

Title VI Goals and Accomplishments Report



FFY 2024

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Para pedir este documento en otro formato, favor de contactarnos a ODOT.TitleVI@odot.oregon.gov.

ODOT Office of Equity and Civil Rights Title VI information page:
<https://www.oregon.gov/ODOT/Business/OCR/Pages/Non-Discrimination.aspx>

Section 1: Title VI Program Overview

The **Oregon Department of Transportation (ODOT)** is a recipient of federal financial assistance. All recipients are required to comply with federal nondiscrimination laws and regulations, including Title VI of the Civil Rights Act of 1964. ODOT expects every manager, supervisor, employee, and subrecipient of federal assistance administered by ODOT to be aware of and apply the intent of Title VI and related authorities in performing assigned duties.

It is the Oregon Department of Transportation's policy to assure that no person shall, on the grounds of race, color, national origin, age, sex, disability, income level or Limited English Proficiency as provided by Title VI of the Civil Rights Act of 1964 and related authorities, be excluded from participation in, be denied the benefit of, or be otherwise discriminated against under any of the programs or activities it administers.

The Federal Highway Administration (FHWA) requires recipients of federal highway funds to prepare an annual report to clarify accomplishments, roles, responsibilities, and procedures established to ensure compliance with Title VI of the Civil Rights Act of 1964; 23 CFR 200.9 (b) (10).



Code of Federal Regulations

A point in time eCFR system



The following report represents these activities during Federal Fiscal Year 2024. The ODOT Office of Equity and Civil Rights (OECR) Title VI Program monitors compliance with federal civil rights directives and implements projects to promote nondiscrimination, access and opportunity. ODOT's 2023 Title VI Implementation Plan provided the foundation for these activities.

Requests for information from ODOT's Title VI Program can be directed to:

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Section 2: Accomplishments and Goals

In 2024, The Title VI Program focused on continued engagement and outreach to the public and external partners and training of internal staff across agency operating divisions for Title VI monitoring. Below are some accomplishments highlighting Title VI compliance and excellence.

1. Outreach and Engagement

- a. Established new resources around ODOT's [Equitable Engagement Compensation Program](#) (EECP) so people can contribute in focus groups, workshops, panels, and on advisory committees. An Engagement Presentation, Toolkit, and Equitable Engagement Guide were developed.
- b. [Social Equity Index \(SEI\) Map](#) received an award from the American Association of State Highway Officials President's Award for Equity in October 2023.
- c. Received a Letter of Support from FHWA for the development of the Small Business Development Program (SBDP) and filed a [Notice of Proposed Rulemaking for the SBDP](#) with the Oregon Secretary of State.

2. Language Access

- a. The Language Access Plan (LAP) was updated.
- b. Launched new intranet guidance for ODOT language services and developed a new presentation for internal staff.
- c. I Speak Cards were sent out, through the Business Managers, to front line staff to assist with identifying a language that a customer speaks.

3. Subrecipient Assistance

- a. Live, remote nondiscrimination, monthly trainings were developed and provided so subrecipients could ask questions.

4. Accessibility

- a. The Oregon Transportation Commission adopted and signed the most recent ADA Transition Plan in July 2023.
- b. The Universal Accessibility Advisory Committee (UAAC) was organized and had their first meeting in June 2024.

5. Training

- a. Provided live, monthly trainings to subrecipients in ADA, Title VI, EJ, and overall non-discrimination laws. [Title VI](#), [ADA](#), and other related training can also be completed through Workday Oregon.
- b. The ODOT Newsletter features monthly articles and information on civil rights issues.
- c. The Communications Team offers classes in Plain Language, Accessible Documents, and Accessible Websites.
- d. A pilot program to help train prisoners for work upon release has started.

Subject Matter Experts (SME)

Overall agency coordination for Title VI engages over a dozen business lines, from Right of Way to Transportation Safety. Each program's Title VI Subject Matter Expert (SME) supports program monitoring and technical support for civil rights compliance, including for language access functions. SMEs also identify Title VI training and technical assistance needs within their programs. The SME team was convened by the Office of Equity and Civil Rights three times during 2024.

Language Access Support

OECR staff facilitated an LEP working group that meets monthly with ODOT Communications to highlight language access procedures for persons with Limited English Proficiency and expand training and resources for ODOT staff. Areas of focus include foundational understanding of language access and when and how to provide translation and interpretation service solutions. In addition, it covers expanded training and resources around Section 508 compliance for accessible websites, cell phones, and language usage.

OECR staff also continued working in partnership with ODOT Procurement Office to develop agency procedural support guidance aligned with state procurement policies. The guidance includes a revised short-form job aid describing how to procure language services from third party vendors and a Frequently Asked Questions document about language access policies and practices.

Goals for 2025

OECR will sustain or expand on a variety of recent initiatives in 2024, including:

1. Convene the Title VI SMEs three times in 2025 and convene the Environmental Justice Roundtable at ODOT three times a year.
2. Continue supporting Commerce and Compliance Division (CCD) Subrecipient Federal Motor Carrier Safety Administration (FMCSA) compliance initiatives and Transportation Safety Office (TSO) Subrecipient NHTSA compliance initiatives.
3. Expand Title VI information and resources available on both the ODOT internet and intranet.
4. Promote language access solutions as a component of agency equity goals for both outreach and vital document requirements.
5. Coordinate with DMV on continuous improvements for accessibility and accommodations with available technology and employee focused training.
6. Work with subrecipients more and complete live training to foster Q&A and to share best practices between local agencies.
7. Establish Telephonic Contract to support front line and other ODOT staff to assist customers who need language assistance when they walk into an ODOT Facility.



Section 3: ODOT Subrecipient List FFY 2024

Beaverton School District 48: \$35,211.20
Bend Metropolitan Planning Organization: \$491,900.52
Bike Works Pear: \$49,980.00
City Of Aurora: \$4,481.28
City Of Corvallis: \$2,462.08
City Of Eugene: \$6,203,512.56
City Of Gresham: \$477,715.22
City Of La Grande: \$37,434.00
City Of Portland: \$10,009,059.46
City Of Salem: \$11,146,755.28
City Of Wilsonville: \$10,393.52
Clackamas County: \$1,960,447.92
Commute Options For Central Oregon: \$26,665.65
Corvallis School District 509J: \$11,433.82
Cowlitz-Wahkiakum Council: \$5,697.70
Douglas Educational Service District: \$42,594.43
Hood River School District 1: \$17,522.19
Jackson County School District 549C: \$98,626.78
Lane Council Of Governments: \$4,302,610.58
Lane County: \$2,049,761.92
Linn County: \$232,444.28
Marion County: \$9,142,296.51
Metro: \$5,373,316.95
Mid-Columbia Economic Development District: \$66,166.80
Mid-Willamette Valley Council of Governments: \$1,577,483.35
Multnomah County: \$8,813,457.56
North Wasco County School District 21: \$14,125.55
Oregon Cascades West Council Of Governments: \$596,321.39
Oregon State University: \$2,516,062.73
Portland School District 1J: \$49,890.56

Rogue Valley Council Of Governments: \$585,666.54

Rogue Valley Transportation District: \$230,334.68

Sky Lakes Medical Center: \$7,132.40

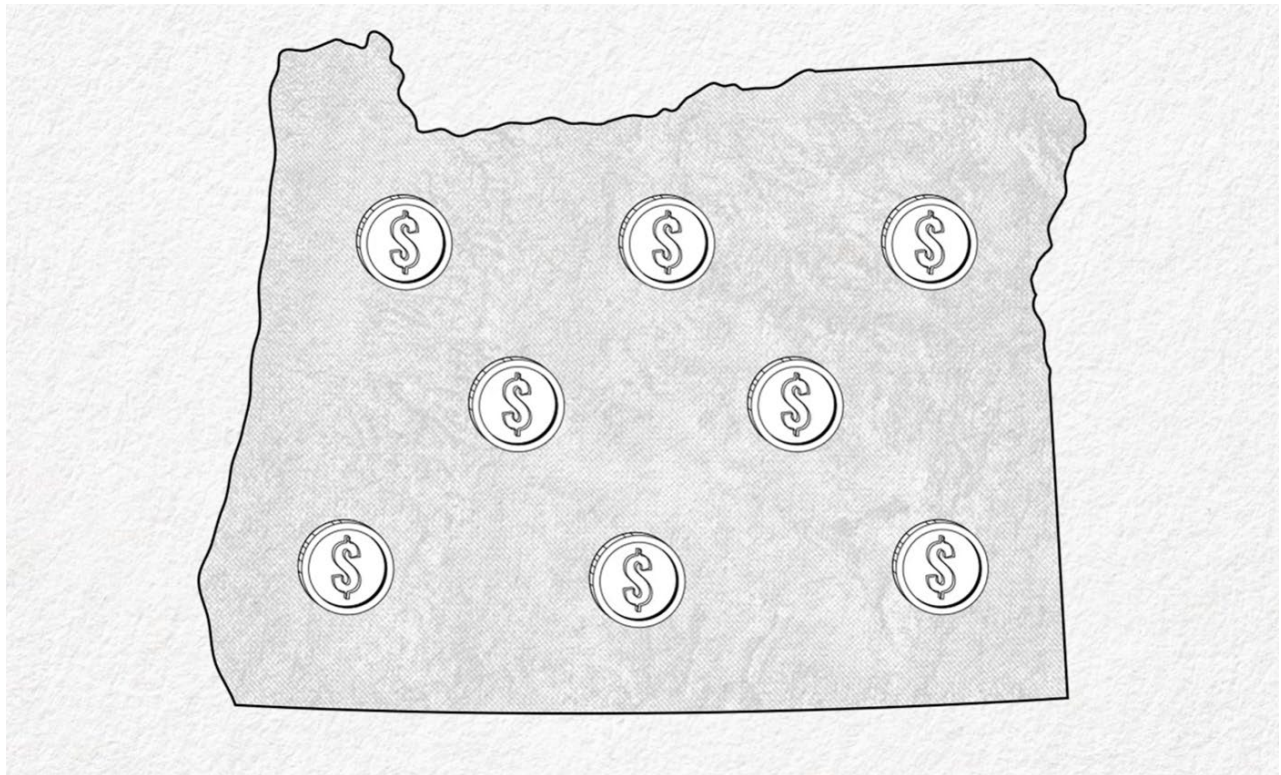
Sunset Empire Transportation District: \$31,134.44

Tillamook County: \$1,450,551.66

TriMet: \$25,140.80

Walla Walla Valley Metropolitan: \$24,578.73

Washington County: \$21,709.81



Section 4A: Program Accomplishments – Outreach and Education

In the 2023-2024 reporting year, ODOT staff facilitated and participated in many outreach events and educational programs for external partners. These events were related to OECR's nondiscrimination programs, vendor diversity, and promoting and supporting historically marginalized and underserved communities in construction trades. ODOT's efforts in the past have included the concept of meeting our customers where they work, play, and live. They included ODOT staff visiting county fairs, attending school events, knocking on people's doors, and visiting independent living centers. Talking to people using focus groups and videotape interviews also helped identify what people want and need out of the transportation system. Section 6 includes examples of project-specific public engagement.

Outreach and Public Involvement Efforts

Ongoing:

We attend regular ongoing public meetings and engagement events and share our ODOT resources and other information with partners and clients.

Meeting or Event

American Council of Engineering Companies (ACEC) ACEC-ODOT Liaison Committee
Associated General Contractors (AGC) Workforce Coalition
Certification Office for Business Inclusion and Diversity (COBID)
Conquer Accelerator Diversity in Entrepreneurship (CADE) Accelerator
Contractors, Architects, Engineers, Professional and Technical (CAEPT) Networking
Latino Built
Latino Business Alliance
National Association of Minority Contractors (NAMC) Membership
Oregon Association of Minority Entrepreneurs (OAME) Coffee and Issues
Professional Business Development Group (PBDG)
Salem Capitol Connections Monthly

Periodic:

Periodic meetings and events provide opportunities for ODOT to offer sponsorships (S), attendance (A), information (I), and presentations (P). Specifics for each meeting and event in column 1 are indicated by the letters S, A, I, and P in columns 2, 3, 4, and 5 in the monthly tables below.

October 2023:

Event	S.	A.	I.	P.
Reverse Vendor Tradeshow.		A.		
Coquille Tribe Career and College Fair.		A.	I.	
Josephine County Career Fair.		A.	I.	
Contract Labor and Compliance Training.	S.	A.	I.	P.
ODOT SPDB and ETSB All Staff Meeting Language Access.		A.		
Central Oregon Bike and Pedestrian Summit.		A.		

November 2023:

Event	S.	A.	I.	P.
Build My Future Construction Career Day.		A.		
Expo Negocio Latino Business Showcase.		A.		
Central Oregon Skilled Trades Fair.	S.	A.	I.	P.
AGC Workforce Coalition.		A.		
Contract Labor and Compliance Training.	S.	A.	I.	P.
Oregon Disability Commission HB 3055 (2024).		A.		

December 2023:

Event	S.	A.	I.	P.
Oregon Native American Chamber (ONAC) Holiday Mixer.		A.		
PBDG Holiday Event.		A.		
Café y Pan Dulce Networking.		A.		
NAMC Holiday Celebration.	S.	A.		

January 2024:

Event	S.	A.	I.	P.
AGC Oregon Workforce and Professional Development Committee.		A.		
Latino Built Membership Meeting.		A.	I.	
RLS ADA training, Regional Transit Coordinators (RTCs) and Providers.		A.		
Title VI Compliance Responsibilities for Public Transit Providers.		A.		P.
Curry County Economic Development Council Job Fair in Gold Beach.		A.	I.	

February 2024:

Event	S.	A.	I.	P.
AGC ODOT Conference.		A.		P.
Ashland Career Day.		A.	I.	
Prospect High School Career Day.		A.	I.	
SOESD-OregonASK Creating Connections and Building Engagement.				

March 2024:

Event	S.	A.	I.	P.
Gold Beach High School Career Day.		A.	I.	
Best HQ Business Expo East.	S.	A.	I.	
Government Contracting Assistance Program (GCAP) Meet the Buyers.		A.	I.	P.
United Way of Jackson County.		A.		P.
Minority Business Development Agency (MBDA) Roundtable .		A.		

April 2024:

Event	S.	A.	I.	P.
Business Diversity Institute (BDI) Leadership Recharge.		A.		
Willamette Valley Construction Career Day.	S.	A.	I.	
Careers in Gear.		A.	I.	
Umpqua Community College – Career after College.		A.	I.	
Linn-Benton Community College Career Fair.		A.	I.	
Best HQ Business Expo West.	S.	A.	I.	
Title VI Training for Certified Local Public Agencies.		A.	I.	P.
Gold Beach High School Career Day.		A.	I.	
Reedsport School District Career Day.		A.	I.	
Brookings-Harbor High School Career Day.		A.	I.	

May 2024:

Event	S.	A.	I.	P.
Hispanic Metro Chamber Latino Employment and Business Fair.		A.		
Pathways to your Career.		A.	I.	
Women in Trades Career Fair.	S.	A.	I.	
Confederated Tribes of Umatilla Career Fair.		A.	I.	
OAME Trade Show.	S.	A.	I.	
ACEC-ODOT Conference.		A.	I.	P.
Interstate Bridge Replacement (IBR) Industry Event.		A.	I.	P.
ADA Training for Certified Local Public Agencies.		A.	I.	P.
North Douglas High School Career Fairs		A.	I.	
Rogue Community College SBDC Meet The Buyers		A.		
Umpqua Community College Trades Showcase		A.	I.	
Confederated Tribes of Umatilla Construction, Career, and Trades Fair.		A.		

June 2024:

Event	S.	A.	I.	P.
Governor's Marketplace.	S.	A.	I.	P.
BDI Diversity Practitioners Summit.		A.		
Statewide Independent Living Centers (SILC).		A.		
Civil Rights Training for Certified Local Public Agencies.		A.	I.	P.

July 2024:

Event	S.	A.	I.	P.
Connect2Oregon Redmond.		A.	I.	P.
BDI – Summer Connections.		A.	I.	P.
Latino Business Alliance		A.	I.	P.
Title VI Training for Certified Local Public Agencies.		A.	I.	P.
Southern Oregon Veterans' Stand Down		A.		

August 2024:

Event	S.	A.	I.	P.
Connect2Oregon Eugene.		A.	I.	P.
Oregon Metro Chamber.		A.		
OAME Youth Entrepreneurship Conference.	S.			
OAME Metro Meet and Greet.		A.	I.	
Environmental Justice Training for Certified Local Public Agencies.		A.	I.	P.

September 2024:

Event	S.	A.	I.	P.
APEX Meet the Buyer.		A.		
Hispanic Heritage Month Breakfast.	S.	A.	I.	
BDI Business Diversity Week and Dinner 2024.	S.	A.	I.	
Connect2Oregon Newport.		A.	I.	P.
NAMC Oregon Fall Tradeshow.		A.	I.	
Women in Trades Gala	S.	A.		



Section 4B: Program Accomplishments – Subrecipient Monitoring and Reviews

The Office of Equity and Civil Rights supports Title VI compliance and implementation by local governments, Metropolitan Planning Organizations (MPOs), and Local Public Agency (LPA) partners. All subrecipients of federal funds through ODOT should have a current Title VI plan with a commitment to review and update every three years. Title VI programs are reviewed and subrecipients informed of areas for revision or improvement as needed, with a clear plan of assistance and submission deadlines communicated to the partner agency.

OECR conducted subrecipient Title VI program reviews on three MPOs: Albany MPO, Corvallis MPO, and Central Lane MPO, and one county, Marion County, in 2024. The Title VI program reviewed and revised internal monitoring and review of ODOT internal program areas. One internal review of the ODOT Construction Program was completed in 2024, with the plan to review each ODOT program area every three years to monitor for compliance and provide actions for improvement.

Outreach and Public Involvement Efforts

During the typical review process MPOs, LPAs, and other identified subrecipients of federal aid through ODOT are evaluated to ensure that they are following:

- Title VI of the Civil Rights Act of 1964, (42 USC 2000d to 2000-4).
- The Civil Rights Restoration Act of 1987, (Pub. L. No. 100-259).
- 23 CFR 200 and 49 CFR 21.
- Federal-Aid Highway Act of 1973, (23 USC 324).
- Executive Order 13166.
- Other related Acts and Orders related to Title VI.

Elements for review include organization and staffing, plans and documents, data analysis, policies and procedures, complaint processes, training, and public participation. The review process also includes discussion of the subrecipient's plans and procedures under Executive Order 13166 for Improving Access to Services for Persons with Limited English Proficiency and the Americans with Disabilities Act (ADA).

Annual Accomplishment Reports (AARs) are requested from subrecipients for annual submission to ODOT and are subsequently reviewed by the Office of Equity and Civil Rights for promising practices, areas for improvement, and general compliance with Title VI plan elements. In 2024, OECR conducted subrecipient compliance outreach and education by holding monthly, remote training sessions, and in partnership with ODOT's Certified Programs Office through two hybrid Certified User Group (CUG) events in **June** and **December**. OECR staff also engages MPO staff across the state convened quarterly by ODOT.



Resources for partner agencies in implementing and reporting Title VI programming are available on the OECR website at:

<https://www.oregon.gov/ODOT/Business/OCR/Pages/Non-Discrimination.aspx>

Section 4C: Program Accomplishments – Data and Title VI Communities

Overview and Process

ODOT's use of data programs for Title VI and community demographics to help identify community needs for outreach, planning, and prioritization include EJScreen, ODOT DBE Disparity Study, TransGIS, ODOT ADA CQCR Database, ArcGIS, and REMIX Transportation Planning Tools. Data sources include United States Census and the American Community Survey. Other relevant data collected vary depending on each program area. Title VI SMEs work with staff in their respective areas to gather data for reporting purposes as described in ODOT's Title VI Implementation Plan for 2025. Oregon state agencies began an interagency initiative in 2023 to develop a statewide Environmental Justice mapping tool as directed by the Oregon Legislature in 2022. Internally, ODOT staff designed and also utilizes the [Social Equity Index Mapping Tool](#), the [Climate Hazard Risk Mapping Tool](#), and the [FACS-STIP Mapping Tool](#) to help planning and project efforts around the state.



Persons with Limited English Proficiency

ODOT's Office of Equity and Civil Rights facilitates a Language Access Workgroup to develop policy and process guidance, training and technical assistance materials, and general systems improvement related to serving customers with Limited English Proficiency and other language access needs across ODOT's divisions and programs. These efforts are guided by ODOT's Limited English Proficiency Plan, originally adopted in 2010, updated in 2020, and last updated in 2024. Updates to statewide and local communities' demographic data, such as through annual American Community Survey datasets released by the U.S. Census Bureau, are monitored and used by ODOT project staffs.

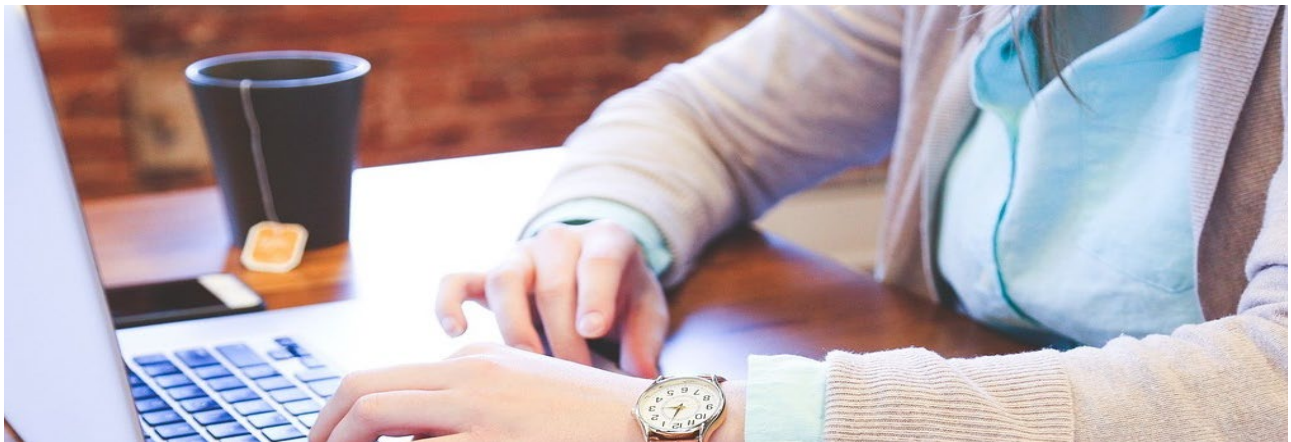
The 2024 Updated Limited English Proficiency Plan is available online here:

https://www.oregon.gov/odot/Business/OCR/Documents/FINAL_VI_LEP_PLAN.pdf

Title VI Complaints

In FFY 2024, ODOT received no formal Title VI complaints.

The Office of Equity and Civil Rights maintains logs of informal Title VI concerns and formal Title VI complaints received from members of the public. OECR models its complaint investigation processes on the Federal Highway Administration's Procedures Manual for Processing External Complaints of Discrimination, which guides that "the procedures apply to the FHWA and may be used by the State Transportation Agencies (STA) and other primary recipients and sub-recipients for the investigation of external complaints of discrimination." FHWA procedures do not preclude the responsible staff of any agency from attempting to informally resolve concerns.



Section 4D: Program Accomplishments – Public Facing Programs

ODOT Department of Motor Vehicles (DMV)

New Lobby System Wins Statewide CIO Award

FastQ led ODOT to install 104 kiosks at DMV entryways in our 59 field offices for customers to easily check themselves in for services. Across those 59 field offices there are 123 large monitors with speakers to keep both visually and hearing-impaired customers informed. Customers can select either English or Spanish on the kiosk display and express a preference for either when they are served at the counter. The online portal for FastQ offers many benefits including a simplified layout, multilingual toggling, language preference request, keyboard navigation, accessible color schemes and visual setting options, and responsive design for different device screen sizes. There is 24/7 online availability to assist customers who struggle to access services in person or during business hours, including underserved and rural populations.

Accessibility Online and in Field Offices

Other accomplishments include being able to complete more DMV interactions from a customer's home through [DMV2U](#), including taking online driver knowledge tests, changing addresses, scheduling appointments, and renewing/replacing registration. To be transparent, DMV provides [Oregon DMV Driver Statistics](#) online. In June 2024, DMV implemented HB 4109, which expanded who could legally be issued [ADA Family Placards](#). Pocketalk technology is used in the DMV offices to instantly translate languages for voice and image translation in over 84+ languages. The DMV worked with the Oregon Commission for the Blind to add Signature Guides in field offices.

Customer Connect

DMV is taking steps to improve the process to issue free ID cards to individuals experiencing homelessness. These efforts include providing non-profits and state agencies with online on-demand training, in person, or through a monthly drop-in meeting so that their unhoused clients are prepared with proper documentation when applying for a free ID card. Improvements to the form used for qualifying an individual for a free ID card, and changes to the process for documenting a residence address, will make the issuance process easier for applicants and DMV staff. These changes will increase the number of ID card issuances to individuals experiencing homelessness, providing them with identity documents that allow them access to benefits and services.

Communications

Public Relations Society of America Oregon Chapter, Spotlight Award

The **Interstate Bridge Replacement Program** entries were recognized by the judges for exceptional work that exceeded goals, got noticed and measured much success. The team was recognized for their use of social media platforms Tik Tok and Instagram to connect and engage young people in building awareness of the benefits of the project. Communications also wove equitable objectives and outcomes into project communication, including applying the equity lens for community engagement activities.



Diverse Representation in Graphic Design

ODOT received feedback from a member of the public about representation of people with disabilities in project announcement emails that go out to the public. Responding to that request, ODOT Communications updated the images used in those emails so they are more inclusive.



Commerce and Compliance Division (CCD)

2024 Truckers Against Trafficking (TAT) Award

CCD won the 2024 Trucker's Against Trafficking Champion Award in the State Agency category. This is due to their efforts in training, conducting industry outreach, and coordination with multiple TAT team member across industries and agencies. Staff hand out materials to truckers.

Open Houses

CCD offers Motor Carrier Open Houses throughout the year. Our motor carrier open houses provide an opportunity for us to connect with motor carriers and build relationships, share information and answer questions about our programs and services.

Transportation Safety Office (TSO)

Workzone Safety Billboard Design Contest

ODOT along with community partners recruited high school students to **design a billboard** to educate drivers – especially young drivers - about the dangers of work zones and encourage safe driving. This is an innovative and fun way to **involve high school students to think about safety**.

Safe Routes to School (SRTS) Outreach

New toolkits were created to help communities create **SRTS**. A new train-the-trainer program, Jump Start, trained 83 educators to expand bicycle and pedestrian safety education into schools across Oregon. Training included a series of trainings, including Disability Justice and Accessibility. New grants funded the addition of more bike fleets and trailers. Additional outreach materials including flyers and social media graphics will be available. A whole new batch of materials will be translated into Spanish, Russian, Vietnamese, and Chinese. If a person has specific materials, they would like translated, they can **reach out to their Regional Hub lead** or email **Info@OregonSafeRoutes.Org**.



Section 4E: Program Accomplishments – Project Delivery Highlights

Rose Quarter 2024 Environment Excellence Award from FHWA

The [award announcement](#) highlights the [Rose Quarter project's](#) commitment to community input and regional collaboration to design a highway infrastructure project that meets the community's interests and expectations. The I-5 Rose Quarter Improvement Project will make travel more predictable and safer for people driving and transporting goods on I-5 between I-84 and I-405 by adding auxiliary lanes and shoulders that smooth traffic flow. It includes a highway cover to reconnect the [Historic Albina neighborhood](#) and street improvements that will enhance safety and access for people walking, rolling, biking, riding transit and driving on local streets. The project will support the regional economy, future economic development and a more connected Albina community.



I-5 Rose Quarter Improvement Project 2024 Engagement Summary

2023/2024 Revised Supplemental Environmental Assessment results and conclusion

After a 50-day public comment period on the Supplemental Environmental Assessment, ODOT and FHWA published a Revised Supplemental Environmental Assessment and Finding of No Significant Impact on March 12th, 2024. In response to public feedback provided during that period, ODOT made additional design refinements to the project that further improved safety for people walking, biking and rolling while maximizing development potential and maintaining event access. This can be found in the 2024 Revised Supplemental Environmental Assessment and Finding of No Significant Impact on our website's [project library](#).

ODOT continues to work with the Historic Albina Advisory Board and community and project partners to design and deliver an infrastructure project that serves the broader vision for a thriving lower Albina district. The project design FHWA approved is the result of our work to center the voices of Black Portlanders. The project seeks to support restoration of the historic Albina community, which was severed by the original construction of I-5. It also includes solutions to address one of the worst highway bottlenecks in the country and improvements that will make walking, biking and rolling safer.

Project Outreach Events

DATE	COMMUNITY GROUP OR EVENT	ORGANIZATION OR GROUP TYPE
1/18/2024	Portland Design Commission	City Group
1/22/2024	Portland Historic Landmarks Commission	City Group
2/1/2024	Portland Freight Committee	City Group
8/31/2024	Word is Bond Community 5K Walk	Community Event

Ongoing equitable engagement and accessibility practices:

- ODOT compensated members of the Historic Albina Advisory Board through its Equitable Engagement Compensation Program (EECP) for their attendance of meetings for the Rose Quarter Project
- The [project website](#) has the option to be translated into Spanish, Russian, Vietnamese, and Chinese.
- All of our public facing materials are ADA compliant.
- A more in-depth summary of public involvement is available upon request.

Outer Powell, America's Transportation Award

The intersection of SE 122nd and SE Powell in Portland was the top intersection identified in Oregon for the highest number and severity of crashes. ODOT is constructing improvements to help people get around busy Outer SE Powell Boulevard more safely.

The Outer Powell Transportation Safety Project stretches between I-205 and Portland/Gresham city limits, just east of SE 174th Avenue. These safety improvements will reduce the frequency and severity of crashes and help vehicles, pedestrians, transit, transit users and bicyclists share the road with fewer conflicts. Safety improvements included sidewalks where none previously existed, a mix of separated and sidewalk level bike lanes, center turn lanes for vehicles, storm drains to prevent water from pooling, lighting for better visibility, and enhanced pedestrian crossings with beacons to alert drivers. They proved to be critical safety solutions for this busy, multimodal neighborhood.



Background:

- The entire area is a community with Environmental Justice concerns (racially diverse, immigrants, transit dependent, economically disadvantaged).
- High degree of poverty (4 of the 5 census tracts are considered areas of persistent poverty based on 2020 census).
- Lack of infrastructure including sidewalks, safe bike lanes, safe waiting areas for transit users, lack of signalized crossing for pedestrians to access transit and business, and no center turn lanes.

Project Outreach Events:

- Hosted bike rides through the area.
- Rode transit and interview people as part of outreach efforts.
- Worked with contractor to identify four main impacted communities where people speak Vietnamese, Chinese, Russian, and Spanish. Translated and provided interpreters to these communities.
- Hosted walking tours using language interpreters.

Oregon 99 from Glenwood Road to Matt Loop After the Alameda Fire

Approved for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The project will redesign a portion of Oregon 99 from Glenwood Road to Matt Loop with a complete streets approach. It includes roadway improvements, sidewalks, drainage, bike lanes, ADA ramps, continuous two-way left turn lane and pedestrian beacons.

The adjacent Oregon 99 Glenwood to Coleman Creek project is ongoing. Together, they will help to provide safer transportation features for the communities that continue to rebuild homes and businesses. Low income, senior, veteran and Spanish-speaking residents are among those most affected by the 2020 Alameda Fire.



Seaside Ribbon-Cutting 20 Years in the Making

On September 25, 2023, ODOT participated in a ribbon-cutting ceremony that celebrated the conclusion of project construction in Seaside. Project was completed ahead of schedule and underbudget and included ADA improvements.

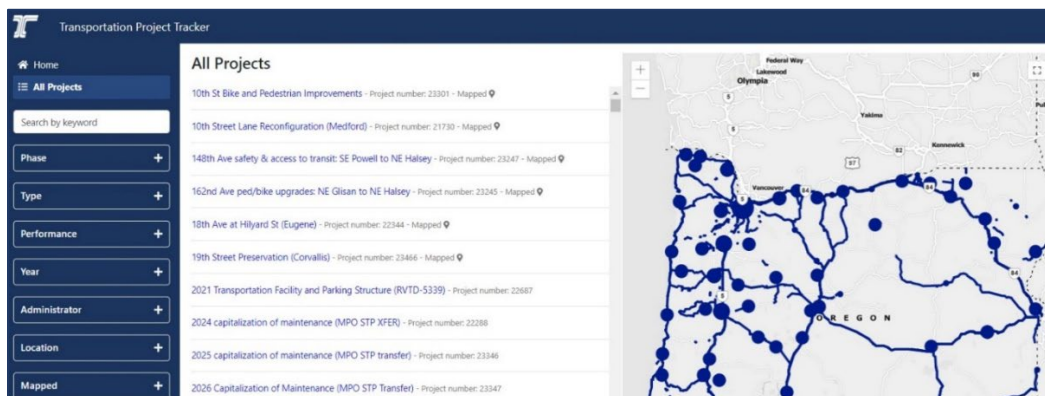


Section 5: Statewide Projects

This section contains Region maps and reports describing select projects from around the state that involve and include diverse communities.

Transportation Project Tracker

The ODOT [Transportation Project Tracker](#) website is a useful tool on ODOT's internet site. Site visitors can search for projects in Oregon several different ways using site filters. This allows them to access details and contact information specific to each project, including web-based translation into languages other than English. A [Help](#) link directs users to information about using the tool and contact information for ODOT staff for additional help.



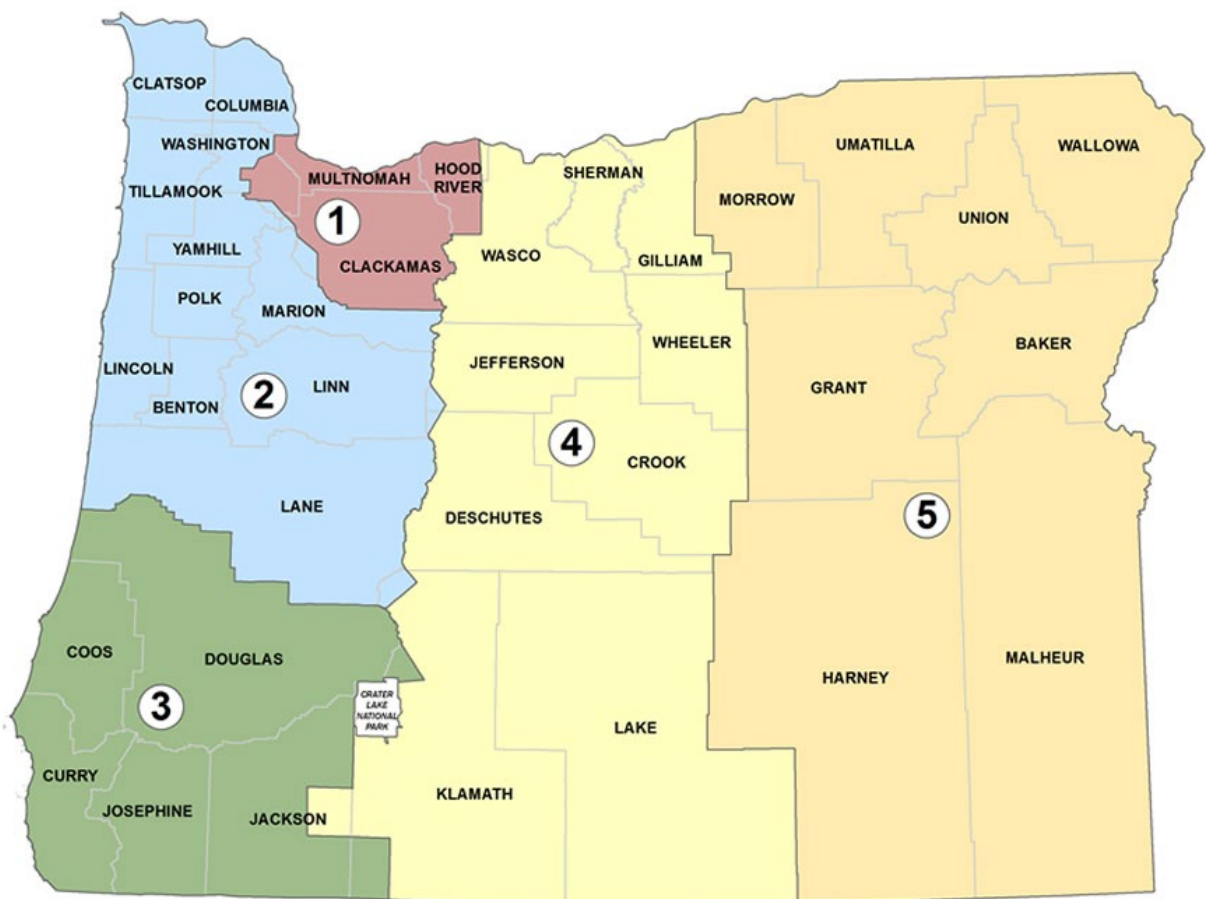
In addition, the [Project List](#) can be helpful to search for projects in your area or that you are interested in following.

For the latest information about projects, studies, and how to connect with ODOT, you can also visit one of the following pages:

- For 24/7 road conditions and travel information visit www.tripcheck.com.
- Want to talk to someone about transportation projects in your area? Contact one of our [regional offices](#).
- Completed projects are listed on our [project archive list](#).
- For projects specifically named in the Keep Oregon Moving law (HB 2017), visit our [Keep Oregon Moving pages](#).
- Visit our [online Open House Index page](#) to see which projects have active open houses today.
- Subscription services (email updates) visit [Oregon Department of Transportation \(govdelivery.com\)](#)
- Social media services visit [Oregon Department of Transportation: Connect with Us: State of Oregon](#).
- Advisory Committees visit [Oregon Department of Transportation: Advisory Committees: Get Involved: State of Oregon](#).

Region Maps:

- [Region 1](#)
- [Region 2](#)
- [Region 3](#)
- [Region 4](#)
- [Region 5](#)
- [All Regions](#) - includes regions, cities, counties, highways and posted route numbers
- [All Regions](#) - includes regions and counties only



Section 6: Statewide Project Reports

The remaining pages in this document are single-page reports describing select projects that pertain to diverse communities across Oregon. Each report contains a project description, key elements, information about public outreach and engagement, and contact information for the person currently serving as the primary point of contact at ODOT. In addition, the Office of Equity and Civil Rights can help route inquiries about projects listed here as well as other ODOT projects and plans.

Project Report List:

- 1. Oregon Transportation Plan (OTP) and Strategic Action Plan (SAP).**
- 2. Tribal Consultation for Statewide Transportation Plans and Statewide Transportation Improvement Program (STIP).**
- 3. Region 1: Main Streets on Halsey Cross Section and Street Design Plan.**
- 4. Region 1: Downtown Tigard Reimagined.**
- 5. Region 2: City of Oakridge Code Evaluation and Update (Phase 1).**
- 6. Region 2: Salem Urban Design Verification (UDV).**
- 7. Region 3: OR 138E Concept Plan.**
- 8. Region 3: South Stage Road Extension Plan.**
- 9. Region 4: US 97 High Bridge to Madras Safety Study.**
- 10. Region 4: South Madras Concept Area Refinement Plan.**
- 11. Region 5: City of La Grande Critical Link Project Refinement.**
- 12. Region 5: Downtown Safety and Multimodal Transportation – Lexington.**



Oregon Transportation Plan (OTP) and Strategic Action Plan (SAP)

Overview and Process

The **OTP** is a foundational transportation policy document for the state of Oregon. Developed by the Oregon Department of Transportation (ODOT), the OTP helps guide investment decisions that support the movement of people and goods across the state as far out as 2050. Following official OTC adoption by the Oregon Transportation Commission (OTC) in 2023, OTC officially approved the ODOT 2024-28 **SAP** on March 15, 2024 as ODOT's short-term implementation plan element of the OTP.

The OTP focuses on the users and uses of the transportation system, balancing diverse needs and guiding investments, programs, and processes. As identified in the OTP's vision, all decisions, including investments, should be screened through the lenses of safety, equity, and climate. Four key OTP objectives include: 1) A long-range vision for Oregon's multi-modal transportation system; 2) A plan that is flexible over time; 3) A long-term policy framework through at least 2050; and 4) A framework for prioritizing transportation investments.

The SAP is a roadmap designed to accelerate change toward specific outcomes for some of Oregon's most significant transportation challenges. The three priorities – Modern Transportation System, Equity, and Sufficient and Reliable Funding – set ODOT's overall direction. Eight near-term strategic outcomes are designed to advance multiple goals at the same time. Each outcome describes a set of actions or steps ODOT must take to successfully reach or advance outcomes from 2024 to 2028.



Key Elements

- **Modern Transportation System** – Build, maintain and operate a modern, multimodal transportation system to serve all Oregonians, address climate change, and help Oregon communities and economies thrive.
- **Equity** – Integrate and prioritize diversity, equity and inclusion by identifying and addressing systemic barriers to ensure all Oregonians benefit from transportation services and investments.
- **Sufficient and Reliable Funding** – Seek sufficient and reliable funding to support a modern transportation system and a fiscally sound ODOT.

Outreach and Public Involvement

In 2021, to engage communities in updating Oregon's long-range transportation plan, ODOT **interviewed people around Oregon**. The team set out to capture voices, explore how transportation shapes our lives and communities, and highlight the personal meaning behind movement. Other outreach was conducted during the OTP development to bring awareness and gather feedback. The first opportunity for public input began in December 2021 and continued through February 2022. The primary purpose of this outreach was to introduce the OTP and gather community input on the project's definition of equity, values and vision, and key drivers of change shaping the Plan.

In October 2022, ODOT shared the OTP's vision, values and goals with the public along with an online tool used to provide information on the necessary tradeoffs and compromises in planning for the future of Oregon transportation. The online tool featured a survey. Participants provided input on potential funding priorities through January 2023. In March 2023, a draft OTP was released for public review and comment. ODOT hosted a webinar in April 2023 to walk through the key elements of the OTP and inform participants about the process for making formal comments.

The draft OTP was available for review and comment through May 12, 2023, and included a formal hearing on May 3, 2023. All public comments received were documented, summarized, and included in the official project packet presented to the OTC for review and consideration for plan adoption.

Additional Details

DBE Goal: 8.5%.

Outreach: News, emails, letters 220 Public comments and 14 letters received using online tools, surveys, and a formal hearing feedback in Spanish, Chinese, Russian, and Vietnamese. A more in-depth summary of public involvement is available upon request.

Outcomes: This information helped inform the scope of the OTP/OHP update project and ultimately the SAP for a long-term vision, setting a framework for priorities. ODOT is also preparing to introduce "A State of the System" interactive website in October 2024 to address the key metrics in the SAP from the concerns gathered from public during this long process.





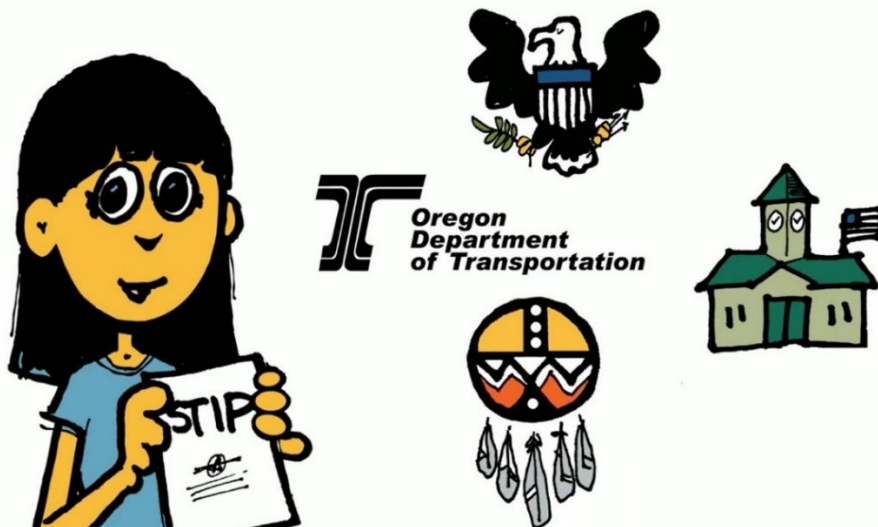
Tribal Consultation for Statewide Transportation Plans and Statewide Transportation Improvement Program (STIP)

Overview and Process

The Oregon Department of Transportation (ODOT) Policy, Data and Analysis Division in partnership with Tribal governments have established a documented consultation process for the development of statewide transportation plans and the Statewide Transportation Improvement Program (STIP), fulfilling the intent of [23 Code of Federal Regulations 450](#). The Federal planning regulations require Tribal consultation to occur with the nine Federally recognized Tribal governments in Oregon; as well as, Tribal governments with historic interests or ancestral lands in the state boundaries.

For advocates who are not part of an Oregon Tribal community, we invite you to learn more about [the land you live on using this map](#), and learn more about [Land Acknowledgements](#) and how you can incorporate them into your work.

The STIP is ODOT's four-year (i.e. FY 2024-2027) short-term capital improvement program for state and regional transportation systems. It is developed in coordination between ODOT, Federal and local governments, Tribal governments, Area Commissions on Transportation (ACT), Metropolitan Planning Organizations (MPO), and the public. The STIP provides project scheduling and resource allocation information for most state and federally funded system improvements for which funding is approved and that are expected to be undertaken during the four-year programming period. The STIP makes significant investments in the transportation system, therefore ODOT strives to keep the public, agencies, and government partners informed and seek their input at key points through an open, transparent, and accessible process. More information about the STIP is available [online](#).



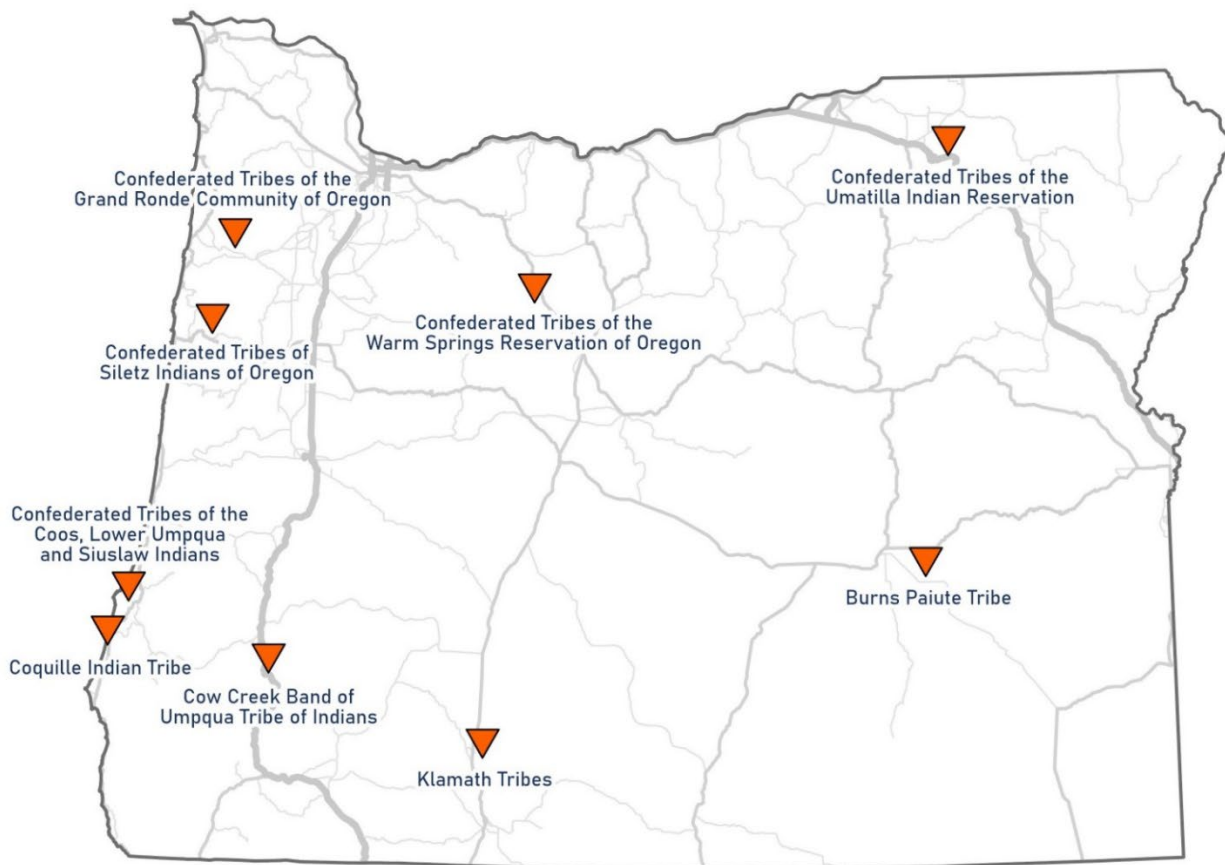
Key Elements

- Consultation now occurs earlier in the planning process for more meaningful participation.
- A new inter-tribal webinar was created to allow for information sharing among Tribal partners.
- Public Involvement references are removed to strengthen the language that consultation is a government-to-government discussion.

Outreach and Public Involvement

A new Inter-Tribal Webinar was developed and presented by ODOT Leadership for the 2027-2030 STIP. All the Federal recognized Tribal governments were invited to the webinar to discuss the 2027-2030 STIP Background, STIP Project Identification Process, and Tribal Participation and Consultation. The webinar was created in response to feedback, “It would be helpful to share information and learn from each other during consultation early in the process...”. This new approach of a joint webinar and meeting provided meaningful opportunities to share information, experiences, and insight among all Tribal partners in one venue. Participants were surveyed after the webinar for feedback for future joint meetings. Feedback included that they did like the Inter-Tribal meeting approach and found the presentation useful. Suggestions for improvement included the hope for more comprehensive Tribal representation in future meetings, and a comment included having trouble joining via Zoom.

FEDERALLY RECOGNIZED TRIBES IN OREGON



Produced by ODOT GIS Unit | September 2023 | GIS No. 23-56

This product is for informational purposes only and may not be suitable for legal, engineering, or surveying purposes. Users of this product should review and consult the primary data sources to determine the usability of the information. Conclusions drawn from this information are the responsibility of the user.

▼ Federally Recognized Tribe in Oregon



MAIN STREETS ON HALSEY

FAIRVIEW • WOOD VILLAGE • TROUTDALE



Oregon
Department
of Transportation

Region 1: Main Streets on Halsey Cross Section and Street Design Plan Overview and Process

Halsey Street is integral to the mobility, equity, and economic growth of the three cities it connects: Fairview, Troutdale, and Wood Village. In 2015, leaders from these three cities came together in a ground-breaking partnership with Multnomah County to launch **Main Streets on Halsey** to spur redevelopment and create a main street that will bind the cities with a common commercial identity.

The Project seeks to transform the three-mile stretch of NE Halsey Street from a busy, nondescript, car-dominated arterial into a vibrant, attractive, pedestrian and bike-friendly “main street.” Halsey Street should feature public gathering spaces, new housing, and bustling shops and restaurants. The three cities have previously updated land use along the corridor and now this project aims to update the cross-sections and design standards for the corridor to create a complete street that is community focused.



Key Elements

- Identified locations for enhanced crossings that include pedestrian activated beacons.
- Roadway design toolkit to create a cohesive identity for corridor.
- Preferred cross-sections that provide space for all roadway users will lead to updated roadway design standards.

Outreach and Public Involvement

The three partner cities hosted multiple public events to engage with the local community to hear what people would like to see Halsey Street transformed into. These events included: three community workshops with online open houses, online survey, and tabling and canvassing during summer festivals, art walks, and farmers markets

Public engagement centered on gathering feedback on the design elements, streetscape treatments, and roadway cross-section configuration. Over 500 people were engaged through outreach efforts with additional events planned before the project comes to an end. People overwhelmingly wanted more greenery and landscaping along Halsey.



Additional Details

DBE Goal: 3%.

Outreach: Online open house, online survey, and tabling and canvassing during festivals, art walks, and farmers markets. 500 Engagements with more to come. The public wants more greenery and landscaping.





Region 1: Downtown Tigard Reimagined

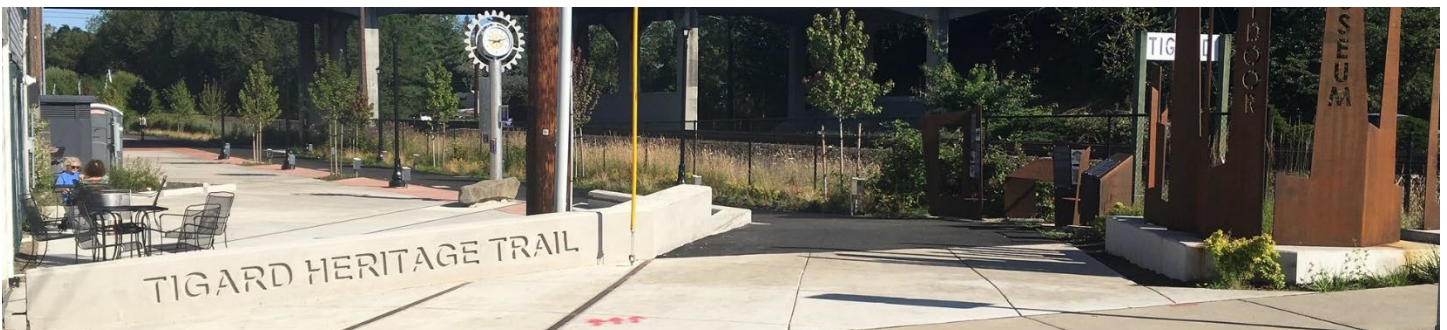
Overview and Process

The City of Tigard reached out to the local community to craft a new vision with its **Downtown Reimagined** planning. The plan more accurately aligns with current city and community priorities for equitable distribution of urban housing, transportation, land use, park design, and mobility planning, and reflects the need and voices of local communities. The engagement effort was particularly important, considering the results of recent reports which indicate that downtown's lack of uniqueness/identity, underutilized land, conflicting land uses, and the city's program and associated benefits are not equitably distributed amongst the residents of Tigard.

The city acknowledged that the legacy of multiple and intersecting problems including gentrification, systemic racism, delayed planning, and other forms of issues negatively impacted many people, particularly those who live and work in downtown Tigard. The purpose of this underserved engagement strategic approach was to outline and describe the roles, responsibilities, methods, and timeline for underserved community involvement. Community Engagement Liaisons (CELs) identified communications and public engagement techniques to reach a broad cross-section of the community, including business and property owners in Downtown Tigard, and traditionally underrepresented community members.

Key Elements

- Meet local goals for equitable development.
- Provide walkable, pedestrian scale development.
- Create a vibrant community through strategic investments.
- Support Transit Oriented Development.



Outreach and Public Involvement

The Community Engagement Liaisons (CELs) team held two rounds of focus groups with three underserved community groups and one public open house to solicit feedback on existing needs and project alternatives. The CELs project team also engaged local business owners and distributed project information sheets for posting throughout the community.

The engagement process gathered input on the needs of the residents, businesses, common users, bicycle and pedestrian, addressing any issues or concerns related to transportation, mobility, accessibility, housing, that would help to contribute to the designs and constructions in the project area. These improvements are intended to benefit all community members Downtown Tigard and the close by area, including underrepresented populations.

Additional Details

DBE Goal: 3%.

Outreach: 2 Focus groups with people identified by the U.S. Census as protected classes and previously underserved communities. The public wants more transit and pedestrian friendly spaces.

Outcomes: This project will result in zoning and development code amendments integral to creating a vibrant, central downtown hub for all users. It also reaffirms the community's desire to create a more people-centric downtown by providing a more walkable, small business-oriented, and pedestrian-friendly experience.





Region 2: City of Oakridge Code Evaluation and Update (Phase 1)

Overview and Process

The Oakridge's Code Evaluation and Update project evaluated the city's Zoning Ordinance and Comprehensive Plan. The project is addressing goals from TGM Model Development Code and User's Guide for Small Cities - 3rd Edition (Model Code). Goals include safe transportation choices for pedestrians and bicycles and promoting a vibrant and walkable business environment. It also addresses barriers to middle housing development and to enhance green infrastructure that protects natural resources.



The project gauged the overall effectiveness and functionality of the city's land use regulations and identified ways the city can improve their land use regulations and development standards to support a walkable and bikeable community. An action plan was created for the city that would move towards removing barriers to create a vibrant multimodal community, promote urban design, middle housing, and green infrastructure.

Key Elements

- Economic development.
- Housing affordability and availability
- Transportation.
- Vibrant downtown that is walkable and bikeable

**VIBRANT
OREGON
DOWNTOWNS**

A RESOURCE GUIDE FOR SMALL AND MID-SIZED DOWNTOWNS

Outreach and Public Involvement

Interviews were conducted to identify common downtown development challenges, case studies of success, and resources suitable for small to mid-sized cities in Oregon. Interviewees included leaders of local main streets organizations, staff members of Chambers of Commerce, developers of downtown housing, local government representatives, and people from cities of significantly different populations and regions.

CITY OF OAKRIDGE — CODE EVALUATION AND UPDATE, PHASE 1

MULTIMODAL TRANSPORTATION



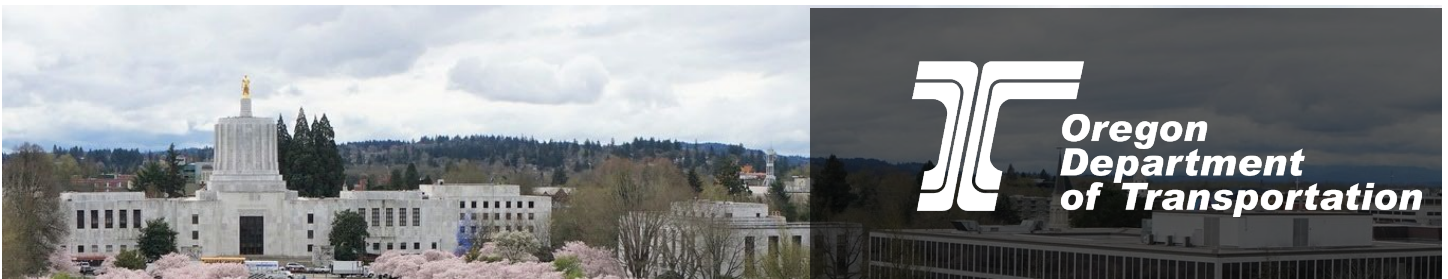
Additionally, the project arranged for meetings with local downtown experts that have direct experience with the Main Streets program, historic districts, and economic development. The goal of these meetings was to identify any potential missing elements of Rough Draft Vibrant Oregon Downtowns, determine ease of use, and solicit recommendations for how to make the publication useable for Oregon communities and business organizations.

Additional Details

Outreach: Interviews were completed with many interested parties representing different populations and regions. Case studies were reviewed and subject matter experts with experience with Main Streets Programs, Historic Districts, and economic development were consulted.

Outcomes: ODOT TGM and the city completed the first project phase. The result was a Final Action Plan with recommended code changes that align with Oakridge's Strategic Plan, Transportation System Plan, and citizen input gathered during the first phase. The Final Action Plan Memorandum was completed in January 2023. It identified policy language in the City's adopted plans and development requirements that create barriers to smart development in the City. The memorandum describes how Oakridge could affect positive change in Uptown (the "Old Town Design Subdistrict") and explored potential changes that can improve future development-related outcomes. Continued public engagement and involvement will continue in 2024 and 2025.





Region 2: Salem Urban Design Verification (UDV)

Overview and Process

We worked with the City of Salem to study OR 22 and OR 99E, state highways that travel through the downtown area. This effort, also known as an “urban design verification” (UDV) study, identified lower cost improvements for people biking and walking. Improvements could include new signs, marked crossings, pedestrian activated signals, etc.

The potential improvement ideas, if constructed, would make it safer and more comfortable to walk along and cross these highways on foot. The study also looked at bike lanes and intersection safety improvements, as well as other issues brought up by the public. We studied these highways to understand potential designs before future maintenance or other projects are planned for the area. With this study, we will look for funding to include the improvements along with other necessary work to make best use of our limited resources. For example, if we have a project to update the curb ramps, we may be able to also improve pedestrian crossings with new striping and signs that make it safer to cross the street.



Key Elements

- In-person outreach at frequently used services such as a food pantry and the bottle drop.
- Strong collaboration with City of Salem to ensure solutions connect to the city's biking/walking network.
- Outreach in both English and Spanish.

Helping to create a modern transportation system by improving access to active and public transportation.



Outreach and Public Involvement

The project team performed both in-person and virtual public outreach to gather input on the needs of people walking, biking, and rolling in the area, as well as to gather feedback on the proposed solutions. This input was used to inform recommendations for enhanced crossing locations and strongly validated the need to calm traffic and improve bicycle facilities throughout the corridor.



Additional Details

Outreach: Online open hour in June 2023 resulted in **50 public comments**. In-person outreach included meeting with the nearby elementary school principal. Intercept surveys (conducted in English and Spanish) were completed at a food pantry and a heavily used bottle drop. Online open house in January 2024 resulted in approximately **160 public comments**.



OR 138E Design Concept Plan

	2023				2024		
	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER
Online Open House/ Focus Groups/ Project Advisory Committee				●	●		
Walking & Biking Tour		●					
Plan Creation	●	●	●	●	●	●	●



Region 3: OR 138E Concept Plan

Overview and Process

The City of Roseburg and ODOT are planning improvements to Diamond Lake Boulevard/OR 138E to provide safer and more convenient travel options along the corridor. With new housing and future growth planned along OR 138E, ODOT and the City are acting now to design improvements, so the corridor better serves all of Roseburg's residents and visitors, including people walking, biking, rolling and driving.

The **OR 138E Design Concept Plan** includes, but is not limited to, the following: analyzing the OR138E Corridor connecting roadways and parallel roadways beginning at the OR138E/SE Douglas Avenue intersection and ending at the City of Roseburg's Eastern Urban Growth Boundary limits. The OR 138E Corridor needs major improvements including extending existing roads, constructing new roads, providing multi-modal facilities and connections, and identifying and prioritizing safety improvements. The Project revisits related projects from the City of Roseburg's 2018 Diamond Lake Urban Renewal Plan.



Key Elements

- A refinement plan of OR 138E that considers the corridor, connecting and parallel roadways.
- Refine concepts and enhance multi-modal access and crossings of the corridor.
- Identify multimodal improvements to support future commercial development within the Pine Street Waterfront Area located west of OR 138E between SE Douglas Avenue and SE Spruce Street, including SE Pine Street multi-modal connectivity to NE Rowe Street.
- Provide safe, comfortable, and accessible travel options for people who walk, bike, roll, and drive along the corridor to downtown Roseburg and other areas.
- Improve connections to popular destinations and paths, like the Umpqua River Trail.

Outreach and Public Involvement

The public involvement plan includes input from City of Roseburg, ODOT, and consultant staff. It established a public advisory committee for technical staff and residents and a project website and timeline. The project also identified key decision points and developed public involvement opportunities during each phase. The opportunities included virtual online open houses, open advisory committee meetings, mailing lists, and, later in the project, public adoption hearings.

Diamond Lake Boulevard/OR 138E

Design Concept Plan

Creating a community-driven blueprint for safe, accessible and convenient travel

The City of Roseburg and the Oregon Department of Transportation (ODOT) are working to identify safety and mobility improvements to Diamond Lake Boulevard/OR 138E so the corridor better serves our community's needs now and into the future. Your input and priorities will help shape a design concept plan for the corridor.

Additional Details

Outreach: Online open houses, focus groups, mailing lists, a project advisory committee, a project website, and a public adoption hearing occurred in Fall 2023 and Winter 2024. A walking and biking tour occurred in the summer of 2023. The plan creation has occurred throughout 2023 and early 2024.





Overview and Process

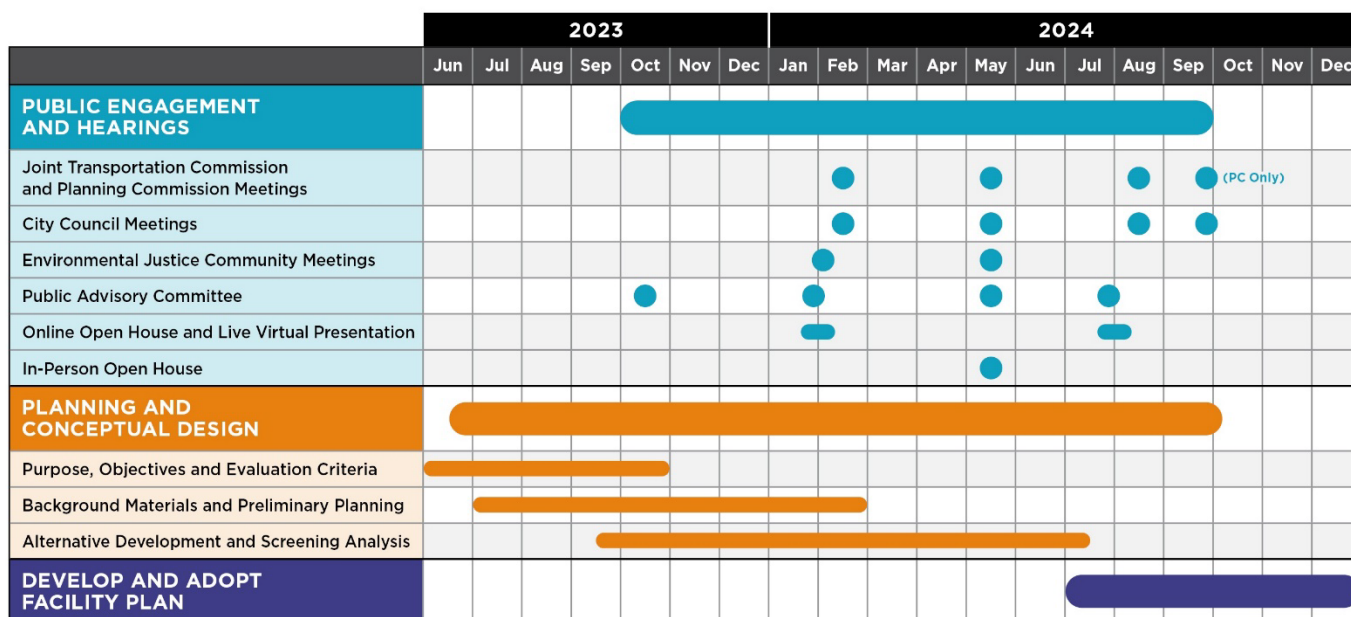
Today, no roads cross Interstate 5 and Bear Creek for an approximate three-mile stretch between the Phoenix interchange (Exit 24) and South Medford interchange (Exit 27). The lack of local east-west connections forces drivers to make out-of-direction trips, resulting in longer travel times. This puts stress on area interchanges and local roads, creating backups, and safety concerns. Planned development and continued population growth will exacerbate current challenges.

To address this, ODOT, in partnership with the city of Medford, is preparing a Facility Plan to evaluate potential transportation improvements between the Phoenix interchange and South Medford interchange to improve east-west connectivity and safety, reduce congestion, improve emergency response times and reduce travel times. This plan started in 2023 and is currently ongoing.

Key Elements

- Review current system classification against 20 year projected growth.
- Review current and future active transportation needs.
- Identify future transportation needs and funding sources.

STUDY TIMELINE



Outreach and Public Involvement

A wide range of outreach tools were used to publicize the project and encourage public participation including postcards, advertising in the local newspapers and publications, emails, an online open house and hybrid meetings. The project website is updated regularly announcing engagement opportunities and other project documents. A project fact sheet was created that described the Project purpose, study area, schedule, and contact information. Outreach included briefings, interviews, and presentations. A communications log tracked responses and built an email list.

Community Engagement

Information on upcoming events will be shared on the project website. The project website will include information on upcoming events, including:



Online open houses
in early 2024 and
summer 2024



In-person open house
in spring 2024



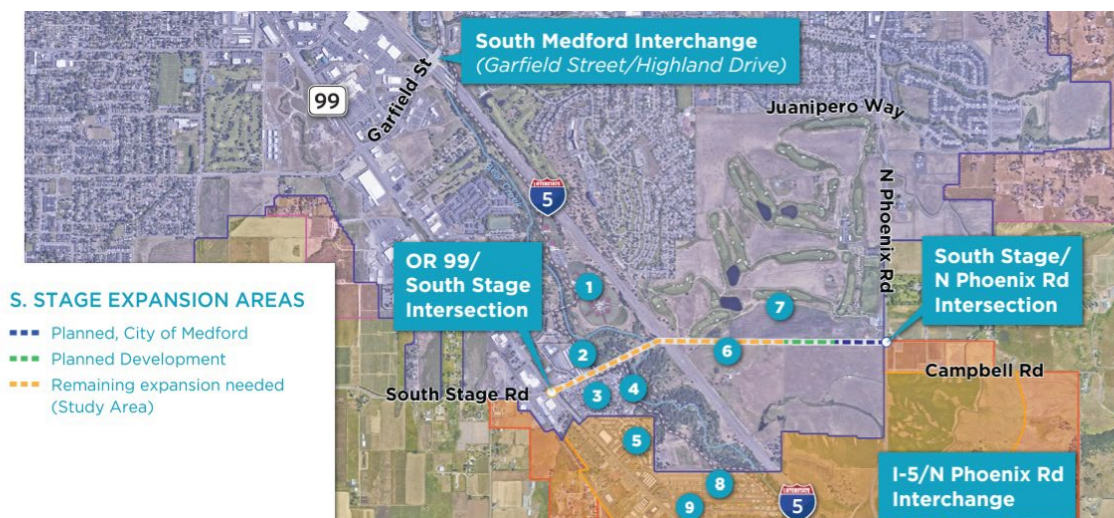
Additional community
meetings and briefings
throughout the project

Additional Details

DBE Goal: 3%.

Outreach: The Project fact sheet was translated into Spanish and distributed to Spanish-speaking communities in the Medford/Phoenix area. A postcard was sent to **over 1,899 people** in the Project vicinity. Digital ads ran from May 6-20, reaching almost **30,000 impressions**. Emails were sent to **over 2,000 people**. One meeting took place with a nearby mobile home community. Materials and meetings were translated and interpreted in Spanish. The Community Engagement Liaison met with two Latinx-Owned businesses and visited the La Clinica Phoenix Health Center.

Outcome: The analysis showed that an interchange was not needed before 2045. Many residents and City decision makers felt that an interchange would be needed at some point in the future. To accommodate their comments, ODOT considered alternatives that could accommodate compatible interchanges in the future and studied them in depth. The information is included in the facility plan.



Region 4: US 97 High Bridge to Madras Safety Study

Overview and Process

This stretch of U.S. 97 has safety issues for all roadway users and has seen an increase in fatal and serious injury crashes over the last several years. ODOT and Jefferson County have made some intersection improvements to reduce crashes, but a safety study is needed for a comprehensive list of projects in the corridor.

To develop the safety study, we will look at conditions on the highway today and into the future, document public concerns, describe major needs, and solicit feedback from the community on potential projects. At the end of the process, we will select the preferred projects for U.S. 97, pursue adoption with the Oregon Transportation Commission, and work to fund improvements.

Key Elements

- Ensure that the US 97 corridor is safe for everyone using the highway, including drivers, freight, and people who use active transportation or take transit.
- Reduce fatal and serious injury crashes on the US 97 corridor and improve travel time reliability via safety-focused improvements.
- Balance the need for access with safety improvements and corridor through movement.
- Protect the natural and built environments with practical design solutions.
- Incorporate equity in the decision-making process and reduce transportation-related disparities.



Outreach and Public Involvement

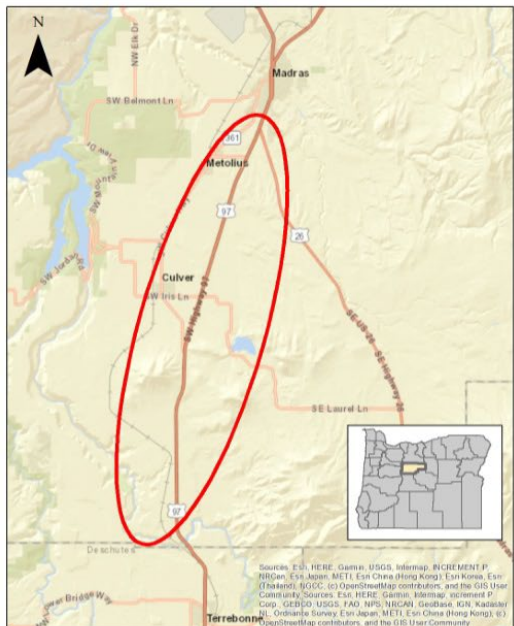
Online survey and open houses data was summarized qualitatively and presented to the project team, as well as the Participant Advisory Committee. Key themes of the public involvement efforts were incorporated into decision making during the solutions development phase.

Safety data was used to identify crash patterns on the corridor. Safety data directly influenced project decisions and was used to educate the public on crash trends.

Demographic data and the ODOT Social Equity Map were used to identify outreach needs to specific populations, notably low income and Hispanic groups.

A public involvement plan (PIP) was developed to identify specific groups that are historically underserved in the corridor. The Warm Springs Tribe and local Hispanic groups were invited to the participant advisory committee as identified in the PIP.

Written materials and translation services will be made available in Spanish upon request. Project advertisements were posted in locations where Hispanic or Latino community members frequent. Tribes in the region were notified and participate on the Advisory Committee.



US 97: High Bridge to Madras
Safety Study

Jefferson County, Oregon

0 1.25 2.5 5 Miles



Project Study Area

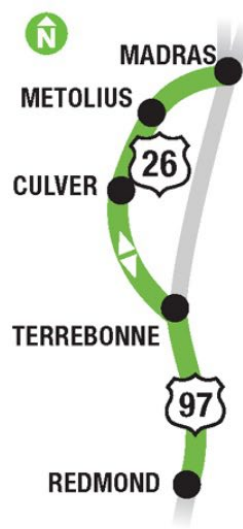
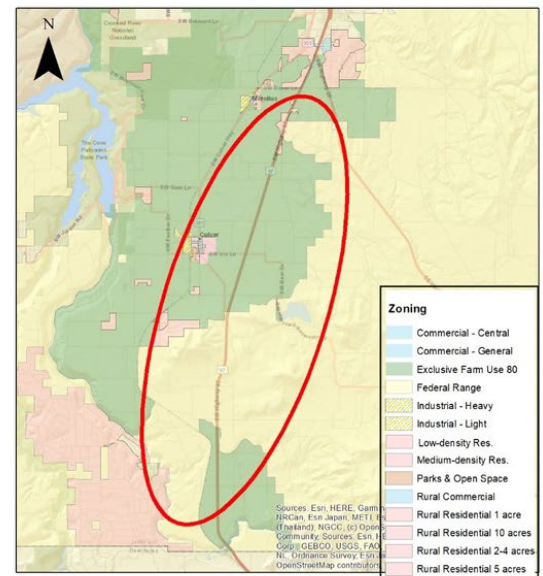


Figure 2.5.1 Transit Route



Additional Details

Outreach: Met people where they assembled. Held in-person outreach events at places where meetings regularly occurred like the Jefferson County Fair. Used technology such as online surveys in conjunction with open houses. Explained concepts simply in plain language. The Warm Springs Tribe and local Hispanic groups were invited to the participant advisory committee as identified in the Public Involvement Plan (PIP).



Region 4: South Madras Concept Area Refinement Plan

Overview and Process

The purpose of the Project is to develop the South Madras Concept Area Refinement Plan, in the city of Madras. A Refinement Plan for the segment of US 97 between the southern city limits and the “Southern Y” was recommended in the 2018 update to the city of Madras Transportation System Plan (TSP). As the South Madras area continues to develop, access to lands east and west of the highway will compete with the high travel demand along the highway. A Roadway Characteristics and Safety Analysis and a Crash Countermeasure Toolbox were created. This plan is important to ODOT’s continuing efforts to improve safety, reduce crashes, and reduce fatalities on the highway. In addition, the city of Madras has a population comprised of approximately 50% of people of color and 20% of families below the poverty level.

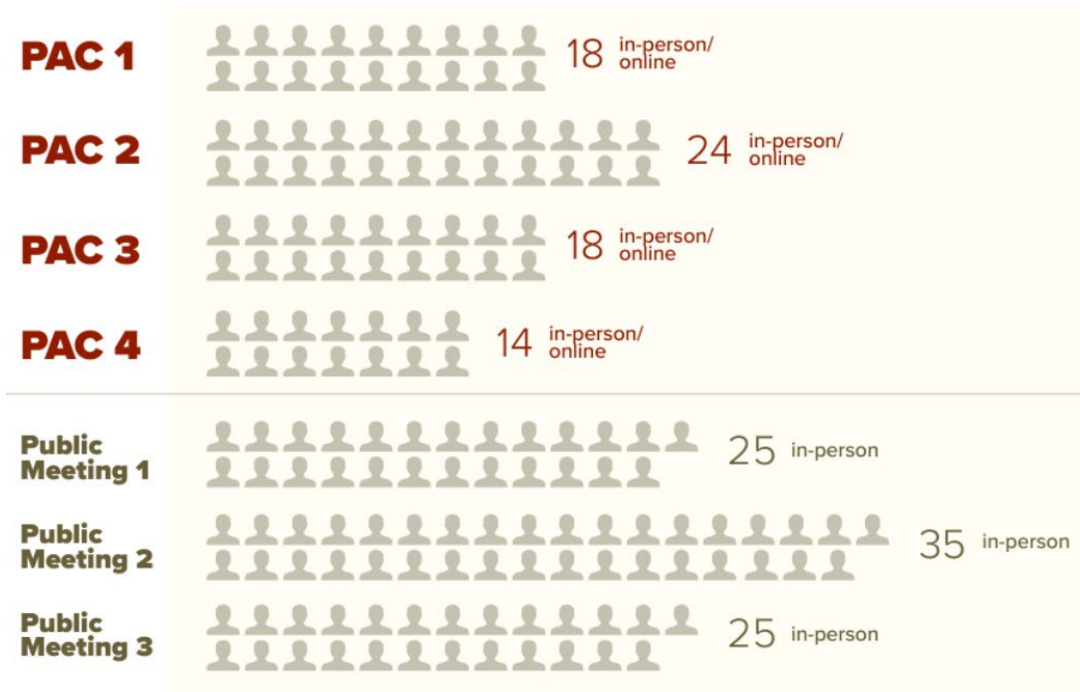


Key Elements

- Transportation and Land Use Modeling data.
- Existing traffic volume data was assembled from traffic counts conducted in the study area, and annual data collected by the ODOT Transportation Planning Analysis Unit (TPAU).
- Safety data was also collected.

Outreach and Public Involvement

A project website was completed to provide contact information, meeting schedules, a timeline, project details, and related project documents. A Project Advisory Committee (PAC) met four times starting in July 2023 and continuing through May 2024. Policy Advisory Committees were comprised of interested parties in the area. Three open houses were held beginning in July 2023 and continuing through May 2024.



Additional Details

DBE Goal: 3%.

Area Overview: Madras is a rural community with a population of approximately 6,000 people. It has a blend of industry, agriculture, and recreation. 50% of the area are people of color. The area is currently growing, and the median income is increasing.

Outcomes: Based on feedback from the PAC and the public, the Grade Separated Interchange and the US97 Mainline Enhancement alternatives were both advanced for further refinement and evaluation.



Region 5: City of La Grande Critical Link Project Refinement

Overview and Process

Conduct a corridor study to determine possible routes for a multi-use path to connect the La Grande Downtown District with the southern residential area. Of particular interest is to examine routes that would utilize existing infrastructure at Eastern Oregon University. Other goals include expanding transportation options and access to opportunities, improve active transportation connections (biking and walking) in downtown La Grande and connections around Eastern Oregon University, build upon recent and upcoming investments, respect the unique character of the area, and leverage project partnerships to facilitate timely implementation.



Key Elements

- Existing conditions report.
- Alternatives analysis.
- Preferred alignment concept design.
- Cost estimate and Critical Link Study document.

Outreach and Public Involvement



On-line open house included project survey. City-led outreach at community event helped distribute flyer describing project and online open house to interested parties. Information gained from project survey was used to inform project.



Additional Details

DBE Goal: 3%.

Outreach: A project website was developed with an on-line survey that residents could complete.

 <p>Goals and Objectives</p> <p>Learn about the study's guiding principles.</p>	 <p>Evaluation Process</p> <p>Learn more about the evaluation process used to evaluate the different routes.</p>	 <p>Alignment Options and Evaluation</p> <p>Learn more about the eight potential routes and their advantages and disadvantages.</p>	 <p>Next Steps</p> <p>Learn about the next steps and review the study's supporting documents.</p>
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- + Goal 1: Expand transportation options and access to opportunities
- + Goal 2: Improve active transportation connections between Eastern Oregon University (EOU), surrounding neighborhoods, and downtown La Grande
- + Goal 3: Build upon recent, ongoing and upcoming investments in the public realm
- + Goal 4: Respect the unique character of the area
- + Goal 5: Leverage project partnerships to facilitate timely implementation

Area Overview: La Grande is a historic area dating back to the late 1800s. It is a rural area with population of 13,000 people and the surrounding area contribute a total population of 25,000. There is a university located there.



Region 5: Downtown Safety and Multimodal Transportation – Lexington

Overview and Process

The purpose of this project is to support the town of the Lexington and its residents and facilitate a community conversation surrounding the needed safety improvements in the Lexington downtown project area. The downtown project area, locally referred to as "Main Street", is the stretch of Oregon Highway 74 running from H street to A street. Particular attention is given to walkability, parking management, and safety around renewed use and development of properties along Main Street and fixed route bus stop in the heart of the downtown area. The goal of this project was to begin the process of public input and education to improve our downtown area.



Key Elements

- Engaging community members in long-term thinking about the future built environment of the Project Area, taking care to engage traditionally marginalized or hard-to-reach populations.
- Identifying priorities in land use and transportation, including but not limited to safety, ADA accessibility, and multimodality, that are clear and well understood.
- Considering land use and transportation impacts and opportunities in the context of anticipated development, including the new downtown restaurant, and Morrow County Public Transit fixed route bus stop.
- Recommending next steps in developing smart growth improvements in the Project Area, including but not limited parking management, pedestrian and transit-rider safety, and collaborating on local community needs and potential.

Outreach and Public Involvement

In-person interviews with downtown, interested parties. With the findings of the interviews, a community town hall event was held where a led discussion on what the needs and issues are downtown. A final report was presented to the Town Council, providing valuable information to plan for future downtown improvements.

From April to June 2023, the project team conducted a series of four community engagement strategies to gather information about community experiences and perceptions as they relate to safety and multimodal transportation in Downtown Lexington. A project webpage was created that included a description of the project, project point of contact information, instructions to join the project email list, and information about opportunities for comment, public meetings or hearings, and other resources were provided on the website.

Additional Details

Outreach: The project team arranged and conduct interviews in May 2023 with six key partners to identify needs and common challenges relating to land use, transportation, and safety. The project team arranged and conducted a hybrid virtual/in-person Community Meeting on May 22, 2023, to inform the community about the Project and solicit input from community members.

Area Overview: The town of Lexington, Oregon is rural with approximately 250 residents. It is in the Willow Creek Valley in southern Morrow County and is neighbored by the cities of Heppner, and Lone. The town is primarily agricultural, but camping, hunting, and recreation opportunities abound.

