

# **Transportation Safety Action Plan (TSAP) Project Advisory Committee Meeting #9 Summary**

**Tuesday, February 9, 2016 1:00 pm – 4:30 pm**

**Location: Roth's Hospitality Center, 1130 NW Wallace Road, Salem, OR**

## **Committee Members Present**

Chris Henry, *City of Eugene & Governor's Advisory Committee on Motorcycle Safety*

Emily Ackland, *Association of Oregon Counties*

Jerome Cooper, *Oregon Transportation Safety Committee*

Luis Ornelas, *Oregon Transportation Safety Committee*

Michael Laverty (TSAP PAC Chair), *Oregon Transportation Safety Committee*

Scott Kocher, *Oregon Walks*

Troy Costales, *ODOT Safety Division Administrator*

Tyler Deke, *Bend Metropolitan Planning Organization*

Victor Hoffer, *Oregon Transportation Safety Committee*

## **Committee Members Absent**

Brian Ray, *Kittelson & Associates, Inc*

Chuck Hayes, *Governor's Advisory Committee on DUII*

Craig Honeyman, *League of Oregon Cities*

David Jostad, *May Trucking*

Jeff Lewis, *Oregon State Police*

Kimberly Daily, *Oregon Judicial Department*

Marian Owens, *Oregon Transportation Safety Committee*

Michael Tynan, *Oregon Health Authority*

Pam Barlow-Lind, *Confederated Tribes of Siletz, Cascades ACT*

## **ODOT Project Staff Present**

Erik Havig, *ODOT Planning Director  
Manager*

Michael Rock, *ODOT Planner*

Nancy Murphy, *ODOT Principal Planner,  
Project Manager*

Walt McAllister, *ODOT Safety Project*

## **Consultants Present**

Beth Wemple, *Consultant Project Manager–  
Cambridge Systematics*

Jeanne Lawson, *Facilitator–JLA Public  
Involvement*

Kenya Williams, *JLA Public Involvement*

## **Others Present**

Daniel Houser, *Association of Oregon Counties*

Doug Bish, *ODOT Technical Services*

Jerri Bohard, *Oregon Transportation Development Division*

\*Mike Jaffe, *Mid-Willamette Valley Council of Government*

Nick Fortey, *Federal Highway Administration*

Sandra Doubleday, *Transportation Planner, City of Gresham*

---

\*Attended by phone

## **Key Meeting Outcomes**

---

The purpose of the meeting was to review revised goals, policies and strategies; consider results of the January public outreach; review and confirm Emphasis Areas (EAs); provide input on EA Actions; review and discuss initial draft TSAP Update chapters. The PAC:

- Accepted current changes to the goals and recommended wording revisions to several policies and strategies.
- Recommended addition of the following subareas:
  - Enforcement should be added under Improved Systems as a subarea.
  - Elder users should be added under Vulnerable Users.
- Suggested the level of specificity for actions needs to be refined and action-oriented.
- Provided suggested actions to include under the Risky Behaviors emphasis area

## **Meeting Summary**

---

### **Welcome and Opening Remarks**

Chairperson Mike Laverty opened the meeting and welcomed everyone. Jeanne Lawson provided a brief overview of the agenda. There were no comments on the Meeting 8 summary.

### **Project Update**

Beth Wemple provided the committee with a project update about the work that has been completed since the last meeting and informed the group about the topics for upcoming meetings. She informed the committee that a complete draft of the TSAP update would be ready in May.

### **Review Goals, Policies and Strategies from November PAC**

Beth presented changes to the goals, policies and strategies since the November PAC meeting. These changes were based on input from the committee and public outreach. Following the presentation, the committee provided recommendations.

#### ***Outcomes:***

- The committee accepted the team's changes to the Goals chapter along with the following additional edits.
- The committee recommended keeping the word "continually" in Policy 2.2 under Goal 2 (infrastructure), but not starting the sentence with the word.
- The committee agreed to more directly address "maintenance".
- In 2.3.2 - strengthen the action statement for speed

#### ***Committee Discussion:***

- A member suggested removing the word "continually" in Policy 2.2 under Goal 2 (infrastructure). Walt responded that the word was added in response to maintaining existing

work. The committee agreed to keep the word “continually” but not start the sentence with the word.

- A committee member commented that Strategy 2.3.4 was the only place that maintenance appeared although the Policy 2.3 included “maintain”. He stated that maintenance was important for people who rode motorcycles and others who could be at risk due to surface conditions. He felt maintenance was lost in the statement.
- A committee member suggested strengthening the statement on speed in Policy 2.3.2. Another member suggested “reduce speed to achieve safety outcomes”.
- A committee member recommended a new Strategy (3.5.5) “support local transportation safety action plans”.
- A committee member asked if emergency medical services could take advantage of Policy 4.1. Also if there could be opportunities for maintenance under this policy.
- A committee member suggested clarification of Strategy 4.4.1 to remove the word “in” and add “allow for other”.
- A committee member suggested that FAST Act be checked for guidance on the TSAP now that it has passed.

### **Report on Outcomes from Listening Meeting**

Nancy presented key themes from the five regional listening meetings. She informed the committee about how many people attended, meeting locations, self-identified “affiliations” of people who attended, the meeting agenda and types of questions the attendees asked. Jeanne provided outreach highlights from the listening meetings and the online open house. Please see Attachment A for outreach highlights.

### **TSAP Prioritization Implications**

Troy reported to the committee about implications of selecting priorities, tradeoffs and how decision-making would be affected. He asked the committee to think about where and how decisions should be made and informed the committee that decisions made in the update of the TSAP will determine how safety is implemented in the state. He noted that:

- By leaving the EA’s, subareas and actions un-prioritized, the decision on resources falls to the person making the assignments and coloring the funds (Doug Bish, Troy, Joe Marek, etc.)
- If the EA’s or the sub-areas are prioritized, it provides strong guidance to the decision makers on what the PAC (and the OTSC/OTC) see as what should be worked first.

Troy reminded the group that one of the outcomes of the outreach at the onset of the study was that ODOT’s staff and partners felt there wasn’t a clear priority list to guide their work. He emphasized that he could work with whatever the PAC chose – to prioritize or to leave it to staff and the OTSC to prioritize – but wanted to ensure the PAC understood the implications.

#### *Committee Discussion:*

A member asked how well Oregon performed on the national safety criteria. Troy noted that Oregon is among the best or better performing states on nearly all the criteria, including fatalities

per vehicle mile traveled and seatbelt use and receives federal funds based on those. Two areas in which we don't perform as well are: 1) distracted driving because we have one exception in the law for handheld devices, although we meet all other requirements, and 2) youth for which we would need legislation changes on several critical issues.

### **Emphasis Areas Work Session**

Jeanne reviewed the committee's previous emphasis areas recommendations and confirmed direction on: 1) structure – the four primary Emphasis Areas with subareas and actions under each; and 2) prioritization – allow for different tiers of priority for the subareas under each EA, and allow for different priorities for urban and rural areas. She noted that the group originally included suburban, but the team felt they could not provide meaningful distinctions in data and policies at that level. The committee briefly discussed and confirmed their original recommendation. Beth presented what the EAs and subareas were; and provided a couple of examples of what subarea actions might look like. The committee was asked to consider whether certain subareas or actions stood out as having benefits across multiple areas or if certain actions stood out as having the most exceptional opportunity to save lives and prevent serious injuries. The committee also suggested subareas and actions that they thought were missing from the compiled list of actions from the listening meeting and online survey.

#### ***Outcomes:***

- The committee confirmed previous recommendations on structure and prioritizations by tier /.
- The committee recommended two additional subareas:
  - Enforcement should be added under improved systems.
  - Elder users should be added under vulnerable users.
- The committee suggested that the level of specificity of the action statements needs to be refined and action-oriented, and that the action statements be stronger.
- The committee discussed and suggested actions to consider including under Risky Behaviors (see below).
- The committee agreed that an online survey would be a proper solution in order to receive input from committee members on actions for the additional Emphasis Areas.

*Committee discussion:*

- A committee member suggested that the action language should be stronger, although the language is specific it could be more complete.
- A committee member asked if the number of action items were reasonable, so far this plan has 35.
- The committee was asked to review the draft actions and the public input for actions related to **Risky Behaviors**, and identify actions to consider including. They include the following:

**Actions to consider including under “Driving under the Influence”**

- Pursue effective action to measure impairment of cannabis
- Promote safe transportation options for activities that create impairment
- Reliable consequences in court (judicial enforcement)
- List locations (bars) of high risk and take effective action (OLCC has a list of top ten bars with violations) – notify insurance companies, etc.
- Consistency in messages – early elementary school education about impacts of impairment
- Actions to address medication over use
- Expand definition of DUII beyond abuse of controlled medications
- Raise awareness of impairment while walking
- Social equity not addressed
- Suspended drivers (not sure of actions)

**Actions to consider for other Risky Behaviors subareas**

- Enforce posted limits
- Eliminate exceptions to hands free laws
- Use of cellphones while driving hands free does not mean risk free
- Construct roads to encourage appropriate speed; reduce speeds where appropriate
- “20’s Plenty” (speed in urban areas)
- Better helmet law (safer) use fed standards
- Educate people about impact of 30 mph speed on walkers/riders
- Speeding of commercial trucks
- Increased speeds increase the severity of crashes, and injuries.
- Aggressive driving

- The committee discussed **prioritization**:
  - Impaired driving, distracted driving and speeding are all important
  - But need to continue to fund car seat installations
  - Need to allow for distinction between urban and rural
    - Ped, bike and intersections more important in urban
    - Road departures and motorcycles more important in rural
  - Allow some choice for communities
  - Look to the results of the PAC survey

## **Draft TSAP**

Beth provided an overview and explained the document outline. She explained intentions for each chapter and the document overall. The document and chapters are being written in several pieces as information is provided. She requested feedback on content such as what's missing or what should be excluded. Feedback should be given within the next two weeks and members were asked to keep wordsmithing to a minimum.

## **Public Comments**

Jeanne opened the discussion for public comment. Nick Forte complimented the committee on the deliberative approach to developing the plan.

## **Closing Comments & Meeting Wrap Up**

Chairperson Mike Lavery thanked the committee and praised everyone for the hard work that is being accomplished. The next meeting will be March 8, 2016, location to be determined.

DRAFT