

APPROVED
2.8.23

OREGON TRANSPORTATION SAFETY COMMITTEE
Wednesday, January 11, 2023 Meeting Minutes
Transportation Safety Office
In-Person and Virtual Hybrid Meeting
Salem, OR

Members via Phone/Teams: Chair Victor Hoffer, Vice Chair Jerry Cooper, Will Anderson, Honorable Jane Aiken

Absent Members: Marian Owens

Liaisons and Guests via Phone/Teams: David Beatty (DPSST), Nicole McAda (Clear Alliance), Tory Kurtz (Clear Alliance), Bill Merrill (DMV), Captain Cord Wood (OSP), Lieutenant Evan Sether (OSP), Nick Fortey (FHWA), Michael Rock (ODOT), Janelle Lawrence (Oregon Impact)

Staff via Phone: Amy Joyce, Traci Pearl, Alycen Ozawa, Kelly Kapri, Kelly Mason, Jeff Greiner, Jody Raska, Walt McAllister, Colleen O'Hogan, Vanessa Churchill, Rose Senger, Billie-Jo Nickens, Heidi Manlove, Ryan Stone

Public Attendees: Joe Gardner and various callers joined via Teams

I. WELCOME AND INTRODUCTIONS

Chair Victor Hoffer called the hybrid teleconference meeting to order at 9:30 a.m. There was a reminder that the meeting was recorded and minutes were taken. Chair Hoffer asked the group to remember that the committee works toward preventing crashes, provide safer means of travel for all people, provide diversity and inclusiveness in all forms of transportation, and reducing highway traffic deaths and serious injuries by all users. There was a moment of silence held to remember the individuals who are suffering the loss of loved ones in crashes and illnesses throughout the world. The members introduced themselves. Traci Pearl introduced the Transportation Safety Office staff and liaisons.

II. CONSENT CALENDAR AND MINUTES

Chair Hoffer called for a review and approval of the Consent Calendar and the December 2022 meeting minutes.

MOTION: Will Anderson moved to approve the Consent Calendar and the December 2022 meeting minutes. Chair Hoffer seconded. Majority approval by the committee. Motion approved.

III. MEMBER REPORTS

Will Anderson

Will Anderson reported moving to West Salem from Central Oregon. He commutes to work by bicycle and enjoys seeing the bicycle and pedestrian infrastructure. He noticed that downtown Salem does not have any dedicated bike lanes. He reported working with Representative Ben Bowman from Tigard. There are discussions of safety issues on Hall Boulevard, an orphan highway, where school-children walk on narrow pathways with cars passing at high rates of speed. He would like to work on making sure these orphan highways are maintained and have a proper pedestrian pathway.

Jane Aiken

Jane Aiken reported concluding her fourth term as a Salem Municipal Judge in December. She filed an objection to the Governor Brown's action to eliminate traffic fines and fees. Her objections to the Governor's actions were that the Governor's actions were not based on any inquiry of any municipal or justice court judges. It ignored what municipal and justice courts have been doing (including Salem Municipal Court for at least 16 years) for those who did not have the ability to pay. She was deeply offended by the Governor's action as it was not based on facts. She has asked the City of Salem attorney to respond to take action as she did not feel there was an appropriate legal basis for the Governor's decision. The addendum to the Governor's Order included about 500 associated cases with Salem Municipal Court. In a quick examination, Ms. Aiken found 3-4 associated with two defendants that did not meet the criteria of the Order, thus it created a workload for courts to determine which cases actually qualified for having their fines deemed paid and the failure to comply suspensions clears. Judge Aiken stated when HB4210 passed, the courts could no longer suspend driving privileges for failure to comply. There was discussion about the bill and background of traffic cases.

Jerry Cooper

Vice Chair Jerry Cooper reported attending the Governor's Advisory Committee on Driving Under the Influence of Intoxicants (GAC DUII) and will report at the end of the meeting.

IV. CHAIR REPORT

Chair Hoffer reported that the pre-meetings will no longer be held beginning 2023. In the past 14 years, there was a pre-meeting open to the public but it was advised that the pre-meetings were not a good practice. They are now eliminated. Vice Chair Cooper suggested to begin the actual meeting at 9:00 a.m.

V. PROTECTED BICYCLE AND PEDESTRIAN PATHWAYS – ORS 366.514 FUNDING USES

Amy Joyce, Driver and Motor Vehicle Services' Administrator, reported the Oregon Department of Transportation's (ODOT) historical one percent bike bill report summary from 1985-2021. The information included the total state yearly expenditures. It did not include total funding for bike and pedestrian improvements, only state highway funded totals. This is a chart based on the statutory requirement. Mr. Anderson reported the Oregon Bike Bill and the one percent spending floor has been a foundation for the bike and pedestrian infrastructure. The second is the one percent spending floor of highway funds, and third are the specific standards for project design and signage. It seems that the one percent is more like a ceiling and not a floor amount. He wonders if this one percent is adequate. The Highway Interstate 205 construction project had a breakdown of 4% for a bike and pedestrian bridge. The multiuse pathway was rated as "excessively disproportionate" at 14-17%, even though the Federal Highway Administration (FHWA) recommends "excessively disproportionate" rating exceeding 20% of the total cost. Judge Aiken asked if the one percent can be used in the same jurisdiction instead of the specific project. Oregon's Constitution amendment in 1980 passed a law that funds be used for right-of-ways. Ms. Joyce stated that this is tied to one percent of the state highway fund allocation. Mr. Anderson stated that bike paths are not defined in the bill, therefore, highway shoulders serve multiple purposes but primarily they are a place for drivers to pull over to the side of the road in emergencies. The goals that the state has set are not being met. There are question of reasonableness, funding amounts, and design standards that should be reviewed for sufficiency. Safety is a barrier for access of use. He would like to create a subcommittee to address this. Judge Aiken asked if there were national

design standards that Oregon can use, if not, are there standards from other countries that we can use as best practices. Mr. Anderson stated that Oregon has a set of bike path design plans but not the type this bill states. Chair Hoffer stated that having a subcommittee may not be in the scope of this committee.

VI. TRAFFIC SAFETY OFFICE (TSO) MANAGER'S REPORT

Traci Pearl reported the submission of the Annual Report to National Highway Traffic Safety Administration (NHTSA) and will be published online soon. The new Executive Assistant, Suzanne Gill, will begin January 23, 2023. NHTSA Region 10 will be conducting an onsite visit next week on Wednesday, January 18. There will be a quarterly review of the Annual Report and participation in a risk assessment. The report will be provided to this committee. The new liaison, David Beatty, of the Multi-Disciplinary Task Force will hold their annual DUII training conference on April 27-28, 2023 at Seven Feathers in Canyonville. Any OTSC member who wants to attend can do so. A travel expense checklist will be sent to help guide all travel expenses.

VII. TSAP IMPLEMENTATION PLAN

Walt McAllister presented on the Transportation Safety Action Plan (TSAP) Implementation Work Program. The Safety Action Plans were developed in 1994 with a long-range vision for implementing safety goals, policies, and strategies throughout Oregon. The Implementation Work Program describes the framework for implementing the TSAP Emphasis Area (EA) action items. The TSAP includes the Highway Safety Plan (HSP), the Commercial Vehicle Safety Plan, and the Highway Safety Improvement Plan (HSIP). It is a five-year plan will project 20 years ahead. Regional and local safety plans are included in the TSAP. Judge Aiken asked about what each plan was. Mr. McAllister stated that the HSP is the annual highway safety programs and all of the funding sources that are aimed at improving driver behaviors. The Commercial Vehicle Safety Plan is aimed at improving commercial vehicle driving behaviors. The HSIP is a data driven program with the purpose of reducing traffic fatalities and serious injuries. Michael Rock of ODOT reported that the Oregon Transportation Plan is being updated at this time, and would like to share the draft sometime in Spring.

The TSAP is for all of Oregon and applies to all state agencies with four emphasis areas: Risky Behaviors; Infrastructure; Vulnerable Road Users; and Improved Systems. These groups are driven by data. Risky behaviors include impaired driving, unbelted occupants, speeding, and distracted driving. Vulnerable road user include pedestrians, bicyclists, motorcyclists, and aging road users. The Infrastructure emphasis area includes intersections and roadway departures. The Improved Systems emphasis area includes improved data, training and education, enforcement, emergency medical services, and commercial vehicles. The key elements of the work program are to identify implementation lead roles and responsibilities; coordination to track activities; oversight, monitoring, and reporting of responsibilities; and details to implement the annual performance measure and target setting process.

Judge Aiken asked if there was oversight reporting from the e-citation and e-warrant implementation and enforcement portion. Mr. McAllister stated that the unit working on this sector had just reported on their activities. Chair Hoffer clarified the program manager's scope and position with this project. The teams will meet regularly and trouble shoot implementation challenges with the data showing a reduction of safety crashes. Ms. Pearl further explained the role of a program manager's responsibility

with grant oversight, monitoring, and reporting. There are annual targets set with performance measures that will be reported on as they progress with the TSAP implementation. The OTSC's role will be to receive updates and status reports from the emphasis areas, and discuss implementation of activities and future actions. In March, the group will ask the OTC approval of the TSAP Implementation Work Plan. There will be performance target setting in February. The OTSC will be provided monthly reports and quarterly EA team reports. The work plan is required to work with other entities other than ODOT.

Mr. McAllister requested approval of the TSAP Implementation Work Plan. Judge Aiken asked if we can modify the plan before we approve it. Mr. Rock stated that there will be opportunities to make suggestions and changes to any part of the Work Plan as it progresses. Part of what the committee is learning is the progress of the 5-year TSAP and find out which part of the plan needs to be modified and track best practices. Mr. McAllister stated the work plan is to capture and document what has been accomplished to report to the OTC. Many activities have already begun. Mr. McAllister asked if there was a change Judge Aiken wanted to suggest. Judge Aiken was concerned about the committee's role on approving the plan before asking for public input. Chair Hoffer stated that there is a TSO Conference annually to create portions of this plan. It will include input from stakeholders. Mr. McAllister stated there is a 20-year Safety Action Plan. There is a five-year cycle of reporting. The TSAP is the 5-year plan, and the Implementation Work Plan makes sure the TSAP is on target. Every year the OTSC has an opportunity to provide input on what grants will fund the portions of the Implementation Plan.

MOTION: Judge Jane Aiken moved to approve the TSAP Implementation Work Plan. Will Anderson seconded. Majority approval by the committee. Motion approved.

VIII. OTSC BYLAWS

The OTSC Bylaws were reviewed. There were no suggested changes.

MOTION: Will Anderson moved to approve the OTSC Bylaws. Judge Jane Aiken seconded. Majority approval by the committee. Motion approved.

IX. LIAISON REPORTS

Governor's Advisory Committee on DUII (GAC DUII)

Vice Chair Cooper reported he virtually attended the January 6, 2023 GAC DUII meeting. The five legislative concepts were introduced to the legislature and pending first reading. The Impaired Driving Program Assessment, managed by Ryan Stone, had a 17% response rate to the first round of questions. The second round will begin on January 23, 2023.

Governor's Advisory Committee on Motorcycle Safety (GAC MS)

The next meeting will be on January 19, 2023 at 4:00 p.m. with a Harley Davidson presentation.

X. NEXT MEETING & AGENDA BUILD

Chair Hoffer took a consensus to begin the meetings at 9:00 a.m. It was conceded that the next meeting will begin at 9:00 a.m.

The next meeting will be held February 8, 2023 at the ODOT TLC building and virtually.

- *DMV License Testing (CDL, Class C)*
- *Karl Citek, M.S., O.D., PhD, FAAQ (Nystagmus – Part 1)*
- *Tim Plummer, OSP (Nystagmus and the Drug Recognition Expert Program – Part 2)*
- *Statewide Tow Truck Report*
- *Comprehensive Legislative Review of the Motor Vehicle Code*

XII. ADJOURN

With no further business brought before the committee, Chair Hoffer officially adjourned the meeting at 11:58 a.m.