

DRAFT

OREGON TRANSPORTATION SAFETY COMMITTEE
Wednesday, October 14, 2020, 2020 Meeting Minutes
Teleconferencing Call
Salem, OR

Members via Phone/Skype: Victor Hoffer, Louis Ornelas, Marian Owens, Jerry Cooper

Staff via Phone: Troy Costales, Traci Pearl, Alycen Ozawa

Liaison(s)/Guest(s) Via Phone: Mary McGowan (ODOT Planning), Jody Raska (ODOT TSD Driver Education), Rich Greene (Columbia River Driver Education), Sgt. John Holbrook (Portland Police Bureau), Officer Nathan Scott (Portland Police Bureau), Cooper Brown (ODOT Assistant Director for Operations), Jeff Greiner (ODOT TSD Motorcycle Safety), Dan Estes (ODOT TSD Impaired Driving), Kristin Twenge (ODOT TSD Police Traffic Services/Speed/Judicial), Vanessa Robinson (ODOT TSD Region 4 Transportation Safety Coordinator), Nick Fortey (Federal Highway Administration)

I. WELCOME AND INTRODUCTIONS

Chair Hoffer called the meeting to order and asked for a moment of silence to remember those who've lost their lives in traffic crashes throughout Oregon and the world. Roundtable of introductions.

II. CONSENT CALENDAR AND MINUTES

Chair Hoffer called for a review and approval of the minutes from the September 2020 meeting and the amended consent calendar. The amendments included decreasing the 2021 Distracted Driving media grant by \$60,000 to \$540,000; and increasing the Oregon Impact Distracted Driving grant by \$60,000 to \$560,000.

MOTION: Ms. Owens moved to approve the amended Consent Calendar and minutes. Mr. Cooper seconded. Call for vote; unanimous approval. Motion passed.

III. MEMBER REPORTS

Mr. Ornelas did not have anything to report.

Mr. Cooper reported spending four days of the week in Tillamook by the ocean side. In Tillamook, there were 46 reported COVID cases with zero deaths.

Ms. Owens reported there were additional fatalities in Merlin.

Mr. Hoffer reported on crossing the streets endorsements for middle and high schools in his area. The files and calls have kept him occupied.

IV. TRANSPORTATION SAFETY ACTION PLAN

Ms. McGowan shared information and a presentation on the Oregon Transportation Safety Action Plan. The TSAP, as it is known, is a joint effort between the ODOT Planning Section and the Safety Section and provides long term goals, policies and strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system. The TSAP serves as the unifying framework for

transportation safety planning in Oregon; identifying key multi-modal safety needs and guiding safety investments in infrastructure and behavior programs to meet those needs.

ODOT is currently conducting an update of the TSAP. This update will replace the 5-year plan that was adopted in 2016. A slide was shared that showed different transportation plans that involve different modes and topics. There is inner-connectivity with all of these plans and the Transportation Safety Action Plan. A successful update includes involvement with many key stakeholders including state, regional, tribal, county and city agencies, enforcement agencies, emergency medical service providers, education providers, public health and other safety advocacy groups as well as multi-modal partners and organizations.

The limited and focused 2021 TSAP update will focus on addressing emerging safety issues for all modes including analyzing updated crash data, evaluating the success of efforts to date, identifying emerging safety trends and challenges, identifying solutions and actions to address safety needs for all travelers, and meeting federal requirements.

The 2016 Emphasis Areas were shared and the update will review the actions within each of the emphasis areas and determine if they have been completed, if work is still needed or whether a pivot is needed to address new or other needs to better reach goals of reducing fatal and serious injury crashes.

Based on the crash analysis, key issues that have emerged or evolved since 2016, stakeholder input our team will do a deeper dive to develop technical memos (January 2021) to address a variety of topics, including but not limited to:

- poly-substance abuse and driving under the influence;
- distracted driving; pedestrian safety;
- transportation safety equity;
- connected and automated vehicles and technologies;
- speed setting; and other similar concepts.

Ms. McGowan noted that meetings are scheduled with federal partners and internal ODOT stakeholders in November to begin discussions on performance measures and targets. Areas of discussion will include how to address the long term goal of zero deaths, keeping or pushing back the goal and the pros and cons of that.

DKS Associates is the contractor developing the structure of these discussions and the functional work requirements of TSD. The project team will come to OTSC on a quarterly basis to update on progress.

V. DRIVER EDUCATION ADVISORY COMMITTEE MEMBER

Ms. Raska, Driver Education Program Manager, thanked the committee members for the time on the agenda and introduced Mr. Rich Greene, an applicant for a vacant Commercial Driver School Representative position on the Driver Education Advisory Committee. Mr. Greene, with his wife Wendy, own and operate Columbia River Driver Education in St. Helens, Oregon. They have a great passion for driver education that is really evident in the way they approach their students and teaching. He is also running an adaptive strategies pilot program using virtual reality as an addition to the curriculum. He is

always looking for ways to not only improve delivery methods, but also how to make sure the concepts stick with the students. He offers them opportunities, post-licensure, to come back for refreshers. Ms. Raska recommends Mr. Greene be appointed to serve on the Driver Education Advisory Committee.

Committee members asked Mr. Greene to share about his background and answer questions about his driver education program. Ms. Owens suggested partnering with a commercial truck driving operation to allow students to see blind spots around a big truck.

MOTION: Ms. Owens moved to approve Mr. Rich Greene’s application to serve on the Driver Education Advisory Committee. Mr. Ornelas seconded. Chair Hoffer called for vote; unanimous. Motion passed.

VI. LAW ENFORCEMENT AGENCY ON RED LIGHT CAMERA PROGRAM

Sgt. John Holbrook and Officer Nathan Scott of Portland Police Bureau (PPB) shared a presentation on the photo enforcement program in Portland. There are red light cameras at 10 intersections/11 approaches, 2 mobile radar vans with 12 operators and 6 fixed speed cameras on 3 high crash corridors.

A photo-enforcement class is offered to those who’ve not received a speeding or red light ticket within the past three years and haven’t previously taken the class. It is offered in a Zoom format during the COVID-19 restrictions but will be offered in person again when restrictions are lifted. PPB partners with a private driving school to co-teach the course and upon successful complete, the citation is dismissed.

Several advantages and disadvantages of the program were shared.

Advantages

- 24-hr coverage (red light/fixed speed)
- Mobile (vans)
- Unbiased
- No contact with law enforcement

Disadvantages

- Permanent, can’t move
- Limited to 4-hr deployment
- Uncaring
- No contact with law enforcement
- Subject to vandalism (red light/fixed speed)

Misconceptions about the program were also shared. The public often believes that photo enforcement is a backdoor way to tax people. In reality, the focus is on safety. The City of Portland does not see much revenue from the program as most of the revenue goes to the state. The cameras are expensive to install and operate. People also think of it as a big brother type program. In reality, the citations can only be issued for intended purpose and any videos and photos must be deleted after a set period of time.

Mr. Ornelas asked how the City could obtain more of these across the city. Officer Scott reported the old contract has just expired and the City is going through a new bidding process now with a plan to expand the program. The biggest obstacle is manpower and resources. The city has grown in population from 550,000 to 650,000 since the early 2000s and there are currently 200 fewer officers to cover the same service area.

Chair Hoffer asked about the process. Sgt. Holbrook noted the photo/video goes to the vendor first. The vendor reviews to see if there is a clear enough picture to see the plate, identifies the registered owner and completes a citation. The information then is sent to officers who review and sign off on the citations and sends them back to the vendor. The vendor sends the citations out to the identified owner. Approximately 50 percent of images taken can be disqualified for various reasons.

VII. COOPER BROWN – ASSISTANT DIRECTOR OF DELIVERY AND OPERATIONS

Mr. Brown provided an introduction and explained his role in ODOT and an update on changes occurring in ODOT.

There are three priority areas for ODOT’s Strategic Action Plan:

1. Equity: Culture; work force; how we operate; many different lenses. Opportunities that trickle down from our work and where they trickle to—who is not being heard as much as others.
2. Modern Transportation Systems: ODOT is responsible for a comprehensive system and how to preserve it, ensuring it is as safe as possible. The Strategic Plan leans into Zero Fatalities like in the TSAP, ensuring access and mobility across different modes and quality of life. It also asks the questions: How do we deliver our projects better? How do we leverage technology?
3. Efficient and Reliable Funding: ODOT can’t do anything as a department without funding, and the current funding model is antiquated. There needs to be a transition to a new model heavily based on pay per mile, tolling, gas tax, etc.

Safety is chief among the top goals/priorities - ensuring the system as a whole functions to benefit all users and keeps them all safe, protects vulnerable users as certain users, depending on mode, are more vulnerable to crashes/injuries/fatalities.

Ms. Owens asked if the Strategic Action Plan provides for distinctions between rural and urban areas. Mr. Brown noted impact recognition of congestion are far reaching when looking at economy, flow of goods/freight through the region and the effect well beyond the Portland region. The programs and projects must remain cognizant that there is no one-size-fits-all and that all areas are very different and have different needs and desires based on their environments. ODOT works with local jurisdictions to provide what’s needed most in their communities, realizing that it may not look the same throughout the entire state.

Ms. Owens noted that the idea of a mileage tax is distasteful to rural areas where just going to the grocery store would add up. Mr. Brown acknowledged that and the idea is still in early stages. ODOT is working closely with Legislature for next steps. It is a good question to determine how to keep this fair and equitable across the board, whether going to grocery store or 20 miles one way to work, etc. ODOT will have to look through equity and other lenses to address these issues.

VIII. PROGRAM UPDATES

Motorcycle Safety – J. Greiner

Mr. Greiner shared a handout with the current status of the Motorcycle Safety program. Funding for the current grant year was shared as well as challenges that continue to affect the program. Riders, on average, represent 13 percent of all traffic fatalities annually, yet in 2017 only represent 3 percent of the registered vehicles in Oregon. Riders continue to ride impaired and/or at speeds above the suggested/posted speed limits. And they often choose to wear non-compliant helmets (or no helmets at all) and not to wear proper protective clothing. Additionally, motorists continue to “not see” motorcyclists which leads to violation of the motorcyclists’ right-of-way.

Some strategies to address these issues include collaboration with the GAC-Motorcycle Safety, law enforcement and motorcycle groups to educate riders on the topics discussed above, continued work on

motorcycle safety campaigns focusing on motorist awareness of motorcycle riders, separating drinking/drug use and riding and speed related issues and continuing to work on identifying best management practices and emerging training programs that address causative factors of crashes and progressive training approaches to student learning.

Team Oregon has been working hard to address the backlog of training students created during the COVID-19 shutdown. This is very impressive as in August, they had a backlog of approximately 6,000 students.

Impaired Driving – D. Estes

Mr. Estes shared that with COVID-19, a lot of in-person trainings and conferences, primary way of reaching and educating people, were cancelled, including Oregon Attorney Generals, DUII, and Clear Alliance conferences. Prosecutorial trainings were also reduced and/or canceled. Many of these organizations are utilizing virtual meetings as they can.

COVID has created impacts in the impaired program media plan, for instance, movie theater slides were cancelled.

All told, the program has \$1.9M unspent from 2020 to carry forward into the 2021 grant year and to be re-allocated.

Looking forward to 2021, the program will be continuing similar projects from 2020 with two new grants, one of which is a Forensic Administrative Assistant position at the Oregon State Police (OSP) crime lab who will assist two lab technicians freeing up time from administrative paperwork delays/backlog. This will help improve turnaround times on toxicology tests.

There are two grants ending this year – the DUII Investigator grant is in the last of three years and the Forensic Scientists in the OSP Crime Lab. Both the Oregon State Attorney and OSP will be picking up those costs and no capacity will be lost.

The 'A Crash is no Accident' campaign PSA won the Platinum award at the Houston International Media Festival, and won the Silver at Summit Media Awards recently. Plans are to continue this PSA with same actor/themes, but instead of showing all of his poor choices, reverse and instead show the good decisions he makes in light of the previous ad. For example, instead of having too many drinks, he stops at two. Instead of driving, he rides home with a friend, or calls an UBER. It's an opportunity to correct his prior mistakes seen in the prior ad.

There is a new State Judicial Outreach Liaison, paid for by the American Bar Association (ABA) and NHTSA, Judge Eric Bergstrom from Multnomah County Circuit Court. He is a prior prosecutor and also runs the DISP court in Portland, turning it around within the last 3 years with amazing results. In the coming months, he will be introduced to the OTSC. He will encourage No Refusals and other strategies to combat impaired driving.

Mr. Estes reported there is a new face on the GAC DUII, Judge Ray Crutchley with Deschutes County Circuit Court. Judge Crutchley was appointed right before the October GAC DUII meeting. He is a prior district attorney and has a Marine background. He runs the treatment court for Deschutes County.

With the 2021 Legislature coming up, there are several legislative ideas including 0.05 BAC, any impairing substance, replacing/removing the word 'accident' from the Oregon Motor Vehicle Code, 24/7 Sobriety program, sobriety checkpoints, allowing drug recognition experts to comment on refusal of DRE exam, and ability to count out of state DUIIs as a condition of sentencing, etc.

There have been steady decreases in alcohol-impaired crashes, but steep increases in drug only, and in poly-drug use fatalities. Measure 110, currently on the ballot, will legalize possession amounts for almost all drugs including cocaine, heroin, methamphetamine, ecstasy and others found commonly in toxicology reports from Oregon DUII cases.

PTS / Judicial – K. Twenge

Ms. Twenge reported that ODOT TSD was able to hold the Judicial and Police Traffic Safety Conferences earlier this year prior to COVID-19 shutdowns. There were approximately 70 judges and court administrators in attendance at the Judicial Conference. Karen Williams was a presenter and has also presented at the TSD conference in 2019. She delivered some resources for teen drivers which judges have been asking about for years. After the first presentation, Ms. Williams took the feedback she received and updated her second day's presentation.

Judge Steve Todd held the annual New Judges' training for new judges with 18 months or less on the bench. TSD also recognized Judge Todd, who retired as a judge on the bench from Multnomah County and presented him with recognition for his extensive participation and partnership with ODOT and Oregon advocates for transportation safety efforts. Chair Hoffer presented it to him. Great to recognize him in front of his peers.

One of the goals in the Highway Safety Plan is to increase the number of circuit court judges. Four signed up this year, but 1-2 were lost due to COVID. There were some repeat circuit court judges that came back.

The advanced motor officer training was held in July at DPSST in Salem/EVOC course and trained approximately 100 motor officers who don't usually have that opportunity.

Ms. Twenge worked closely with our Transportation Safety Resource Prosecutor, Deena Ryerson, on distracted driving technology and what prosecutors can do to make a good case and how to testify.

The Crash Investigation Conference had to be canceled this year, which is unfortunate because the curriculum thru DPSST has been revised and went from a 16-hour course to only 6 hours. Law enforcement officers need that training as many agencies don't have a traffic team to back them up or the resources that larger agencies might have with their own reconstructionists.

Portland Police Bureau is in danger of having their traffic division cut due to budget reductions. There is a lot going on in Portland right now. Approximately 40 percent of Portland's officers are in criminal background checks with other agencies. DPSST is allowing a few classes to go through but unfortunately, Oregon is losing officers faster than they're gaining.

The S.T.O.P. Racial profiling project continues to progress with all Tier 3 agencies on board now. Tier 3 agencies are all agencies with 25 officers or less. All agencies are now reporting their statistics through the database at the Criminal Justice Commission (CJC). The CJC filters the information, looking for anomalies, and will work with DPSST as well if something concerning is discovered. DPSST will work directly with those agencies on reasons why.

One of the biggest COVID impacts has been the increased speeding on roadways. There have been triple digit speeds on many roadways. Several law enforcement agencies asked for and received more grant funds for speed overtime enforcement.

Lastly, ODOT TSD will be able to hold the Police Traffic Safety conference in January 2021. Ms. Twenge is working with Jeff Greiner on training related to stopping motorcyclists (traffic stops). This was done a few years ago too with good reviews.

Region 4 – V. Robinson

Ms. Robinson provided a handout and update on transportation safety in Region 4. Primary focus areas in the Region include safety corridors, roadway departure, speed, impaired driving, vulnerable users, occupant protection, distracted driving, teen drivers and work zones.

Strategies include continuing to increase the number and effectiveness of partnerships with local agencies and non-profit groups with a safety focus, and identifying and increasing opportunities to provide state data to local jurisdictions and safety organizations.

A pilot program with the Motorcycle Safety program manager, Mr. Greiner, is underway to raise awareness for rider safety. The program is targeting identified locations using geo-fencing and positive messaging.

Ms. Robinson reported that increased crashes with serious injuries and fatalities have been front of mind for Central Oregon. Local citizens, state legislators, and news agencies have reached out to Region 4 ODOT to explore possible interventions and ask for help improving safety on US 97 between Madras and Redmond. Although initially traffic volumes slowed during the COVID-19 stay-at-home order, as Region 4 counties transitioned to less restrictive levels, traffic volumes returned to normal and as summer recreation and tourism also resumes, traffic levels increased even more. Solutions explored included the Safety Corridor program, quick fix engineering interventions and increasing awareness using geo-fencing methods. Meetings were also scheduled with law enforcement agencies to explore increased enforcement efforts.

Projects started and progress to date were shared in the handout as well.

IX. LIAISON REPORTS

No reports were given.

X. NEXT MEETING & AGENDA BUILD

The next meeting will be held virtually on Wednesday, November 18, 2020 at 9:00 a.m. Topics for consideration at future meetings include:

- *Liaison Reports*
- *DMV License Testing (CDL, Class C)*
- *Clear Alliance*
- *Rest Areas – Truck Parking*
- *Safety Aspects of Roadway Engineering*
- *Karl Citek, M.S., O.D., PhD., FAAQ (Nystagmus – Part 1)*
- *Tim Plummer, OSP (Nystagmus and the DRE Program – Part 2)*
- *2021 TSD Annual Planning Meeting**

Mr. Ornelas asked about the results of the Secretary of State audit that was initiated earlier. Mr. Costales noted that could be covered at a future meeting.

XI. ADJOURN

With no further business brought before the committee, Chair Hoffer officially adjourned the meeting at 11:53 a.m.