

TRANSPORTATION SAFETY ACTION PLAN UPDATE

STAKEHOLDER WORKSHOP SUMMARY

Date and Time: December 10, 2020, 1:00 – 3:00 PM

Location: Zoom Meeting

Staff and Facilitators

Mary McGowan, ODOT Planning; Walt McAllister, ODOT Transportation Safety; Beth Wemple, HDR Engineering; Brian Chandler, DKS; Lacy Brown, DKS; Jessica Pickul, JLA; Nicole Metildi, JLA

Workshop Participants

Oregon Department of Transportation: David Amiton, Region 4 Planning Manager; Jess Brown, Safety and Compliance Central Unit Manager; Theresa Conley, Region Transit Coordinator; Geoff Crook, Climate Office, Operations and Policy Analyst; Dan Estes, Impaired Driving Program Manager; Jeff Greiner, Motorcycle Safety Program Manager; Erik Havig, Statewide Policy and Planning Manager; Jessica Horning, Active Transportation Pedestrian and Bicycle Program Manager; Hector Rodriguez-Ruiz, Region 1 Planner; Heidi Manlove, Bicycle and Pedestrian Program Manager; Joel McCarroll, District 10 Manager; Christina (Christi) McDaniel-Wilson, Traffic Safety Engineer; Robin Ness, Crash Analysis and Reporting Manager; Traci Pearl, Highway Safety Section Manager; Michael Rock, Statewide Planning Unit Manager; Josh Roll, Research Coordinator; Amanda Salyer, Region 2 Traffic Investigations Engineer; Rosalee Senger, Region 3 Transportation Safety Coordinator; Tiana Tozer, Region 1 Transportation Safety Coordinator; Brandon Williams, Statewide Planner; Peter Schuytema, Transportation Analyst

Federal Agencies: Nick Fortey, Federal Highway Administration, Regional Administrator; Greg Fredericksen, National Highway Traffic Safety Administration, Regional Administrator, Region 10

Regional and Local Agencies: Nathan Crater, City of Astoria, City Engineer; Chris Henry, Governor's Advisory Committee on Motorcycle Safety Chair and City of Eugene Traffic Engineer; Dana Dickman, Safety Section Manager, Portland Bureau of Transportation; Hau Hagedorn, Oregon Bicycle and Pedestrian Advisory Committee Chair and Transportation Research and Education Center at Portland State University; Jeff Hazen, Public Transportation Advisory Committee Chair and Sunset Empire Transportation District Manager; Mike Jaffe, Mid-Willamette Valley Council of Governments; Joe Marek, Clackamas County, Transportation Safety Program Manager; Lake McTighe, Metro, Regional Transportation Planner; Becky Taylor, Lane County, Senior Transportation Planner; Tegan Enloe, City of Tigard, Transportation Engineer

Local and Regional Enforcement: Eric Bergstrom, Circuit Court Judge, State Judicial Outreach Liaison; Chuck Hayes, Governor's Advisory Committee on DUII Chair and retired Oregon State Police; Jason Hays, La Grande Police Department; Lt. Scott Rector, Oregon State Police; Tim Tannenbaum, Washington County Sheriff's Office

Other Interests: Janis Jarvis, Oregon Trucking Association; Peter Geissert, Oregon Health Authority; Louis Ornelas, Oregon Transportation Safety Committee Vice Chair

WELCOME AND MEETING PURPOSE

Mary McGowan welcomed participants and thanked everyone for their time and commitment to improving transportation in Oregon. She recognized the broad representation that was present at the workshop, including ODOT staff, local jurisdictions, law enforcement agencies, public health agencies, modal experts and federal partners.

Jessica Pickul reviewed the meeting's agenda.

Brian Chandler reviewed the objective of this workshop to gather input from participants that will inform the recommendations included in the TSAP update.

PROJECT OVERVIEW

Brian gave a project overview and described the emerging issues. The objective of the TSAP update is to address emerging safety issues and meet federal requirements. The update will analyze what has changed in the past five years, evaluate overall progress toward reducing fatalities and serious injuries, and identify new strategies to achieve the vision and goals of the 2016 TSAP. The 2021 TSAP will update crash data, evaluate the 2016 implementation, identify emerging safety trends, and refine solutions.



Through various outreach activities, such as public surveys, ODOT presentations, 10 stakeholder interviews, and the project website, the team has received a lot of feedback on this project already. The **following four topics have risen to the top** as particularly concerning issues regarding transportation safety:

1. Transportation equity
2. Local agency safety
3. TSAP implementation
4. Impaired driving

Brian gave a brief overview of each of the four topics and feedback received thus far:

- TSAP implementation
 - Feedback shows there are too many strategies and actions listed in the TSAP (100+).
 - People would also like more focus on the "Action" portion of the TSAP. They want to know what we can enact now and how we can measure the results.

- Local agency safety
 - Local agencies find it complicated to seek safety funding and often lack capacity to engage in these processes. They need more support for safety planning.
- Impaired driving
 - People are concerned with impaired driving and how it relates to safety, particularly in terms of marijuana and psilocybin.
- Transportation equity
 - There is a lot of concern about equity in terms of geographic distribution (urban, rural coastal) and social, racial, and gender equity.
 - We want to determine how we can better connect services such as transportation, housing, education, and criminal justice.

Jessica divided the groups into four breakout rooms to discuss the four topics.

BREAKOUT DISCUSSIONS: EMERGING ISSUES

Detailed notes from meeting breakout groups can be found in [Appendix A](#).

BREAKOUT TOPIC #1: TSAP IMPLEMENTATION

Participants were broken into four breakout groups to discuss the following questions.

1. How have you tracked implementation of TSAP-related safety efforts?
2. Do you have a sense of how Oregon is implementing the policies, strategies, and actions in the TSAP?
3. Do you know that the policies, strategies, and actions in the TSAP are as they related to your area?
4. How could the 2021 TSAP be implemented better?

The following are highlights from the four breakout discussion groups:

- The TSAP provides good structure and ODOT provides resources but we should focus on social change.
- Design the right facilities for pedestrians in the right way.
- There is an opportunity to improve the nexus of transportation facilities and services with infrastructure.
- It is difficult to track vulnerable users because of a lack of data.
- In one breakout group, nearly everyone was using the TSAP to track their work.
- We need to be brutally honest about why previous implementation efforts have not been effective.
- The TSAP feels invisible as we are doing our daily safety work.
- ODOT should own responsibility for the broader “safety culture” in Oregon; if they take the lead on it, then other groups will be better able to understand their roles in it.
- The TSAP needs to be a priority at the highest level of leadership, and the seed that all other transportation-related plans stem from.
- The plan needs to be clearer and add more accountability measures.
- The zero fatality goal is everyone’s responsibility, but we don’t necessarily know our roles in it, so the plan isn’t translating into real action.

BREAKOUT TOPIC #2: LOCAL AGENCY SAFETY PLANNING SUPPORT

Participants were broken into four breakout groups to discuss the following questions.

1. *For Local Agency Staff:* Do you feel supported by safety leadership in Oregon? How is that support shown?
2. *For Others:* How do you bring in local agencies – Tribal, City, County, Regional Planning?
3. What are some of the unique challenges that local agencies face?
4. How should the 2021 TSAP be modified to address local safety needs?

The following are highlights from the four breakout discussion groups:

- All transportation stakeholders share the responsibility for the TSAP's vision of zero fatalities and serious injuries. But because we all own it, most people who don't work in Safety don't know how their role impacts Safety.
- There are funding challenges because local priorities do not always align with state priorities or processes.
- There needs to be better relationship-building among agencies.
- Because agencies' needs are varied, it can be challenging to find shared priorities among different entities; however, there is an opportunity to find common goals here.
- One MPO goal is for all local agencies to have a TSAP, but MPOs feels like they are stuck in the middle between ODOT and the local agencies.
- Local agencies would like support creating a local or regional TSAP.
- There is a need for more and continued support for local government planning.
- We need the State to support improving systems. It would help if the Governor emphasized and promoted safety from the top down.
- Consider thinking of including a hierarchy of users that considers who the vulnerable users are in different contexts and prioritizes their safety needs first.
- Partner with local law enforcement on geo-fenced media messaging.
- It is beneficial to partner with local law enforcement and local transit to better understand what is happening on the roads, since that's who is out there every day and sees what is going on firsthand.
- Using automated traffic enforcement can remove some of the racial bias that occurs with interpersonal enforcement.
- The ARTS program has had success. Current data is not complete, but hospital data can help.

The following comments were captured in the chat function when discussing this topic as a larger group:

- Defining 'local agencies:' basically, anything that is not 'state' agency related, etc. And to the benefit of the local governments/agencies.
- If transportation safety is not included in ODOT strategic planning, it represents a challenge to ODOT leadership to ensure that these TSAP efforts are a real priority for implementation.

BREAKOUT TOPIC #3: IMPAIRED DRIVING

Participants were broken into four breakout groups to discuss the following questions.

1. What has your experience been with addressing impaired driving, in your day job or outside your work life?
2. What are the biggest hurdles to addressing impaired driving?
3. How should the 2021 TSAP address Impaired Driving differently?

The following are highlights from the four breakout discussion groups:

- Let's make the safe choice the easy choice.
- Keep all impaired road users, not just drivers, in perspective.
- Issues with marijuana and other legalized drugs in Oregon.
- Consider other tools beyond law enforcement, such as education campaigns and positive community norming, which can be more effective than punitive techniques. Be sure to evaluate the message campaign afterwards to see how it went.
- The cultural mindset of staying within the legal impairment limit is strong, and it allows drinking/drugs and driving to be paired together, "as long as you're below the limit." Perhaps we could decouple the idea of drinking and driving altogether.
- Better access to transit would help areas in Oregon that are vehicle-centric, areas in which taking transit after imbibing rather than driving home is not an option.
- Our Oregon economy is built on wine, beer, and cannabis and a lot of us consume these things, but we should think about how to support these industries without encouraging risky driving.
- In the past, there was a multiagency task force for DUI enforcement. Find ways to collaborate similarly now.

The following comments were captured in the chat function when discussing this topic as a larger group:

- Participants hoped to see a concerted effort on speed in the upcoming years and that automated fixed speed cameras would be legalized across Oregon.
- Participants expressed concern about interactions between walkers, bicyclists, and motor vehicles with trucks. There is a lack of public understanding on how to interact with big trucks, in terms of visibility, etc. We should train new drivers to learn this. Individuals are responsible for their own safety to some extent. There was interest in truck guards.
- There was interest in partnership with Public Health and to have that reflected in the TSAP actions.
- One participant said that they like the emphasis on decoupling impairment and driving as related but distinct challenges. Doing so opens opportunities for focusing on measures that reduce driving or impairment, recognizing that they would both contribute to the desired outcomes.
- Regarding impaired driving, Oregon also needs to look at new technology, such as roadside oral fluid testing.

BREAKOUT TOPIC #4: TRANSPORTATION SAFETY EQUITY

Participants were broken into four breakout groups to discuss the following questions.

1. How has your office/department/group/team incorporated Equity into transportation safety discussions?
2. What role do you see Equity having in Transportation Safety decision-making?
3. Do you feel Safety is addressed equitably in Oregon? If not, in what ways is it not?
4. How should Equity be addressed in the 2021 TSAP?

The following are highlights from the four breakout discussion groups:

- We need to learn who is being hurt the most, but the data is lacking so we don't know.
- Are people of color being disproportionately impacted? Examine available data to better understand this question and its answer.
- Include data-driven criteria, which are sensitive to equity, in the decision-making process.
- See the Safe Routes to School model that gives priority to Title I schools.
- Focus on the parts of the State that receive less investment.
- Consider the future STIP for certain program goals.
- We do not currently have enough data to know if safety is being addressed equitably.
- Particularly with culturally-sensitive topics, it is important to bring in the people affected.

The following comments were captured in the chat function when discussing this topic as a larger group:

- ODOT reports out on race and ethnicity data at the national level, why is this data is not available locally? (<https://cdan.nhtsa.gov/SASStoredProcess/guest>)

OTHER COMMENTS FROM ZOOM CHAT FUNCTION

- Some participants asked that the term "geographic distribution" be used rather than "geographic equity" because it would be more consistent with the structure and definitions being created by ODOT's office of social equity.
- Participants noted that 'equity' is not an emerging issue but one that people are becoming more aware of.
- Race is central to discussions about equity.
- We need to have asset-related safety performance measures
- NGO (not for profit groups) are allies in our work to reduce harm to people on the transportation system.
- We have a federally-approved and agreed upon process with the tribes on how to involve them in statewide plans.
- For people traveling by motorcycle, pavement maintenance practices and how they affect the riding surfaces are VERY important (i.e., crack sealing).
- We are making the right investments on the infrastructure side. We are doing systemic type improvements, but fatalities are staying flat at best or going down. We need to figure out why to the extent we can. Are our infrastructure investments going to the wrong things or are their larger societal issues at play (maybe distraction)?
- Participants expressed that ODOT needs to move towards a safe systems approach.

WRAP UP AND NEXT STEPS

Brian reviewed the timeline with next steps:

- Workshop Summary Report: Late December 2020
- Draft TSAP Update: February 2021
- Review and revisions: Spring/Summer 2021
- Final 2021 TSAP: Fall 2021

If participants have any further questions, they should contact Mary McGowan, Walt McAllister, or Brian Chandler.

APPENDIX A: BREAKOUT GROUP NOTES

The following are unedited notes from the breakout group conversations, documented by the breakout group facilitators.

BREAKOUT TOPIC #1: TSAP IMPLEMENTATION

1. How have you tracked implementation of TSAP-related safety efforts?
2. Do you have a sense of how Oregon is implementing the policies, strategies, and actions in the TSAP?
3. Do you know that the policies, strategies, and actions in the TSAP are as they related to your area?
4. How could the 2021 TSAP be implemented better?

MARY MCGOWAN'S GROUP

1. How have you tracked implementation of TSAP-related safety efforts?
 - Tracking county wide measures, rotational program for radar feedback signs.
 - Use crash data to write grants
 - Consider how to broaden title of research coordinators position to more broadly address safety (rather than “human factors”)
2. Do you have a sense of how Oregon is implementing the policies, strategies, and actions in the TSAP?
 - Vulnerable users is a EA, but it is hard to track because the actions are general and broad
 - Struggle to specifically tie TSAP actions in HSP Performance Measures, and the bike/ped actions are vague
 - SRTS should be called out as a priority
3. Do you know that the policies, strategies, and actions in the TSAP are as they related to your area?
 - Hard to know what she is doing, as the actions are too vague and not trackable for implementation.
4. How could the 2021 TSAP be implemented better?
 - More specificity is needed to monitor and track actions
 - Acknowledge resources and focus on communities with disproportionate impacts

BRIAN CHANDLER'S GROUP

Tracking Safety Efforts

- Safety in general or within TSAP?
- Broadly the **TSAP is invisible**
 - Doesn't feel present
 - Present in TSD annual planning workshop
 - Develop goals and performance measures for the HSP
 - Starting to connect those programs with TSAP actions
 - Wasn't the case a few years ago
 - Taken time to make those connections

Who owns the responsibility to get to zero?

- **We all do.** This is the problem – because we all own it, most people who don't work in Safety specifically don't know how their role impacts Safety

- Would love for each ODOT Division to have a TSAP
 - If not held accountable, no one will take responsibility except those who do it day to day
- TSAP invisible
 - Sound Safety strategies in TSAP
 - **Does not translate to policy decisions, work plan**
 - PBOT wants a more cohesive approach to reaching the zero goal
 - Work in lockstep with ODOT on speed, Rwd
 - Plenty of our streets act like rural roads
- Intersection between TSAP and individual local plans (Portland Vision Zero)
 - TSAP feels like it's ODOT's
 - Locals measure performance in their local plans
- Portland Vision Zero
 - Smaller area
 - **Local TSAPs or VZ plans are not necessarily more implementable than the TSAP**
 - Have the same issues that another member discussed
 - Goal/focus held within PBOT, but requires comprehensive approach to deliver on the goals
 - Don't here discussions of safety

TSAP is NOT a guiding principle document for ODOT's work

- When developing ODOT strategic action plan, safety folks pushed to get
 - **Upper mgmt. refused to make Safety its own element in the Strategic Action Plan**

One group cannot control safety

- **Safety takes everyone doing their part, but we never say HOW**
- Scorecard ODOT came up with, Safety is one of the key items

Safety tends to = "Employee Safety" at ODOT

- As a "Top 5 Value" at ODOT, this is the focus
- Chair of Oregon bicycle committee
- Ped/Bike focused on SRTS. Not a cohesive approach

BETH WEMPLE'S GROUP

- Transit – would like to see stronger consideration of transit users in the TSAP. Infrastructure for getting people to/from transit safely.
- TSAP really helps GAC on DUI but doesn't filter out to the real world. GAC talks about increase role of drug involvement in crashes but this has been hard to get the message out to local law enforcement.
- Drug only fatalities are up in Oregon and around the country. Tiana Tozer from region 1 provided a brief memo (Beth will attach in email to Brian)
- TSAP sets a good structure and ODOT leadership valuable BUT not seeing downward trend in crashes need to push harder on social change, social culture

- We are not investing enough that we are expecting the small investments to squeeze blood from a turnip (my words: the investment is just wiggling at the margins). Think about deploying better infrastructure that is more responsive to vulnerable users.

BREAKOUT TOPIC #2: LOCAL AGENCY SAFETY PLANNING SUPPORT

1. *For Local Agency Staff:* Do you feel supported by safety leadership in Oregon? How is that support shown?
2. *For Others:* How do you bring in local agencies – Tribal, City, County, Regional Planning?
3. What are some of the unique challenges that local agencies face?
4. How should the 2021 TSAP be modified to address local safety needs?

MARY MCGOWAN'S GROUP

1. *For Local Agency Staff:* Do you feel supported by safety leadership in Oregon? How is that support shown?
 - a. Not necessarily, she does have some allies at ODOT on safety. However more support could be provided on moving legislation forward.
 - i. Regarding project specific/funding there could be some improvement from ODOT leadership. (i.e. challenges with the ARTS program processes that doesn't necessarily meet Portland safety needs)
 - b. Washington County Sheriff - strategic goals align with ODOT, feel supported
 - i. Challenge in measuring goals however – every agency has different methods, metrics – so hard to compare across
2. *For Others:* How do you bring in local agencies – Tribal, City, County, Regional Planning?
 - a. Sees a missed opportunity with Transit agencies
 - b. Working with GAC DUII committee members and agency liaisons that support communication to other entities/partners
 - i. Coordination with law enforcement and public safety
 - c. ODOT has done an effective job getting \$ to law enforcement (access \$ for speeding, DUII, etc.)
 - d. Great success working with ODOT in providing iPads to access OREMSIS data system for EMS providers (supports data integration)
 - e. Starts with inclusion and relationship building, needs are varied across the board
 - i. Community members, tribal, law enforcement – all-inclusive approach
 - ii. Some efforts to build relationships are one off projects—and some are long term coalitions
3. What are some of the unique challenges that local agencies face?
 - a. Competing priorities, need to find common goals and help other achieve these
4. How should the 2021 TSAP be modified to address local safety needs?

BRIAN CHANDLER'S GROUP

TSAP could be a great place to have both large trucks and bike/ped considered

Local Agency Experience:

- **MPO: trying to develop regional safety plan.** Reached out to Walt; didn't get much back from ODOT.
 - o Region 2 near Salem
 - o Developing our own Regional Safety Plan

- Agencies sending their youngest staff
 - Agencies don't want to be told what to do
- **Communities best to solve their own problems**
- **Asking them to identify their issues and potential solutions**
 - Traffic safety training
 - Translation
 - Learn-to-ride programs
- **Local law enforcement is strapped**
 - **Not enough staff for traffic safety**
- Not enough LE. In 1970s near Astoria, lots of State Patrol on the highway
- I often see fewer than 1 officer a day on my commute

Transit

- Each agency responsible for its own program area
- **We listen to what our drivers are telling us**
 - We can communicate those issues to ODOT
- NW ACT: Area Commission on Transportation (Tri-County Area)
- Sen. Betsy Johnson, strong relationship with ODOT

MPO, Safety Planning

- Upstream safety approach. Systemic
- Reducing disproportional impact on BIPOC in Portland region
 - Automated enforcement reduces bias in enforcement
 - Need fixed speed cameras
- **Need to understand how ODOT funds Local TSAPs among cities and counties**
 - Our region plan includes goal to have a local TSAP adopted by each city and county in our region
 - Developing a local plan – the process provides value
 - Funding for this effort
- OTC going thru STIP process now
 - Priority Identification
 - Comments due this week

State / Federal Support

- Active Transp. Liaisons coordinate with locals
- Challenges
 - TSD and other divisions
 - Distribution of responsibilities
 - Not everyone at ODOT aware of resources available to support locals
- ODOT needs to demonstrate (from top down) being role models for Safety

Lack of Data

- Local LE can't communicate with each other, share data
- Fatal Crash data: DMV and ODOT reporting
- Difficult to get egregious drivers off the road

What is Safety?

- At ODOT, it's highway-centric. Moving traffic faster, smoother
 - Incongruous with Safety for all modes/users, esp. in Urban environment

WALT MCALLISTER'S GROUP

- County level plan support
- How to feel supported
- Plan paid for helps local jurisdictions
- ODOT providing resources help
- ARTS successes
- Doing right thing just not enough of it
- Safe systems approach
- Bring everybody on board
- Using hospital data
- Frustration with ODOT in making safety investments on the system

BETH WEMPLE'S GROUP

- Astoria feels pretty well supported. Collaboration and good relationships make this possible. Always challenges but feels OK about things. Most of their safety dollars spent on state highways. (Someone's opinion: why??)
- Nexus between state and local priorities – example issue is bike/ped access at freeway ramps in Portland and the difference in design concepts depending on difference in priority of safety for users.
- TSAP – more of framework and maybe that is OK. But how to make this more proactive and how to build collaborative teams across agencies.
- Should the TSAP talk about a hierarchy of users? Maybe? Maybe it gets framed by what/who are the vulnerable users in different contexts
- Interesting solution offered: Some of us have partnered with local LEA's to address local concerns by geofenced media messages specific to their (and our) concerns.

BREAKOUT TOPIC #3: IMPAIRED DRIVING

1. What has your experience been with addressing impaired driving, in your day job or outside your work life?
2. What are the biggest hurdles to addressing impaired driving?
3. How should the 2021 TSAP address Impaired Driving differently?

MARY MCGOWAN'S GROUP

1. What has your experience been with addressing impaired driving, in your day job or outside your work life?
 - a. Should we expand this to be all road users, not just drivers
 - b. Legalization of cannabis has increased drug impaired driving, and alcohol and drug combined driving is a significant issue. The decriminalization of other drugs in 2020 will impact this
 - c. CDL will lose license is cited with DUUI, significant enforcement. This will grow exponentially with the legalization of additional drugs
2. What are the biggest hurdles to addressing impaired driving?
3. How should the 2021 TSAP address Impaired Driving differently?
 - a. Broaden tools to address impairment beyond law enforcement

- b. Support broadening use of tools to address issues, consider education campaigns
 - positive community norming that are more effective in behavioral change science
 - i. Consider doing an impact assessment to evaluate messaging campaigns
- c. Messaging is a challenge, and a law-enforcement heavy message is tuned out. We actually have no data that shows our messaging has any impact on behavior, but we do know what people will or won't listen to.
- d. SKATS MPO – Looking for good models to follow for the development of safety plans i.e., Central Lane/ Portland
 - i. Vouchers for taxis is a strategy to get intoxicated persons of the road
 - ii. TRB vehicle technology session, recognizes toxicology upon entering vehicle, may be another tool – what is ODOT doing about this, or is tracking this?
- e. This is a tough challenge - overall society is moving to allow for more substances - good or bad (no judgement). We need to remind everyone that with that comes more responsibility with our educational programs.

BRIAN CHANDLER'S GROUP

- Impaired = Any impaired substance (alcohol, other drug, Rx drugs, etc.)
- Not just alcohol any more
- New drugs marketed to kids daily
- More polydrug use seen in Impaired Driving cases. Seems to have increased after passing of recreational MJ
- Measure 110: Decriminalizes small amounts of meth, heroin, etc.
 - o Options (\$100 fine or treatment)
- **Cultural - U.S. starts discussion with a “Legal Limit” (e.g., 0.08 BAC)**
 - o People get to be their own judge of whether they are impaired
 - o Successful countries have had zero tolerance
- Enforcement
 - o When we see DUI citations, that's just because police were there
 - o Impaired Driving is happening everywhere, all the time
 - o Enforcement cannot be the near-term answer in Portland. Don't have resources
- Cultural Norm of people deciding whether they've “had enough”
 - o Needs to change from “how much”

ODOT R1

- Communities with high issues with Impaired Driving also lack other options (e.g., transit)
- Treat more of a social issue (why is this happening?)
 - o **Downtown: Get drunk at bar, walk home**
 - o **Live away from downtown: Get drunk at bar, only option might be to drive**

Rural

- **Driving is the primary/only option to travel**
- Not just about everyday mobility, but very connected to DUII

Lyft/Uber Impact on DUII? Does it help?

- Research in Portland with Uber/Lyft impacting DUIIs? Buses don't run at 2am
- Has been some national research. Some connection to increased binge drinking.

Pilot last year with GHSA and Lyft, worked with Tiana at Region 1

Portland “Safe Ride Home” Initiative – entertainment district-focused

- We didn’t have a DUII fatality during the initiative

Vulnerable Users – Impairment plays a role in ped/bike fatalities (and motorcyclists)

- At night, in dark, impaired vulnerable users at higher risk
- 30-40% of pedestrian fatalities involve impairment

WALT MCALLISTER’S GROUP

- Maintenance funds
- Automated enforcement in rural areas
- Gov./top down safety discussions
- 2020 & COVID budget are taking their toll
- Public safety up
- Continuing support
- Taxes reduce rates
- What can be done?
- Safe choice the easy choice

BETH WEMPLE’S GROUP

- The group threw out a lot of information documenting complexity and omnipresence of the issue
 - All impaired driving fatalities are up except alcohol
 - need to increase tools for DREs in the field. It is really challenging to identify in the field and processing time is really high so cops somewhat reluctant to pull folks over
 - Impairment relates to all intoxicated users
 - Challenge of Oregon – our culture celebrates alcohol and cannabis – local brewing, wineries, etc.
 - Think about the challenges of rural environment (can’t necessarily catch a different ride or uber in rural area
 - Employers have responsibility in advocating for sober work force
- Solutions? – not a lot of discussion of this
 - Multiagency DUI task force (trooper, sheriffs, etc. collaborate for spot specific enforcement)

BREAKOUT TOPIC #4: TRANSPORTATION SAFETY EQUITY

1. How has your office/department/group/team incorporated Equity into transportation safety discussions?
2. What role do you see Equity having in Transportation Safety decision-making?
3. Do you feel Safety is addressed equitably in Oregon? If not, in what ways is it not?
4. How should Equity be addressed in the 2021 TSAP?

MARY MCGOWAN'S GROUP

1. How has your office/department/group/team incorporated Equity into transportation safety discussions?
 - a. Equity is relatively new in the traffic safety discussion, relying on data to make decisions – ODOT TransGIS data + local crash reports + pedestrian injury/fatality reports – rather than what is politically acceptable
 - b. Metro fact Sheet
 - c. Focused on enforcement and compliance through education – utilization of diversion programs.
 - i. Citations can burden different community groups differently, can influence insurance rates and affordability long-term
2. What role do you see Equity having in Transportation Safety decision-making?
3. Do you feel Safety is addressed equitably in Oregon? If not, in what ways is it not?
 - a. Do we all have the same definition of safety? How safety is considered in light of social equity issues, with a multi modal perspective
4. How should Equity be addressed in the 2021 TSAP?
 - a. Traffic safety is influenced by what neighborhood you live in, education quality, economics – this is much more systemic. We focus too much on the proximate causes of traffic safety. You can see differences in life expectancies based on census tract/zip code.
 - b. Consider the STIP investment analysis consider how investments impacts agency priorities – there is a strong tie to how we fund multi modal projects and the alignment with equity goals.
 - c. More work on focusing investments in areas typically underinvested in,
 - d. Inclusion of the community in investments.

BRIAN CHANDLER'S GROUP

- Safety campaigns in Spanish
- Translated products

Who is bearing the brunt of crashes? Example: SE Portland

- We're sentencing people to loss of bread winner
- We talk about drivers getting to work, but not the victims
- Burden of health care cost is on our low income communities

Unlicensed/Uninsured

- City of Portland doesn't tow uninsured vehicles, claiming they don't want to harm them financially (e.g., they cannot get to work)

Drivers Education accessibility

- Immigrants from outside the US
- Even those who move from California

Long Range Planning

- We use Equity as an evaluative criterion and run projects thru it (filtering, prioritization)
- Equity Framework
 - o The language is used, but we don't START the process with a focus on underserved communities and build the process around them.
 - o We start with our accustomed process, then try to incorporate lenses later

- What if we started with a focus on underserved communities?

Data

- We don't collect enough data to know Equity issues
 - 2017 fatal crashes – must review every police report to get the data needed
 - SE Portland crashes
 - We need to know these things
 - Data are 2+ years old
 - Shooting in the dark

Who are we making the decisions for?

- And why are we establishing priorities for this group?
- Because the decisions benefit Group A, what other groups might benefit less or not at all?
- SRTS removed enforcement, but didn't bring in BIPOC to discuss the issue first
- Particular with culturally-sensitive topics, important to bring in the people affected

WALT MCALLISTER'S GROUP

- What is equity? What is it in terms of plans? How what we do will affect equity.
- Data driven—is data influenced by equity problems
 - Demographics
- Long range planning—engagement and involvement is done in a way that reaches historically underrepresented groups
- Concerns we want to have sophisticated approach until merge data sources. Hard to differentiate.
- Linking crash data with EMS data—time people geography long way to go to build capacity
- Not thought about in these terms
- Data—lack of info all data type
- Tracks S&I at Metro
- ARTS tracks application by location – geo
- Goals that can be accomplished used list of action
- Points to ARTS – doesn't tie back to things like rumble strips
- WHSA/FHWA more consumers
- Tracking – focused on outcomes, intermediary tracking and investments
- Metro tracked
- Planning needs better tracking
- Better – doing projects but numbers going wrong directions-- why numbers going down
- Need clear tracking when we develop. We have focus on safety but not directly linked
- Experience—not much long range planning
- Dig killer enforcement tanked, self-medication, less access to services, now other drugs
- How are we doing—alcohol –officers know what to do
- More training for rugs
- ODOT helps with training

- Need to be able to gather data
- 2027 addressing differently – COVID troubles
- A misdemeanor kills more than other causes
- Focus on public health issue
- Worried people want choose treatment society
- Outcomes through lens of systems thinking
- Economic impact and dependence on alcohol
- Recognize need for more data
- Working to improve data
- Challenges we don't know but we feel we are trying

BETH WEMPLE'S GROUP

- One person felt it was important to emphasize that ODOT has the *privilege of* knowledge and money (not just talking about “white privilege”). ODOT needs to think more about this and think about how they can share and distribute this
- MWVCOG considers environmental justice in every TIP so they believe they have been considering equity for many years
- If we really follow the data – fatal and serious injury crashes should be non-biased. As we move to risk based assessments this is where bias and equity can come in
- Eugene has mapped communities of concern distribute investments sensitive to this
- Five E – enforcement, education, engineering, emergency services, equity
- Data correlation with Title VI for annual programming – Beth's note – I didn't know what this one meant so can't elaborate but it lead to a discussion of data. Is it:
 - Comprehensive
 - The right data to inform our decision.
- Help/work on relationships with Community-based organizations
- The group thinks the existing TSAP is silent on equity and it needs more.
- Like SRTS model giving more points to Title I schools – some hard and fast data line to scoring and funding distribution to enhance distribution of funds.

APPENDIX B: COMMENTS SUBMITTED TO ZOOM CHAT FUNCTION

All comments in the chat have been scrubbed of names.

- Could we please refer to this as "geographic distribution" rather than "geographic equity"? I think that would be more consistent with the structure and definitions being created by ODOT's office of social equity.
- I second Jessica Horning's comment. I also think it is important to racial and social equity. Race is central.
- Correction: to refer to racial as well as social equity. Race is central.
- Yes please. Geographic distribution rather than saying equity
- MPOs
- Transit agencies
- I think we need to have asset related safety performance measures
- How are you engaging Oregon Native American Tribes?
- NGO, Not for profit groups are allies in our work to reduce harm to people on the transportation system.
- I like Amanda's idea
- I would suggest that 'equity' is not an emerging issue but one that people are becoming more aware of
- To Josh - We have a federally-approved and agreed upon process with the tribes on how to involve them in statewide plans. Mary is a good contact for this.
- Interesting point Amanda. Are bikeways, pedestrian crossings, medians, and other proven safety countermeasures measured as assets, or no? They should be, along with assets
- For people traveling by motorcycle, pavement maintenance practices and how they affect the riding surfaces are VERY important (ie crack sealing).
- Defining 'local agencies:' basically, anything that is not 'state' agency related, etc. And to the benefit of the local governments/agencies.
- If transportation safety is not included in ODOT strategic planning, it represents a challenge to ODOT leadership to ensure that these TSAP efforts are a real priority for implementation. It's pretty simple... the goal is to not have people dying or being seriously injured on the transportation system.
- not enough infrastructure investment and virtually no investment on culture change
- I agree 100% with your point though, Joel.
- There seems to be some audio difficulties and internet connectivity issues, let's use the chat function as much as possible.
- Also, are we using the same definition of safety? That was something our group started talking about but ran out of time
- time
- My point is we are making the right investments on the infrastructure side, I think. We are doing systemic type improvements, but fatalities are staying flat at best or going down. We need to figure out why to the extent we can. Are our infrastructure investments going in the wrong things or are their larger societal issues at play (maybe distraction).

- ODOT needs to move towards a safe systems approach
- YES!
- Please please
- I hope we can see a concerted effort on speed in the upcoming years. I hope we can get automated fixed speed cameras legalized across Oregon.
- Jana, thank you for your comment about interactions with trucks. I totally agree we need more and better education for how the walking, bicycling, and motoring public interact with big trucks (and more frequent driver license testing). Truck guards are really effective in preventing deaths when there are crashes with bicyclists and pedestrians. I would be interested to get your take on truck guards. London has mandated that all trucks coming into the city have them. We also need physically separated facilities for people walking and bicycling, to protect them and to reduce the stress for truck drivers.
- I always advocate for separated bike/ped lanes in urban settings. The data on truck guards is not conclusive - my understanding is that there are some safety issues with their use.
- Good to know. I will dig into the research more. I have only come across research that shows the benefits. If you have any data or research that you come across it would be welcomed.
- I would like to see partnership with Public Health reflected in the TSAP actions.
- I agree strongly with Lake
- I would also like to see actions related to the programs (effective) that Eric Bergstrom and mentioned in our group.
- I like the emphasis on decoupling impairment and driving as related but distinct challenges. Doing so opens opportunities for focusing on measures that reduce driving OR impairment, recognizing that they would both contribute to the desired outcomes.
- Regarding impaired driving, Oregon also needs to look at new technology, such Oral Fluid testing at roadside.
- ODOT reports out on race and ethnicity data at the national level, I am curious why this data is not available locally? <https://cdan.nhtsa.gov/SASStoredProcess/guest>