

Oregon Transportation Safety Action Plan (TSAP) Partner Workshop Meeting Summary

June 25, 2025 Noon – 3:00 p.m.



Present

Steering Committee Members

Victor Hoffer, Oregon Transportation Safety Committee
Andre Lightsey-Walker, Oregon Bicycle and Pedestrian Advisory Committee
Cosette Rees, Public Transportation Advisory Committee
Sarah Iannarone, The Street Trust
Mark Gibson, Statewide Mobility Advisory Committee
Chris Henry, Governor's Advisory Committee on Motorcycle Safety
Sgt. Christopher Petrov, Portland Police Bureau
Captain Evan Sether, Oregon State Police
Dagan Wright, Oregon Health Authority
Kimberly Rose, Office of the State Court Administrator
Mark Willrett, City of Klamath Falls
Becky Taylor, Lane County
Joseph Marek, Clackamas County
Tyler Deke, Bend Metropolitan Planning Organization
Brian Worley, Association of Oregon Counties
Beth Wemple, Retired Safety Consultant
Terry Hendryx, Clatsop County Public Works
Scott Fleury, City of Ashland Public Works
Nick Fortey, Federal Highway Administration
Darrin Neavol, ODOT Region 3

Special Guests

Amy Joyce, ODOT
Amanda Pietz, ODOT

Project Managers

Mary McGowan, ODOT
Stacey Goldstein, ODOT

PMT Resources

Michael Rock, ODOT
Angela Kargel, ODOT
Jiguang Zhao, ODOT
John Bonnett, ODOT
Walt McAllister, ODOT
Jody Raska, ODOT

Safety Partners

Traci Pearl, ODOT
Marlow Stanton, ODOT Region 5
Josh Roll, ODOT
Ian Davidson, ODOT
Chris Cheng, ODOT Region 4
Amanda Salyer, ODOT
Kenneth Oke, ODOT
Zachary Lauritzen, Oregon Walks
Bill Holmstrom, Dept. of Land Conservation and Development
Peter Schuytema, ODOT
Mark Barrett, ODOT Region 4
Clay Veka, City of Portland
Theresa Conley, ODOT
Susie Ashenfelter, ODOT
Chris Henry, City of Eugene
Suzanne Mullen, ODOT
Anthony Cabadas, Metro
Michael Duncan, ODOT Region 2
Lake McTighe, Metro
Kate Gregory, Metro
MaryJo Andersen, Multnomah County
Jamie Schmidt, R2 Traffic
Jeff Greiner, ODOT
Chris Hunter, ODOT

Consultant Support

Brian Chandler, DKS
Lacy Brown, DKS
Anthony Gamallo, DKS
Tasmyn Petlansky, DKS
Jenny Thacker, PRR
Kristen Bishop, PRR
Sarah Rose Ezelle, PRR
Scott Burns, PRR
Troy Costales
Nic Ward, Safe System Culture

Agenda

- Welcome, introductions and opening remarks
- Meeting objectives and agenda review
- Public comment
- Background and context
- Virtual panel, 2021 TSAP implementation highlights
- Crash data presentation and highlights
- Breakout groups and report out
- Next steps and adjourn

Welcome

Jenny Thacker (PRR) opened the meeting and Michael Rock (ODOT) provided opening remarks. The meeting was disrupted by a Zoom Bombing incident and the group reconvened using a new meeting link. Michael Rock thanked everyone for their understanding and willingness to continue meeting despite the disruption.

Introductions

Safety partners and project team introduced themselves. Participants were asked to share their relationship with the TSAP via a written tool and their responses were shared with the group. Of the 37 people who responded:

- 14 said they were new to the TSAP.
- 13 said they implement TSAP recommendations in their work or that safety is an important component of their work.
- 5 said they were part of the current project team or the 2021 TSAP project team.
- 3 said they have been involved since the 2016 TSAP update.
- 2 said they were involved in the 2021 TSAP workshops.

Meeting Objectives

Jenny Thacker shared the following meeting objectives:

- Safety partners understand successes, challenges and lessons learned from implementation of previous planning efforts that we want to keep in mind for future planning efforts.
- Safety partners understand data trends to inform areas the plan will focus on (e.g. emphasis areas).

Public Comment

Jenny Thacker provided the following summary of written comments received ahead of the meeting:

- Cars have gotten better at protecting the people inside them, but bikes and other micro-mobility devices have not.
- Streets and transportation infrastructure should be designed or retrofitted to increase safety for pedestrians, cyclists, and micro-mobility device users. This is especially true for rural roads.
- Helmets and lights to make cyclists and micro-mobility users more visible should be mandatory.

Background and Context

Mary McGowan (ODOT) spoke about the TSAP, including its intent, elements and goals. The TSAP is required to be updated every 5 years for states to be eligible for critical safety funding. The 2021 TSAP update included the following vision:

- **No deaths or life-changing injuries in Oregon's transportation systems by 2035.**

The 2026 TSAP will be closely aligned with the Oregon Transportation Plan (OTP). The OTP includes the following safety goal:

- **Enable safe travel for all people, regardless of their age, ability, race, income or mode of transportation.**

The OTP also includes the following safety objectives:

- SA.1: Implement a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes and recognizing the vulnerability of people on the road.
- SA.2: Provide transportation systems and facilities that are safe and secure for people to use, maintain, and operate.
- SA.3: Leverage data and technology to document and eliminate fatal and serious injury crashes.

The work of the 2026 TSAP is to refine these objectives and articulate the actions needed to achieve those objectives.

The 2026 TSAP will also incorporate the Safe System Approach (SSA) and identify strategies for the following SSA elements:

- Safer people: minimizing risky behaviors (distracted driving, DUI, etc.).
- Safer vehicles: Safer agency fleets.
- Safer speeds: Context appropriate speeds for the environment.
- Safer roads: Roadway design, maintenance and modal separation.
- Post crash care: Response time, coordination.
- Land use planning.

Virtual Panel, 2021 TSAP Implementation Highlights

Mary McGowan touched on the state of 2021 TSAP implementation. The 74 actions specified in the 2021 TSAP fall into four categories: Vulnerable Road Users, Risky Behaviors, Infrastructure and Improved Systems.

84% of the identified actions are recurring, all have been started, and two have been completed.

Mary McGowan introduced the next three speakers who presented on the 2021 TSAP Emphasis Area Implementation.

- Jiguang Zhao, ODOT State Traffic Safety Engineer
 - Infrastructure.
 - Risky Behavior.
- Walt McAllister, ODOT Safe Communities Program Manager
 - Vulnerable Users.
- John Bonnett, ODOT Crash Analysis & Reporting Unit Manager
 - Improved Systems.

Emphasis Area: Infrastructure

Jiguang Zhao gave an overview of how the TSAP emphasis on infrastructure is leading to improvements in how intersection safety needs are assessed and how addressing roadway departures is considered in project designs

Questions/ comments:

Q: Zachary Lauritzen – Rural numbers are higher than urban, would you say there is greater need in rural areas?

- A: Jiguang Zhao - These numbers are based on statistical analysis, we used this to determine implementation, but it is difficult to say which risk factor is most important (will follow up after).

Emphasis Area: Risky Behavior

Jiguang Zhao reviewed how a 2021 TSAP recommendation to systematically collect data on crash impacts on roadway segments where posted speed limits have changed is contributing to a better understanding of the impact of speed on crashes.

Questions/ comments:

Q: Josh Roll – With the speed zone changes, what was the main point?

- A: Jiguang Zhao - We aren't sharing the full results yet but generally we are seeing a decrease in the severity of truck-related crashes. However, we will need to take a deeper look to determine which factors directly contributed to this trend. Difference in speed limit between truck and car speeds changed from 10 mph to 5 mph.

Q: Mark Gibson – Did you pull any of the work zone related crash data? Or is that separate?

- A: Jiguang Zhao - We mainly focused on speed limit changes because work zone data is different.

Q: Tyler Deke: HB 3402 and HB 4047 raised speed limits on multiple rural highways in Regions 4 and 5. Have before/after crash analyses been prepared for any of corridors?

- A: Jiguang Zhao: The study I presented is only for interstate highways, and I am not aware of any studies for those roadways in Region 4 and 5.
- Mark Barrett: PSU did a before-after study of the speed limit changes in R4/5. Published here: [Updated Speed and Crash Analysis of Speed Limit Changes on Eastern Oregon Interstates and Highways Final Report \(PSU\)](#)

Emphasis Area: Vulnerable Users

Walt McCallister introduced several studies resulting from the 2021 TSAP that investigate risk factors for older drivers and bicyclists, as well as changes to the Crash Reduction Factor Manual and how projects are designed to protect pedestrians.

Questions/ comments:

Q: Sarah Iannarone – Regarding older adult motorists, loss of driving ability drops off at a certain age. We should consider older adults as vulnerable system users rather than just vulnerable motorists. Seeing transit stops, bike lanes, and other multimodal amenities as factors that “increase risk” seems wrong, can you explain this?

- A: Walt McAllister - These factors are meant to be looked at in their presence or lack thereof, not just one direction. If you’re looking at where crashes are likely to occur, poorly designed transit stops can lead to more dangerous incidents which is why we consider it a factor. (Example: people get off at stop and have to cross a five-lane highway).

C: Brian Chandler: One note: In the 2023 VRU Safety Assessment, Vulnerable Road Users are tightly defined by FHWA as pedestrians, bicyclists, and those on mobility devices only. The definition does not include motorcyclists or Aging Road Users (which are VRUs in the 2021 OR TSAP).

C: Brian Chandler: Adding to the definition confusion is Oregon State’s official definition from the vehicle code here (which adds farm equipment, mopeds, motorcycles):

https://oregon.public.law/statutes/ors_801.608

Emphasis Area: Improved Systems

John Bonnett presented on how the 2021 TSAP recommendations to improve the timeliness of crash data and develop and implement ways to more effectively share and report on that data have led to better data timeliness and quality and more collaboration between previously siloed groups.

Questions/ comments:

Q: Clay Veka – I’m curious what is your vision for releasing crash data once the appropriate systems are in place?

- A: John Bonnett - Our goal following our collaboration with DKS is every year but we’ve plateaued. Tech upgrades will bring us to the next level, and quarterly data will be our goal in the next 3-5 years. Currently, we’re typing data in manually from PDFs, our new system will be able to harvest that info electronically based on info from law enforcement (AI could assist here too; it can populate with predictive information based on trends).

Q: Clay Veka – Are there any other data fields worth adding?

- A: John Bonnett – We want to look at demographics, VIN numbers, and more, but we are always tweaking our data model and will be in communication with you about these changes.

Crash Data Analysis and Emphasis Area Considerations

Brian Chandler (DKS) shared top level findings from the Crash Data Analysis memo that was distributed as part of the meeting materials. The memo summarizes statewide crash data from the most recent five years (2019 to 2023) and compares it with the previous five years (2014-2019) to note trends and changes over time.

High-level Findings:

- Serious injuries have increased significantly in the past five years, especially as the number of fatalities has stayed relatively stable.
- Top contributing factors to crashes are roadway departures (39%), intersections (38%), speed (25%), and alcohol or other drugs (23%).
- All fatal and serious injury crashes increased 44% from the 2014-2019 period to the 2019-2023 period, but the biggest percent increases were in crashes involving distracted drivers (116%), and crashes involving unrestrained occupant (68%).
- Attributes involved in crashes in urban and rural areas do not differ substantially.

Some questions raised by the analysis included:

- Reported distraction has increased substantially. Is that a true increase in distraction or are we paying more attention to this factor in particular?

- Incidences involving only alcohol have decreased, but those involving alcohol plus other substances have increased. Does this indicate a change in behavior, or is this an artifact of more detailed reporting?

Questions/ comments:

Q: Theresa Conley - Are there specific trends to call out for crashes involving people walking and biking?

- A: Brian Chandler - Yes, there is a similar analysis required as a subset of the TSAP report, and will have more to share on that soon.

Q: Chris Henry - To expand on the question regarding crashes involving people walking and biking, are there trends associated with increases in people experiencing houselessness?

- A: Clay Veka - Portland has been tracking crashes with housing status for three years. Housing status is not part of the crash record, so it requires jurisdictions to track separately.
- A: Walt McAllister - I didn't perform this data analysis, but I recall a different analysis that indicated that houselessness was a noteworthy part of the injury mix.

Q: Amanda Salyer - Do we separate out the drug data between prescription/legal drugs and illegal drugs?

- A: Troy Costales – FARS data does break down the substances found in toxicology. The data doesn't differentiate legal or illegal (prescriptions medication can be abused as an example), just presence.
- Amanda Salyer - So if anti-depressant / anti-anxiety medication use increased post pandemic, that could be a contributing factor. Very interesting. Thank you for clarifying!

Q: Clay Veka - What proportion of FSI crashes involved distracted driving? I know we've seen it increase in the crash record. But it didn't show up on the Top Contributing Factors list w/ 11% being the lowest proportionate factor.

- A: Brian Chandler - We should have that in the full table.
- A: John Bonnett - Today's snapshot of preliminary fatal and serious injury 2024 safety indicators. Preliminary 2024 crash data was released on the 16th and is available on the CAR website. [Oregon Department of Transportation : Crash Statistics & Reports : Data & Maps : State of Oregon](#)

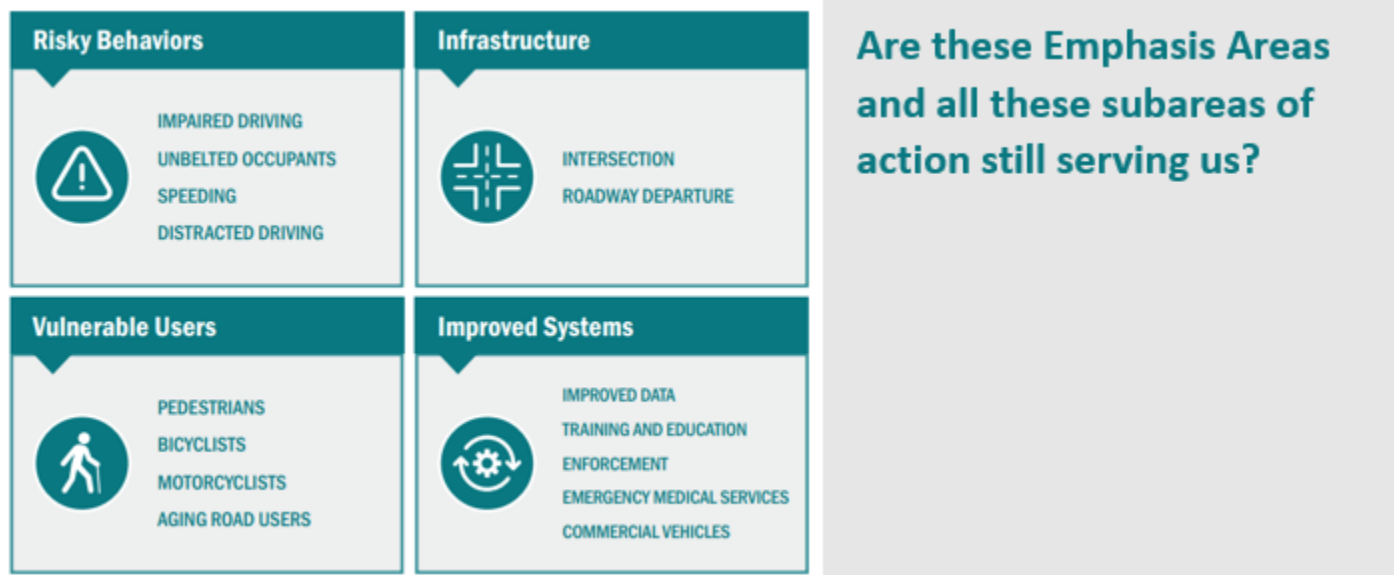
Brian Chandler invited Safety Partners to answer the questions below via an online poll following the workshop. Responses are included as Appendix A.

- Should Oregon analyze urban and rural data separately?
- What other data should ODOT be using? (population changes, vehicle miles traveled, licensed drives, modal patterns?)
- Why have serious injury crashes gone up so dramatically in the last five years?

- What is contributing to the increase of crashes at intersections?
- What are we not looking at in this crash data analysis that we should be exploring?

2026 Emphasis Areas

Brian Chandler noted that the 2021 TSAP is organized into four main Emphasis Areas with 15 sub areas. He asked if focusing on so many sub areas continues to make sense.



He proposed organizing the TSAP into six Emphasis Areas as follows:

- Roadway/Lane Departure.
- Intersections.
- Speeding and Speed Management.
- Alcohol/Drug Impairment.
- Aging Drivers (65+).
- Vulnerable Road Users (bike/ped, FHWA-required).

That would mean not specifically calling out:

- Younger drivers.
- Motorcyclists.
- Unrestrained occupants.
- Distracted driving.

Breakout Discussion Rooms

Participants met in small groups to answer the following questions:

- What are your major takeaways from today? What surprised you?
- What should we prioritize in the 2026 TSAP?

- What should we not be putting resources toward?
- Does it make sense to change how we approach the Emphasis Areas to reduce the number of subareas to address?
- What are the unintended consequences of reducing the number of subareas?
- What are the benefits?

Full notes from each of the breakout rooms are included in Appendix B.

After the breakout sessions, the Safety Partners reconvened and a representative from each summarized their discussion for the larger group:

- **Brian Chandler (DKS):** We were surprised by the rapid increase in serious injuries and wondered if what would once have been fatal crashes had become serious injuries due to technology and healthcare advancements? It was also telling to us that 50% of fatalities are caused by not wearing a seatbelt.
- **Josh Roll (ODOT):** We looked at how land use correlates with incidents, the need to show demographic/racial data, the need to fully examine houselessness and how it plays into our analysis, how speed plays into the severity of crashes, and the bottlenecks of courts in processing traffic citations.
- **Anthony Gamallo (DKS):** We talked a lot about data points. Group members were impressed by how much data was behind every single crash – and how it tells the story of what happened. We also talked about the differences in geography around Oregon and how that plays into how we address these issues, everyone is going to have to take some more time to observe all the data from today.
- **Mary McGowan (ODOT):** The urban/rural divide was a lot smaller than our group anticipated. We talked about the rising rates of distracted driving, the elevation of how alcohol plays a role, and land use. We weren't quite sure how the state plan would impact local plans (consistency is valuable). We wanted to make sure we are coordinating with our partners in public health.
- **Kenneth Oke (ODOT):** Roadway departures were a huge topic in our group. We wondered if things like roundabouts may help mitigate these instances of roadway departures. We also talked about how culturally acceptable distracted driving is.
- **Jenny Thacker (PRR):** The general group appreciated that the emphasis of the data is changing from behavioral to system based. We also talked about the fact that we are all working within a system that makes safety difficult. We want to find solutions that don't just "nibble around the edges" but also make substantive change. Everyone in the group agreed that controlling speed is the key factor in boosting safety.

Next Steps and Adjournment

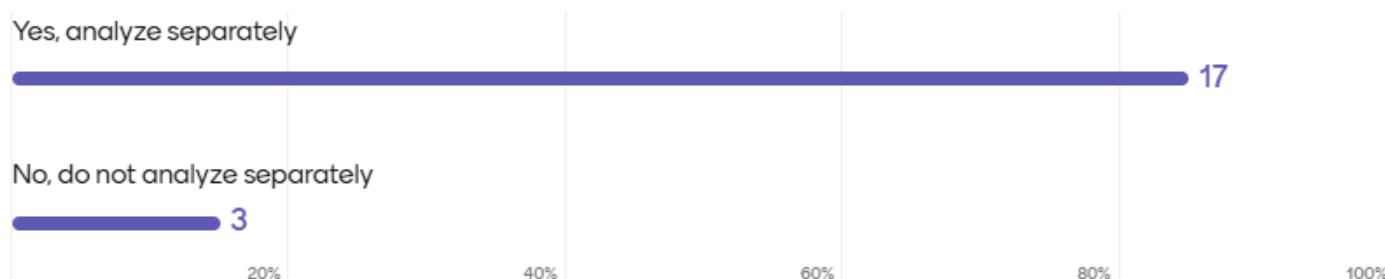
Mary McGowan thanked the Safety Partners for their participation, especially considering the interruption at the beginning of the meeting. Jenny Thacker reviewed next steps, including:

- TSAP Partner survey (July 7-August 31).
- Ongoing engagement of partners internal and external to ODOT through key interviews and virtual meetings.
- July 31 Steering Committee meeting.

Jenny Thacker adjourned the meeting at 3 p.m.

Appendix A: Mentimeter poll responses

Should we be analyzing incidents on state highways separately from local roads?



If we could compare crash statistics against other underlying data, what would be the most useful?

Weighted ranking:

1. Modal pattern trends
2. Population changes
3. Drivers license changes
4. Other

Why have serious injury crashes gone up while fatal crashes have gone down?

- I do not know, but I suspect that cars are safer for their occupants and that might have something to do with it.
- 1) Newer passenger vehicles are safer. 2) Possibly more crashes that involve multiple people (3-4 people per crashed vehicle).
- Speed, larger and taller trucks and vehicles, more trucks in the fleet
- Improvements in vehicle safety features preventing fatalities?
- I don't think there is any way to pinpoint it one thing. I think there are multiple reasons for this. Since COVID we have seen an overall increase in speeds, aggressive driving, DUIs, and risk
- I also believe that there could be a positive spin as well, I would be interested in if the used car fleet is starting turn over to vehicles that have more common safety features such as Lane assistance, collision warning and braking, improved crumple zones. These features have allowed for more avoidance or reaction. Portion of crashes that would be fatal to serious injury.

What is contributing to the increase of crashes at intersections?

- I have no data to back this up, but from observations I believe that distracted driving is a part of it.
- 1) Red light running. 2) Inattention at stop controlled intersections, particularly rural intersections.. 3) Higher speeds and more aggressive driving behaviors.
- Higher speeds and volumes, more people walking, larger/taller trucks and vehicles, distraction
- Distracted driving
- Speed, speed and speed. In our speed investigations we are seeing interstate level 85th percentile speeds on narrow two lane highways. That's slight curvature of roadway increase roadway departure
- Substance abuse and DUII, the numbers don't lie. Some of the highways with the highest crashes have a combination of both speeds but also a 1/3rd of the crashes being contributed to drugs and alcohol.
- Lastly older and teen drivers, there should continue to focus on these groups. There are many challenges at intersections that overlap with both groups. As they have similar risks.

What are we not looking at that we should be exploring? OR What issues are you seeing that we have not captured here?

- Are the following being evaluated: 1) Day vs Night, 2) Time of Day, 3) Weekdays vs weekends, 4) Seasonal conditions and 5) Male vs Female?
- Vehicle size, types of vehicles, demographic changes, drugs and alcohol, economic and social issues (houselessness, economic insecurity, anger and aggression, mental health services)
- Youth and distracted driving?
- I think you have it covered. If you add too much then we are spread out too thin.

Appendix B: Breakout Room Notes

Question	Responses
<p>What were your major takeaways from today? What surprised you?</p>	<ul style="list-style-type: none"> • I wonder how much emphasis needs to be put on the change between the last 5 years and the present time and how COVID played into that increase. • I am a little overwhelmed by all of the data and am still processing the information. How interrelated the feeling of safety is to what mode of transportation people use. People come to transit in many different ways, and if we can get more people using transit it would all be safer. But, getting them to transit stops safely. • My takeaway was the amount of data ODOT has. I appreciate the ability to pinpoint those hot spots. • We are constantly using the ODOT data and use it in many ways. • For crash data we have 3 parts - crash, vehicle, person. A lot of different elements for 1 crash. Allows us to reconstruct for one crash and get a global picture. • Presence of roadway departures in urban areas. • Reduction of CMV crashes in areas where speed for trucks was increased - and lowered differentials. • Cultural impact of distracted driving - how do you change a culture where distracted driving is ok. • The crosswalk study was interesting. • Data was validating but questions around reasons for changes in data was worthwhile and interesting. • No breakdown by urban and rural • SI rapid increase was a surprise. Maybe changes in vehicles (positive) so previous Ks are now As. • Question: Does the data include VMT/population? • Surprised that unrestrained is increasing so much. Would like to know more about demographics (homeless, Tribal) - where are our data gaps? • 50% of fatalities are still unbelted. We have 97% usage (front seat) but some people still refuse to buckle up • The need for reporting on injury outcomes by social equity indicators either race or income • Glad to see discussion on examining the role of houselessness and the need to examine the role of social issues as they intersect with traffic injury outcomes • How do we dig into the root causes of the incidents • Like seeing the inclusion of land use as a safe system wedge it highlights the need to look at big picture systems at play for traffic safety • Beth - Wondered how much of what has been accomplished has been driven by the TSAP? Does this TSAP need to do something more, different, better? Would this work happen whether or not the TSAP existed?

	<ul style="list-style-type: none"> • The last TSAP was very behavioral. This feels more holistic. I appreciate the Safe System approach. I like infrastructure focus. Funding allocations does not do a great job of reflecting our commitment to eliminating traffic deaths. We need to have a conversation about how to reallocate funds to support a progressive plan. The emphasis areas that are more focused on where we are seeing the biggest (not the biggest change in) contributing factors is where we should be focusing. Opportunity to lean into legislative opportunities like we are seeing in other states. Intelligence Speed Assistance, reducing VAC. • Agreed. Feels like we are operating within an ecosystem that is designed to not be safe. This is not a transportation problem this is a land use etc. problem. Are we nibbling around the edges of safety. We need to recognize that we are operating against head winds. So there is other work that needs to happen in parallel! And for distracted driving I like the idea of nipping these behaviors in the bud right away BEFORE they become big problems. • We are nibbling around the edges in these planning processes. Are we defining what we are doing so we can say we are doing that work or are we trying to really change things? Changing legislation/ increasing tech uses. We should be stretching ourselves. How can we push beyond that? • Grounding in the OTP lets us line up policies and grounding. There are a lot things we can look at in identifying funds, project identification, project delivery. Policy expansion is worthy, but we can do a lot even just looking at how to make these plans more operational.
<p>What should we be prioritizing in the 2026 TSAP?</p>	<ul style="list-style-type: none"> • Majority of the crashes are drugs and alcohol or distracted driving. I don't know how you change that behavior. It's a public education problem. • Distracted drivers has more than doubled. Should we be looking at the highest data? • Most of our areas are fairly rural but there is a lot of overlap in our crash types. Focusing on the higher crash types that have fatal and serious injuries are where we should be focused • Speeding - as a possible causation of roadway departures and it's own crash factor. • Driver engagement - Roundabouts! - improvements that engage drivers • Drugs and alcohol • Demographics, maybe in the future when there is better data • Align EAs with funding opportunities/grants • Land use in relation to pubs, vineyards, and lack of public transit in rural areas • Tribal considerations • If we didn't have Distraction on the primary list, that could be a problem. Distraction and VRU as overlap categories

	<ul style="list-style-type: none"> • Surprised to see distraction not be higher; seems like a huge issue on the road, anecdotally. With newer cars that can self-drive, that can take attention from the road • Agree with a smaller list so we're not spread thin, but it seems hard to not see Younger Drivers on the list. We see similar younger/older crash pattern (e.g., crash patterns) • Where can transportation authorities that build infrastructure make the most impact. Engineering can impact speed and speed has a major role in severity for all categories of crashes. • Enforcing speed differently in different contexts is important. Need to determine how the judiciary • The role of speed in serious crashes • Speed is the top priority. It affects EVERYTHING. Even the way we design the roads encourage speeding. • The SYSTEM is made to encourage going far and fast. So land use is also important. How do we design to discourage speed? • I'd like to know more about distracted driving. I think it is massive and underrepresented in the data. • Agreed. Especially understanding how it is impacting pedestrians or bike incidents. The data does not look like distracted driving is a factor in fatal crashes. But I could see it being an issue in serious injury crashes. <p>Conversation: Q: What does it mean to prioritize an area? A: Usually it means that the agency is going to really focus on, or double down on that area. What happens in reality is that EVERYTHING is a priority. A: Oregon creates a task team to focus on that specific topic. The TSAP has led to multiple things in transportation, different funding avenues, media campaigns. It has a direct impact on where attention, time and \$\$ is focused.</p>
Where should we NOT be putting resources?	<ul style="list-style-type: none"> • Land Use perspective - why do we remove all the fixed objects (trees in particular)? • Updates to highway design manual influencing engineering? • What does Land Use mean? • BUD and Highway Design Manual - use these are partner resources to inform TSAP • Try to balance needs of everything - rebuild intersection w elementary school in one corner and rock quarry on other corner, so must have super-big radii at the location • School or bus zone involved crashes do not happen a lot so we could reduce that.
Does it make sense to change how we approach the Emphasis Areas to	<ul style="list-style-type: none"> • It sounds like the amount of data is a big impression. • No, it does not make sense.

reduce the number of subareas to address these topics?	
What are the unintended consequences of reducing the number of subareas?	
What are the benefits?	<ul style="list-style-type: none"> • What has the best chance at making an improvements • Just clarifying this is safety not security correct? - Yes. • Trying to cover everyone's concerns that have so much variety is another layer of complexity. Region 1 vs Region 2, rural vs urban.
What else?	<ul style="list-style-type: none"> • I just did a road trip and saw a lot of different roadways, do we consider what other states are doing that have seen good results? • We work a lot with other states and get a lot of data and solution sharing. A lot of cross-pollination amongst states, even with DKS • The federal FHSA has requirements for the states to have guidelines with emphasis areas and risk factors. Projects build on engineering practices and solutions in other states. • There is value in tracking previous EAs to see how trends have continued to develop