

Oregon Transportation Safety Action Plan (TSAP) Steering Committee and Partner Workshop Executive Summary

Thursday, October 30, 2025

9:00 a.m. – 12:00 p.m.

Note: This executive summary provides a high-level overview of the TSAP (Transportation Safety Action Plan) Steering Team and Partner Workshop meeting held on October 30, 2025. The full meeting summary is available starting on page 8. Objectives of the meeting included:

- Presentation of final Emphasis Areas.
- Connecting qualitative and quantitative data and lessons learned to recommended actions for the 2026 TSAP.
- Prioritizing recommended actions for the 2026 TSAP.

Emphasis Areas and Discussion of Prioritization and Elements

The following 2026 TSAP Emphasis Areas were presented to the group:

Top Tier

- Roadway Departure.
- Intersections.
- Speed-related.
- Alcohol and/or Other Drugs.
- Aging Drivers (65+).
- Pedestrians and Bicyclists.

Second Tier

- Young Drivers (15-20).
- Unrestrained Occupants.
- Distracted Drivers.
- Medium/Heavy Trucks.
- Motorcycles.

In the group's discussion of the above, the Steering Team and Work Group agreed that the following problem areas and/or themes should be addressed within the TSAP emphasis areas:

1. Enforcement capacity is insufficient across safety areas.

Participants repeatedly raised that Oregon's low law enforcement staffing, limited traffic enforcement, and administrative barriers reduce the ability to manage speeding, impaired driving, red-light running, and distraction. Automated enforcement is broadly supported, but equity concerns must be addressed (see below).

2. Speed management is foundational to all safety outcomes.

Speed touches nearly every emphasis area (intersections, roadway departure, VRUs, young/aging drivers). There was strong agreement that Oregon needs:

- Better speed zoning policies.
- Automated enforcement expansion.
- A culture change that “un-cools” speeding.
- Mode shift and infrastructure that reduce the need to drive fast.

3. Infrastructure maintenance and repairs are becoming safety issues.

Aging pavement, fading striping, outdated lighting and damaged or missing signs were repeatedly described as barriers to implementing safe-system strategies, especially in rural areas. Participants emphasized that safety investments must include maintenance, not just new projects.

4. Equity must be embedded in policy and enforcement.

The group discussed the need for greater equity and the degree to which it is imbedded in several traffic safety elements including policy and enforcement. The group highlighted the need for:

- Avoiding automated-enforcement systems that disproportionately affect marginalized communities.
- Recognizing the outsized impacts of vehicle size and roadway design on VRU safety in lower-income communities.
- Addressing mobility options for people who cannot or should not drive.

5. Rural vs. Urban needs are fundamentally different.

Many participants stressed that rural solutions must differ from urban solutions, especially for transit access, DUII-safe travel options, aging road users, and roadway departure risk. Rural partners expressed concern that statewide strategies often reflect urban assumptions.

6. Behavioral and cultural change is essential but difficult.

Partners repeatedly linked long-term safety improvement to shifts in cultural norms around speeding, distracted driving, impairment, and seatbelt use, similar to past public health successes like smoking reduction and seatbelt adoption. Education must be paired with enforcement and policy change to be effective.

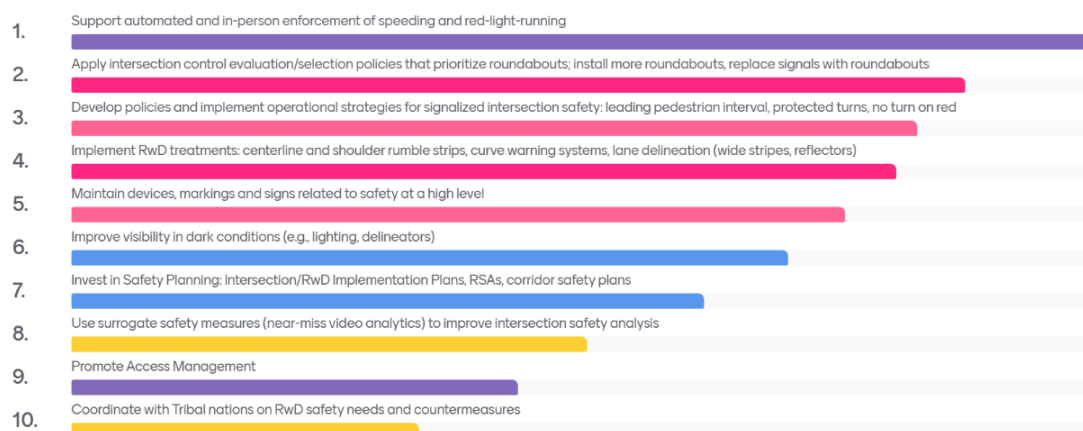
Key Tensions, Conflicts or Unresolved Issues

- **Automated enforcement:** broad support but serious equity, cost, and administrative concerns.

- **Vehicle size & design:** increasing attention but limited State authority.
- **Micromobility:** unclear definitions, inconsistent rules, device proliferation, and conflation of e-bikes with e-motos.
- **Land use changes:** conceptually supported, but major political/community resistance expected.
- **Safe travel options for impaired people:** strong disagreement on whether this “enables” use vs. improves public safety.
- **Funding gap:** repeated acknowledgment that many high-value strategies cannot be implemented without legislative support.

Action Areas

When asked by the facilitator, the group prioritized actions related to intersection safety and roadway departures (via Menti) in the following way:

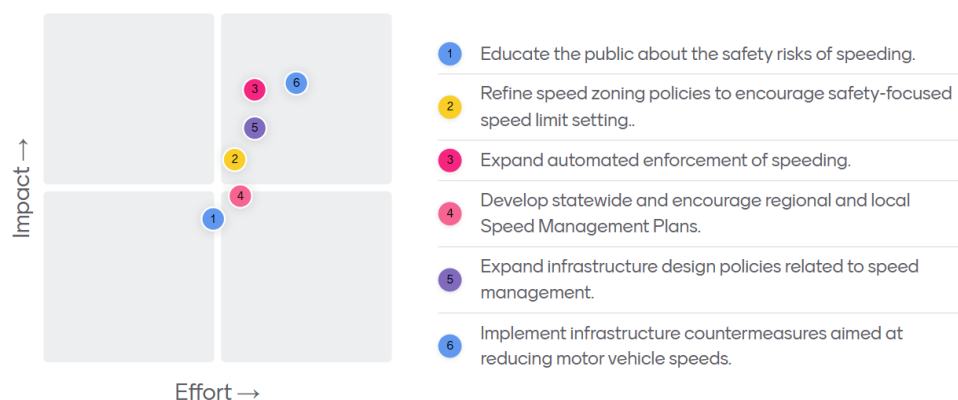


Key points from the above preferences include:

1. Expand and maintain automated enforcement (speeding & red-light running)

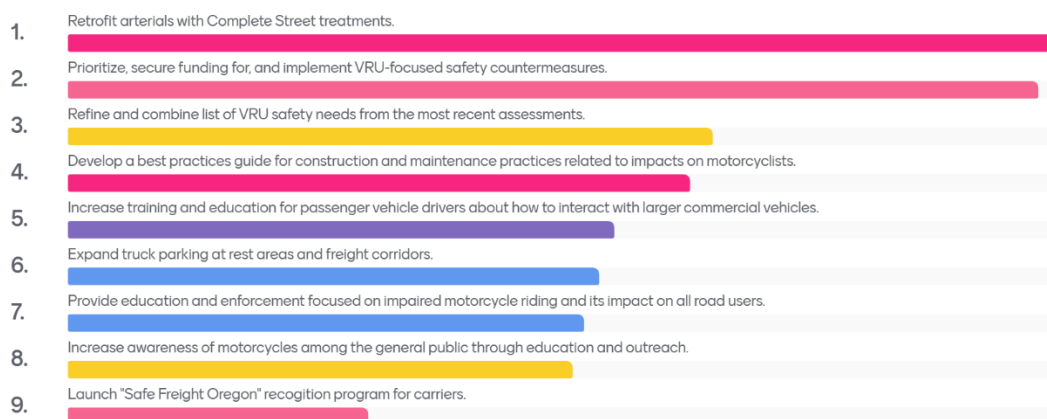
There was strong support for expansion, provided that Oregon modernizes revenue structures and mitigates disparate impacts on marginalized communities. The graphic below shows the group’s assessment of the impacts and effort of specific actions related to speed.

Use the sliders to rate the impact and the effort of the following action types related to speed.



2. Implement systemic safety infrastructure particularly related to pedestrians, bicyclists, motorcycles and large trucks

Roundabouts, lighting, rumble strips, access management, arterial retrofits, improved truck parking and VRU-focused safety countermeasures consistently ranked high-impact. The group prioritized action types in this category accordingly.



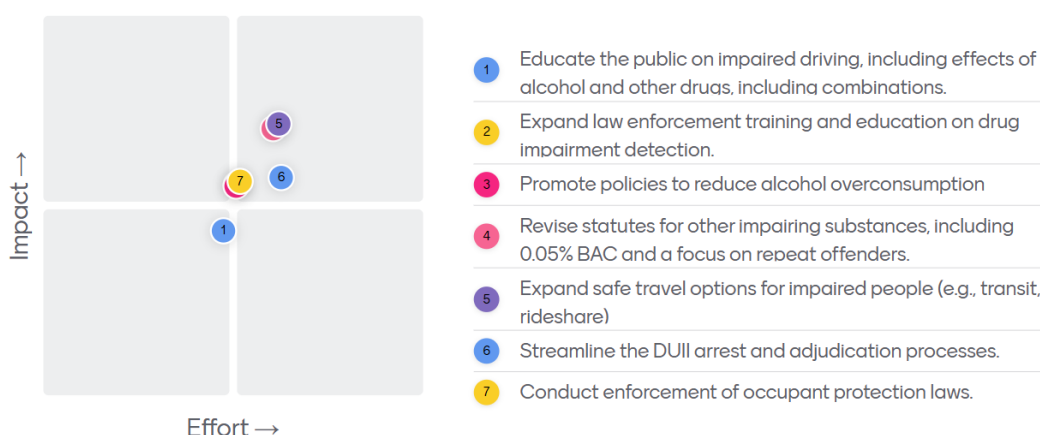
3. Strengthen DUI policy and systems

Participants emphasized updating BAC thresholds, training for drug-impaired detection, improving adjudication processes, expanding diversion/supervision programs and collaboration with health and addiction services. Recommended actions from data and outreach related to alcohol and other drugs are:

- **Educate the public** on the risks of impaired driving.
- **Expand law enforcement training and education** on drug impairment detection.
- **Revise statutes and policies**, such as 0.05% BAC, harsher penalties, and a focus on repeat offenders.
- **Expand safe travel options** for impaired people (e.g., transit, rideshare)

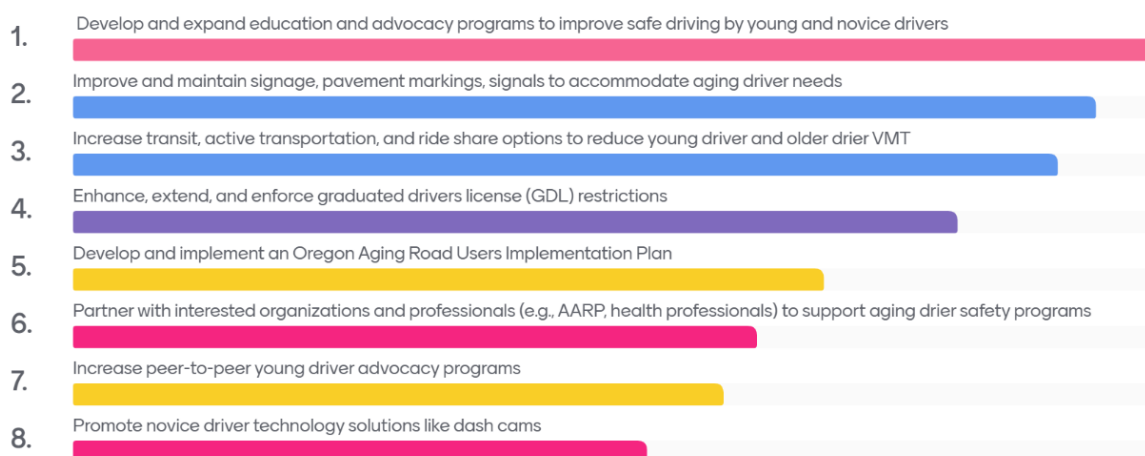
- **Streamline** the arrest and adjudication process for DUII.

The group responded with the following preferences when asked about prioritizing actions related to alcohol and drugs.

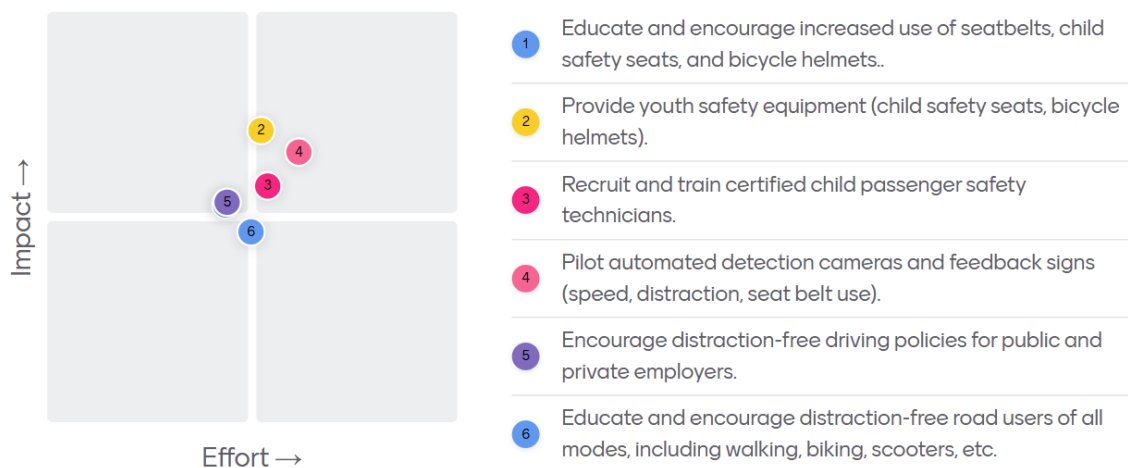


4. Modernize driver education (young, aging, and at-risk drivers)

The group raised concerns that Oregon's system is inconsistent, underfunded, and outdated. Needs include novice-driver training, peer-to-peer youth approaches, older-driver assessments, and public awareness of at-risk-driver reporting programs. The chart below shows the group's prioritization of these actions.



Actions around the topic of unrestrained occupants and distracted driving were discussed. The group rated the impact and effort of several actions in this area accordingly.



5. Support mode shift and non-driver mobility

Partners emphasized transit access, walkability, micromobility safety, land use improvements, and services like rideshare and delivery to reduce the need to drive — especially for youth, older adults and impaired individuals.

6. Improve crash data completeness and emerging-data tools

Requests for data included near-miss analytics, distraction data, micromobility crash categorization, and separating commercial vs. non-commercial truck impacts.

Requests of ODOT leadership and the Legislature

The group requested that ODOT leadership, not just staff, also address these questions and concerns:

- **Legislative priorities for the TSAP.** Participants urged creating a priority list for the 2027 legislative session, including DUII statutes, automated enforcement, BAC limits, and hands-free enforcement tools.
- **Funding strategy and agency alignment.** Oregon needs unified, cross-agency prioritization of transportation safety and a funding plan that matches the ambition of the TSAP.
- **Approach to vehicle technology (AV, ISA, in-vehicle distraction management).** Partners want ODOT to clarify its stance and prepare for rapid changes.
- **Direction on micromobility policy.** Participants asked for statewide guidance on definitions, enforcement, facility use, youth rules, and emerging e-device categories.

Conclusion

In summary, the following points are key takeaways from the meeting:

1. **Speed management is the single most powerful lever.**
The group consistently returned to speed—through policy, enforcement, design, and culture—as central to reducing fatalities and serious injuries.

2. **Automated enforcement is promising but must be designed equitably.**

There is strong interest, but concerns about disproportionate impacts on marginalized communities were emphasized repeatedly.

3. **Roadway departure and intersections account for the largest share of fatal/serious crashes.**

Participants considered investment in infrastructure (roundabouts, lighting, rumble strips, access management) to be high-impact.

4. **DUI and polysubstance impairment are rapidly worsening and require cross-sector solutions.**

Collaboration with OHA, addiction services and the Governor's Task Force is essential.

5. **Driver education needs modernization across all ages.**

Oregon's current system leaves teens, other novice drivers and aging drivers without adequate training or assessment.

6. **Micromobility and vehicle design trends are creating new safety challenges.**

E-motos masquerading as e-bikes, heavier EVs, SUVs and unclear regulations all demand clearer statewide policy.

7. **Infrastructure maintenance is becoming a critical safety issue.**

Fading striping, deteriorating pavement, inadequate lighting, and unmaintained devices impede safety for all modes.

8. **Mode shift (walking, biking, transit) is viewed as a safety strategy**—not just a climate or mobility goal. Reducing VMT and expanding non-driver options is seen as foundational to youth, aging, impaired, and VRU safety.

9. **Rural safety concerns differ fundamentally from urban needs.**

Solutions must reflect differences in transit availability, road geometry, speeds, and emergency access.

10. **ODOT needs a coordinated legislative and funding strategy.**

Attendees stressed that without legislative action and unified agency alignment, many recommended actions cannot be implemented.

Oregon Transportation Safety Action Plan (TSAP)

Steering Committee and Partner Workshop

Meeting Summary

Thursday, October 30, 2025

9:00 a.m. – 12:00 p.m.

Present

Steering Committee Members

Victor Hoffer, Oregon Transportation Safety Committee
Cosette Rees, ODOT Public Transportation Accountability Committee Chair
Sarah Iannarone, The Street Trust
Mark Gibson, Statewide Mobility Advisory Committee
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
Tyler Deke, Bend Metropolitan Planning Organization
Brian Worley, Association of Oregon Counties
Beth Wemple, Retired Safety Consultant
Terry Hendryx, Clatsop County Public Works
Nick Fortey, Federal Highway Administration
Darrin Neavol, ODOT Region 3
Tova Peltz, ODOT Delivery and Operations

Project Managers

Mary McGowan, ODOT
Stacey Goldstein, ODOT
Walt McAllister, ODOT

PMT Resources

Traci Pearl, ODOT
Michael Rock, ODOT
Jiguang Zhao, ODOT
Angela Kargel, ODOT
Jody Raska, ODOT
Suzanne Mullen, ODOT
Rachel Zakem, ODOT

Consultant Support

Troy Costales, DKS
Lacy Brown, DKS

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Troy Costales, DKS
Lacy Brown, DKS
Anthony Gamallo, DKS
Tasmyn Petlansky, DKS
Nic Ward, Safe System Solutions

Facilitation Team

Zach Johnson, PRR
Jenny Thacker, PRR
Sarah Rose Ezelle, PRR

ODOT Multimodal/Topic

Heidi Manlove, ODOT TSO Bicycle and Pedestrian Program Manager
Jeff Greiner, ODOT TSO Motorcycle Safety Program Manager
Chris Cheng, ODOT Region 4 Active Transportation Liaison
Brian Hurley, Climate Office
Karen Ofearna, DMV Medically At Risk Drivers
Kelly Mason, Distracted Driving/High Visibility Enforcement and Occupant Protection
Colleen O'Hogan, ODOT Workzone Safety Program Manager

ODOT (Project Delivery/Operations/Maintenance)

Marlow Stanton, ODOT Region 5 Traffic Engineer/ARTS Coordinator
Mark Barrett, ODOT Region 4 Traffic Manager
Jeff Shambaugh, ODOT State Pavement Services Engineer
Taundra Mortensen, ODOT ADA Standards Engineer
Aaron Smith, ODOT Region 4 Operations and Maintenance Manager
Galen McGill, ODOT Statewide Operations and Maintenance

ODOT Safety Partners

Peter Schuytema, ODOT Transportation Planning and Analysis Unit

Anthony Gamallo, DKS
Tasmyn Petlansky, DKS
Nic Ward, Safe System Solutions

Michael Duncan, Region 2 TGM Planner

ODOT Data/Research

John Bonnett, ODOT Crash Analysis Unit
Josh Roll, ODOT Research Section Analyst

ODOT Equity

Lisa Brown, ODOT Office of Equity and Civil Rights

External Safety Partners

Zachary Lauritzen, Oregon Walks
Clay Veka, PBOT Vision Zero
Chuck Hayes, Governor's Advisory Committee on
DUII
Patrick Hemann, Community Connection of
Northeast Oregon
Bill Holmstrom, Department of Land Conservation
and Development
David Hurwitz, Oregon State University Civil and
Construction Engineering

Public and Other Attendees

Bethany Veil, ODOT
Sharlene Wills
Kate Gregory, Metro
Lake McTighe, Metro
Logan Telles, City of Eugene
Carl Lund, Marion County
Jak Lovell, Metro
Kindra Martinenko, MWVCOG
Janelle Shanahan, Marion County
Tiffany Gehrke, City of Tigard
Danny O'Neal
Justin Haynes, Oregon Dept. of Environmental
Quality
Bill Merchant, Clackamas County Community Road
Fund
Rob Inerfeld, City of Eugene
Donna Sansoterra, First Student
Tiffany Slauter, ODOT Region 1
Angel Pairan, Criminal Justice Commission
Roger Kuhlman, Oregon Transportation Safety
Committee
Cheri Freedman, ODOT

Agenda

- Welcome and roll call
- Meeting objectives and agenda review
- Introductions
- Public Comment
- Emphasis Areas Overview
- Emphasis Area Group 1: Intersections, Roadway Departures
- Emphasis Area Group 2: Speeding
- Emphasis Area Group 3: Young Drivers and Aging Drivers
- Break
- Emphasis Area Group 4: Alcohol, Other Drugs, Unrestrained Occupants
- Emphasis Area Group 5: Pedestrians, Bicyclists, Motorcyclists, Large Trucks
- Next Steps
- Adjourn

Welcome

Facilitator Jenny Thacker (PRR) opened the meeting and Mary McGowan (ODOT) provided opening remarks.

Meeting objectives and agenda review

Jenny walked the group through the following objectives:

- Present finalized Emphasis Areas
- Connect what we have learned from qualitative and quantitative data to recommended actions
- Work together to prioritize recommended actions

Introductions

Jenny used Mentimeter to gather introductions from attendees.

Menti prompt: Please tell us your name, organization, and the action that you would most like to see in the Transportation Safety Action Plan.

Responses

- Zachary Lauritzen, Oregon Walks, tbd
- Angel, Criminal Justice Commission, tbd
- Jiguang Zhao from Oregon Department of Transportation
- Walter McAllister, ODOT Transportation Safety, I would like to see local plans and local effort to improve issues identified as problems.

- Tiffany Gehrke, City of Tigard, funding strategies
- Donna Sansoterra, First Student, this is my first meeting and I am not sure what this is about, but always looking for information that affects school bus safety.
- Chris Cheng, ODOT Active Transportation Liaison R4 - I would most like to see automated speed enforcement throughout the state
- Josh Roll Oregon DOT Reducing operational speeds on arterials in urban areas
- Bill Holmstrom, Oregon Department of Land Conservation and Development
- Bethany Veil, ODOT
- Heidi Manlove, ODOT
- Jake Lovell, Oregon Metro, reduce speeds
- David Hurwitz, Oregon State University - An emphasis on infrastructure investment that supports pedestrian, bicycle, and other forms of micromobility safety.
- Justin Haynes Oregon DEQ (AQ, VIP) Focus on accountability; Focus on safety for bicyclist.
- Rob Inerfeld, City of Eugene and League of Oregon Cities Transportation Policy Committee I'd like to see more of an emphasis on changing the culture of how people drive in Oregon.
- Kate Gregory (she/her), Metro; speed reduction
- Mary McGowan, ODOT Actions to address Speeding and speeding related behaviors
- Michael Rock, ODOT Planning Intersection Safety
- Scott Fleury, Public Works Director - City of Ashland. Speed reduction treatment/enforcement.
- Terry Hendryx,,Clatsop County. Funding strategies for more enforcement.
- Karen O'Fearn, DMV At-Risk Driver Program Coordinator, Stronger incorporation of consideration of At-Risk Drivers, not just aging drivers.
- Mark Gibson, Oregon Trucking Association
- Tyler Deke, Bend MPO. Strategies and funding for speed management.
- Kelly Mason, ODOT Transportation Safety Office, I would like to see seat belts and child passenger safety information
- Evan Sether, Oregon State Police, practical and achievable guidance given uncertain funding
- Logan Telles, City of Eugene, I'd like to see action items that identify strategies for mitigating intoxicated driving
- Angela Kargel, ODOT, importance of maintaining safety features
- Darrin Neavoll, ODOT. Enforcement
- John Bonnett ODOT Crash Analysis and Reporting.
- Kimberly Rose (she/her), Oregon Judicial Department
- Consideration to the rural environment, severity of crashes and access to trauma care
- Tiffany Slauter ODOT Region 1 Traffic Creating a safety culture in drivers and multimodal users
- Clay Veka, Portland Bureau of Transportation, systemic safety treatments at interstate off- / on-ramps where they meet urban surface streets
- Lisa Brown, ODOT, actions to close the gap on disparate walking, biking, and rolling fatalities.
- Taundra Mortensen, ODOT, enforcement and education on bad driving behaviors.
- Create a traffic safety culture that sustains a significant shift in behaviors that focuses on keeping others safe on all roads.
- Michael Duncan, ODOT. Scalable, easy to implement (easy wins) safety projects for our rural small to mid-sized communities.

- (no name) A systems approach for more equitable access, safe use and providing opportunities for multimodal transportation in rural and urban areas.
- Nick Fortey, FHWA and low-cost infrastructure solutions overlaid with behavioral interventions
- Aaron Smith, ODOT Maintenance, safety features for road maintenance
- Chuck Hayes, Governor's Advisory Committee on DUII, retired OSP.
- Peter Schuytema, Oregon DOT, Improved bike/ped safety
- Janelle Shanahan, Marion County
- Bill Merchant, RIACT, Clackamas County TSAP, reducing crashes, supporting safety
- Sarah Iannarone, The Street Trust: Prioritize safe infrastructure on high-crash streets & measure outcomes for non-drivers most harmed by traffic violence, esp in historically underserved communities.
- Cosette Rees, Lane Transit; strategies to simplify, slow, representing all modes.
- Danny O'Neal Safety education on electric bikes and scooters operation.

Public Comment

No members of the public shared during the public comment period.

Jenny summarized themes from written comments received ahead of the meeting (see Appendix A for full comments).

Written comment themes:

- Desire for additional cycling infrastructure.
- Concerns about pedestrian safety (e.g., crosswalks, pedestrian interactions with roundabouts).
- Concerns about current levels of enforcement.
- Perspectives on ODOT budget (opposition to funding package, arguments about priorities, etc.).
- Other requests for changes (e.g., lighting improvements, more rumble strips).

Emphasis Area Overview

Lacy Brown (DKS) shared the selected top tier and second tier 2026 TSAP emphasis areas. The areas were selected using a data driven approach and represent the types of crashes that contribute most to fatalities and serious crashes across the state.

2026 TSAP Emphasis Areas

Top Tier

- Roadway Departure.
- Intersections.
- Speed-related.
- Alcohol and/or Other Drugs.
- Aging Drivers (65+).
- Pedestrians and Bicyclists.

Second Tier

- Young Drivers (15-20).
- Unrestrained Occupants.
- Distracted Drivers.
- Medium/Heavy Trucks.
- Motorcycles.

Lacy explained that each emphasis area has an associated list of recommended draft actions to address crash patterns. These actions were informed by the 2021 TSAP, crash data analysis, partner interviews, and survey results.

Lacy clarified that instead of reviewing all recommended actions during the workshop, the group would review and discuss a representative sample to inform the full list. For the purpose of the workshop the emphasis areas were grouped for discussion.

Emphasis Area Group 1: Intersections and Roadway Departures

Lacy shared conclusions from data and outreach related to intersections and roadway departures (RwD):

- 39% of all fatal and serious injuries (FSI) involved roadway departure.
- 38% of all FSI occur at intersections.
- It is difficult to track emerging safety-need locations.
- Maintenance (state of good repair) has been an increasing challenge.
- Many intersection-related needs overlap with vulnerable road users (VRU) (ped/bike).
- Many RwD needs overlap with risky behaviors (speed, impairment).

Attendee Karen O’Fearn wrote in the chat:

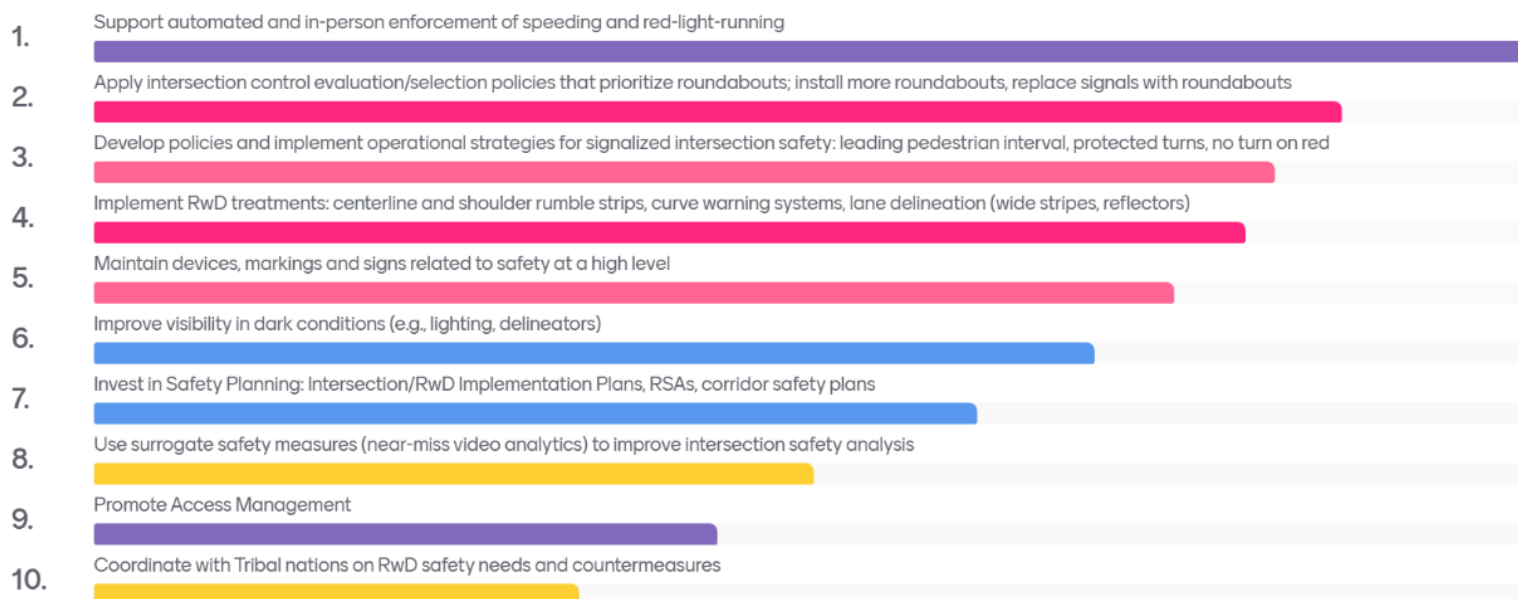
- Leaving the roadway crashes relates to the At-Risk Driver when a medical event was the cause. Better informed of public about the At-Risk Driver Program and that anyone can report could help get those drivers off the road until their condition is well controlled and stable.

Recommended Action Types

- **Invest in Safety Planning** such as implementation plans, RSAs, corridor safety plans.
- **Proactively identify safety needs** with surrogate safety measures (near-miss video analytics) .
- **Prioritize proven safety countermeasures** like roundabouts, lighting, rumble strips, and access management through investments, policies, and operational strategies.
- **Coordinate with Tribal nations** on safety needs and countermeasures.
- **Prioritize maintenance** of existing devices, markings and signs.
- **Support automated and in-person enforcement** of red-light-running and speeding.

Menti Prompt: Jenny asked the attendees to use the Menti tool to answer the question:

- How would you prioritize the following actions related to intersections and roadway departures?



Discussion:

Donna Sansoterra shared in the chat:

- I think it would be important to include stop paddle violations when vehicles do not stop for school buses in the category for speeding and red light running.

Sarah Iannarone shared that collaboration with Tribal entities should not be included in this list, as it should be a priority in all safety actions. Tiffany Slauter supported that statement in the chat.

Menti prompt: Jenny introduced the Menti prompt:

- What action type (if any) would you add?

Responses

- Include stop arm violations to the speeding and red light running to ensure vehicles are held accountable for running the red light stop arm on school buses when stopped for students
- Focus on accountability, bicycle safety.
- An emphasis on driver education and non-motorist behaviors at intersections (distracted driving/walking/biking).
- As a global safety action, I'd like to see increasing Transit usage and VMT reduction modal shifts
- More funding for roadway preservation and maintenance. Pavement conditions on the rural highway system are deteriorating rapidly and will have direct safety impacts.
- Tie -- through policy -- funding prioritization to safety needs.
- Systemic safety treatments where on- and off-ramps meet surface streets.
- Small "a" action: use DMV office captive audiences to keep public informed and educated (At-Risk driver reporting, ...) Limited cost to develop and deploy.

- Maximizing our support of law enforcement entities through funding or policies that increase their ability to scale traffic safety centric enforcement.
- Expand the photo enforcement law to allow for citations on the ban for handheld communication devices, a potential road departure causal factor.
- +1 to explicit efforts (and funding) to increase mode shift to walking/biking/transit, which are all significantly more safe modes.
- Prioritize pedestrian routes across intersections to be more accessible.
- Driver education, particularly as drivers age. Once you get your license you never have to take the knowledge test again.
- Include infrastructure to slow users down in the intersections (keeping efficient flow) but slowing down to lessen severity of injury.

Emphasis Area Group 2: Speed-related

Lacy Brown shared conclusions from data and outreach related to speed-related crashes:

- 25% of FSI are identified as "speed-related" (49% increase).
- Approx 1/3 also involve alcohol/drugs.
- Lack of traffic enforcement is the most common concern.
- Speed cameras deemed "working well" by practitioners.
- Hesitation by law enforcement to use this tool due to revenue split and level of effort required.
- Speed zoning policies have changed, but more could be done.

Recommended action types:

- **Educate the public** about the safety risks of speeding.
- **Refine speed zoning policies** to encourage safety-focused speed limit setting.
- **Expand automated enforcement** of speeding.
- **Develop** statewide and encourage regional and local Speed Management Plans.

Discussion in chat:

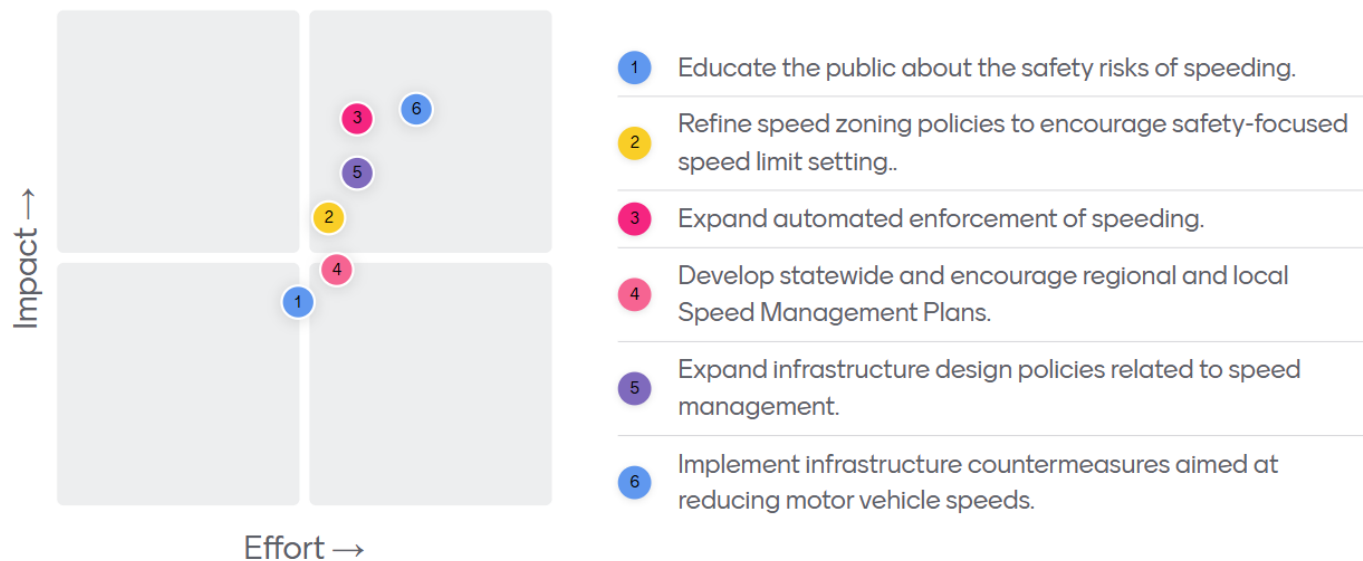
- Karen O’Fearn: Fyi, Chronic DUII drivers (a symptom of addiction) qualify for reporting to the At-Risk Driver program which provides medical monitoring for up to or beyond two years.
- Dagan Wright: Speed also relative to consider as other transportation modes such as walking, biking, e-assist devices have a different speed relative often to motor vehicles. How can education, design improve safety as well for all users?
- Lisa Brown: I couldn't type fast enough. California implemented a more robust highway/freeway automated speed ticketing system. It has shown to disparately impact marginalized communities and created what they are calling a "ticket-to-prison pipeline" as marginalized communities struggle with the ability to pay fines and their communities are closer to highway/freeways so they are positioned to disproportionately receive tickets. I think we have to think about this and how we mitigate this issue as we plan and develop policy.

- Rob Inerfeld: Lisa -- is there a link to info about the California experience that you can share?
- David Hurwitz: The relationship between frequency and magnitude of citation penalty on improved traffic safety compliance is fascinating. Lower fines delivered more frequently can produce pretty positive impacts. All of that is confounded by the importance of environmental justice considerations.
- Evan Sether: To Lisa's point, Oregon law for speeding on the freeway results in higher presumptive fines on most interstate sections compared to off-freeway zones. Any speed citation in a 65 zone is one violation classification higher than normal. I have never understood the justification for this disparate treatment of speeding.
- Josh Roll: ODOT Research developed a technical report on Automated Speed Enforcement including:
 - Summary of evidence on effectiveness of automated and traditional law enforcement on reducing speed and injuries.
 - Public opinion survey of Oregonians highlighting places where people agree/disagree speed cameras are a good idea.
 - Also has some guidance on how to implement systems without disproportionately impacting low income communities.
 - https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR873_SpeedSafetyCamera.pdf.
- Lisa Brown: I can't locate the study for the article but here is one article that shares about this. [Traffic Ticket-to-Prison Pipeline: New Report Reveals Racial Bias In California's Traffic Court System - LCCRSE](#).
- Lisa Brown: Found the study link. <https://lccrsf.org/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf>.

Menti Prompt: Jenny asked the attendees to use the Menti tool to answer the question:

- Use the sliders to rate the impact and effort of the following action types related to speed.

Use the sliders to rate the impact and the effort of the following action types related to speed.



Discussion

- Evan Sether (OSP) shared that public education about speed may not be the most significant effort, but creating far-reaching messaging with long-lasting impacts is challenging. To be impactful, messages must be shared repeatedly and consistently.
- Dagan Wright shared in the chat:
 - One challenge is us appropriately understanding the ‘effort’ and ‘impact’ measures as it might be relative to context. Also yes is impact temporary or which ones are longer time periods?
- Josh Roll asked any public health officials on the call, “How can public health thinking be brought to bear on the roll of education? Interventions that worked with smoking were legislative and policies. Education on its own doesn’t work without systemic interventions.”
- Rob Inerfeld shared in the chat:
 - Automated speed enforcement outside of cities would require legislation. Perhaps this would also create an opportunity to address the equity concerns raised about the way that fines are assessed.
- Dagan Wright noted that education is usually what we consider less effective for awareness. Most people know speeding is dangerous. In population health, it’s a good conversation of what kind of infrastructure is there to nudge or enable people to make safer decisions such as reducing speed?
- Walt McAllister shared in the chat:
 - Oregonians previously had a healthy lifestyle mindset and we used that to create long term behavior change. With population churn, that may be more difficult, but people move here for healthy lifestyle still.

- Josh Roll shared the following graphic in the chat:



- Tiffany Slauter shared in the chat:
 - Smoking is a fantastic example of a culture change. People still do it, but not to the same extent as previous decades. It would be amazing if speeding could be the same way. Combine fines with education and maybe the accepted behavior changes in the long run.
- Mark Gibson referred to a program where they go to schools and have a contest for safety billboards which is effective.
- Josh Roll shared in the chat:
 - We have to "un-cool" speeding.
- Nick Fortey shared in the chat:
 - Some of the broader approaches show promise (speed management plans) but the approach would need to be more layered and considered than are typical practice to embrace multi-faceted nature of message/enforcement/adjudication and impacts (including disparate and unintended consequences) - thus some effort to more develop approaches to be aligned with research and outcomes.

Jenny asked Lisa to share more about enforcement, which she had brought up earlier in the chat.

- Lisa responded that it is something we need to consider – is there a way that enforcement fees are structured based on federal poverty level? Other states have shown that folks of marginalized backgrounds face disproportionate impacts. Need to discuss figuring out how to not contribute to the prison pipeline.
- Evan Sether shared in the chat:
 - I'm supremely interested in the intelligent speed assistance and other passive/automated speed controls in vehicles. Manufacturers continue to make vehicles which top out at 120-150 MPH, but our speed limits do not align with those vehicle limits.
- Chris Cheng shared in the chat:
 - In this same vein, what is the legal framework around speeding around autonomous vehicles? These, even non-fully autonomous, can and are programmed to exceed existing speed limits where they are in use.

- Peter Schuytema suggested that for automated enforcement, maybe a first emphasis can be in work zones. He shared that in other states where this has been implemented (WA I-90, Maryland) it seems to work versus seeing vehicles dramatically exceeding the lowered Oregon speeds in work zones.
- Tiffany Gehrke noted that, to educate in the standard way – we do a lot in schools still – even when people know the rules and laws, if they aren't enforced and people are used to getting away with it, it happens. In Florida, late teen males and early twenties males were highest group causing crashes, must think of unique strategies to follow those audiences. That could be working with influencers, education in the normal way won't work. We need to think beyond the bounds.
- Kinda Martinenko shared in the chat:
 - Very good point. Most people under 40 don't watch TV or listen to the radio. TikTok and YouTube need to be hit hard - mass media campaigns. Also, Sports News Apps (FoxSports, ESPN) and also sports betting apps (sad to say, but that's a huge market).
- Sarah Iannarone shared in the chat:
 - +1 to highlighting males aged 16-24 as a high risk segment. We hypothesize that street racing and/or social media is an intervening variable as Tiffany suggests.
- Tiffany Slauter responded in the chat:
 - And yet our social media campaigns are heavily focused on what construction projects are happening. Useful, but why not use those tools to teach safety?
- Sarah Iannarone responded in the chat:
 - In fact, many build clout/followers on social media through illegal street activity.
- Kinda Martinenko continued the chat discussion:
 - Disturbing, right? I saw one such "influencer" recording himself, driving hands free, going over 100mph on a freeway, then witness someone else in front of him doing something similar, lose control, hit the guardrail, and roll over into a ditch. SMH.
- Rob Inerfeld shared in the chat:
 - My son got his drivers license on Monday. He did not go through drivers ed. The only education he received was from reading the drivers manual to prepare for the knowledge test and what I told him while we were practicing driving. It would have been great if he was required to watch some videos about risky driving behaviors like speeding and distraction before being able to take his driving test.
- Sarah Iannarone suggested that recidivism must be addressed, repeat offenders need to be addressed. Seatbelt usage is another issue.
- Zach Lauritzen shared the access to the tool matters. When we look at stats of how big our cars are, their horsepower, etc. – those have all grown in the last few years. Could the TSP include acknowledgment of that?
- Josh Roll responded in the chat:
 - Here is some work our unit did 2 years ago measuring the impact of vehicle body type, weight and height on ped injury severity
https://rpubs.com/ODOT_Research/Pedestrian_Injury_Severity_Analysis.

- Mary recognized those trends are certainly important, ODOT does need to recognize the scope of our authority in the TSAP.
- Dagan Wright shared in the chat:
 - Can there be incentives again for modes or vehicle types that provide efficient and accessible transportation but have less potential for severe injury?
- Sarah Iannarone shared that the street trust administers some programs, have had a hard time coordinating with the insurance industry. On everything along the vehicle issue, they are now more able to measure involvement by weight, size and model. The insurance Institute for Highway Safety watches this issue, and is a source of information for this dialogue. One thing on this issue is the electric car - might be perceived as a good thing, but they are exceptionally heavy and that mass can be deadly. Another issue is the urban rural divide. Farmers and ranchers are very much dependent on pickup trucks for work. Expect rural pushback - if the data isn't there, they will be very unhappy with their more urban neighbors.

Emphasis Area Group 3: Young Drivers and Aging Drivers

Lacy Brown shared conclusions from data and outreach related to young drivers and aging drivers.

- 23% of fatal and serious injury crashes (FSI) involve an aging driver (54% increase).
- 14% of FSI involve a young driver (45% increase).
- **Novice** drivers can be of any age, and at 18+ drivers can begin with little or no training.
- **At-risk** drivers of any age can have health conditions that affect the driving task.
- At-risk reporting has improved in Oregon.

Recommended action types

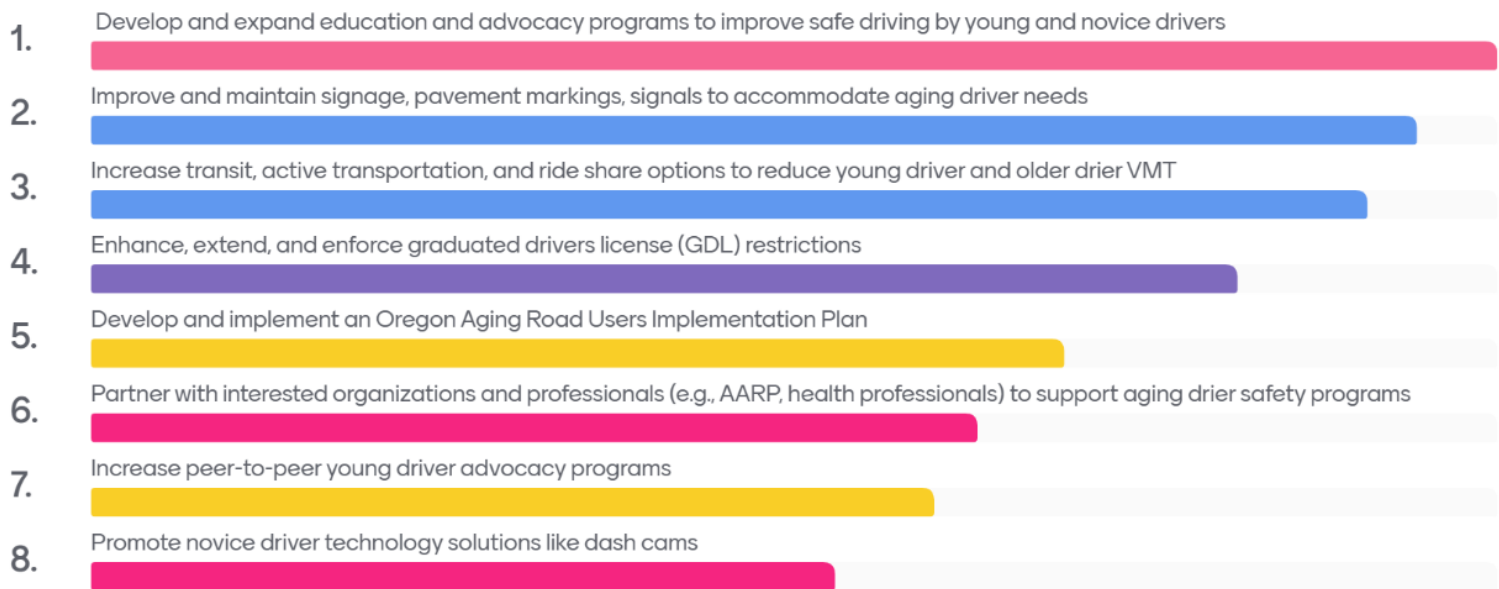
- **Invest in Safety Planning** such as an Oregon Aging Road Users Implementation Plan.
- **Support aging driver safety programs** with partners like AARP.
- **Invest in driver education** and support advocacy programs for novice drivers.
- **Improve young and older driver access to other travel options** like transit, active transportation, and ride share options.

Discussion

- Karen O'fearna shared in the chat:
 - Aging drivers are more fragile drivers so more likely to experience injury and fatality.
 - At-risk drivers also includes chronic DUII drivers.
- Rob Inerfeld shared in the chat:
 - We have had multiple fatalities in Eugene in the past year or two where the driver allegedly had a medical emergency. It would be great to see more of an emphasis on discouraging people from driving when they have medical issues and/or take medications that affect their ability to drive safely.

Menti prompt: Jenny asked the attendees to use the Menti tool to answer the question.

- How would you prioritize the following action types related to young drivers and aging drivers?



Discussion

Jenny asked if folks felt anything was misplaced.

- Carl Lund shared that peer-to-peer education would probably be more effective than anything.
- Kindra Martinenko shared in the chat:
 - Developing and expanding education and advocacy is really important and I ranked that #1 but the disclaimer here is - we need to meet young drivers where they're at (school and on social media). When I was going to school in the 80s and 90s, we had a DARE police officer at our school daily and advocated against drugs and also driving behaviors.
- Kindra Martinenko shared in the chat:
 - Another dynamic -something that happens in my home town (Corvallis) - where we have a dangerous mix of reckless young drivers and inexperienced drivers and aging drivers.
- Karen O'Fearn responded in the chat:
 - Aging drivers also struggle with learning new behaviors so changing their behavior is much more difficulty. This needs to be a consideration as well.
- Zach Lauritzen said he ranked the third one number one. It is critical that people have other options to get around. That solves the other problems. Lots of support for increasing transit
- Dagan Wright said that access is incredibly important and will improve safety.
- Walt McAllister shared in the chat:
 - Ride choice is much more doable in the resource rich Willamette Valley, and to a lesser degree Bend, but we have been working on information to help people with these transitions. It will take time, but initial results in places like Clackamas County are promising. Lane County has just developed a product to help us with this.
- David Hurwitz shared in the chat:
 - The ODOT research office coordinated a study of fatal and serious injury crashes for older drivers and pedestrians published in

2020: <https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR828Final.pdf> That work generated lots of recommendations that might be relevant to this topic.

- Karen O’Fearna said that the second recommendation (improve and maintain signage) would be beneficial to all, not just aging drivers.
- Lake McTighe asked in the chat:
 - intersection of device use and young drivers. Limiters? technology?
- Tiffany Gehrke offered that a lot of these things need to be further developed. She liked the recommendation to develop and implement an Oregon aging road users implementation plan – and suggested that the team also make a plan to reach young drivers. Two plans can help us develop strategies without assuming we know the answers.

Menti prompt: Jenny asked the group to respond in Menti to the question:

- What action type (if any) would you add?

Responses:

- Improved land use zoning to promote denser development that allows younger/older (and all) people to access destinations without driving.
- Better school siting policies that puts schools in denser areas rather than on the outskirts of town
- More aggressive programs to discourage/prevent people from driving when they should not be due to medical issues or medications that they take. Older drivers may be more likely to have medical issues.
- Denser development. As evidenced in European urban areas, by default, this slows/calms traffic.
- Add capacity for driving classes offered through school programs and make more affordable.
- Flexible funding for enhanced nondriver multimodal access, for example Portland Clean Energy Fund to pay for the PBOT Transportation Wallet.
- Land use would be critically important as well as longer term planning for all ages and ability access and lessen safety risk but also improve community and quality of life.
- Develop aligned effort for bus stop location lighting and safe crossings nearby.
- Make it easier for adults to be trained as driving instructors - I think if more educational institutions were certified to do that training it would help.
- Increased school bus/transit integration to allow children to get to school without driving or drop offs.
- Rural roads need specific attention. Many rural roads have no shoulders and deep ditches so when a vehicle goes off the road the results can be more dangerous.
- Safe Routes to Schools and Parks that make it easier for people to access destinations
- Expand understanding of device use and young drivers, and technological and policy solutions to reduce device distraction while driving.
- More assertive driver restrictions for those at risk due to youth, inexperience, medical issues, or crash/citation history.
- Add design and safety guidance for increased use of micro mobility devices by youth.
- Encourage the team to consider ideas for rural areas ... so many of these ideas are "easier" in urban and suburban areas.
- Expand rural transit services.

- Older adults above a certain age required to be tested more frequently to maintain their license as they age.
- Actions to improve community reporting to At-Risk Driver to make use of crowd-sourcing to better identify At-Risk Drivers.
- Just a response to denser development. While it may help push people out of their cars, it also creates problems during natural disaster evacuations, as we've seen in recent years.
- Create rideshare matching program for older adults.
- Provide access to grocery/pharmacy delivery services.

Discussion

- Walt Mcallister shared in the chat:
 - An interesting observation in the dense housing dialogue - everyone wants someone else to live in dense housing, but when asked where they want to live, they choose something a lot less intense than what they want for others. How do we bridge that, keeping in mind we live in the USA and specifically the west where space is a value.
- Kindra Martinenko shared in the chat:
 - I was thinking the same thing, and was going to write something. I would never want my parents living in a dense urban environment and they don't want to... they find it is unsafe to walk!

BREAK

Emphasis Area Group 4: Alcohol, Other Drugs, Distraction, Unrestrained Occupants

Lacy shared conclusions from data and outreach related to alcohol, other drugs, distraction, and unrestrained occupants.

- 23% of FSI involve alcohol and/or other drugs (50% increase).
- 13% of FSI involve a distracted driver (114% increase).
- 11% of FSI involve an unrestrained occupant (68% increase).
- 95.5% safety belt use in 2024 (down from 97.0% in 2023).
- Oregon's law enforcement officers per capita is among the lowest in the U.S., which may contribute to these increases.
- Understanding impairment requires personal contact; we need to learn why people choose to drive impaired.

Recommended Action Types (Alcohol and Other Drugs):

- **Educate the public** on the risks of impaired driving.
- **Expand law enforcement training and education** on drug impairment detection.
- **Revise statutes and policies**, such as 0.05% BAC, harsher penalties, and a focus on repeat offenders.
- **Expand safe travel options** for impaired people (e.g., transit, rideshare).

- **Streamline** the arrest and adjudication process for DUII.

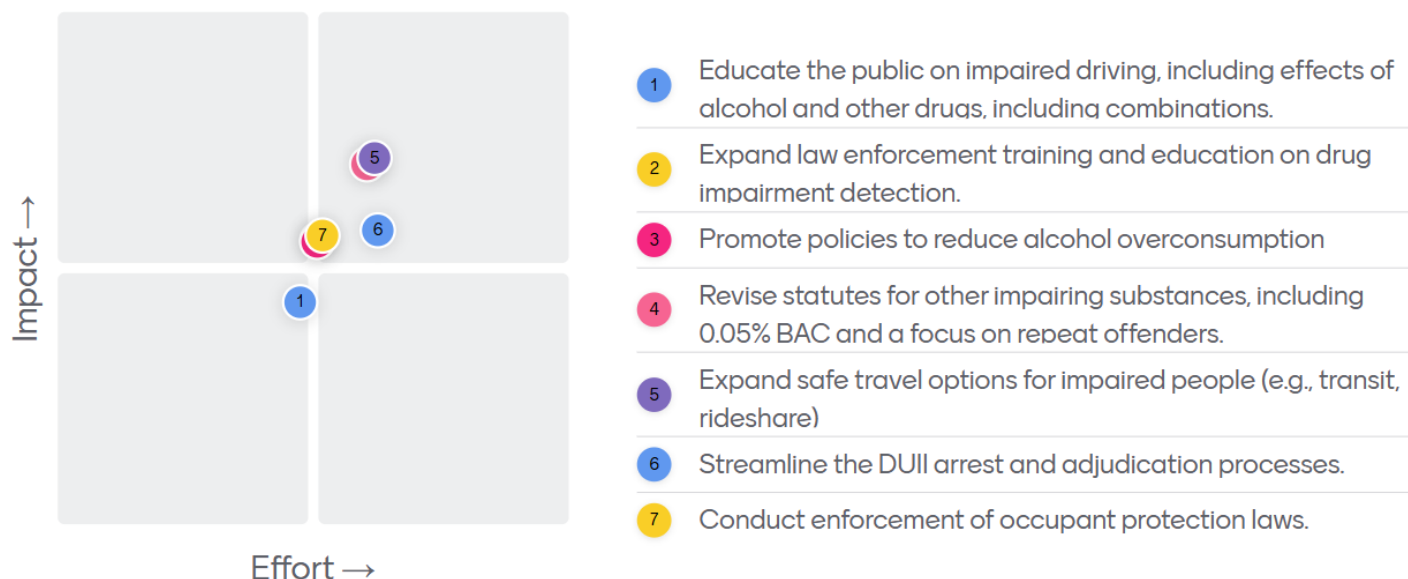
Discussion

- Karen O’Fearnna shared in the chat:
 - Expanding LE training and ed should also include At-Risk Drivers.
- Tiffany Slauter shared in the chat:
 - DUII is probably vastly underreported in non-fatal crashes as the testing is less likely.
- Dagan Wright shared in the chat:
 - Non-fatal transportation injuries are high as working with the data in public health relating substance use - upstream prevention . Many are multi substance users.
- Sarah Iannarone asked, how has this group interfaced with the governor’s task force on DUII? Mary McGowan responded that ODOT would definitely like to prioritize that collaboration in the future.
- Chuck Hayes, Chair of the Governor’s Task Force on DUII, spoke up to introduce himself and offer future collaboration.

Menti prompt: Jenny asked the attendees to respond to the Menti prompt:

- For each action type related to alcohol and other drugs, move the sliders to indicate the impact you think it will have on safety, and then the effort required to implement it.

Results



Discussion

Jenny asked for reactions to the results.

- Dagan Wright shared that efforts to reduce alcohol or other substance use consumption have long term impacts on not just transportation. On a systems perspective, effort put into reducing

consumption can go a long way not only on transportation safety but many other adverse outcomes.

- Kindra Martinenko asked in the chat:
 - Do we really want to spend resources on encouraging impairment by giving them options to be "safer while being dumb"? I just don't see that as having a net positive impact on society, but that's my personal bias.
- Tiffany Gehrke suggested that maybe this is where a cross-sector intervention related to substance use needs to come in – collaborative workgroup, maybe large advocacy group or task force that talks about how all sectors can each work together related to address problem of alcohol and addiction. Need to support systems that prevent and support.
- Chuck Hayes shared that the Governor's Task Force on DUII have branched out and try to include broader group of stakeholders in monthly meetings. The legislature is considering focus on repeat offenders, ignition interlock devices, address mental health root causes and also address drugs other than alcohol.
- Sarah Iannarone shared that reduction of the allowable blood alcohol content (BAC) has proven effective in other places. It will not be simple to do that in Oregon – big wine industry, psilocybin, marijuana, industries will have thoughts on that. It is a public health problem and a political problem. Engaging those industries in this work could be important.
- Mary McGowan offered in the chat:
 - ODOT and OHA do have a partnership to address issues such as alcohol consumption and transportation safety implications. Perhaps this particular topic should get more attention with addressing this.
- Troy Costales shared in the chat:
 - There is an Oregon Commission that has responsibility around over-consumption; [Alcohol and Drug Policy Commission : ADPC Home](#).
- Walt McAllister asked in the chat:
 - Would it be appropriate to include a statement along the lines of "Identify mechanisms to raise the profile of groups and efforts that address impairment and addiction problems on Oregon's transportation system."
- Tiffany Slauter shared in the chat:
 - Easier access to breathalyzers would be helpful. I've heard they are available in convenience stores in Europe. I would have no idea where to get one here. And having access to a breathalyzer would help people make smarter choices or to discourage friends and family from driving.
- Dagan Wright shared in the chat:
 - Peer to peer is so powerful making impacts with those in need.
- Walt McAllister appreciated the comment about working with those who deal with recovery. He served on several boards over the years with people that have recovered from substance addiction, and agreed they bring valuable perspective.

- Dagan Wright expressed that rural and less dense communities have less access to ride-safe travel options. Some people don't have those options. He noted a need to include that in these considerations.
- Walt McAllister responded in the chat:
 - Dagan is spot on - rural vs urban solutions need to be different because the situations are very different for those communities. Often the rural perspective is not heard, or not as loud in Oregon because such a high percentage of the population is located in a small area with fairly common geography and weather.
- Chuck Hayes said he was surprised that "streamline the DUII arrest and adjudication process" isn't ranked higher. There are lot more steps involved in Oregon than in many other states. Roadblocks make that harder for officers.
- Sarah Iannarone offered that if we're talking about .05 alcohol concentration, we are not allowed to do sobriety checkpoints here in Oregon. It won't change a whole lot of enforcement but may be a real deterrent and make people think more before getting behind the wheel of the car.
- Clay Veka shared in the chat:
 - The DUII Intensive Supervision Program has had very promising outcomes of recidivism reduction. Support for and expansion of existing program would be a good addition.
<https://www.mcda.us/index.php/programs-initiatives/duii-diversion-and-disp>

Menti prompt: Jenny asked the participants to respond in Menti to the following question:

- What action type (if any) would you add?

Responses:

- For these in particular, so many of these actions are important and valuable, how do we convert to action. Is there something the TSAP should do to support/advance implementation.
- Increased public health work to reduce drug (including alcohol) usage overall.
- Improve the state's compliance and required use of IID's. Oregon is currently one of worst for compliance in the nation.
- Easier access to breathalyzers.
- Support and expand the DUII Diversion and Intensive Supervision programs.
- Modify statute to allow for sobriety checkpoints as an enforcement option. Maybe even go through the ballot initiative process if the legislature doesn't take this issue on.
- Not explicitly stated, but strong efforts toward prevention and intervention (as opposed to implementing reactionary or prohibitive policies).
- Expand coordination with public health. See mental health services as a traffic safety issue.
- Land use zoning changes to allow denser developments to lower the requirement to drive to bars and other places where people are drinking.
- create a multi-disciplined/ multi-jurisdictional coalition to create effective implementation plans and track progress.

- More support to keep alcohol from being overserved.
- Upstream prevention for substance misuse and dependency using multi-agency work along with better access for treatment and peer recovery services can go a long way for transportation injury reduction.
- Small "a" action: include At-Risk Driver Program reporting esp where chronic DUI and non-chemical impairment is concerned.
- Consider stronger sanctions for DUI when it involves alcohol at any level and other impairing drugs together. Utah has implemented such a law.
- another reminder to think of these solutions in the rural context - how do we help in Coastal and Eastern Oregon.
- Actively engage the drug and alcohol sales industry (including hospitality) to educate and support transition away from over-intoxication culture.
- Explore opportunities to scale fees based on income to reduce impacts of marginalized communities (in relation to automated speed and traffic lights) to reduce unintended disparate consequences.
- Encourage coordination with alcohol serving businesses to provide rides to customers (shuttles/vans).

Lacy shared the recommended action types to address distraction and unrestrained occupants.

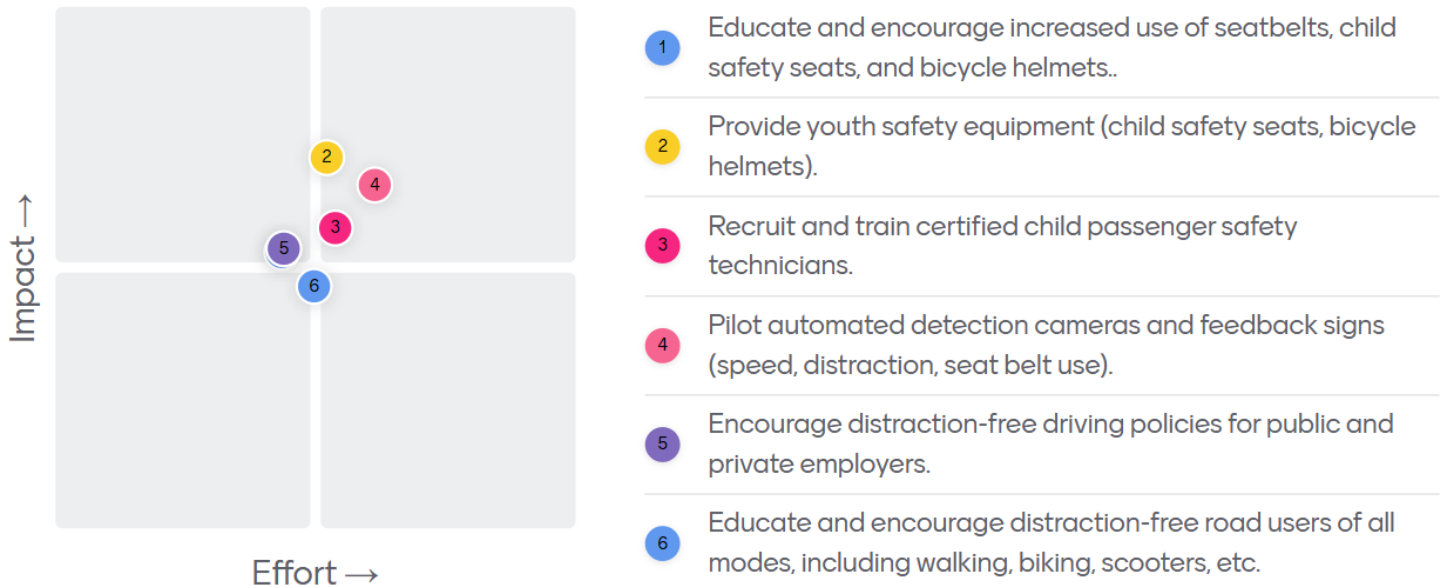
Recommended Action Types (Distraction and Unrestrained Occupants):

- Educate the public on the use of seat belts, child safety seats, and bicycle helmets.
- Provide youth safety equipment (e.g., child safety seats, bicycle helmets).
- Recruit and train certified child passenger safety (CPS) technicians.
- Pilot automated detection cameras and feedback signs (speed, distraction, seat belt use).
- Encourage and promote safe behaviors through distraction-free driving policies for public and private employers (e.g, public agencies, safety partners, fleets).

Menti prompt: Jenny asked attendees to respond to the Menti prompt:

- How would you rate the impact and the effort of the following actions related to unrestrained occupants and distracted driving?

Results



Discussion

- Jeff Greiner shared in the chat:
 - Alignment with TSAP, New Triennial Highway Safety Plan, and TSO annual grant application with projects that directly support stated goals and objectives in the two plans. This is a way to ensure the ideas in TSAP result in reduced crashes, injuries, and deaths.
- Dagan Wright added in the chat:
 - Also can safety equipment for all ages be added, not just youth as some can be financially constrained?
- Rob Inerfeld shared that awareness in Oregon of distracted driving laws is minimal and more needs to be more done about laws and impacts.
- Dagan Wright shared in the chat:
 - Make safety equipment use ‘cool’ or the ‘in thing’ as to an earlier comment too on another topic.
- Lake McTighe shared in the chat:
 - strategies to remove distraction can include working with insurance providers for incentives to turn off devices.
- Beth Wemple shared in the chat:
 - As Dagan and Karen have pointed out ... so many of these solutions targeted at a particular group would be useful systemically. Is there value at looking at and elevating the strategies that offer redundancies?
- Kindra Martinenko said that having technology integrated into vehicles that can detect when a driver's eyes are not on the road, could really be a game-changer. In the future CV/AV tech will evolve to meet these needs but that's going to be a while.

- Rob Inerfeld asked in the chat:
 - Does safety equipment also include bike lights/reflectors, retroreflective clothing for people walking and biking, etc...?
- Lake McTighe offered in the chat:
 - Lobby and advocate for vehicle manufacturers to limit distractions.
- Walt McAllister noted in the chat:
 - One observation in the distracted driving conversation is that very solid data indicates that newer cars are specifically designed to be distracting. Touch screens specifically defeat muscle memory, and can take many seconds to make minor adjustments. Automakers are going back to knobs and other analog style controls, but we will be with our distraction cruisers for a minimum of a decade before they wear out.
- Lake McTighe shared in the chat:
 - Best practice no distracted driving policy templates for governments and business to adopt.
- Rob Inerfeld added to the chat:
 - I like this story about how reflective devices for people walking has become part of the culture (and cool!) in Finland and other northern European countries. We need to make our streets safer but that is not something we can do overnight and having people walking be more visible can help. [Guest Opinion: Personal reflectivity and pedestrian safety – BikePortland.](#)
- Walt McAllister offered in the chat:
 - The distracted driving vehicle displays are still in circulation, but with staff reductions our ability to schedule and move these types of displays is reduced, and the costs of moving them has steadily increased. We believe they are an effective conversation starter - part of an immersion or hit hit hit strategy for presenting messages in multiple place and in multiple ways to penetrate the public's minds.

Menti prompt: Jenny asked attendees to respond in Menti to the prompt:

- What action type (if any) would you add?

Responses

- Better enforcement options for determining if distraction played a role in crashes.
- Land use and better infrastructure support for multi modes (physical barrier and separation help too for upstream).
- Expand the use of photo enforcement to include violations of the hands-free laws.
- innovative ways to collect distraction data - we don't really have data on the magnitude of the problem.
- Significantly more education and awareness of distracted driving laws.
- Photo enforcement.

- More data on level of distracted driving.
- Peer to peer reach out for minimizing distracted driving, use of safety equipment and also avoid driving when too sleepy as well.
- Advocacy and lobbying to AV/CV manufacturers to incorporate tech to reduce distracted driving.
- Looking at new technology being provided in vehicles and requiring smaller screen sizing and when the screen allows interaction.
- Tie it to insurance costs.
- Understand WHO is driving distracted - do we know?
- "Simplify and strengthen signage and create consistent at-grade guidance. There is SO much. This creates distraction."
- Establish increasing repeat offender penalties for this group of unsafe behaviors.
- Acknowledgement that AV may address this in the future, but ensure we are preparing to be ready for AVs on our roadways.
- Self-explain roadway design to reduce distraction.
- Public transportation and/or school buses to reduce SOV school drop-off.
- campaign slogans for no/reduced cell phone use in cars.
- In addition to distracted driving, there are many using a vehicle when too sleepy. Awareness is also important for sleep/fatigue related injury crashes.

Emphasis area group 5: Pedestrians, bicyclists, motorcyclists, large trucks

Lacy shared conclusions from data and outreach related to pedestrians, bicyclists, motorcyclists, and large trucks.

- 11% of FSI involve a pedestrian or bicyclist
 - Pedestrian-involved increased 26%.
 - Bicyclist-involved increased 14%.
- 14% of FSI involve a motorcyclist (40% increase).
- 6% of FSI involve a medium/heavy truck (53% increase).
- It is important, yet very challenging, to understand and address different road user behaviors.

Recommended Action Types

- **Refine and combine** VRU safety needs from the recent statewide assessments.
- **Retrofit arterials** with Complete Streets treatments .
- **Develop a best practices guide** for construction and maintenance practices related to impacts to motorcyclists.
- **Expand truck parking** at rest areas and along freight corridors.

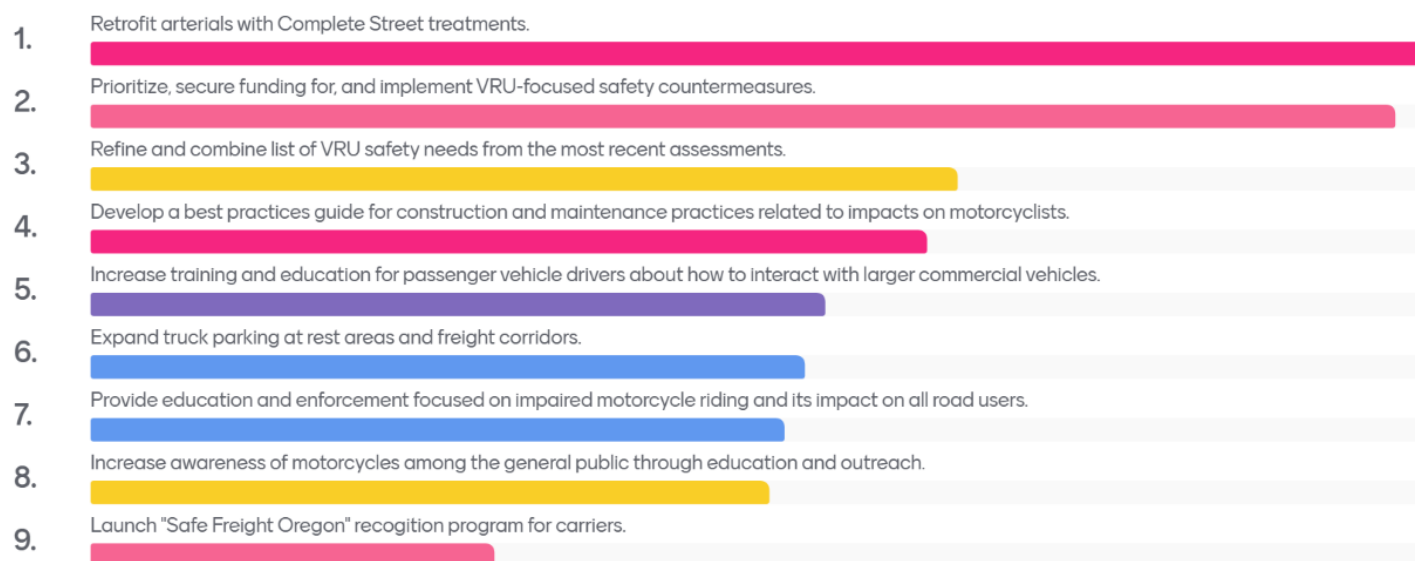
- Launch “Safe Freight Oregon” recognition program for carriers.

Discussion

- Dagan Wright asked in the chat:
 - Can e-assist (e-bikes, e-scooters and other e-assist devices also be included in the conversation as well). They are a great tool and more accessible too benefiting many if used safely.
- Sarah Iannarone responded in the chat:
 - Yes, it's not totally clear to me how people bicycling, rolling, and using e-assist are being engaged and/or considered in this process.
- Jeff Greiner added to the chat:
 - On bullet point 3, consider adding cyclists and micromobility users- as they impacted in similar or the same way.

Menti prompt: Jenny asked the attendees to respond in Menti to the question:

- How would you prioritize the following action types related to pedestrians, bicyclists, motorcyclists, and large trucks?



Discussion

- The group discussed Safe Freight Oregon, a carryover from the 2021 TSAP. ODOT committed to following up.
- Lacy Brown clarified in the chat:
 - Distracted driving Oregon teen story that was used in the past to help us communicate about distracted driving. The wrecked vehicle was brought around the state and discussion was held. It was very impactful. I got to see the vehicle and it is something I will never forget. <https://youtu.be/5C2YNUuU4EM>.

- Lake McTighe asked in chat:
 - What problem is parking at rest stops addressing? Mark Gibson answered that there is a not enough facilities where trucks can park, is a huge problem in the trucking industry and can be a cause of exceeding hours of service so they can get to an open parking area. There is some work underway to try to address this, but it does have an impact on safety.
- Sarah Iannaraone shared in the chat:
 - I had to switch from desktop to mobile, but The Street Trust is happy to submit feedback on behalf of people biking, rolling and using micromobility. The Oregon Micromobility Network is a statewide project of ours, leading development and implementation of micromobility safety policy and funding .
- Jiguang Zhao pasted the following table in chat:

| Vehicle Type | |
|--------------|--|
| Table: VHCL | Column: VHCL_TYP_CD Data Type: char Length: 2 |
| Code | Description |
| 01 | Passenger car, pickup, van, light delivery, custom van, limo having less than 9 seats |
| 02 | Truck tractor with no trailers (Bobtail) |
| 03 | Farm tractor or self-propelled farm equipment (Not truck) |
| 04 | Truck tractor with trailer/mobile home in tow |
| 05 | Truck with non-detachable bed: Panel truck, self-propelled crane, tow truck, fire truck, refuse packer, leach packer, log grapppler, etc. |
| 06* | Moped, mini-bike, motor scooter (seated) |
| 07 | School bus, or van used to transport students |
| 08 | Other bus (<i>For flexi-bus or articulated bus, code "trailer"</i>) |
| 09 | Motorcycle, dirt bike, <i>and Tier 3 eBikes. (For side car, code "trailer")</i> <i>Effective 2022</i> |
| 10 | Other vehicle type: Forklift, backhoe, mailster, go-cart, golf cart, lawnmower, snowplow, street cleaner, road grader, ice cream scooter, meter maid scooter. (<i>Do not create a vehicle record for equipment or working motor vehicles working on/off road.</i>) |
| 11 | Motorhome |
| 12 | Motorized street car or trolley, not using rails or wires |
| 13 | ATV |
| 14* | Motorized scooter (Standing), E-scooter |
| 15 | Snowmobile |
| 16 | Motorized Bicycle or Electric Bicycle (eBike), <i>Tiers 1 and 2 only.</i> <i>Effective 2022</i> |
| 17 | Utility Task Vehicle (UTV) Side-by-Side; other Recreational Off-Highway Vehicle (ROV) |
| 99 | Unknown vehicle type |

- Jeff Greiner shared in chat:
 - Fatal MC crashes annually hit between 40 to 70+ % involving impairment. Alcohol, drugs, and or both. Look but fail to see MC crashes continues to be a causative factor in injuries and some fatalities.
- Sarah Iannaraone shared the importance of using clear language when discussing electric powered vehicles and micromobility devices – couldn't really hear – emergent micromobility? As we consider micromobility devices and policies around them, it is important to make sure policies are clearly articulated. We need to make sure we stay aligned on things that may soon pass. It is critical that we pay attention to different rules and restrictions and make sure that we ensure that people who ride non e-assisted devices are distinguished as we think about Oregon's micromobility network.

- Rob Inerfeld offered, to the extent that people have concerns about safe practices by e-bike riders, the problem is often e-motos which are faster and more powerful devices that are not actually e-bikes and are not allowed on bike facilities. More info here: [The E-Bike Problem is an E-Moto Problem | PeopleForBikes](#).
- Kindra Martinenko shared in the chat:
 - Recommendation to ODOT CARU - separate out passenger vehicles and the other others (which are not light in the context of weight and size). Also wish that SUVs were put into a different class but I know that's difficult to track from a reporting pov.
- Nick Fortey asked in the chat:
 - Is there an opportunity to re-cast the data analysis - seems this discussion (overall today) has (or could) identify facilities or road sections (curves, high speed intersections) where some of these policies may have more impact - can there be some way to develop more focused (application).
- Kindra Martinenko shared in the chat: Better street lighting where VRU are more likely to be walking/biking. Especially in neighborhoods where there is a higher concentration - school zones, university campuses, downtown.
- Troy Costales shared in the chat: An additional variable in the crash database is if the vehicle was being used for work. Combining the vehicle type with the vehicle "use" might help separate out commercial and non-commercial data.
- Lisa Brown mentioned reflective bands and other reflective gear to equip people walking, biking and rolling.

Menti prompt: Jenny asked attendees to add in Menti

- What action type (if any) would you add?

Responses

- Increased driver assistance tools that can help prevent vehicles from hitting VRUs
- More education/awareness of laws in Oregon around e-devices and what is allowed to be used where.
- More education on helmet use for bicyclists.
- In-depth analysis to evaluate what types of crashes trucks and micromobility devices get into.
- Similar to earlier suggestions is land use planning and infrastructure to better support multimodal transportation.
- Education of best pedestrian practices (not wearing all black at night, make eye contact before crossing, etc.).
- Building off the chat - improving our crash reporting to better understand how different vehicle types (trucks by size, SUVs, bikes, e-scooters, etc.) are represented in crashes.
- Clearly establish rules and regulations for micro mobility devices such as e bikes, etc. where they may operate.

- There is a lot covered under VRU focused safety countermeasures, so highlighting specific safety issues (e.g. bikes/intersections, ped/lighting/arterials, etc) would be helpful to get at specific prob
- Adequate loading zones and other strategies to ensure safe and effective delivery of goods without interfering with bike and pedestrian facilities
- Policies or incentives to restrict vehicle size and weight Require/incentivize vehicle design elements like sideguards, high visibility cabs, sensors, cameras.
- Use available and emerging data on infrastructure to highlight high risk features (speed, width, geometry, etc.) of the roadway and intersection for vulnerable users
- Mandated (?) truck side guards to prevent VRUs from being pulled under trucks in crashes
- Prioritize physical separation on arterials
- Change the law to allow youth (ages 12 - 16) to use class 1/2 e-bikes that can travel up to 20 mph. Currently, you must be 16. People should be allowed to ride an e-bike before they can drive a car.
- Online law test for license renewal.
- Unhoused community members are at great risk for pedestrian and bicycle involved fatal crashes. ODOT guidance on how cities can improve traffic safety for unhoused community members would be great.
- "Increase education about driving near and around large trucks.
- In a perfect world of funding, create separated bike and traffic lanes."
- Lobby and advocate for required technologies to protect people outside of vehicles.
- Consider crash ratings that include users outside the vehicles/are hit by the vehicle.
- Housing First policies so people aren't camping along high-speed facilities and walking/crossing at inappropriate places.
- Also ATV's and UTV use including interaction with traffic areas - better safety practices and protective equipment along with peer to peer safety practices.
- Tax large, taller, heavier personal vehicles.
- Training for community enforcement officers, prosecutors/lawyers, and the judiciary on what is legal/illegal now as many vehicles being discussed aren't legal.

QUESTIONS

The facilitators invited questions to close the discussion.

- Rob: These TSAPs always have great conversations, but how do we talk about addressing funding? We have great ideas, but without funding to implement it, we can't do much. We also need to address legislation. Other states have had safety packages go through to the leg, but haven't seen that in Oregon. Would like to put a package together that we can take to the legislature.
- Lake McTighe agreed with Rob's comments in chat:
 - I second Rob's comments on ODOT safety office funding/org chart, legislation.
- Walt McAllister shared in the chat: Legislation list of safety policy, with priority.
- Tiffany Slauter added in the chat:

- It's not just funding. It's making transportation safety a priority for all agencies and departments so we're all pulling in the same direction.
- Walt McAllister responded: Some of you will remember the arrow slides I used to use to show using our plan to align efforts. If we can just get people moving in the same general direction we can generate a 'current' in the direction of safety.
- Lake McTighe suggested in the chat:
 - Pull in the recent analysis that ODOT did on arterials in urban areas.
- Zach Lauritzen asked the group to consider autonomous vehicles more. They don't get drunk, don't fall asleep – of course need to have nuanced discussion, but something to consider
- Sarah Iannarone shared in the chat: For folks interested in HB3626 - "E-RIDES" which passed out of transportation committee with bipartisan (10-2) vote for but died in W&M due to ODOT's assigned fiscal impact, we (advocates) were unable to negotiate down
<https://olis.oregonlegislature.gov/liz/2025R1/Measures/Overview/HB3626>.
- Several attendees expressed appreciation for the discussion and the format.

The meeting was adjourned.

Appendix A: Public Comment Summary

| Date received | First Name | Last Name | Comment |
|---------------|------------|-----------|---|
| 8/25/2025 | | | My concern is that the streets are too dangerous for children to play outside due to traffic. |
| 8/25/2025 | George | Botkin | <p>I live in Tillamook, Oregon, and I've seen odot come in and do at least three different projects. Public meetings were involved, but public input was soundly rejected on each one of these. The Wilson River Loop, Highway six debacle, the 101 Highway six intersection and the mystery island that was put in during the night without anybody, knowing it was going to happen. All three of these projects have ended up in significantly more accidents than we had before. Highway 6 Wilson River Loop has ended up with several fatalities.</p> <p>An odot funding of the rails to trails programs is ridiculous. You say you were out of money, but your budget covers these feel good projects.</p> <p>I hope that the representatives of odot will understand that people who live in these areas have a good idea of what we need not with some engineer says, has to happen.</p> <p>Oh, and one more the overpass to nowhere in grand round that put a number of businesses out of business. Costing that area 30 to 40 jobs</p> |
| 8/25/2025 | Debra | Kremer | <p>Why aren't rumble strips installed on ALL roads? Rumble strips save lives and help keep inattentive drivers in their lane. I like to ride my bike on roads that have a bike lane and share the road with vehicles but don't feel safe in the bike lane because I ALWAYS see drivers driving on or over the white stripe. The only separation of the lanes is a white stripe of paint painted on the road surface between the lanes which is ZERO protection for a bicyclist or pedestrian. According to ODOT documentation, it is one of the least expensive modifications to paved roads that would offer more protection and safety to drivers and those using the bike lanes. Thank you.</p> |
| 8/25/2025 | Matt | Victor | Tina Kotek should not be raising gas taxes and employee taxes to fund ODOT |
| 8/25/2025 | Sara | Ratliff | Need a disabled parking spot marked out in front of my house so I can safely board disabled transport. At this time they have to pick me up and load me in the middle of the street. |
| 8/25/2025 | Richard | Lyon | Cross walks |
| 8/25/2025 | Cynthia | Markum | I would like to see begging street people removed from intersections, particularly at I-205 intersections. They stand in the middle of the intersection, often at night wearing dark clothes, even with their dogs, and are an extreme hazard. Should anyone be hit by a car, the driver is always blamed for the accident. |

| | | | |
|------------------|---------|-----------|---|
| 8/25/2025 | Ron | Sterba | <p>SEMCA neighborhood traffic chairman Ron Sterba. Need painting of Bike lanes as they cross off and on ramps of Interstate Highway 5 bridge and then at Oregon Highway 22 in southeast Salem.</p> <p>Street lights are the wrong size at I-5 on ramps at the intersection of Market street ne and Hawthorn st ne. Six lanes are equipped only of street lights that have one lite lens in instead off Three light lens. The street lights lamps are for single lane traffic making the intersection of Market/I -5 not making pedestrians safe crossing the streets. I said that that you look at Lancaster Southeast and Carson Rd., Southeast intersection that has four street lights poles with the three light lamps each and Kevin 3000 color brightness. As a result of having Salem installed lighting to Kevin 3000 to my preference. Another example of the Calvin 3000 color on lamps on State Street from 25th St., East to Hawthorne you will see the lights over the the pavement and safety feeling as you go down the street you can see the crosswalks very well and if there is a person on a bike or walking on a crosswalk. 4000 Kelvin color is not preference.</p> |
| 8/25/2025 | Chris | Elbert | <p>I live in the Salem area. Besides the need for another Willamette River crossing, my biggest gripe in the area is the Brooks exit on I-5, specifically the ramps on the east side of the freeway. The cross traffic is often constant, making for a lengthy wait to make the left turn from the northbound offramp to cross over to the truck stop, especially if there is also truck traffic waiting to make the left turn onto the northbound onramp. This intersection really needs a traffic signal or roundabout. ODOT is currently redoing the Donald/Aurora exit further north which faced similar issues, so I hope you'll turn your attention to the Brooks exit soon, even if it's just a simple fix like a traffic signal.</p> |
| 8/25/2025 | John | Phillips | Bicycling |
| 8/25/2025 | Melanie | Wylie | Every corner whether marked as one or not should count as a crosswalk. |
| 8/25/2025 | Deanne | Ford | <p>I have seen many changes that supposedly are supposed to increase safety which have actually made it much worse. Extra striping makes it more confusing. Bumped out curbs make it difficult for drivers to be defensive drivers. The only thing done that helps with safety is the flashing lights at crosswalks. More clutter to the streets makes it more difficult to see pedestrians rather than improving safety. It is much more important to fix the streets...pot holes, so I can focus on pedestrians and others around me.</p> |
| 8/25/2025 | Anna | Gonsalves | Please keep sidewalks clean, often they are the only route on roads without bike lanes. |
| 8/25/2025 | Dan | Ryan | <p>The road width and designs do not make the roads safe for anyone not in a car. on and off ramps and the collector streets that feed into freeways could be narrowed significantly which would greatly improve safety by reducing driver speed. The on and off ramps by the bybee and tacoma max stations of cars either exiting or entering 99 depress ridership and cause unnecessary conflict. I have almost been hit while walking multiple times and it is only a matter of time until some one does get hit. I would love to see pedestrian and bike safety prioritized instead of car speed.</p> |
| 8/26/2025 | Michael | Bartell | Using Transporation money wisely and conservatively. Get the most safety for the buck and service the most. |

| | | | |
|-------------------|----------|------------|--|
| 8/29/2025 | Jonathan | Carroll | please address the most dangerous roadways (historically) first. please finish the highway 20, Corvallis to North Albany pathway ASAP. This section of road is historically one of the most dangerous sections of highway in Oregon. i know significant steps have been made to improve safety of traveling by car, but it is still very dangerous for bikes, especially where the highway should pinch down at Bouer's slough and North from that point. |
| 8/30/2025 | David | Strubhar | Very specifically, I travel across Boone Bridge twice every workday and think about the travel hazards on the bridge itself. I appreciate ODOT's work to make it as safe as possible, but much more needs to be done to handle its traffic load, get bicycles and walking individuals onto another parallel bridge structure, etc. Also, the lack of an extra lane southbound adds to the hazard of crossing because of traffic slowing as it merges from Wilsonville Rd and the preparations to exit at the Miley Rd or Hwy 551 exits. |
| 8/30/2025 | Wendy | Brouwer | Speeding |
| 10/23/2025 | Scott | Kelly | Highway 43 between the Sellwood Bridge and Lake Oswego is unsafe for bicyclists. The only alternative is a hilly ride through a private cemetery. ODOT should provide buffered bike lanes or a bike path. |
| 10/23/2025 | Sharlene | Wills | Concerned about safety of roundabouts for blind/visually impaired and other disabled pedestrians. There MUST be more consistency in formation of roundabouts, placement of such poles/flashing/audible lights; more tactile warning that a pedestrian is approaching a roundabout and more consistency as to where a pedestrian crosses, as opposed to or in conjunction with cyclists. Possibly more demand that motorists yield to pedestrians/cyclists trying to cross or enter a roundabout. |
| 10/24/2025 | JP | | Individuals not performing pre trip inspections before operating CDL Truck/trailers. Unsafe and unprofessional, dangerous to the Individuals and to the public. |
| 10/24/2025 | Kris | Heiberg | Sellwood Crosswalk at SE Milwaukie Ave and SE Glenwood. Good Morning! I have used this crosswalk for years as I live about 5 blocks away and it has become so dangerous. It is not well marked (a lot of the crosswalks on SE Milwaukie Ave in the business district are faded and hard to see at night) but this one I have a Big concern. There are safety lights above that show pedestrians but no lights in them? On a dark rainy night it is very hard to see pedestrians. It's at night that this is extremely busy with pedestrian traffic and lots of cars as it is in a very popular business area. Please look into this ? Thanks! |
| 10/24/2025 | David | Rabinowitz | Traditional approaches to traffic safety, setting speed limits, signage, enforcement and other such methods, don't work! The built environment itself has to tell drivers and other users what speed and actions are allowable and safe. A basic concept for this is the difference between streets and roads, and the idea of a stroad. Roads are to get from one place to another while streets are for pedestrians to do commerce, and trying to combine both functions leads to frustrating and dangerous conditions for all users. If you haven't read the book "Confessions of a Recovering Engineer" by Charles Marohn you should (it should be required reading for all traffic personnel). You can get quick ideas from these short youtube videos: https://youtu.be/OZ1HhLq-Huo (3:40) https://youtu.be/F6jFnOnjzrk (5:15) https://youtu.be/LhHem2tt8Ms (6:22) |

| | | | |
|--|--|--|--|
| | | | This new paradigm can change the way thoroughfares are designed for greater safety and efficiency. |
|--|--|--|--|

Appendix B: Chat

2025-10-30 08:59:15 From Zachary Johnson, PRR (he/him) to Waiting room participants:

Welcome, everyone! We will get started in a couple minutes.

2025-10-30 09:02:07 From Mary McGowan to Everyone:

Morning everyone and thanks for coming!

2025-10-30 09:02:38 From Sarah Rose Ezelle, PRR (she/her) to Everyone:

Hello, all! If you would like to share during the public comment period, please message me your name before 9:10. We will call on you during the public comment period at 9:15.

2025-10-30 09:03:29 From Beth Wemple to Everyone:

Beth Wemple, Retired Safety Engineer, Member of Steering Committee, she/her

2025-10-30 09:03:39 From Victor Hoffer to Everyone:

Victor. OTSC

2025-10-30 09:08:03 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 09:08:32 From Dagan Wright to Everyone:

I am in Mentimeter but it is blank a white screen/background

2025-10-30 09:15:41 From Jenny Thacker, she/ her (PRR) to Everyone:

Dagan - what happens when you go to menti.com and enter the join code? 6407 8643

2025-10-30 09:17:58 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Leaving the roadway crashes relates to the At-Risk Driver when a medical event was the cause.

2025-10-30 09:19:46 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Better informed of public about the At-Risk Driver Program and that anyone can report could help goet those drivers off the road until their condition is well controlled and stable.

2025-10-30 09:20:10 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 09:20:59 From Donna Sansoterra-She/her/hers First Student to Everyone:

I think it would be important to include stop paddle violations when vehicles do not stop for school buses in the category for speeding and red light running.

2025-10-30 09:24:59 From Dagan Wright to Everyone:

I am submitting responses with the link and code provided.

2025-10-30 09:25:07 From Jenny Thacker, she/ her (PRR) to Everyone:

Thank you dagan

2025-10-30 09:25:38 From Dagan Wright to Everyone:

Thank you and good to know 😊

2025-10-30 09:27:19 From Dagan Wright to Everyone:

Agreed 😊

2025-10-30 09:28:16 From Beth Wemple to Everyone:

Thanks Michael ... it would be helpful to see. I don't see them

2025-10-30 09:28:44 From Sarah Rose Ezelle, PRR (she/her) to Everyone:

If you accept Jenny's invitation to join the Menti collaboration through Zoom, you can view the responses without submitting a response yourself

2025-10-30 09:29:31 From Zachary Johnson, PRR (he/him) to Everyone:

{706CE009-4DFA-4F1A-B09F-0A45A6BBCA57}.png

2025-10-30 09:29:49 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

Coordinating with Tribal Partners doesn't seem like the same category of things as the other things. It seems more like coordinating with other jurisdictions. Like someone said, a requirement not an option.

2025-10-30 09:29:57 From Beth Wemple to Everyone:

I am sorry, can you resend invitation. I didn't see it

2025-10-30 09:30:06 From Beth Wemple to Everyone:

Joined via the web

2025-10-30 09:30:32 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

I didn't see the invitation either. Also joined via web browser

2025-10-30 09:30:43 From Suzanne Mullen ODOT (she/they) to Everyone:

If it helps - I am seeing two tabs along the top bar of zoom. One showing the zoom gallery and one showing menti results.

2025-10-30 09:32:20 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

To clarify, I joined the Zoom meeting via web browser.

2025-10-30 09:32:55 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Driver education, particularly as drivers age. Once you get your license you never have to take the knowledge test again.

2025-10-30 09:33:34 From Dagan Wright to Everyone:

Include infrastructure to slow users down in the intersections (keeping efficient flow) but slowing down to lessen severity of injury

2025-10-30 09:34:09 From Zachary Johnson, PRR (he/him) to Everyone:

{E1EF6E31-927D-4A44-8659-D8354D2F1EBE}.png

2025-10-30 09:36:33 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Fyi, Chronic DUUI drivers (a symptom of addiction) qualify for reporting to the At-Risk Driver program which provides medical monitoring for up to or beyond two years.

2025-10-30 09:37:19 From Dagan Wright to Everyone:

Speed also relative to consider as other transportation modes such as walking, biking, e-assist devices have a different speed relative often to motor vehicles. How can education, design improve safety as well for all users?

2025-10-30 09:37:36 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 09:38:02 From Lisa Brown, ODOT to Everyone:

I couldn't type fast enough. California implemented a more robust highway/freeway automated speed ticketing system. It has shown to disparately impact marginalized communities and created what they are calling a "ticket-to-prison pipeline" as marginalized communities struggle with the ability to pay fines and their communities are closer to highway/freeways so they are positioned to disproportionately receive tickets. I think we have to think about this and how we mitigate this issue as we plan and develop policy.

2025-10-30 09:40:53 From Angela Kargel, ODOT to Everyone:

Can someone drop the graphic in the chat?

2025-10-30 09:40:55 From Dagan Wright to Everyone:

Can you paste the visualizations? I don't see the visual on the browser or in Zoom. Sorry with the extra ask

2025-10-30 09:41:05 From Dagan Wright to Everyone:

Thank you 🙏

2025-10-30 09:41:11 From Rob Inerfeld (he/him), City of Eugene to Everyone:

Lisa -- is there a link to info about the California experience that you can share?

2025-10-30 09:41:31 From Zachary Johnson, PRR (he/him) to Everyone:

{FDC24BC6-5C6E-4B1D-9BD3-794D140195F0}.png

2025-10-30 09:41:48 From David Hurwitz, he/him, OSU to Everyone:

Replying to "I couldn't type fast enough. California implemente...":

The relationship between frequency and magnitude of citation penalty on improved traffic safety compliance is fascinating. Lower fines delivered more frequently can produce pretty positive impacts. All of that is confounded by the importance of environmental justice considerations.

2025-10-30 09:41:48 From Evan Sether, Oregon State Police to Everyone:

To Lisa's point, Oregon law for speeding on the freeway results in higher presumptive fines on most interstate sections compared to off-freeway zones. Any speed citation in a 65 zone is one violation classification higher than normal. I have never understood the justification for this disparate treatment of speeding.

2025-10-30 09:42:42 From Zachary Johnson, PRR (he/him) to Everyone:

{04B6790A-3763-42B7-A787-687F0964F6DF}.png

2025-10-30 09:42:49 From Josh Roll to Everyone:

ODOT Research developed a technical report on Automated Speed Enforcement including:

Summary of evidence on effectiveness of automated and traditional law enforcement on reducing speed and injuries

Public opinion survey of Oregonians highlighting places where people agree/disagree speed cameras are a good idea

Also has some guidance on how to implement systems without disproportionately impacting low income communities

https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR873_SpeedSafetyCamera.pdf

2025-10-30 09:43:47 From Justin Haynes to Everyone:

Replying to "I couldn't type fast enough. California implemente...":

Need to jump-thank you.

2025-10-30 09:44:38 From Lisa Brown, ODOT to Everyone:

Replying to "Lisa -- is there a link to info about the Californ...":

I can't locate the study for the article but here is one article that shares about this. Traffic Ticket-to-Prison Pipeline: New Report Reveals Racial Bias In California's Traffic Court System - LCCRSF

2025-10-30 09:45:34 From Dagan Wright to Everyone:

One challenge is us appropriately understanding the 'effort' and 'impact' measures as it might be relative to context. Also yes is impact temporary or which ones are longer time periods?

2025-10-30 09:46:35 From Rob Inerfeld (he/him), City of Eugene to Everyone:

Automated speed enforcement outside of cities would require legislation. Perhaps this would also create an opportunity to address the equity concerns raised about the way that fines are assessed.

2025-10-30 09:47:33 From Chris Cheng (he/him) - ODOT to Everyone:

In regards to automated enforcement, I'd like to see average speed enforcement (rather than just point data) over longer segments to reduce just the single point speed reduction around individual cameras

2025-10-30 09:47:33 From Walt McAllister to Everyone:

Oregonians previously had a healthy lifestyle mindset and we used that to create long term behavior change. With population churn, that may be more difficult, but people move here for healthy lifestyle stil.

2025-10-30 09:48:33 From Josh Roll to Everyone:

Applying the public health impact pyramid for traffic safety example below

2025-10-30 09:48:36 From Josh Roll to Everyone:

7a3152733e3c15a286e0c92a6baeb69c.png

2025-10-30 09:48:54 From Zachary Johnson, PRR (he/him) to Everyone:

For those using the web version that are having trouble seeing the results, please use this link. We are currently on slide 4.

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=zp7zm41egpf3>

2025-10-30 09:49:03 From Troy Costales to Everyone:

For those that can see the graph of the results, if you hover over any individual item in the list the graphic will show you how everyone voted/placed that item in the four square grid.

2025-10-30 09:49:03 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

Smoking is a fantastic example of a culture change. People still do it, but not to the same extent as previous decades. It would be amazing if speeding could be the same way. Combine fines with education and maybe the accepted behavior changes in the long run.

2025-10-30 09:49:36 From Josh Roll to Everyone:

we have to "un-cool" speeding

2025-10-30 09:50:45 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view:

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=zp7zm41egpf3>

2025-10-30 09:50:53 From Nick Fortey to Everyone:

Some of the broader approaches show promise (speed management plans) but the approach would need to be more layered and considered than are typical practice to embrace multi-faceted nature of message/enforcement/adjudication and impacts (including disparate and unintended consequences) - thus some effort to more develop approaches to be aligned with research and outcomes

2025-10-30 09:51:08 From Dagan Wright to Everyone:

Thank you. The link is helpful for the viewing

2025-10-30 09:52:20 From Evan Sether, Oregon State Police to Everyone:

I'm supremely interested in the intelligent speed assistance and other passive/automated speed controls in vehicles. Manufacturers continue to make vehicles which top out at 120-150 MPH, but our speed limits do not align with those vehicle limits.

2025-10-30 09:54:55 From David Hurwitz, he/him, OSU to Everyone:

Replying to "Smoking is a fantastic example of a culture change...":

Seatbelt usage is another.

2025-10-30 09:55:05 From Chris Cheng (he/him) - ODOT to Everyone:

Replying to "I'm supremely interested in the intelligent speed ...":

In this same vein, what is the legal framework around speeding around autonomous vehicles? These, even non-fully autonomous, can and are programmed to exceed existing speed limits where they are in use

2025-10-30 09:55:26 From Peter Schuytema to Everyone:

For automated enforcement, maybe a first emphasis can be in workzones. I see in other states where this has been implemented (WA I-90, Maryland) it seems to work versus seeing vehicles dramatically exceeding the lowered Oregon speeds in workzones (I-5 Aurora Intch)

2025-10-30 09:55:47 From Kindra Martinenko to Everyone:

Very good point. Most people under 40 don't watch TV or listen to the radio. TikTok and YouTube need to be hit hard - mass media campaigns. Also Sports News Apps (FoxSports, ESPN) and also sports betting apps (sad to say, but that's a huge market)

2025-10-30 09:56:02 From Clay Veka to Everyone:

Replying to "I'm supremely interested in the intelligent speed ...":

Virginia, Georgia, Washington, and D.C. have passed super speed laws that require ISA for those who have multiple citations for excessive speeding. Oregon should pursue similar legislation.

2025-10-30 09:56:37 From Sarah Iannarone to Everyone:

+1 to highlighting males aged 16-24 as a high risk segment. We hypothesize that street racing and/or social media is an intervening variable as Tiffany suggests.

2025-10-30 09:57:44 From Josh Roll (Oregon DOT) to Everyone:

here is some work our unit did 2 years ago measuring the impact of vehicle body type, weight and height on ped injury severity

https://rpubs.com/ODOT_Research/Pedestrian_Injury_Severity_Analysis

2025-10-30 09:58:35 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

And yet our social media campaigns are heavily focused on what construction projects are happening. Useful, but why not use those tools to teach safety?

2025-10-30 09:59:01 From Dagan Wright to Everyone:

Can there be incentives again for modes or vehicle types that provide efficient and accessible transportation but have less potential for severe injury?

2025-10-30 09:59:35 From Kindra Martinenko to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

Exactly!

2025-10-30 09:59:41 From Lake McTighe to Everyone:

would you please add the menti link again? thank you

2025-10-30 09:59:47 From Sarah Iannarone to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

In fact, many build clout/followers on social media through illegal street activity.

2025-10-30 09:59:47 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 10:00:50 From Mary McGowan to Everyone:

Replying to "here is some work our unit did 2 years ago measuri...":

Thank you for sharing Josh

2025-10-30 10:01:11 From Kindra Martinenko to Everyone:

Replying to "Very good point. Most people under 40 don't watch...":

Disturbing, right? I saw one such "influencer" recording himself, driving hands free, going over 100mph on a freeway, then witness someone else in front of him doing something similar, lose control, hit the guardrail, and roll over into a ditch. SMH

2025-10-30 10:01:28 From Rob Inerfeld (he/him), City of Eugene to Everyone:

My son got his drivers license on Monday. He did not go through drivers ed. The only education he received was from reading the drivers manual to prepare for the knowledge test and what I told him while we were practicing driving. It would have been great if he was required to watch some videos about risky driving behaviors like speeding and distraction before being able to take his driving test.

2025-10-30 10:01:48 From Walt McAllister to Everyone:

On everything along the vehicle issue, we are now more able to measure involvement by weight, size and model. The insurance Institute for Highway Safety watches this issue, and is a source of information for this dialogue. One thing on this issue is the electric car - might be perceived as a good thing, but they are exceptionally heavy and that mass can be deadly. Another issue is the urban rural divide. Farmers and ranchers are very much dependent on pickup trucks for work. Expect rural pushback - if the data isn't there, they will be very unhappy with their more urban neighbors.

2025-10-30 10:03:35 From Beth Wemple to Everyone:

Replying to "I couldn't type fast enough. California implemente...":

This is interesting and sounds worthy of exploration

2025-10-30 10:04:12 From Lisa Brown, ODOT to Everyone:

Replying to "Lisa -- is there a link to info about the Californ...":

Found the study link. chrome-extension://efaidnbmnnnibpcajpcglclefindmkaj/https://lccrsf.org/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf

2025-10-30 10:05:59 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Aging drivers are more fragile drivers so more likely to experience injury and fatality.

2025-10-30 10:06:54 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

At-Risk Drivers also includes chronic DUII drivers.

2025-10-30 10:07:51 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 10:08:15 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view link:

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=4t4nqcvf9vfp>

2025-10-30 10:09:23 From Zachary Johnson, PRR (he/him) to Everyone:

If you're using the web results view, make sure to refresh the page to see new results.

2025-10-30 10:11:06 From Rob Inerfeld (he/him), City of Eugene to Everyone:

We have had multiple fatalities in Eugene in the past year or two where the driver allegedly had a medical emergency. It would be great to see more of an emphasis on discouraging people from driving when they have medical issues and/or take medications that affect their ability to drive safely.

2025-10-30 10:12:14 From Beth Wemple to Everyone:

Agree

2025-10-30 10:13:06 From Kindra Martinenko to Everyone:

Developing and expanding education and advocacy is really important and I ranked that #1 but the disclaimer here is - we need to meet young drivers where they're at (school and on social media). When I was going to school in the 80s and 90s, we had a DARE police officer at our school daily and advocated against drugs and also driving behaviors.

2025-10-30 10:13:48 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Aging drivers also struggle with learning new behaviors so changing their behavior is much more difficulty. This needs to be a consideration as well.

2025-10-30 10:14:11 From David Hurwitz, he/him, OSU to Everyone:

The ODOT research office coordinated a a study of fatal and serious injury crashes for older drivers and pedestrians published in 2020: <https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR828Final.pdf>. That work generated lots of recommendations that might be relevant to this topic.

2025-10-30 10:14:20 From Sarah Iannarone to Everyone:

+1 -- #3 is also The Street Trust's priority.

2025-10-30 10:14:42 From Lake McTighe to Everyone:

intersection of device use and young drivers. Limiters? technology?

2025-10-30 10:14:48 From Kindra Martinenko to Everyone:

Another dynamic -something that happens in my home town (Corvallis) - where we have a dangerous mix of reckless young drivers and inexperienced drivers and aging drivers.

2025-10-30 10:14:58 From Beth Wemple to Everyone:

Totally agree with Karen!!

2025-10-30 10:14:59 From Walt McAllister to Everyone:

Ride choice is much more doable in the resource rich Willamette Valley, and to a lesser degree Bend, but we have been working on information to help people with these transitions. It will take time, but initial results in places like Clackamas County are promising. Lane County has just developed a product to help us with this.

2025-10-30 10:15:49 From Dagan Wright to Everyone:

Sorry I forgot to lower my hand. Thank you

2025-10-30 10:16:59 From Kindra Martinenko to Everyone:

Yes, we're ALL at risk!

2025-10-30 10:17:28 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 10:17:46 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view:

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=i3hsvnja5toa>

2025-10-30 10:19:26 From Walt McAllister to Everyone:

An interesting observation in the dense housing dialogue - everyone wants someone else to live in dense housing, but when asked where they want to live, they choose something a lot less intense than what they want for others. How do we bridge that, keeping in mind we live in the USA and specifically the west where space is a value.

2025-10-30 10:21:14 From Kindra Martinenko to Everyone:

Replying to "An interesting observation in the dense housing di...":

I was thinking the same thing, and was going to write something. I would never want my parents living in a dense urban environment and they don't want to... they find it is unsafe to walk!

2025-10-30 10:22:47 From Zachary Johnson, PRR (he/him) to Everyone:

We are on break until 10:32

2025-10-30 10:33:35 From Lake McTighe to Everyone:

I am not seeing slides?

2025-10-30 10:33:57 From Lake McTighe to Everyone:

never mind

2025-10-30 10:35:44 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Expanding LE training and ed should also include At-Risk Drivers.

2025-10-30 10:36:03 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Replying to "Expanding LE training and ed should also include A...":

Esp chronic DUIL.

2025-10-30 10:36:32 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

DUIL is probably vastly underreported in non-fatal crashes as the testing is less likely.

2025-10-30 10:36:52 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 10:37:06 From Dagan Wright to Everyone:

Non fatal transportation injuries are high as working with the data in public health relating substance use - upstream prevention . Many are multi substance users

2025-10-30 10:37:31 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=5xw49ws3jpn>

2025-10-30 10:38:51 From Michael Rock, ODOT Planning to Everyone:

Thanks, Mary - Nothing to add from me

2025-10-30 10:39:08 From Evan Sether, Oregon State Police to Everyone:

Chuck Hayes, Chair of GAC DUIL, is on this call.

2025-10-30 10:39:11 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

CHuyck Hayes is on this meeting from that committee.

2025-10-30 10:39:44 From Troy Costales to Everyone:

For those that can see the four square graphic, if you hover over the list to the right side, you can see how that item received the votes from participants.

2025-10-30 10:41:51 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Note: impaired can also be medically, not just chemical.

2025-10-30 10:43:14 From Kindra Martinenko to Everyone:

Do we really want to spend resources on encouraging impairment by giving them options to be "safer while being dumb"? I just don't see that having a net positive impact on society, but that's my personal bias

2025-10-30 10:46:24 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Chronic over-consumption also indicative of health condition (addiction) affecting the ability to drive safely = At-Risk Driver. Include reporting to At-Risk Driver as part of educational effort.

2025-10-30 10:46:51 From Dagan Wright to Everyone:

Nicely stated Tiffany

2025-10-30 10:46:53 From Mary McGowan to Everyone:

ODOT and OHA do have a partnership to address issues such as Alcohol consumption and transportation safety implications. Perhaps this particular topic should get more attention with addressing this

2025-10-30 10:47:37 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

At-Risk Driver Program often includes mental health Tx, alcohol abuse Tx, etc.

2025-10-30 10:47:49 From Donna Sansoterra-She/her/hers First Student to Everyone:

All, I have to jump off for another meeting. This is a great meeting and I will plan to join more in the future.

2025-10-30 10:48:22 From Lisa Brown, ODOT to Everyone:

I agree, addressing the mental health aspect helps to address root cause of DUII.

2025-10-30 10:48:52 From Troy Costales to Everyone:

There is an Oregon Commission that has responsibility around over-consumption; Alcohol and Drug Policy Commission : ADPC Home

2025-10-30 10:49:10 From Walt McAllister to Everyone:

Would it be appropriate to include a statement along the lines of "Identify mechanisms to raise the profile of groups and efforts that address impairment and addiction problems on Oregon's transportation system"

2025-10-30 10:51:23 From Tiffany Slauter (she/her) - ODOT Region 1 Traffic to Everyone:

Easier access to breathalyzers would be helpful. I've heard they are available in convenience stores in Europe. I would have no idea where to get one here. And having access to a breathalyzer would help people make smarter choices or to discourage friends and family from driving.

2025-10-30 10:51:38 From Dagan Wright to Everyone:

Peer to peer is so powerful making impacts with those in need

2025-10-30 10:52:15 From Walt McAllister to Everyone:

Interesting comment about working with those who deal with recovery. I served on several boards over the years with people that have recovered from substance addiction, and they bring valuable perspective.

2025-10-30 10:54:02 From Clay Veka to Everyone:

The DUII Intensive Supervision Program has had very promising outcomes of recidivism reduction. Support for and expansion of existing program would be a good addition.

2025-10-30 10:54:42 From Walt McAllister to Everyone:

Dagan is spot on - rural vs urban solutions need to be different because the situations are very different for those communities. Often the rural perspective is not heard, or not as loud in Oregon because such a high percentage of the population is located in a small area with fairly common geography and weather

2025-10-30 10:56:38 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 10:57:07 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=85b3pdj9ta7h>

2025-10-30 11:01:23 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 11:01:39 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=pomtwfwbuzaa>

2025-10-30 11:01:57 From Jeff Greiner to Everyone:

Alignment with TSAP, New Triennial Highway Safety Plan, and TSO annual grant application with projects that directly support stated goals and objectives in the two plans. This is a way to ensure the ideas in TSAP result in reduced crashes, injuries, and deaths.

2025-10-30 11:05:15 From Dagan Wright to Everyone:

Also can safety equipment for all ages be added, not just youth as some can be financially constrained

2025-10-30 11:06:12 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Link to the graph?

2025-10-30 11:06:25 From Zachary Johnson, PRR (he/him) to Everyone:

Replying to "Link to the graph?":

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=pomtwfwbuzaa>

2025-10-30 11:07:08 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Replying to "Link to the graph?":

Thanks

2025-10-30 11:09:05 From Lake McTighe to Everyone:

strategies to remove the distraction

2025-10-30 11:09:31 From Dagan Wright to Everyone:

Make safety equipment use 'cool' or the 'in thing' as to an earlier comment too on another topic

2025-10-30 11:09:51 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

Replying to "Link to the graph?":

Support development and support of cell phone technology that prevents use of electronic devices while the device is in motion beyond a specified speed.

2025-10-30 11:10:03 From Lake McTighe to Everyone:

strategies to remove distraction can include working with insurance providers for incentives to turn off devices

2025-10-30 11:10:15 From Lake McTighe to Everyone:

Sorry I am in a place where I cannot speak!

2025-10-30 11:10:19 From Beth Wemple to Everyone:

As Dagan and Karen have pointed out ... so many of these solutions targeted at a particular group would be useful systemically. Is there value at looking at and elevating the strategies that offer redundancies?

2025-10-30 11:10:52 From Kindra Martinenko to Everyone:

Having technology integrated into vehicles that can detect when a driver's eyes are not on the road, could really be a game-changer. In the future CV/AV tech will evolve to meet these needs but that's going to be a while.

2025-10-30 11:10:59 From Rob Inerfeld (he/him), City of Eugene to Everyone:

Does safety equipment also include bike lights/reflectors, retroreflective clothing for people walking and biking, etc...?

2025-10-30 11:11:08 From Lake McTighe to Everyone:

Lobby and advocate for vehicle manufacturers to limit distractions

2025-10-30 11:12:34 From Walt McAllister to Everyone:

One observation in the distracted driving conversation is that very solid data indicates that newer cars are specifically designed to be distracting. Touch screens specifically defeat muscle memory, and can take many seconds to make minor adjustments. Automakers are going back to knobs and other analog style controls, but we will be with our distraction cruisers for a minimum of a decade before they wear out

2025-10-30 11:12:40 From Lake McTighe to Everyone:

Best practice no distracted driving policy templates for governments and business to adopt

2025-10-30 11:14:10 From Lake McTighe to Everyone:

Enforce hands free laws

2025-10-30 11:14:24 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 11:14:34 From Rob Inerfeld (he/him), City of Eugene to Everyone:

I like this story about how reflective devices for people walking has become part of the culture (and cool!) in Finland and other northern European countries. We need to make our streets safer but that is not something we can do overnight and having people walking be more visible can help. Guest Opinion: Personal reflectivity and pedestrian safety – BikePortland

2025-10-30 11:14:52 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=drdfpikfczyx>

2025-10-30 11:15:47 From Walt McAllister to Everyone:

The distracted driving vehicle displays are still in circulation, but with staff reductions our ability to schedule and move these types of displays is reduced, and the costs of moving them has steadily increased. We believe they are an effective conversation starter - part of an immersion or hit hit hit strategy for presenting messages in multiple place and in multiple ways to penetrate the public's minds

2025-10-30 11:20:05 From Lake McTighe to Everyone:

are med and heavy trucks personal or commercial or a mix?

2025-10-30 11:20:54 From The Street Trust to Everyone:

med = 10-26k lbs, heavy = 26k+ AFAIK

2025-10-30 11:20:55 From Dagan Wright to Everyone:

Can e-assist (e-bikes, e-scooters and other e-assist devices also be included in the conversation as well). They are a great tool and more accessible too benefiting many if used safely.

2025-10-30 11:21:09 From Jiguang Zhao to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

The medium and heavy truck crashes are defined by vehicle types in ODOT crash data.

2025-10-30 11:21:14 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

so commercial?

2025-10-30 11:21:35 From Jeff Greiner to Everyone:

On bullet point 3, consider adding cyclists and micromobility users- as they impacted in similar or the same way.

2025-10-30 11:21:46 From Lake McTighe to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

Just wondering if these are commercial or personal vehicles

2025-10-30 11:22:05 From The Street Trust to Everyone:

Replying to "Can e-assist (e-bikes, e-scooters and other e-assi...":

Yes, it's not totally clear to me how people bicycling, rolling, and using e-assist are being engaged and/or considered in this process

2025-10-30 11:22:22 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 11:22:52 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=8n4z3uhw3sys>

2025-10-30 11:22:57 From Jiguang Zhao to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

We don't have that information in ODOT crash database.

2025-10-30 11:23:22 From Lisa Brown, ODOT to Everyone:

Distracted driving Oregon teen story that was used in the past to help us communicate about distracted driving. The wrecked vehicle was brought around the state and discussion was held. It was very impactful. I got to see the vehicle and it is something I will never forget. <https://youtu.be/5C2YNUuU4EM>

2025-10-30 11:24:31 From Walt McAllister to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

For vehicles that do not involve a motor, and the conflicts with pedestrians, or if a pedestrian falls and perishes, those injuries and fatalities are measured via the OREMSIS and Trauma Registry.

2025-10-30 11:24:57 From Lake McTighe to Everyone:

what problem is the parking at rest stops addressing?

2025-10-30 11:26:36 From Evan Sether, Oregon State Police to Everyone:

Exceeding authorized hours of service for drivers, but frankly, it's about commercial driver fatigue.

2025-10-30 11:26:37 From Karen O'Fearn, DMV At-Risk Driver Program Coordinator, She/her to Everyone:

And related drowsy driving.

2025-10-30 11:26:40 From The Street Trust to Everyone:

I had to switch from desktop to mobile, but The Street Trust is happy to submit feedback on behalf of people biking, rolling and using micromobility. The Oregon Micromobility Network is a statewide project of ours, leading development and implementation of micromobility safety policy and funding

2025-10-30 11:26:52 From Dagan Wright to Everyone:

Replying to "are med and heavy trucks personal or commercial or...":

We also see it in ED and all hospitalizations too as well. This is a growing issue

2025-10-30 11:27:09 From The Street Trust to Everyone:

Replying to "I had to switch from desktop to mobile, but The St...":

(*happy to submit in writing or verbal later)

2025-10-30 11:28:15 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

This is not how medium and heavy vehicles are defined.

2025-10-30 11:28:23 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=8n4z3uhw3sys>

2025-10-30 11:29:45 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

{D566E7F2-64A2-4952-A892-EC5E0680750E}.png

2025-10-30 11:30:09 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

Above are the vehicle types included in ODOT crash database.

2025-10-30 11:31:55 From Jiguang Zhao to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

Vehicle type 02, 04 and 05 for medium and heavy vehicles.

2025-10-30 11:32:10 From Jeff Greiner to Everyone:

Fatal MC crashes annually hit between 40 to 70+ % involving impairment. Alcohol, drugs, and or both.

2025-10-30 11:32:21 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

ah. Might be interesting to look at the FARS data to better understand impact of larger, taller personal vehicles on crash severity

2025-10-30 11:33:13 From Jeff Greiner to Everyone:

Look but fail to see MC crashes continues to be a causative factor in injuries and some fatalities.

2025-10-30 11:35:00 From Kindra Martinenko to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

Recommendation to ODOT CARU - separate out passenger vehicles and the other others (which are not light in the context of weight and size). Also wish that SUVs were put into a different class but I know that's difficult to track from a reporting pov

2025-10-30 11:35:17 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

100

2025-10-30 11:35:57 From Lake McTighe to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

SUVs and other vehicle types are tracked in the FARS data

2025-10-30 11:36:20 From Rob Inerfeld (he/him), City of Eugene to Everyone:

To the extent that people have concerns about safe practices by e-bike riders, the problem is often e-motos which are faster and more powerful devices that are not actually e-bikes and are not allowed on bike facilities. More info here: [The E-Bike Problem is an E-Moto Problem | PeopleForBikes](#)

2025-10-30 11:36:46 From Kindra Martinenko to Everyone:

Replying to "med = 10-26k lbs, heavy = 26k+ AFAIK":

I just would like to see it in all data sets - having to refer to multiple data sets for crash data is daunting!

2025-10-30 11:38:20 From Zachary Johnson, PRR (he/him) to Everyone:

Menti.com Code: 6407 8643

2025-10-30 11:38:40 From Zachary Johnson, PRR (he/him) to Everyone:

Web results view (refresh page to view results as they come in):

<https://www.mentimeter.com/app/presentation/alb2c8mtpw2qe1ku5t3xgmuno9dk36p2/view?question=eahi77u93cwf>

2025-10-30 11:40:34 From Nick Fortey to Everyone:

Is there an opportunity to re-cast the data analysis - seems this discussion (overall today) has (or could) identify facilities or road sections (curves, high speed intersections) where some of these policies may have more impact - can there be some way to develop more focused (application)

2025-10-30 11:40:52 From Kindra Martinenko to Everyone:

Better street lighting where VRU are more likely to be walking/biking. Especially in neighborhoods where there is a higher concentration - school zones, university campuses, downtown.

2025-10-30 11:41:22 From Troy Costales to Everyone:

An additional variable in the crash database is if the vehicle was being used for work. Combining the vehicle type with the vehicle "use" might help separate out commercial and non-commercial data.

2025-10-30 11:42:32 From Lisa Brown, ODOT to Everyone:

These were something I saw being given out to communities to increase visibility with walking, biking, and rolling and reduce fatalities and serious injuries.

2025-10-30 11:42:35 From Lisa Brown, ODOT to Everyone:

{C4FB7A53-23D7-4EC1-9F87-7EF7BB982C25}.png

2025-10-30 11:44:34 From Walt McAllister to Everyone:

Costing effort in implementation plan

2025-10-30 11:45:00 From Lake McTighe to Everyone:

I second Rob's comments on ODOT safety office funding/org chart, legislation

2025-10-30 11:45:14 From Walt McAllister to Everyone:

Legislation list of safety policy, with priority

2025-10-30 11:45:47 From Tiffany Slaughter (she/her) - ODOT Region 1 Traffic to Everyone:

It's not just funding. It's making transportation safety a priority for all agencies and departments so we're all pulling in the same direction.

2025-10-30 11:46:40 From Lake McTighe to Everyone:

Pull in the recent analysis that ODOT did on arterials in urban areas

2025-10-30 11:47:06 From Walt McAllister to Everyone:

Replying to "It's not just funding. It's making transportation ...":

Some of you will remember the arrow slides I used to use to show using our plan to align efforts. If we can just get people moving in the same general direction we can generate a 'current' in the direction of safety

2025-10-30 11:47:24 From Kindra Martinenko to Everyone:

Replying to "{C4FB7A53-23D7-4EC1-9F87-7EF7BB982C25}.png":

I had a very close call with a young man crossing a street in my neighborhood the other night, the ONLY thing that kept me from possibly hitting him as he was crossing was a very tiny piece of reflective tape he had on his backpack. He was wearing all black clothing, black backpack, no street lighting. I saw him before I made the turn, and all was good, but it just goes to show how a little reflective tape can go a long way!

2025-10-30 11:48:22 From Lake McTighe to Everyone:

The plan can identify what legislative changes are needed

2025-10-30 11:48:32 From Walt McAllister to Everyone:

a few notables in the current plan are funding for law enforcement, .04 BAC legislation, more

2025-10-30 11:50:43 From Josh Roll to Everyone:

Replying to "a few notables in the current plan are funding for...":

0.04 BAC?

2025-10-30 11:52:17 From Walt McAllister to Everyone:

Replying to "a few notables in the current plan are funding for...":

@Josh Roll Yes, .04 BAC is a proven strategy to reduce death and injury. Lower alcohol impairment reduces crashes.

2025-10-30 11:52:40 From Josh Roll to Everyone:

Replying to "a few notables in the current plan are funding for...":

lower BAC is great - had heard of 0.05 but not 0.04 - lower the better!

2025-10-30 11:53:06 From Cosette Rees, Lane Transit she/her to Everyone:

This has been a great conversation. Thanks for everyone's participation. I need to jump. I reviewed the survey results and interviews and there is some great stuff in there for consideration as well.

THanks

2025-10-30 11:53:10 From Lake McTighe to Everyone:

Replying to "a few notables in the current plan are funding for...":

0.0 BAC - no drink driving (safe system style)

2025-10-30 11:53:19 From Walt McAllister to Everyone:

Replying to "a few notables in the current plan are funding for...":

.05 is the mutation that occurred to match up with Utah, but the initial ask in the plan has been .04 over time.

2025-10-30 11:53:22 From The Street Trust to Everyone:

For folks interested in HB3626 - "E-RIDES" which passed out of transportation committee with bipartisan (10-2) vote for but died in W&M due to ODOT's assigned fiscal impact, we (advocates) were unable to negotiate down

<https://olis.oregonlegislature.gov/liz/2025R1/Measures/Overview/HB3626>

2025-10-30 11:54:02 From Lake McTighe to Everyone:

I appreciate this format. Great meeting. Thanks ODOT and Consultant team and everyone who shared their expertise.

2025-10-30 11:54:23 From Kindra Martinenko to Everyone:

This was a great discussion. Lots to think about and build upon!

2025-10-30 11:55:02 From Michael Rock to Everyone:

You have all covered a ton of ground - thank you for all of the time and work!

2025-10-30 11:55:11 From Jenny Thacker, she/ her (PRR) to Everyone:

Thank you everyone!

2025-10-30 11:55:16 From Bill Merchant - R1ACT, Clackamas County Community Road Fund to Everyone:

Thanks for a great discussion. More to do!

2025-10-30 11:55:29 From Dagan Wright to Everyone:

BTW, thank you everyone. It is so great learning from everyone here. This is an incredible process and resource

2025-10-30 11:55:41 From Kindra Martinenko to Everyone:

Thank you!