is worth the resources required from an enforcement perspective, but education is a good avenue for it.	2/16/2016 4:34 PM
9	#4 - Allow for sobriety checkpoints.	2/16/2016 1:31 PM

Q16 Are there other actions you would like included under Speeding?

Answered: 6 Skipped: 11

#	New action:	Date
1	Speed limits on every highway/road/street in Oregon	3/3/2016 3:40 PM
2	Provide local jurisdictions more control over the setting of speed limits consistent with community goals.	2/19/2016 4:06 PM
3	Conform statutory speed in residential districts to match business districts (20mph).	2/18/2016 5:01 PM
4	Target speeding enforcement to overlap with construction work zones.	2/17/2016 2:26 PM
5	Identify various means of enforcing speed limits	2/17/2016 9:15 AM
6	Resist the temptation to extend the red light phase of signals as it provides a false sense of security.	2/16/2016 1:32 PM
#	New action:	Date
1	Encourage photo radar/red lights in all cities in Oregon	3/3/2016 3:40 PM
2	Empower communities to reduce speeds (posted and design) to meet community needs and safety goals.	2/18/2016 5:01 PM
3	Modify state statute to allow for the data capture from vehicle black boxes to determine travel speeds in F/A crashes.	2/16/2016 1:32 PM
#	New action:	Date
1	Clarify doubled fines in all school zones in Oregon	3/3/2016 3:40 PM

Q17 Do you have other thoughts on any of the above actions?

Answered: 8 Skipped: 9

#	Responses	Date
1	Decreasing commercial truck speeds/speeding will not work. Sure everyone wants to decrease auto and commercial truck speeding, but different speeds for auto and trucks is a recipe for accidents. Reasonable cost technology exists to control and monitor driver performance. At MTC we are extremely safety conscious. You are negatively enhancing safety if you target trucks.	2/24/2016 3:29 PM
2	#5 While speeding is quite significantly related to crashes, I don't think that we've seen data in relation to speeding of commercial vehicles to know if this is a significant problem or not. If there was a category between no and yes, then I would put it there. I don't think that we addressed following too close anywhere. If we have data to support that this is a problem, then I think that the TSAP should support increased enforcement for drivers that follow too close. I'm amazed at how little room people allow themselves when following and the risk that they present to themselves and the unfortunate person that they are following. This feels like a dangerous behavioral trend. Perhaps, it's an indication that drivers prefer higher speed limits.	2/19/2016 4:06 PM
3	Legal truck speed is 55 mph, which is much slower than most all other traffic travels. The difference in speeds creates a danger. If your idea is to decrease truck speed below 55 mph, I don't agree.	2/19/2016 11:52 AM
4	Commercial trucks don't speed much anymore, by my observation. Is there data?	2/18/2016 5:01 PM
5	I selected "no" for commercial truck speeding because I have not seen any information about this being an issue in Oregon. If it is a documented issue, I would change my vote to "yes".	2/17/2016 7:41 PM
6	We can educate and we need money to enforce. Let's be really clear the engineering methods to reduce speed and FEW. This will take a cultural change in highway engineers and supporting documentation and guidelines about how to design flexibly for reduced speeds. It feels good to talk about designing for slower speeds....it's very difficult to actually do this. Let's be sure we have real facts on commercial speeding. These are often the best drivers. Let's get facts on the higher speed facilities. We may find commercial driver issues are workload and fatigue issues versus just speeding. Let's understand real issues with increased speed but carefully spend money there only when we know what we want to do. One thing to note. Many of our crash barriers were never set up and tested for super high speeds. So safety for higher speeds could be significant upgrades in traffic furniture.	2/17/2016 1:16 PM
7	None	2/17/2016 9:15 AM
8	increase resources to enforce speed limits (more state and local police, use of drones and photo radar, etc)	2/12/2016 10:08 PM

Q22 Are there other actions you would like included under Occupant Protection?

Answered: 2 Skipped: 15

#	New action:	Date
1	Allow reimbursement of car seat purchases under the state provided health care system.	2/16/2016 1:32 PM
2	Motorcycle helmets should meet the Federal Guidelines.	2/12/2016 9:17 AM
#	New action:	Date
1	Modify the red light and speed camera enforcement to allow citations for non-use of safety belts.	2/16/2016 1:32 PM
#	New action:	Date
	There are no responses.	

Q23 Do you have other thoughts on any of the above actions?

Answered: 6 Skipped: 11

#	Responses	Date
1	Do not spend resources on adult seat belt and helmet outreach education. We already have extremely high compliance.	2/24/2016 3:31 PM
2	#1 Compliance with wearing seatbelts is quite high as well as the danger of injury or death when they are not worn in a crash. We should continue to do what we are doing with the outreach and education. #2 Compliance with child safety seats seems high as well as the danger of injury or death when they are not used in a crash. We should continue to do what we are doing with the outreach and education. #3 Compliance with motorcycle helmet use is remarkably high as well as the danger of injury or death when they are not worn when involved in a crash. We should continue to do what we are doing with the outreach and education. #4 There has been a longstanding concern on the GAC-MS that the ORS for helmets does not require compliance with federal safety standards. In the recent assessment of Oregon's Motorcycle Safety Program, the noncompliance of the ORS with FMVSS 218 was identified as an issue to address. The GAC-MS endorses the recommendation to legislate a requirement that helmets meeting FMVSS 218 are required to be worn (and fastened) in Oregon.	2/19/2016 4:10 PM
3	I don't view occupant protection as a top priority; goal would be to maintain our good position.	2/18/2016 5:02 PM
4	We have the highest seat belt usage rate in the US. Given limited resources, I don't think we need to spend much money on that action.	2/17/2016 7:43 PM
5	I bet we have generally good seatbelt compliance. Let's target the social or economic groups who may be the outliers versus general spending for all. Let's be sure child seat means helping to fund approved seats for those who may take chances because they can't afford the right seats.	2/17/2016 1:18 PM
6	None	2/17/2016 9:16 AM

Q28 Are there other actions you would like included under Distracted Driving?

Answered: 4 Skipped: 13

#	New action:	Date
1	Only exception for hands free is emergency persons	3/3/2016 3:42 PM
2	Pursue legislation to eliminate the hands-free exceptions that disqualify Oreogn from receiving federal funding. Phone use while driving is dangerous no matter who you are.	2/18/2016 5:04 PM
3	Education to reduce the frequency and level of other distractions. (i.e. don't get distracted by your on-board touch screen or the kids in the backseat).	2/17/2016 2:26 PM
4	Modify red light and speed camera enforcement to also include citing for distracted driving violations.	2/16/2016 1:32 PM
#	New action:	Date
1	Eliminate any hand-held cell phone use exceptions in Oregon law outside of emergency situations.	2/16/2016 1:32 PM
#	New action:	Date
1	Amend statute's to allow for data to be captured from cell phones/tablets in cases of F/A crashes.	2/16/2016 1:32 PM

Q29 Do you have other thoughts on any of the above actions?

Answered: 9 Skipped: 8

#	Responses	Date
1	Non-use of cell phones should apply only to drivers. My wife drives while I do work on the phone. We can't rely on technology (some times very expensive) to solve our problems, so forget technology solutions. No driver should be allowed to talk while holding a phone, even if it is on speaker. This is simply a law that is not enforced.	2/24/2016 3:36 PM
2	#2 Oregon does not qualify for some available funding because our cell phone laws allow so many exceptions. #4 There is a definite need for data to understand how much distracted driving is contributing to crashes. We know pretty well the effects on the vehicle operator and people walking, but we don't know how much people are actually using a mobile device when involved in a crash.	2/19/2016 4:10 PM
3	Cell phone technology to prevent cell phones working in a moving vehicle would also prevent passengers use of a phone as well.	2/19/2016 11:55 AM
4	We already have laws in place regarding cell phone use while driving. Do the laws needed to be strengthened? For action 3 (technology), it seems that is a national-level issue.	2/17/2016 7:45 PM
5	Changing the cell phone exemptions to put Oregon in line with FHWA requirements for increased grant funding is the right direction.	2/17/2016 2:26 PM
6	We need enforcement to make this happen. I actually see more people with food, drink, or dogs in their laps than I do phones. Phones are bad, TEXTING is the WORST. Let's be sure we capture all those distractions not just the shiny ones.	2/17/2016 1:20 PM
7	Make sure cellphone use includes texting.	2/17/2016 9:17 AM
8	We don't need more laws on cell use, we need to fix the one we have to be more encompassing but be realistic, cell phones are here to stay and money. They are going to be used, we need look at technology to fix it.	2/16/2016 4:39 PM
9	Let the technology come from the market place; not a government product.	2/16/2016 1:32 PM

Q39 Are there other actions you would like included under Infrastructure?

Answered: 5 Skipped: 12

#	New action:	Date
1	Provide local jurisdictions more control over the setting of speed limits consistent with community goals.	2/19/2016 4:16 PM
2	Where possible, reduce center median width to allow wider shoulders where people walk and bike on the shoulder.	2/18/2016 5:07 PM
3	Improve maintenance of existing bicycle and pedestrian facilities	2/17/2016 7:47 PM
4	Invest in the maintenance and preservation of existing transportation facilities.	2/17/2016 2:26 PM
5	Promote the use of rumble strips on all major roadways	2/17/2016 9:18 AM
#	New action:	Date
1	Adopt and implement road surface maintenance treatments across jurisdictions that reduce hazards for people operating motorcycles or riding bicycles.	2/19/2016 4:16 PM
2	Prioritize rapid flash beacons and refuge islands for safer ped crossing.	2/18/2016 5:07 PM
#	New action:	Date
	There are no responses.	

Q40 Do you have other thoughts on any of the above actions?

Answered: 7 Skipped: 10

#	Responses	Date
1	I'm a biker. We have gone overboard with bikers. Have you ever tried to drive in downtown Portland with all the crazy bike lanes and bikers not obeying road rules?	2/24/2016 3:40 PM
2	We need to change our design criteria, such as 85%ile speed if we want to see safety improvements.	2/18/2016 5:07 PM
3	Change: #4: "Improve road maintenance before, during, and after extreme weather events. #5: "Improve road striping and signage." #6: "Support the development of transportation safety action plans in local communities".	2/17/2016 2:26 PM
4	See prior comments about the actual ability to design and reduce speeds. I would have knocked down maintenance but we must have patched roadways to conduct striping. I think striping is overlooked along with general delineation in segments and nodes. Improving ped and bike connectivity is important for the conflicts that may not happen of connections can be made off major streets and the conflicts in high risk areas never happens.	2/17/2016 1:23 PM
5	None	2/17/2016 9:18 AM
6	I'm not sure that the community is saying they want faster roads right now, not sure that is where we want to go, or if we want to open that door.	2/16/2016 4:42 PM
7	There is too much emphasis on the transportation facility in expectation that changes or fixes will make everyone and everything safe. It won't. Even with separated lanes or paths, eventually there is a crossing where conflict raises risk. Until the users understand and abide by the rules governing their movement; we will have problems.	2/16/2016 1:32 PM

Q46 Are there other actions you would like included about Intersections?

Answered: 3 Skipped: 14

#	New action:	Date
1	Photo red light enforcement in all cities/counties	3/3/2016 3:45 PM
2	Improve overhead lighting of intersections with the intention of improving the safety of bicyclists and pedestrians	2/17/2016 7:49 PM
3	Consider freeway/interstate on-ramp restrictions to prevent wrong-way drivers from accessing freeways	2/17/2016 9:20 AM
#	New action:	Date
	There are no responses.	
#	New action:	Date
	There are no responses.	

Q47 Do you have other thoughts on any of the above actions?

Answered: 7 Skipped: 10

#	Responses	Date
1	#1 I hope that reducing intermodal conflicts is not interpreted as prohibiting people from walking or biking at intersections, making them travel out of direction, or increasing their delay crossing. Instead, we should focus design treatments that provide protection and separation from motor vehicle traffic.	2/19/2016 4:16 PM
2	#5...Enforcement is needed more than education. Any person who has a drivers license knows that it is illegal to blow by a stop sign or not stop for a red light. Running a red light is more apt to be distraction or ignoring the laws rather than not knowing the law.	2/19/2016 12:00 PM
3	With a few exceptions, education campaigns should be thru DMV and more frequent license renewal. "Reduce intersection crashes through education" doesn't belong under "infrastructure."	2/18/2016 5:08 PM
4	It's really difficult to reduce speed at intersections unless it's a roundabout or signal timing. Enforcement is really key. NCHRP Report 613 noted it's not the speed that's necessarily so bad at intersections and it could be better awareness of the intersection and increased focus by drivers understanding the increased risk. Caution: don't use speed as a surrogate for safety blindly. there are many high speed intersections that have no safety performance issues. Access management is really difficult and can be expensive. Let's be sure we assess the types of crashes and be sure AM can really help us before we spend too much on one driveway. The education component for intersection crashes is for drivers to first understand how much their risk increases but also to be sure they know and can see intersections coming up. This, of course, is most true in suburban and rural locations.	2/17/2016 1:28 PM
5	None	2/17/2016 9:20 AM
6	With higher modal involvement at intersections, the safer it becomes as everyone expects there to be other modes. If the modes are separated away from each other then when there is an interaction it comes as a surprise to those involved.	2/16/2016 1:32 PM
7	cameras to detect and enforce red light running	2/12/2016 10:12 PM

Q54 Are there other actions you would like included under Roadway Departure?

Answered: 3 Skipped: 14

#	New action:	Date
1	Rumble strips on shoulders of highways/freeways	3/3/2016 3:48 PM
2	Legalize video radar for automated speed enforcement statewide	2/18/2016 5:13 PM
3	Dedicate revenues from rural speed enforcement to roadside improvements.	2/16/2016 1:32 PM
#	New action:	Date
1	Rumble strips on center lines of highways/freeways	3/3/2016 3:48 PM
2	Implement safety violation ticketing by non-sworn officers as currently provided for under ORS 153.058	2/18/2016 5:13 PM
#	New action:	Date
	There are no responses.	

Q55 Do you have other thoughts on any of the above actions?

Answered: 6 Skipped: 11

#	Responses	Date
1	#6 rumble strips and pavement grooving is an effective and relatively cheap solution.	2/24/2016 3:43 PM
2	#6 Clarify that the "rumble strips and pavement grooving" is transverse to the direction of travel to reduce the danger posed to people operating motorcycles. It seems as though distracted driving may play a role in intersection and roadway departure crashes. So, research about actual distracted driving behavior would be useful.	2/19/2016 4:20 PM
3	I'm more interested in why vehicles left the roadway rather than the fact of a "roadway departure" itself. It seems 90% of "roadway departures" are due to speed and/or alcohol. Again here: education should be through the DMV and should not be categorized under infrastructure.	2/18/2016 5:13 PM
4	This section has too much emphasis on researching and evaluating roadway departure countermeasures that should not be our priority. We know how to reduce roadway departure: rumble strips, guardrails, signage, lighting, safety edges, etc. We simply need the funding to do it. Along that theme, #6 should be amended to: "Implement infrastructure countermeasures to reduce roadway departure." Currently, it appears too rumble strip focused.	2/17/2016 2:26 PM
5	Think bang for the buck and systemic. Crashes are likely rare in general, but the outcome is often really bad. Making rumble strips and delineation part of a standard plans and details is a good way to make sure things get included in the first place.	2/17/2016 1:31 PM
6	Number 6 above was a recommendation made earlier in this survey.	2/17/2016 9:21 AM

Q59 Are there other actions you would like included under Motorcycles?

Answered: 3 Skipped: 14

#	New action:	Date
1	Increase awareness amongst motorcyclists that the majority of crashes occur when speed, impairment, and roadway departures when the motorcycle is the only vehicle involved.	2/19/2016 4:35 PM
2	Educate motorcyclists to encourage safe driving habits.	2/17/2016 2:29 PM
3	Modify Oregon's helmet definition to match federal regulations.	2/16/2016 1:33 PM
#	New action:	Date
1	Research the effect of inattentive blindness on crash causality and identify mitigating countermeasure strategies.	2/19/2016 4:35 PM
#	New action:	Date
	There are no responses.	

Q60 Do you have other thoughts on any of the above actions?

Answered: 7 Skipped: 10

#	Responses	Date
1	Whether it is a road bike or a motorcycle, the biker needs to assume that he/she is unseen by the car/truck driver.	2/24/2016 3:44 PM
2	#1 The data does not show a strong correlation between endorsement and crash outcomes. #2 While it is still important for people driving cars to be aware of people riding motorcycles, most fatalities occur when only the motorcyclist was involved. #3 Increase awareness amongst motorcyclists that the majority of fatal crashes involve speed, impairment, and roadway departures when the motorcycle is the only vehicle involved in the crash. (Yes, include, Most Timely)	2/19/2016 4:35 PM
3	Promote use of MC helmets that give as much protection as possible.	2/19/2016 12:19 PM
4	Are unendorsed motorcyclists an issue in Oregon?	2/17/2016 7:50 PM
5	Change #2 to read "Increase awareness of motorcycles and encourage safe driving habits around them."	2/17/2016 2:29 PM
6	I don't know much about how big an issue this is. I know the risk is high but don't know what kind of issue we are really trying to cover. Sorry. I do think splitting lanes seems like a bad thing and can't help but increase risk.	2/17/2016 1:33 PM
7	None	2/17/2016 9:22 AM

Q64 Are there other actions you would like included under Pedestrians?

Answered: 4 Skipped: 13

#	New action:	Date
1	Research the effect of inattentive blindness on crash causality and identify mitigating countermeasure strategies.	2/19/2016 4:35 PM
2	Reduce speeds where ped crashes and risk factors exist	2/18/2016 5:17 PM
3	Improve driver education around interactions with pedestrians.	2/17/2016 2:30 PM
4	Create a statute similar to .08 for motorists that apply to pedestrians when in the travelway.	2/16/2016 1:35 PM
#	New action:	Date
1	Increase funding for rapid flash beacons, speed reductions, signals, and other safe crossing treatments	2/18/2016 5:17 PM
2	Modify the vulnerable road user emphasis penalty in statute to be used more frequently.	2/16/2016 1:35 PM
#	New action:	Date
1	Adopt as policy: pedestrian access and safety are the most fundamental transportation priority.	2/18/2016 5:17 PM

Q65 Do you have other thoughts on any of the above actions?

Answered: 5 Skipped: 12

#	Responses	Date
1	Improving pedestrian comfort encourages walking with many community benefits. These actions work towards improving comfort as well as safety.	2/19/2016 4:35 PM
2	We need to have laws that promote pedestrians taking at least some responsibility for their own safety. (ie, visible clothing at night) Perhaps banning use of cell phones when nearing or crossing a street or highway. (and hoping there is enough law enforcement to make peds comply!)	2/19/2016 12:23 PM
3	I'm not sure if it belongs here, but I'd like to see some pedestrian education or outreach actions targeted to low income and immigrant populations.	2/17/2016 7:52 PM
4	Long overlooked. We've served the motorized user for far too long. It's time to make vulnerable users a priority to catch up. Enforcement and cross walk stings are key here. Keep funding enforcement.	2/17/2016 1:34 PM
5	None	2/17/2016 9:22 AM

Q69 Are there other actions you would like included under Bicyclists?

Answered: 3 Skipped: 14

#	New action:	Date
1	Research the effect of inattentive blindness on crash causality and identify mitigating countermeasure strategies.	2/19/2016 4:35 PM
2	Reduce speeds for safety where roadways don't provide separation.	2/18/2016 5:19 PM
3	Create a statute similar to .08 for motorists that apply to bicyclists when in the travelway for felony DUII (4th offense).	2/16/2016 1:36 PM
#	New action:	Date
1	Identify and fix gaps and pinch points in shoulders / "bike lanes"	2/18/2016 5:19 PM
2	Modify the vulnerable road user emphasis penalty in statute to be used more frequently.	2/16/2016 1:36 PM
#	New action:	Date
1	Require bicyclists to have personal identification when using the travelway.	2/16/2016 1:36 PM

Q70 Do you have other thoughts on any of the above actions?

Answered: 4 Skipped: 13

#	Responses	Date
1	Improving comfort for people riding bicycles encourages bicycling with many community benefits. These actions work towards improving comfort as well as safety.	2/19/2016 4:35 PM
2	Enforce laws concerning bike lights, riders wearing reflective clothing, especially at night. # 2 is a "common sense" action!!!	2/19/2016 12:25 PM
3	Same as peds. We want active transportation. We now need to catch up to what we need. It should be based on catching up and public health and land use goals so funding should be higher than just proportion of users.	2/17/2016 1:35 PM
4	None	2/17/2016 9:22 AM

Q73 Are there other actions you would like included under Older Users?

Answered: 3 Skipped: 14

#	New action:	Date
1	Need to take laws re-tests in less than 8 years	3/3/2016 4:01 PM
2	Research the effect of inattentive blindness on crash causality and identify mitigating countermeasure strategies.	2/19/2016 4:35 PM
3	Implement technological innovations to reduce the risk to and from older drivers.	2/17/2016 3:00 PM
#	New action:	Date
1	Provide transportation alternatives to ensure older driver mobility and safety.	2/17/2016 3:00 PM
#	New action:	Date
	There are no responses.	

Q74 Do you have other thoughts on any of the above actions?

Answered: 4 Skipped: 13

#	Responses	Date
1	I'm a fan of clearly marked cross walks with pedestrian activated flashing lights or even the bright orange flaps to be carried from one side to the other.	2/24/2016 3:47 PM
2	What are "older walker risk factor[s]"? It is not illegal to be an older walker. Older people need to be able to walk, and should be encouraged to walk. It is essential for their health, even more than others. Old people are everywhere. We need to provide infrastructure so that people of all ages can walk safely. We will all be old sooner or later.	2/18/2016 5:21 PM
3	We have special needs for the sheer number of older users. It's going to get worse before it gets better.	2/17/2016 1:36 PM
4	None	2/17/2016 9:23 AM

Q79 Do you have other thoughts on any of the above actions?

Answered: 7 Skipped: 10

#	Responses	Date
1	#1 only if economical. Sometimes the most effective safety feature is simple education. We can't rely on technology to solve all of our problems. It is not always effective and it is usually not cost effective. #2 Let the manufacturers develop safety and design options for CMV's.	2/24/2016 3:50 PM
2	#1 & 2 It would seem that the marketplace is developing tools for passenger vehicles that could have transferability to the commercial vehicle fleet.	2/19/2016 4:36 PM
3	Your head is buried in the sand if you don't think the above actions aren't already being done!	2/19/2016 12:26 PM
4	It seems both of these actions should be addressed at a national level. Oregon should be part of those discussions, but not leading those discussions.	2/17/2016 7:54 PM
5	#1 change to: "Reduce the barriers to implementation of connected vehicle technologies for commercial vehicles". Oregon should not be exploring safety and design for commercial vehicles. This is far more of a federal responsibility, as our market share is too small to move the commercial vehicle industry. Perhaps we should, "Explore infrastructure design for the safe operation of commercial vehicles."	2/17/2016 3:04 PM
6	Generally this equipment should be integrated and will for all users (smart phone proximity readers). Let's make it part of the commercial fleet.	2/17/2016 1:36 PM
7	None	2/17/2016 9:23 AM

Q86 Are there other actions you would like included under Data?

Answered: 3 Skipped: 14

#	New action:	Date
1	Police reports for all fatal (and A?) crashes should be online, with mapped locations and modes, to enable root cause analysis rather than the macro-level data ODOT compiles.	2/18/2016 5:26 PM
2	Improve crash data as it relates to distracted driving.	2/17/2016 3:06 PM
3	Develop data with hospitals to collect information on marijuana involved crashes	2/17/2016 9:24 AM
#	New action:	Date
1	Enhance crash reporting in rural and isolated areas.	2/17/2016 3:06 PM
#	New action:	Date
	There are no responses.	

Q87 Do you have other thoughts on any of the above actions?

Answered: 5 Skipped: 12

#	Responses	Date
1	Across the board solutions are not always effective or fair. Just as not every young driver is a safe driver, neither is every older driver a bad driver.	2/24/2016 3:52 PM
2	We pretty much know what the high risk factors are for ped/bike: mixed use, high speeds, no separation, unsafe crossings, poor infrastructure, poor enforcement. "Develop data" sounds like an excuse for not starting work to fix the problems.	2/18/2016 5:26 PM
3	Oregon's system of crash reporting results in a significant under-reporting of rural, roadway departure, and single-vehicle crashes. As more funding is data driven, this will result in an unintended inequity unless addressed.	2/17/2016 3:06 PM
4	We simply need better data than what we have. this is key to truly measure what we need to do and how effective we are at countermeasures.	2/17/2016 1:37 PM
5	None	2/17/2016 9:24 AM

Q93 Are there other actions you would like included under Training?

Answered: 2 Skipped: 15

#	New action:	Date
1	DMV is part of ODOT. DMV needs to do frequent online re-testing with drivers signing/actively affirming a safety promise each time.	2/18/2016 5:31 PM
2	Retest high-risk drivers at a higher rate (i.e. drivers are retested more frequently after 65, after having a confirmed disability, etc.)	2/17/2016 3:08 PM
#	New action:	Date
1	Enhance graduated drivers license program to comply with federal requirements.	2/17/2016 3:08 PM
#	New action:	Date
	There are no responses.	

Q94 Do you have other thoughts on any of the above actions?

Answered: 6 Skipped: 11

#	Responses	Date
1	#1 It's interesting that there is no mention of continuing education or training of drivers (except for #4) and just retesting/recertification. #5 The data does not show a strong correlation between endorsement and crash outcomes.	2/19/2016 4:44 PM
2	"Share the road" has been around a long time. A new, more compelling message is needed if we are going to get everyone who drives to accept that people walking and biking have a right to the road, too. DMV needs to be empowered to take seriously its role in making sure every driver is a safe driver.	2/18/2016 5:31 PM
3	We've only listed two types....are there more? If not, let's just knock out these two. Flashing Yellow has been around for years....what the heck is holding us up???? There are FEW roundabouts on the State system and not many more on local. What issue are we trying to solve? Just who needs to be educated? Let's get away from generalities and be careful about spending money on things that sound good but have no substance.	2/17/2016 1:44 PM
4	None	2/17/2016 9:24 AM
5	I don't think the testing and retesting is the problem at least not a huge percentage of the problem, we need to focus on driver behavior, the way they choose to drive.	2/16/2016 4:48 PM
6	Retesting for licensure has not shown it makes a difference in states that did have that requirement.	2/16/2016 1:39 PM

Q100 Are there other actions you would like included under Enforcement?

Answered: 3 Skipped: 14

#	New action:	Date
1	Outlaw tinted windows in vehicles that prevent a police officer from seeing drivers, passengers in a vehicle he/she has stopped	2/19/2016 12:36 PM
2	We need automated enforcement of speeding to free up law enforcement officers to deal with other serious traffic offenses that can be enforced automatically, and because it is dangerous for officers to be chasing down speeders.	2/18/2016 5:32 PM
3	Bend has implemented a bicycle infraction diversion program. That program could expanded to other cities.	2/17/2016 8:00 PM
#	New action:	Date
	There are no responses.	
#	New action:	Date
	There are no responses.	

Q101 Do you have other thoughts on any of the above actions?

Answered: 7 Skipped: 10

#	Responses	Date
1	It is unclear to me what equity in enforcement means -- equity how?	2/24/2016 2:48 PM
2	Equity is a major problem issue.	2/24/2016 2:31 PM
3	Overall, funding for law enforcement is one of the most important deficiencies to address in our state. #3 Maybe this should be more simply and broadly stated... Conduct targeted impaired driving enforcement.	2/19/2016 4:44 PM
4	We need to do everything we can to help eliminate the risks law enforcement officers face every day. Many officers would rather get a second job instead of taking overtime hours due to the risks and liability of being an officer of the law.	2/19/2016 12:36 PM
5	I like action #3 because it is data driven. We've seen grants for impaired driving enforcement in our area result in very few arrests. Enhanced enforcement should be targeted and based on available data.	2/17/2016 8:00 PM
6	This ties to supporting awareness of ped crossings and other vulnerable users. We need to have the enforcement at the earliest stages.	2/17/2016 1:47 PM
7	None	2/17/2016 9:25 AM

Q107 Do you have other thoughts on any of the above actions?

Answered: 3 Skipped: 14

#	Responses	Date
1	I don't know much about EMS funding, but it's unclear to me if it should be transportation dollars that go to training/retaining EMS.	2/18/2016 5:34 PM
2	I think the funding for items #1 and #2 should be primarily targeted to rural and frontier areas. Most urban areas have paid professional EMS personnel. In rural areas, it's nearly all volunteers.	2/17/2016 8:02 PM
3	Let's spend the money where it's most needed. I'm not sure of the actual EMS gaps. So while EMS is like apple pie and the flag, we also need to have the filter to be sure we really know what the extent of the issues really are.	2/17/2016 1:52 PM