

TSAP Public Input Session

Coos Bay

11/4/09

*(= # voted, if no # then no vote.)

Attendees:

Martin Callery, Coos Bay
Nick Fortey, NHTSA
Victor Hoffer, Mt. Angel
Mike Lavery, Depoe Bay
Anthony Martinez, Coos Bay
Walt McAllister, Salem
Darrin Neavoll, Roseburg
Rosalee Senger, ODOT/Region 3
Steve Scibelli, North Bend
David Voss, North Bend
Derek Windham, North Bend

DE

- ◆ Raise profile of Driver Education and make resources available to offer Driver's Education
- ◆ Communicate and raise awareness of the impact of new technology on driving, get the word out about the need to limit distractions.
- ◆ Youth- More and better communicative to youth locally about traffic safety.

Motorcycle

- ◆ Continue to get message out to/about motorcycle traffic crashes. *(1)
- ◆ .00 BAC for motorcyclists.
- ◆ ID
- ◆ Make low costs CABs widely available.
- ◆ Need to find ways to make Law Enforcement of DUI's more "attractive"

Occupant Protection

- ◆ Better and more available resources for people needing information on booster seats.
- ◆ Incorporate booster seat info into driver's education. *(1)
- ◆ Booster child passenger safety information in DMV tests and/or driver's manual.
- ◆ Seat belts don't fit heavier people, need more extensions.
- ◆ A lot of red tape to get a seat belt exemption.
- ◆ How about a seat belt exemption brochure marketed to doctors, health departments, etc.

- ◆ Opportunity, flag seat belt use @ ports.
- ◆ Flag more communication on where to get child passenger safety resources.

Roadway Safety/Engineering

- ◆ Improve sight distance. *(1)
- ◆ Close calls in no pass zones. *(1)
- ◆ Problem exacerbated due to tourism.
- ◆ Develop a system for updating no pass zones.
- ◆ Evaluate opportunities to reduce speed in downtown communities with highways moving through them. *(4)
- ◆ ODOT's hands are tied with process.
- ◆ Need for more traffic calming devices.
- ◆ We need to find a way to balance freight mobility and safety so that safety comes out on top more often. *(5)
- ◆ Evaluate highway speed reader boards especially in high crash locations.
- ◆ Need for more passing lanes on high tourism highways. *(2)
- ◆ Reduce canopy cover over roadways.
- ◆ Evaluate expanding the use of rumble strips on rural highways.

Enforcement/Judicial

- ◆ Municipal police agencies are over-tasked – it's about time and resources.
- ◆ Looking at solutions that are not personnel driven, photo radar, red light cameras and technology. *(3)
- ◆ OSP can help municipalities with enforcement prior to city.
- ◆ Access Management- local access to major state highways is difficult.
- ◆ Rural following distance enforcement on rural state highways.
- ◆ Evaluate whether current warrant and crash prevention systems are proactive enough.
- ◆ How to anticipate SPIS sites fit into the SPIS matrix. Would like to see a system where warrants do not meet up with SPIS site, where problem is corrected up front. *(1)

Bicycle/Pedestrian

- ◆ McCullough Bridge- Bicyclists on bridge impeding traffic. We need to define- impeding traffic vs. bicyclist's rights. (Radical activists). *(2)
- ◆ Should Law Enforcement be consulted before major changes are made to the highway?
- ◆ Pedestrian Impacts on Rail (trespassing issues). We need FRA to address bike/ped crossings with safety as priority. *(1)

Speed

- ◆ A direct correlation to crashes and enforcement, as education is key. Technology is important- area design/engineering also important.

- ◆ Better utilize 911 calls and citizen complaints to identify where speeding concerns come from.
- ◆ E-Cites would make enforcement easier.
- ◆ Assist small cities with sign replacement (new standards, reflectivity).
- ◆ Work with cities and speed control boards to ensure that speed postings/zones are uniform in urban areas statewide. Work to reduce variations between and within cities.
- ◆ Evaluate how to manage driver behavior on mixed capacity corridors to reduce conflicts at transitions, help drivers recognize that road design standards has changed or will change.
*(3)

Community

- ◆ Communicate more and more often, the resource savings of having a community traffic safety group.
- ◆ Market it as an internal opportunity.
- ◆ Makes grant eligibility easier
- ◆ ODOT Pays is attractive

EMS

- ◆ Retention help volunteers volunteer *(1)
- ◆ Rust Out
- ◆ PHTLS Statewide, organized, 26%. *(2)

Flags

- ◆ Focus on volunteer creation and development. Develop volunteer entry points for EMS, Fire and Education.
- ◆ Sherman & Washington intersection in North Bend.
- ◆ Processes for safety improvement, for freight. Other considerations need improvement and perhaps redesigned.
- ◆ Trans Pacific Lane at US/101 at North Bend. Needs improved lighting.
- ◆ McCullough Bridge & Bicyclists.