



# ODOT 2026 Transportation Safety Action Plan Report

ODOT 2026 Transportation Safety Action Plan  
September 22, 2025

## Report Description

The Oregon Department of Transportation (ODOT) fields the annual Oregon Public Opinion Survey (OPOS) to better understand Oregon residents' traffic safety behavior, and to compile recommendations from residents and general public on how to improve regional traffic safety. The purpose of this ongoing study is to learn about Oregon residents' driving habits and attitudes. The information provided is used to help ODOT develop traffic safety programs that increase public awareness of Oregon's roadway laws and encourage safer driving behavior. ODOT hired PRR, an independent research firm, to conduct the 2025 survey. PRR has previously supported data collection for iterations of the OPOS fielded throughout 2023-2024.

In 2025, ODOT fielded a supplement to the OPOS directed explicitly toward transportation agency and industry partners. This survey was intended to capture feedback on the existing Oregon [Transportation Safety Action Plan](#) (TSAP) to guide decisions statewide and shape a transportation system so that every traveler can get to their destination safely.

## Research Methods

This report captures findings from the TSAP Survey and the OPOS, which was fielded in two separate waves (one in Spring 2025, and the second in Summer 2025). These data were used to compare differences in knowledge and attitudes among transportation partners versus local residents, and to assess the influence of existing local campaigns on public perceptions and behavior. PRR included a different set of program-specific questions in each wave, along with a standard suite of demographic and attitudinal questions.

The TSAP Survey and Wave 2 of the OPOS were scheduled to field concurrently, with both launching on July 7. A self-identification question was embedded into the TSAP survey to redirect members of the general public to the OPOS. This redirect also pointed respondents toward an online comment form that could be used to submit additional feedback.

Findings from the OPOS have been integrated below as a complement to the findings and recommendations collected in the TSAP survey.

## Survey Recruitment

Invitations to complete the TSAP survey were widely circulated to industry partners, leveraging a variety of channels. Steps taken to distribute the survey included:

- Announcing the survey at a June TSAP partner workshop and at the July TSAP steering committee
- Two notifications using the [GovDelivery](#) news system
- Incorporating survey details into industry newsletters.
- Publicizing the survey through internal ODOT channels (direct presentations/discussions and email communications).

PRR used a convenience sampling approach to gather feedback from industry partners. These recruitment methods were not intended to produce a representative sample of the partners surveyed, but rather to maximize the diversity of perspectives represented in the study population and to reach the highest volume of agency partners possible.

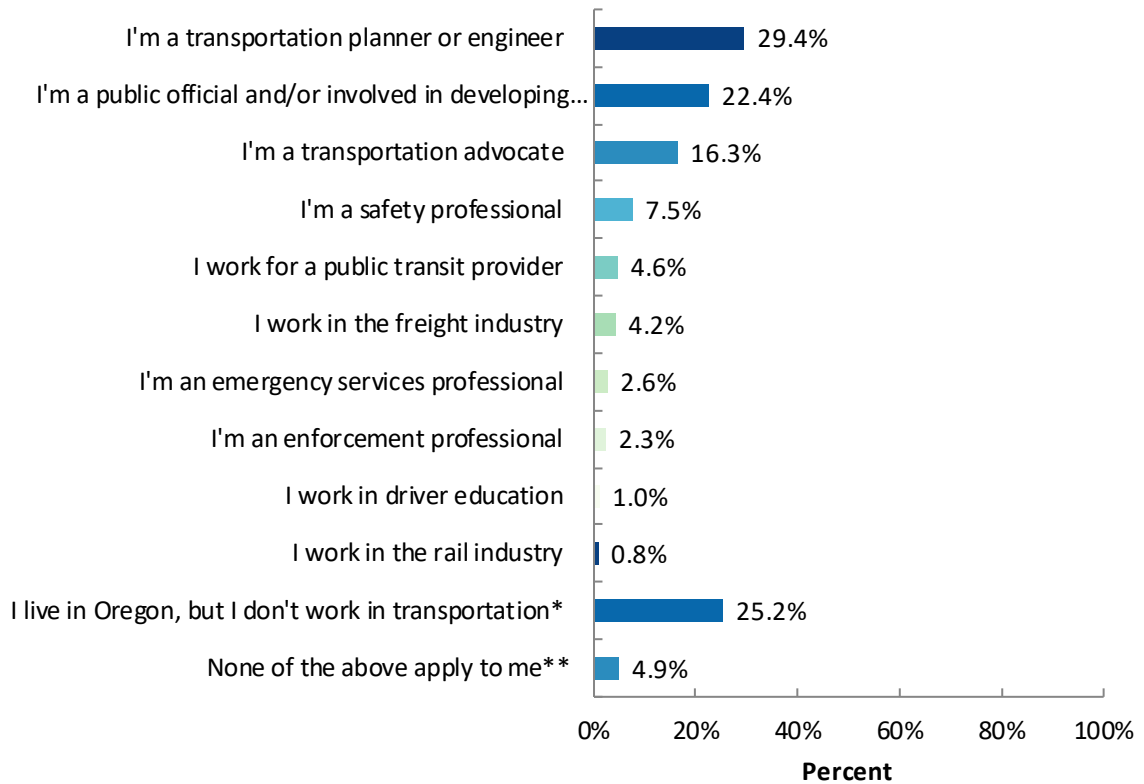
The TSAP survey fielded from July 7 through August 31, 2025. In total, 306 complete responses were collected (a completion rate of 73.4%), along with 111 partial surveys. Descriptive statistics relating to participant recruitment and regional representation\* are included below. The remainder of the report characterizes detailed findings from the TSAP survey data. In some areas (marked in the text of the report), these findings have been paired with OPOS data to highlight areas of overlap between agency partners and local residents.

\*NOTE: Recruitment statistics are available only for participants that completed the OPOS. Referral sources were not captured for TSAP agency partner responses.

## Detailed Findings – Transportation Safety Professionals

Survey respondents represented a diverse mix of transportation professionals and community advocates, from transportation planners or engineers (29%) to public officials (22%) to transportation advocates (16%).

As you fill out this survey, which of the following options best describes you? Please select all that apply. (Base: All respondents, n = 612).



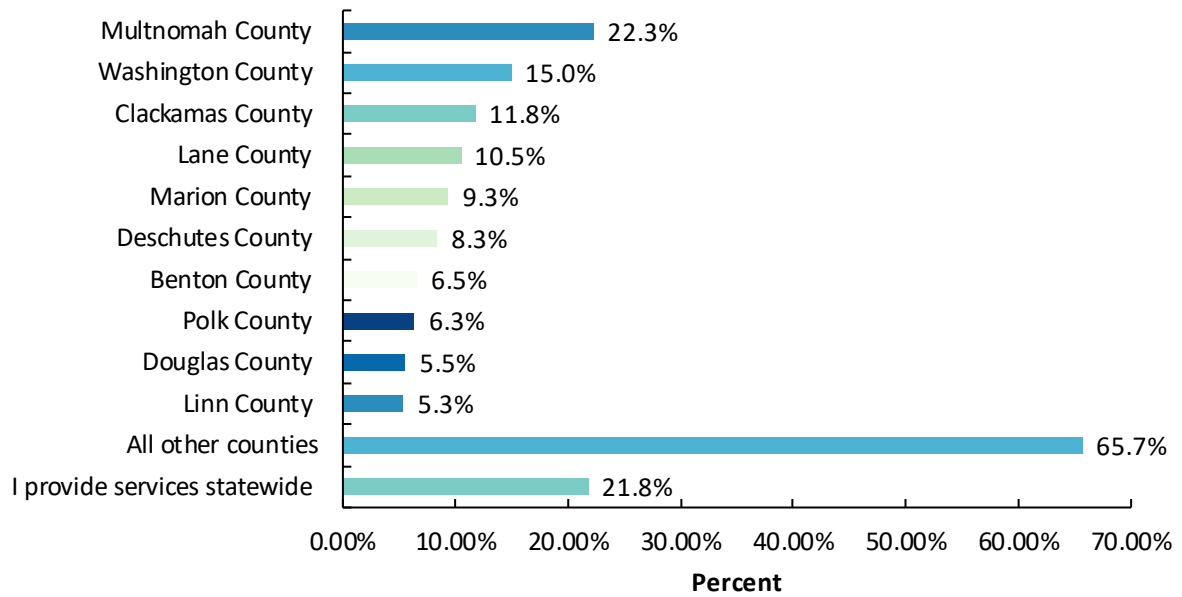
\*Notably, one in four respondents were Oregon residents who did not work in the transportation field; these respondents were disqualified and redirected either to questions relevant to their perspective via ODOT's OPOS, or to a comment form to provide input, ensuring their voices were captured throughout the survey period.

\*\*Respondents who selected "None of the above" were disqualified from the survey.

Value	Percent
I'm a public official and/or involved in developing transportation policy	22.4%
I work for a public transit provider	4.6%
I'm an emergency services professional	2.6%
I'm an enforcement professional	2.3%
I'm a safety professional	7.5%
I work in the freight industry	4.2%
I work in the rail industry	0.8%
I'm a transportation planner or engineer	29.4%
I work in driver education	1.0%
I'm a transportation advocate	16.3%
I live in Oregon, but I don't work in transportation	25.2%
None of the above apply to me	4.9%

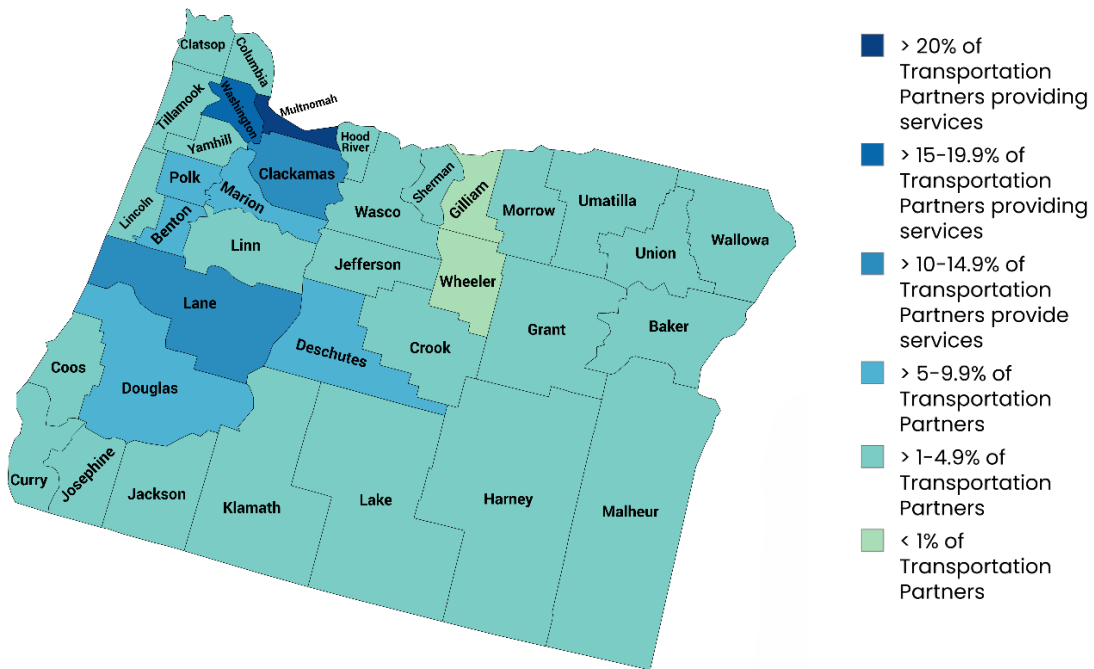
## Transportation Partner Tract

Where do you mainly provide services? Please select all that apply.  
 (Base: All transportation partner responses, n = 400.)



Value	Percent
Multnomah County	22.3%
Washington County	15.0%
Clackamas County	11.8%
Lane County	10.5%
Marion County	9.3%
Deschutes County	8.3%
Benton County	6.5%
Polk County	6.3%
Douglas County	5.5%
Linn County	5.3%
All other counties	65.7%
I provide services statewide	21.8%

Transportation Partner Service Provision by County  
(Base: all transportation partner responses, n = 400.)



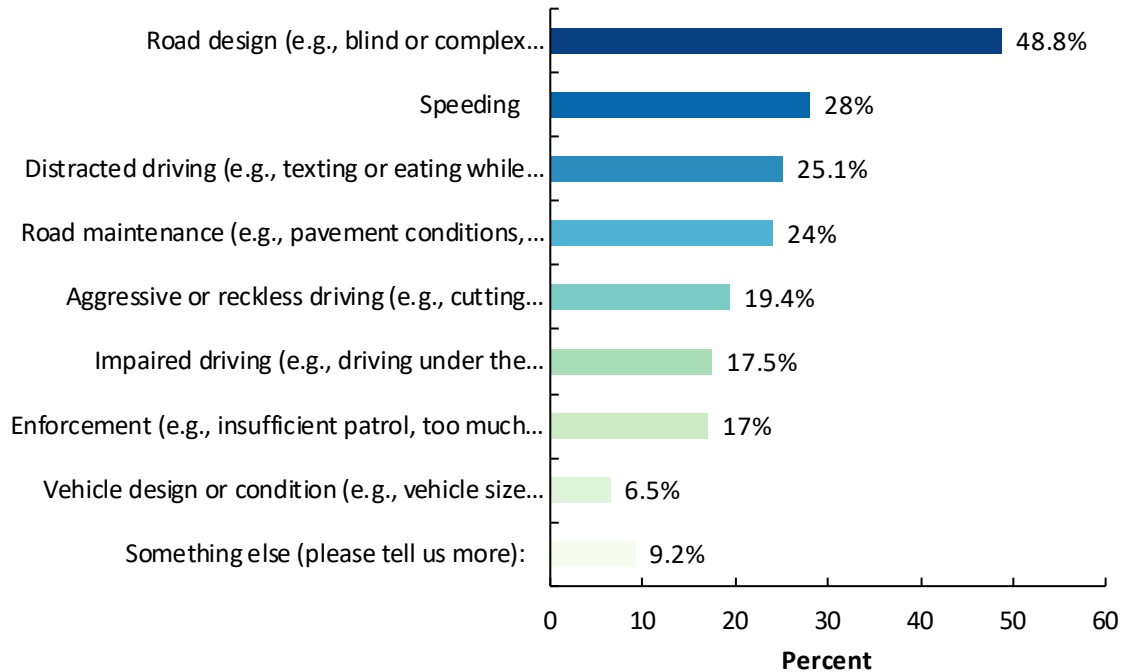
Please share the agency or organization you are affiliated with. (Base: All transportation partners, n = 356.)

Among transportation partners, the greatest share of respondents were affiliated with ODOT itself (n = 71, or 19.9%). Other key contributors included:

- Clackamas County
- Multnomah County
- Washington County
- The City of Eugene
- The City of Bend
- The City of Salem
- The Portland Board of Transportation (PBOT)
- The Oregon Health Authority (OHA)
- Oregon State University (OSU)

- Members of the Oregon Cascades West Council of Governments (OCWCOG)

What are your top concerns related to roadway safety in your region or jurisdiction? Please select your top two. (All transportation partners, n = 371)



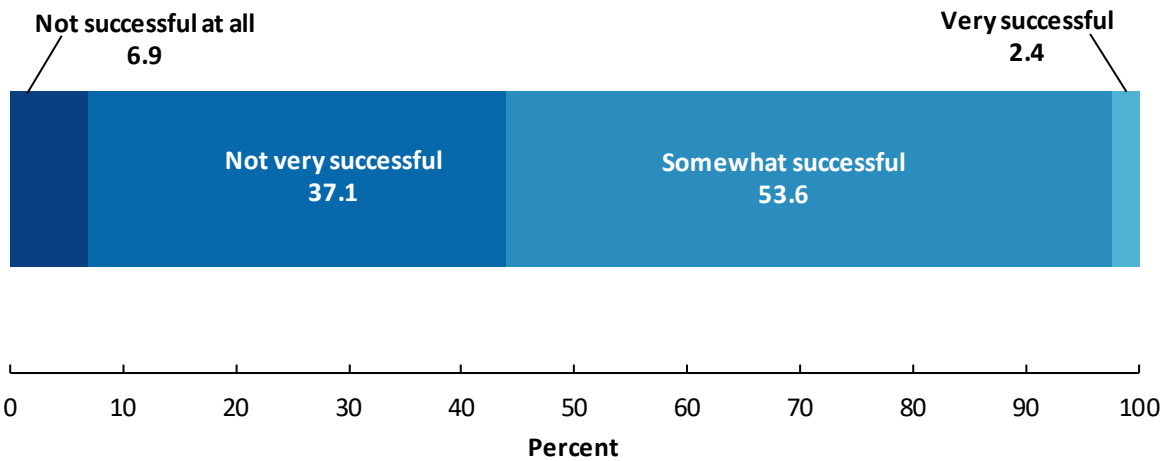
Value	Percent
Road design (e.g., blind or complex intersections, winding roads, narrow or too wide roads, lack of sidewalks/bike lanes/paths, inadequate signage, inadequate lighting, etc.)	48.8%
Speeding	28.0%
Distracted driving (e.g., texting or eating while driving)	25.1%
Road maintenance (e.g., pavement conditions, potholes, drainage, faded road striping)	24.0%
Aggressive or reckless driving (e.g., cutting people off or changing lanes quickly)	19.4%
Impaired driving (e.g., driving under the influence of alcohol, marijuana, or other drugs)	17.5%
Enforcement (e.g., insufficient patrol, too much or too little automated enforcement, etc.)	17.0%
Something else (please tell us more)*	9.2%

Vehicle design or condition (e.g., vehicle size and weight, lack of built-in safety features, etc.)	6.5%
---	------

Among those that responded “something else,” top responses included:

- Concerns related to the safety of pedestrians and cyclists (e.g., lack of separation between bicycle lanes and lanes used for road traffic)
- Lack of accessibility (including absent or poor-quality sidewalks, ramps, and crosswalks)
- Speed limits that are set too high or that feel inappropriate to the surrounding context (e.g., high speed limits in residential areas, or in close proximity to schools or parks)
- Poor land use; issues surrounding city planning

How effectively is safety addressed on roadways throughout Oregon? Consider success at the statewide, regional, and local levels. (Base: All transportation safety partners, n =354)



Value	Percent
Not successful at all	6.9%
Not very successful	37.1%
Somewhat successful	53.6%
Very successful	2.4%

The majority of partners surveyed (56%) felt existing procedures and protocols were at least somewhat successful. Less than 1 in 10 (6.9%) felt that the existing strategies had not been successful at all.

Please explain your response to the previous question. Include specific strategies and efforts that you think have been effective at addressing safety concerns in the last five years. Consider success at the statewide, regional, and local levels.

### Current Areas for Improvement

On the whole, responses suggest that partners agree that traffic safety throughout Oregon has been improving in recent years. However, there remain several potential avenues for growth.

The top priority cited in these open-ended responses was to improve enforcement of local and state law (and to ensure that this enforcement is equitably applied). Many participants noted that law enforcement personnel seem overburdened and understaffed. Speeding, aggressive driving, distracted driving, and DUI are ongoing safety issues, and residents feel that more could be done to police these behaviors and hold drivers accountable. Expanding automated enforcement campaigns – for instance, the use of red light cameras – feels to many like a promising next step.

Recent improvements to the built environment – for example, the implementation of new traffic calming measures (discussed in more detail below) – have done a great deal to curb behaviors like speeding, but there is much more work to be done. Participants suggested that increasing the overall capacity of roadways, introducing additional traffic calming tools, and making interventions to prioritize the safety of non-drivers (e.g., adding new crosswalks; adding or extending bicycle lanes) would all be worthwhile investments when it comes to improving safety.

Finally, some noted that if ODOT hopes to continue improving conditions, they will need to shift their overall approach to investigating these issues. Right now, it feels to some respondents that both ODOT and local law enforcement personnel are in a reactive position, responding to emergent issues as they arise. To continue making progress, residents feel that ODOT will have to take a more proactive approach to addressing safety issues, surfacing them for public attention and addressing them before they have a chance to cause harm.

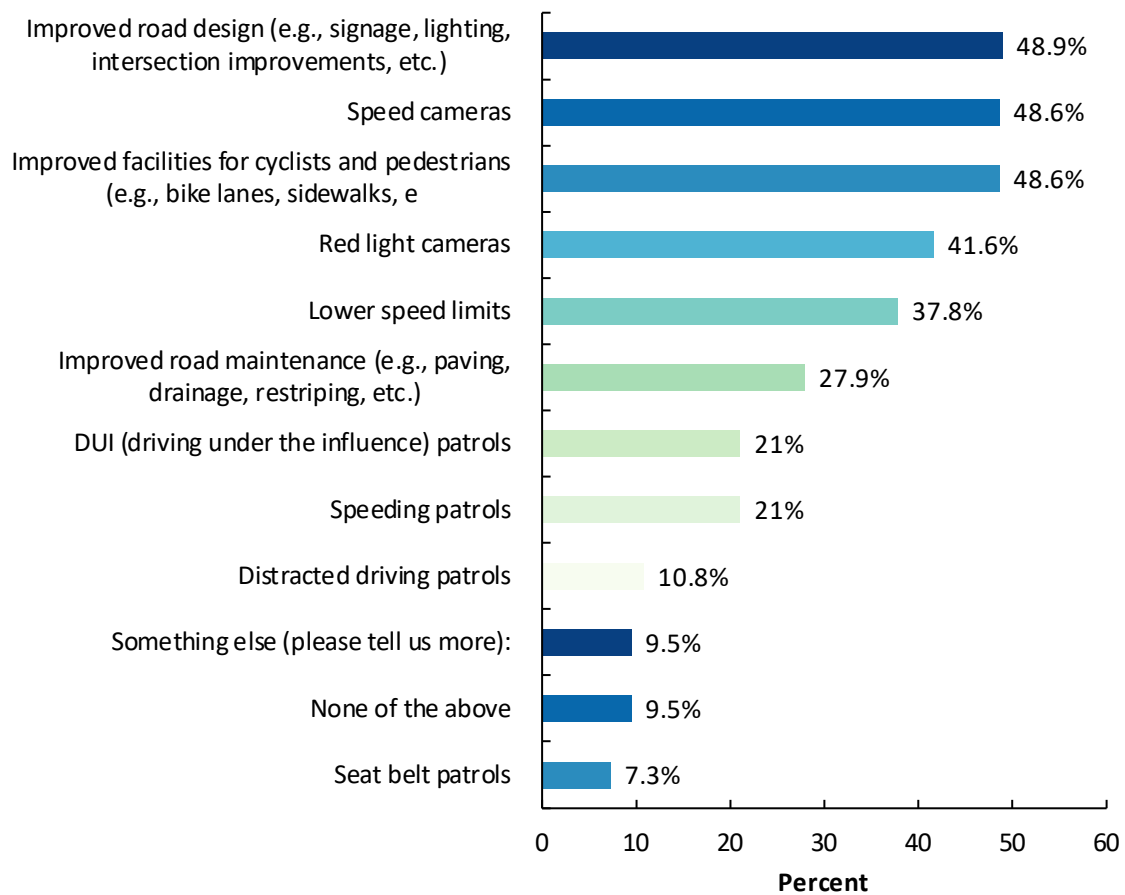
## Strategies for Success

Participants also pointed to a suite of tactics implemented by ODOT that they feel have been successful. Specific success strategies referenced by participants included:

- Increasing law enforcement (particularly the presence of State Patrol officers); creating new means for law enforcement personnel and ODOT/local transportation jurisdictions to collaborate and work together
- Introducing traffic calming measures (e.g., roundabouts on state highways; speed limit reductions; speed bumps)
- Developing traveler information systems (e.g., LED signage) to notify drivers about slower conditions ahead
- Prioritizing the development of pedestrian and cycling amenities (particularly in rural areas with limited existing infrastructure for non-vehicle travel)
- Making structural investments in other domains (e.g., helping residents to find affordable housing; addressing the substance abuse crisis; offering mental health support)
- Improving road conditions – filling potholes, re-paving
- Restricting the use of oversized vehicles
- Upgrading intersections to include features like stop light warning indicators, “splitter islands,” and additional signal heads
- Requiring periodic re-testing or recertification of drivers to maintain their licensure; increasing driver education and training (as well as education for cyclists/scooter users)
- Expanding the use of automated enforcement (e.g., red light cameras; automated ticketing for speeders)
- Expanding enforcement related to helmet and seat belt usage
- Implementing the use of “safety corridors”
- Using crash data to model and identify high-risk areas for intervention

Finally, three recent public education and outreach campaigns -- PBOT’s [“Vision Zero”](#) campaign, the [All Roads Transportation Safety \(ARTS\)](#) program, and [Safe Streets for All](#) -- have received significant praise from local residents. Transportation partners felt that these programs have proven successful overall, and that they have made important contributions to improving traffic safety. There is hope among transportation partners that these campaigns will be expanded in future to reach more rural areas.

In your opinion, which of the following are working well to improve roadway safety in Oregon? Please select all that apply. (Base: All transportation partners, n = 315.)



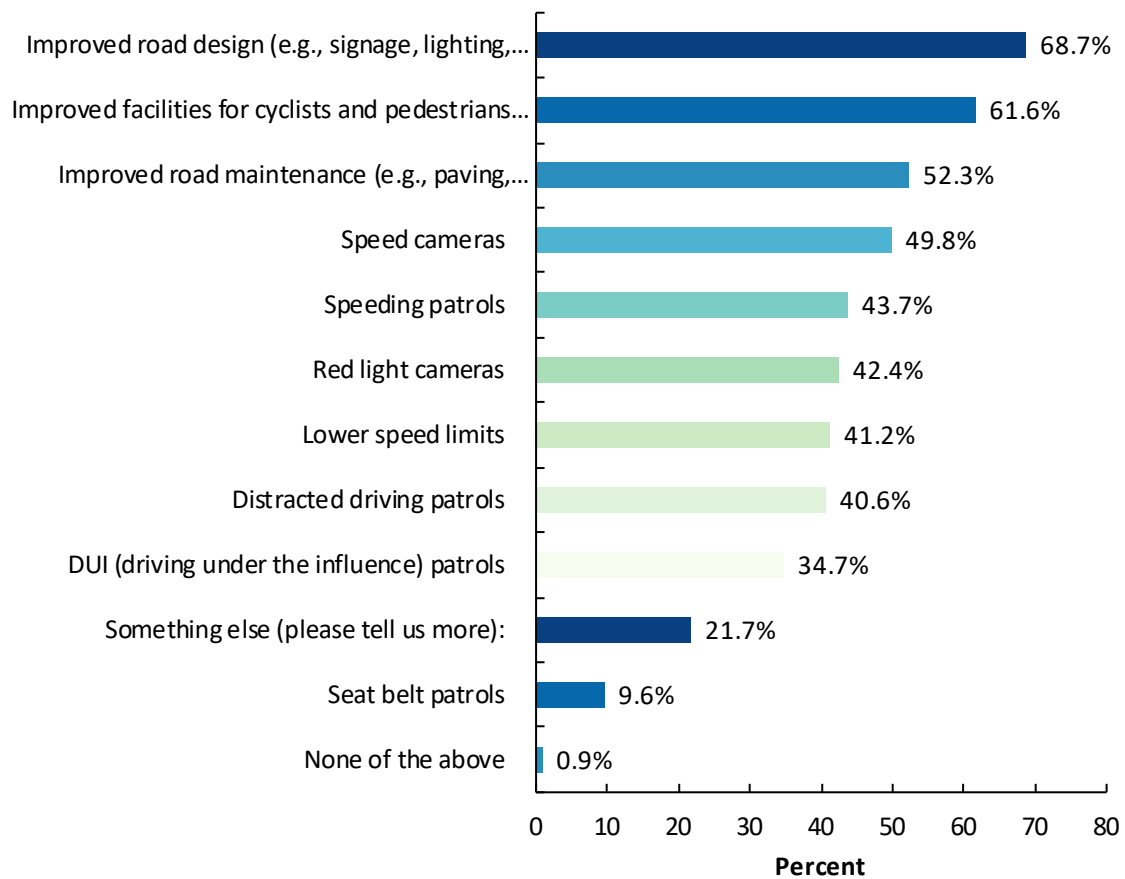
Value	Percent
Improved road design (e.g., signage, lighting, intersection improvements, etc.)	48.9%
Speed cameras	48.6%
Improved facilities for cyclists and pedestrians (e.g., bike lanes, sidewalks, etc.)	48.6%
Red light cameras	41.6%
Lower speed limits	37.8%
Improved road maintenance (e.g., paving, drainage, restriping, etc.)	27.9%
DUI (driving under the influence) patrols	21.0%
Speeding patrols	21.0%

Distracted driving patrols	10.8%
Something else (please tell us more)	9.5%
None of the above	9.5%
Seat belt patrols	7.3%

Among those that responded “something else,” some of the top responses included:

- Increased automated enforcement (e.g., speed cameras)
- Companies establishing permanent procedures to facilitate remote work
- Increasing driver education
- Adding rumble strips or speed humps to reduce speeding
- Changing road design – removing lanes, adding roundabouts and other traffic calming measures, or implementing “road diets” to reduce traffic.

In your opinion, what would you like to see more of to improve roadway safety in Oregon?  
Please select all that apply. (Base: All transportation partners, n = 323.)



Value	Percent
Improved road design (e.g., signage, lighting, intersection improvements, etc.)	68.7%
Improved facilities for cyclists and pedestrians (e.g., bike lanes, sidewalks, etc.)	61.6%
Improved road maintenance (e.g., paving, drainage, restriping, etc.)	52.3%
Speed cameras	49.8%
Speeding patrols	43.7%
Red light cameras	42.4%
Lower speed limits	41.2%
Distracted driving patrols	40.6%
DUI (driving under the influence) patrols	34.7%

Something else (please tell us more):	21.7%
Seat belt patrols	9.6%
None of the above	0.9%

Among those that responded “something else,” top responses included:

- Centering micromobility access and pedestrian-first design
- Introducing congestion pricing (as in New York City, for example)
- Improving lighting conditions; adding streetlights
- Introducing more frequent crosswalks and more distributed medians
- Improving access to (and conditions while using) public transit
- Adding new traffic calming features (e.g. more roundabouts)
- Increasing signage to notify drivers of upcoming hazardous conditions
- Narrowing roads and shortening parking spaces to discourage the use of oversized vehicles, or restricting vehicle size outright

What topics or focus areas would you recommend including in the 2026 Transportation Safety Action Plan update to better support the community you serve?

Additional areas of focus highlighted by transportation partners included:

- Improving and expanding traffic patrols in rural areas
- Expanding automated traffic enforcement (speed cameras; red light cameras; HAWK)
- Encouraging cities – particularly larger cities – to take on a greater role in championing urban road design and enforcement policy
- Honing in on infrastructure improvements for non-drivers
  - Reducing lanes and slowing speeds
  - Increasing sidewalk and bike path connectivity
  - Creating more visible crossing opportunities (per the Blueprint for Urban Design)
  - Improving accessibility for those with mobility needs
- Limiting or restricting the use of oversized vehicles (e.g., extended-cab pickup trucks)
- Traffic calming measures to reduce speeding and aggressive driving
- Expanding driver education
  - Requiring periodic retesting and recertification to maintain a license
  - Mandating driver training courses for high school students
  - Education for cyclists and scooter users

How will the additions you've recommended help us improve roadway safety in Oregon?

- Additional enforcement (whether automated or through police patrols): This intervention would help to address ongoing issues with driver behavior (including speeding, reckless driving, distracted driving, and DUI). Expanding automated enforcement will help to curb these behaviors even in less-patrolled areas, or during intervals where jurisdictions are overburdened or understaffed.
- Reducing speed limits: This measure could keep everyone safer – particularly if implemented in residential areas, but also on major highways!
- Expanding amenities for non-drivers: Implementing bicycle lanes, adding new sidewalks and crosswalks, and encouraging the use of public transit both helps to keep pedestrians/cyclists safer and reduces the traffic on Oregon's roads (for those that do choose to drive).
- Restricting the use of oversized vehicles: Oversized trucks and SUVs are environmentally unfriendly, create noise pollution, are harder to control while driving, and pose an ongoing danger to both pedestrians (who cannot easily be seen) and to other drivers (who may have trouble navigating around these vehicles). Limiting the size of such vehicles, restricting whether individual residents are allowed to own and operate them, or implementing different licensing requirements for the use of these vehicles would make the roads safer for all.
- Improving driver education: Many of those licensed to drive in the U.S. completed their driver training many decades ago (or, indeed, may never have completed a course at all!). Increasing driver training – for example, by requiring periodic retraining or re-testing to maintain one's license – would help to ensure that those new to driving in the U.S. are acquainted with the rules of the road, reinforce pedestrian and cyclist safety, and help state agents to more readily identify drivers whose capacities may be changing (due to age, health status, or other factors).

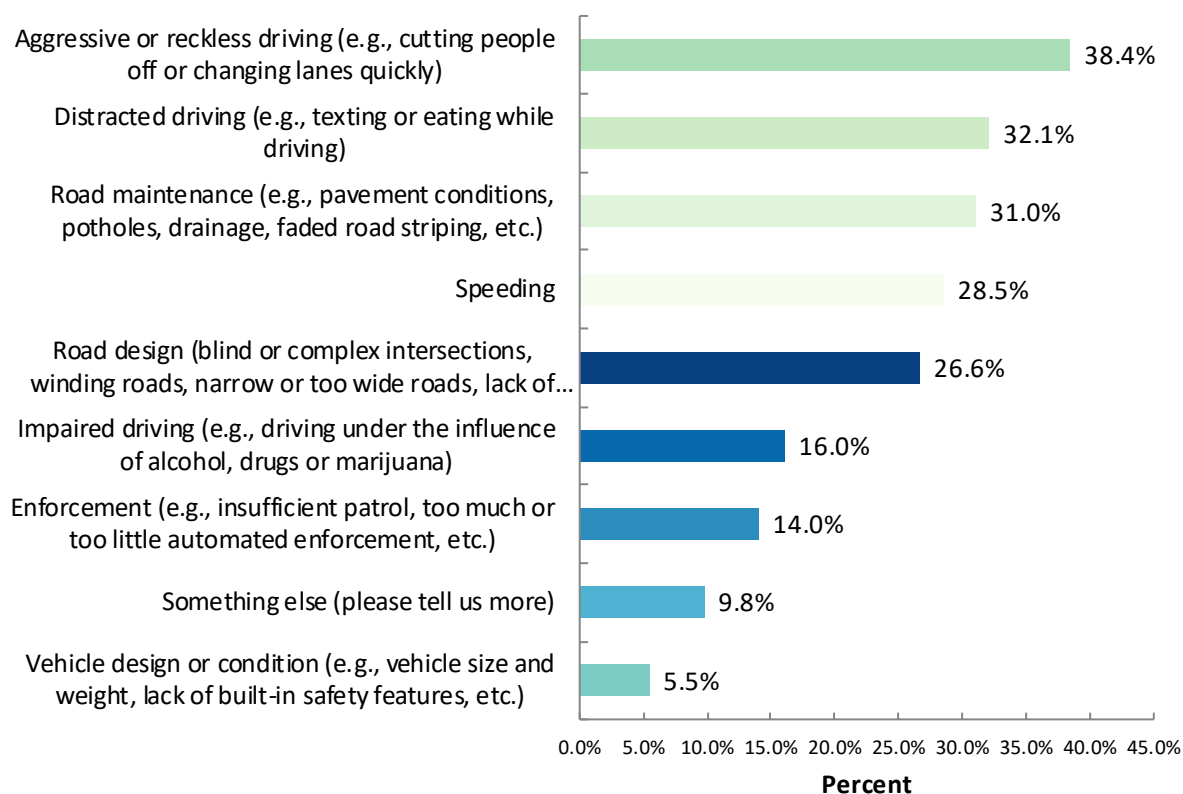
What else should statewide, regional, and local safety partners address to create a safer environment for all road users?

Some of the other recommendations offered by transportation partners included:

- Expanding the use of “diverters” to direct car traffic away from streets that are heavily trafficked by cyclists and pedestrians
- Improving communication between jurisdictions
- Being more intentional in selecting funded capital projects; prioritize these projects based on their contributions to safety, and don’t allow one major project to overshadow or obscure other regional needs
- Expanding support beyond ODOT – at the “highest political level” – to champion some of the more controversial but proven effective traffic calming tools
  - o Promoting use of rumble strips and speed humps
  - o Promoting the use of roundabouts on major thoroughfares
  - o Restricting driveways to “right in, right out”
- Working with insurance companies to create discounts or incentive programs for those that invest in driver education and safety (e.g., by taking a “refresher” course)
- Reducing VMT and taking measures to encourage mode shift; motivating use of transit
- Empowering local safety action committees to conduct their own community outreach
- Improving statewide data collection and data sharing to better identify high-risk areas throughout Oregon (and collaborate to address them)

## Detailed Findings -- Public Tract

What are your top concerns about roadway safety in your community? Please select your top two. (Base: All public tract responses, n = 1,228.)



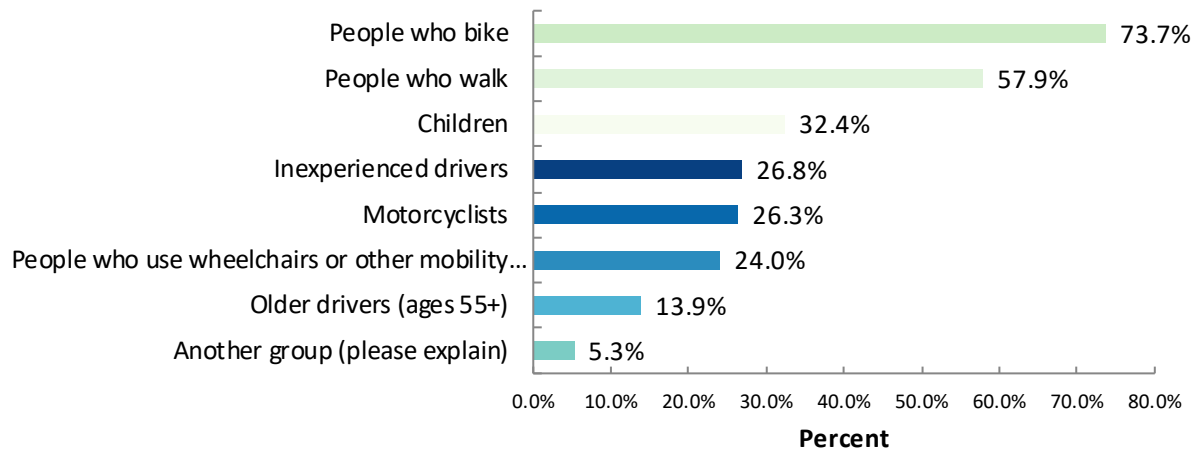
Value	Percent
Aggressive or reckless driving (e.g., cutting people off or changing lanes quickly)	38.4%
Distracted driving (e.g., texting or eating while driving)	32.1%
Road maintenance (e.g., pavement conditions, potholes, drainage, faded road striping, etc.)	31.0%
Speeding	28.5%
Road design (blind or complex intersections, winding roads, narrow or too wide roads, lack of sidewalks/bike lanes/paths, inadequate signage, lighting, etc.)	26.6%
Impaired driving (e.g., driving under the influence of alcohol, drugs, or marijuana)	16.0%

Enforcement (e.g., insufficient patrol, too much or too little automated enforcement, etc.)	14.0%
Something else (please tell us more)	9.8%
Vehicle design or condition (e.g., vehicle size and weight, lack of safety features, etc.)	5.5%

Top concerns not captured by these response options included:

- Drivers not attending to pedestrians (e.g., taking a right turn on red into a crosswalk where someone is actively crossing)
- Narrowing lanes to accommodate cyclists (but making the squeeze tighter for drivers)
- Drivers tailgating or following too closely
- Speed limits set too high on both highways and residential roads
- Drivers making illegal lane crossings and turns
- The need for additional lighting (both to improve visibility, and to discourage the use of high-beam headlights)
- Requiring education, training, or licensure for cyclists, e-bike users, and scooter riders

Which road users in your community are at greater risk of transportation-related injury?  
Please select up to three. (Base: All public tract responses, n = 1,211.)

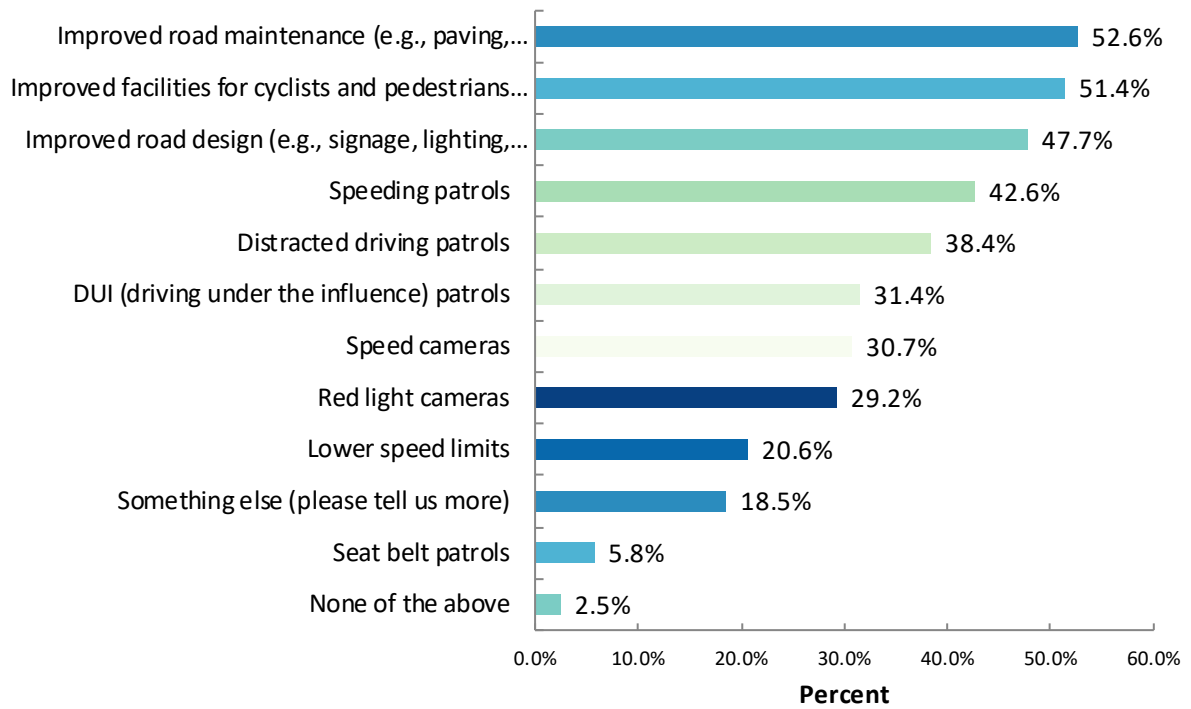


Value	Percent
People who bike	73.7%
People who walk	57.9%
Children	32.4%
Inexperienced drivers	26.8%
Motorcyclists	26.3%
People who use wheelchairs or other mobility devices	24.0%
Older drivers (ages 55+)	13.9%
Another group (please explain)	5.3%

Other populations identified as at-risk included:

- Unhoused residents (especially those living in their vehicles, in tent cities, or in other communities bordering major roadways)
- Pets and local wildlife
- Recent immigrants
- People using scooters or skateboards

What would you like to see more of to help improve roadway safety in your community?  
Please select all that apply. (Base: All public tract responses, n = 1,215.)

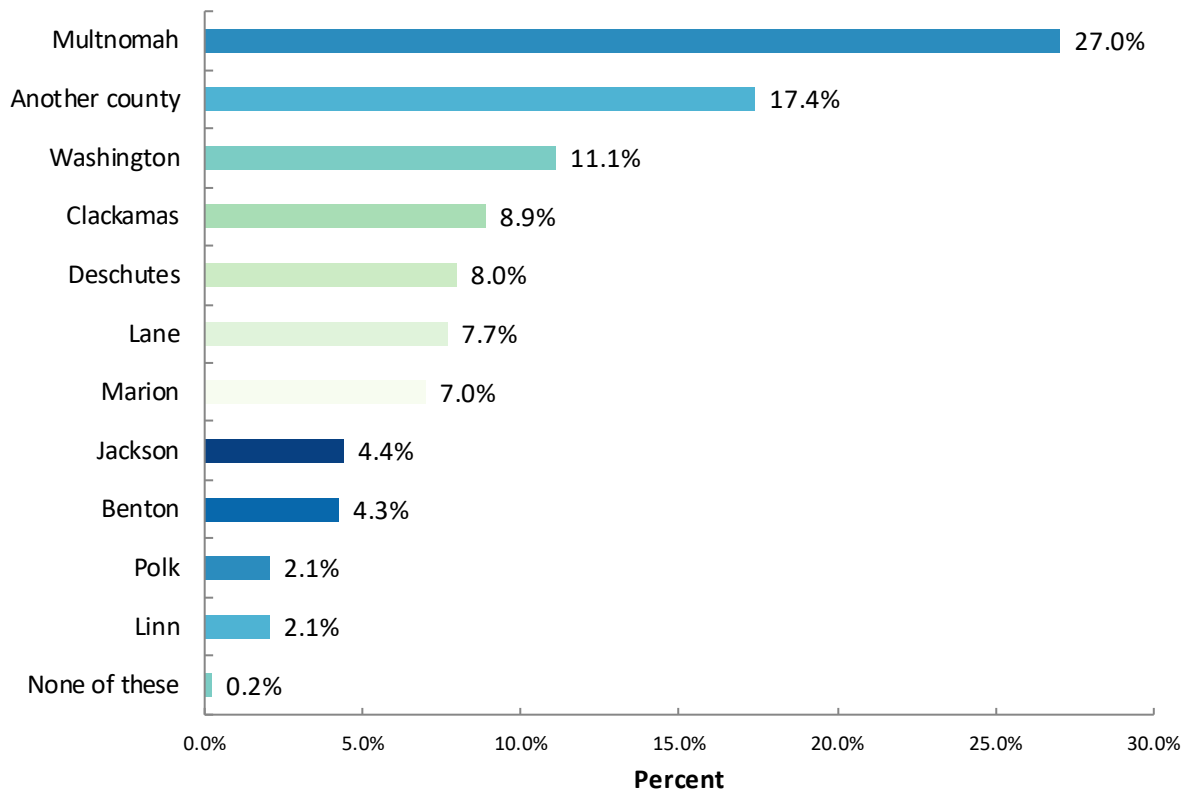


Value	Percent
Improved road maintenance	52.6%
Improved facilities for cyclists and pedestrians	51.4%
Improved road design	47.7%
Speeding patrols	42.6%
Distracted driving patrols	38.4%
DUI (driving under the influence) patrols	31.4%
Speed cameras	30.7%
Red light cameras	29.2%
Lower speed limits	20.6%
Something else (please tell us more)	18.5%
Seat belt patrols	5.8%
None of the above	2.5%

Other suggestions to improve roadway safety included:

- Holding police accountable to public standards (e.g., by discouraging officers from using cell phones or computing equipment while driving)
- Requiring periodic retraining or recertification of licensed drivers
- Implementing patrols specific to the issue of drag racing/street racing
- Adding better signage and lighting at major pedestrian crossings
- Redesigning or redirecting roads to help curb speeding
- Ticketing pedestrians and cyclists who do not follow the rules of the road
- Adding physical barriers to reduce/eliminate illegal turns
- Reduce public investment in funding highway expansion projects or adding lanes for car traffic; prioritizing capital projects focused on pedestrians, cyclists, and transit users
- Improving accessibility for people with mobility needs (e.g., added curb cuts)
- Implementing congestion pricing to reduce traffic (particularly in urban centers)
- Add regular DUI checkpoints, especially along major highways (e.g., Hwy 101)

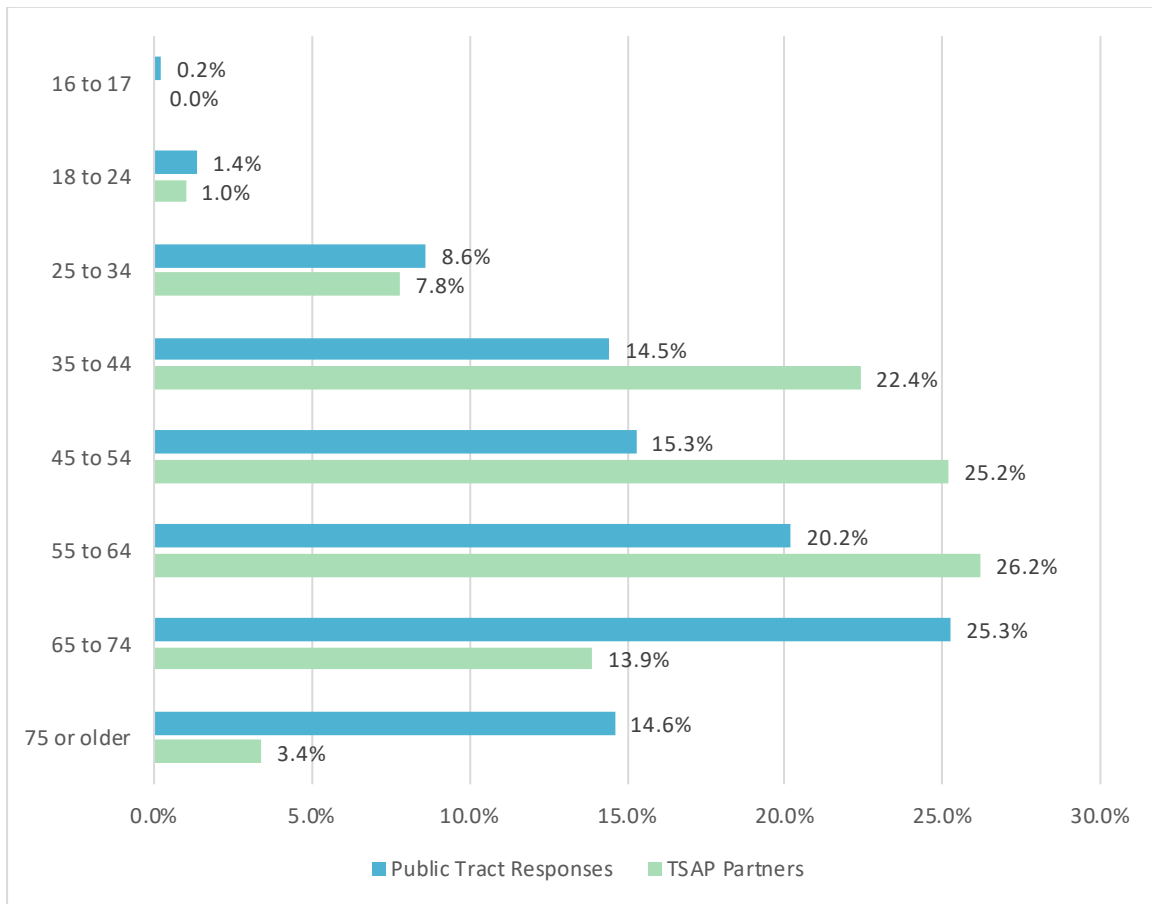
What Oregon county do you currently live in? (Base: All public tract responses, n = 1,317.)



Value	Percent
Multnomah County	27.0%
Another county	17.4%
Washington County	11.1%
Clackamas County	8.9%
Deschutes County	8.0%
Lane County	7.7%
Marion County	7.0%
Jackson County	4.4%
Benton County	4.3%
Linn County	2.1%
Polk County	2.1%
None of the above	0.2%

## Demographics

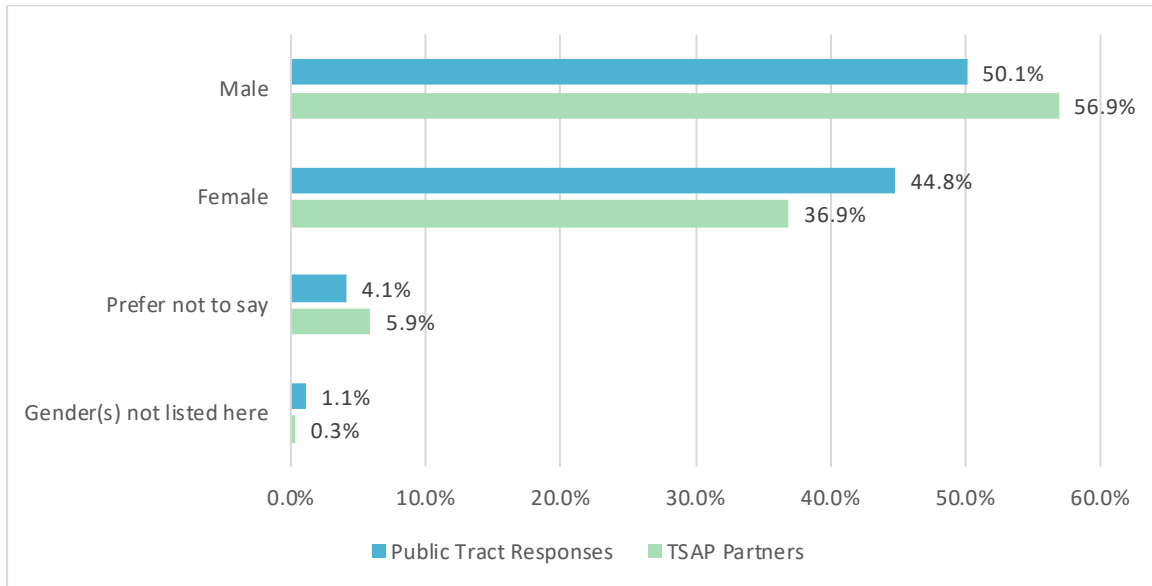
What is your age? (Base: All TSAP partners (n = 294), all public tract responses (n = 1,322).)



Value	Percent (TSAP Partners)	Percent (Public Tract)
16-17	0.0%	0.2%
18-24	1.0%	1.4%
25-34	7.8%	8.6%
35-44	22.4%	14.5%
45-54	25.2%	15.3%
55-64	26.2%	20.2%
65-74	13.9%	25.3%
75 or older	3.4%	14.6%

### How do you identify?

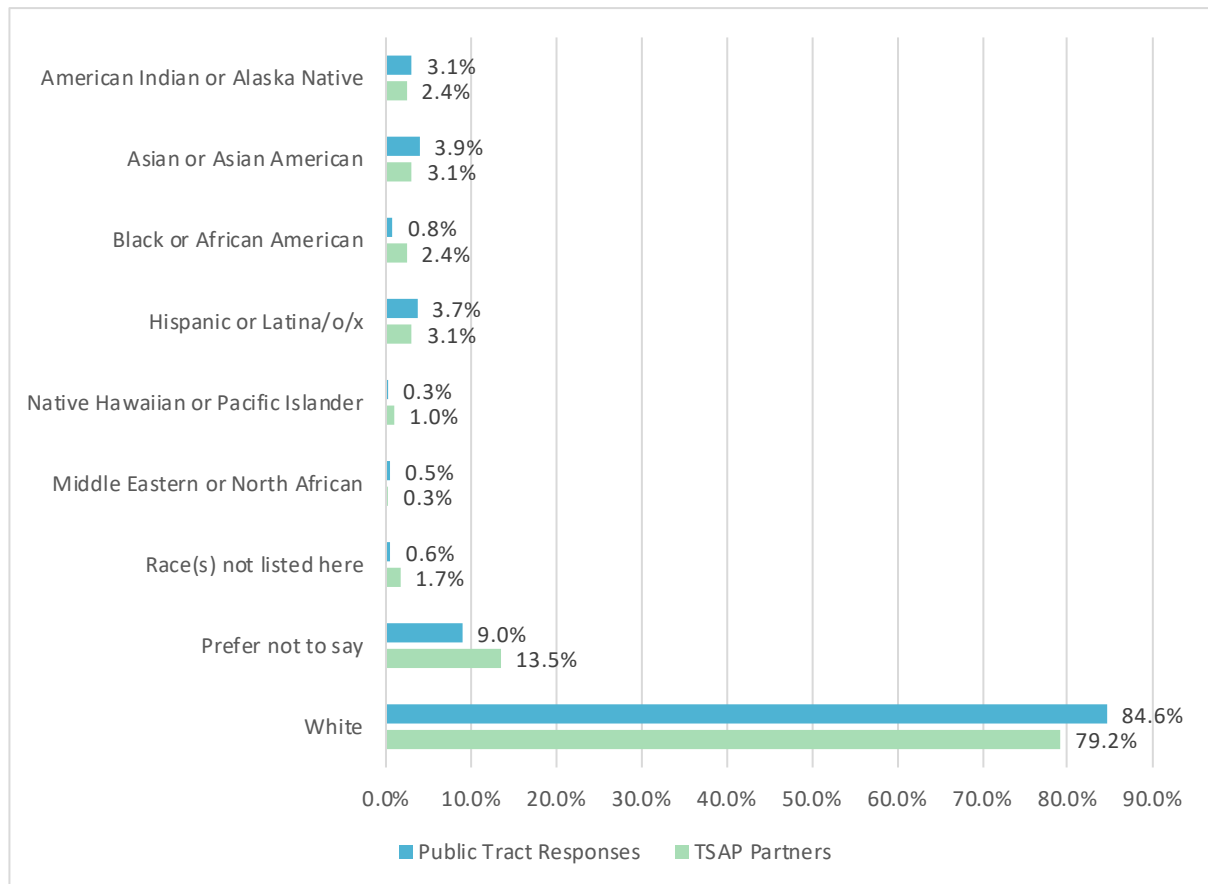
(Base: All TSAP partners (n = 290), all public tract responses (n = 1,206).)



Value	Percent (TSAP Partners)	Percent (Public Tract)
Male	56.9%	50.1%
Female	36.9%	44.8%
Prefer not to say	5.9%	4.1%
Gender(s) not listed here	0.3%	1.1%

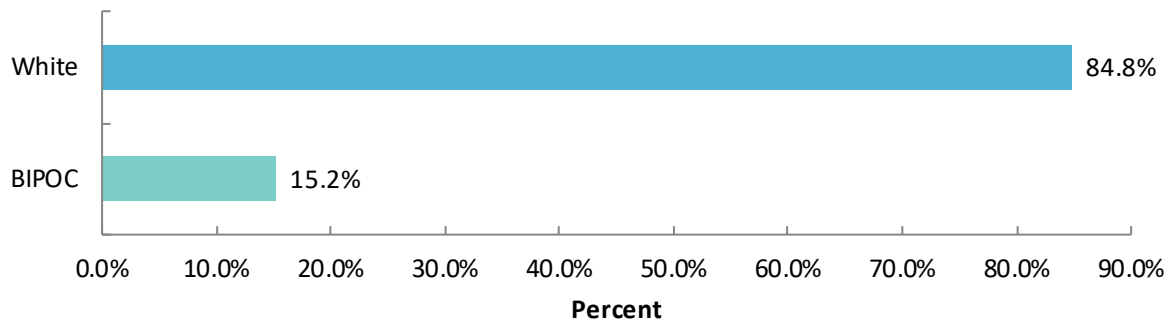
How do you identify? Please select all that apply.

(Base: All TSAP partners (n = 309), all public tract responses (n = 1,203).)



Value	Percent (TSAP Partners)	Percent (Public Tract)
American Indian or Alaska Native	2.4%	3.1%
Asian or Asian American	3.1%	3.9%
Black or African American	2.4%	0.8%
Hispanic or Latina/o/x	3.1%	3.7%
Native Hawaiian or Pacific Islander	1.0%	0.3%
Middle Eastern or North African	0.3%	0.5%
Race(s) not listed here	1.7%	0.6%
Prefer not to say	13.5%	9.0%
White	79.2%	84.6%

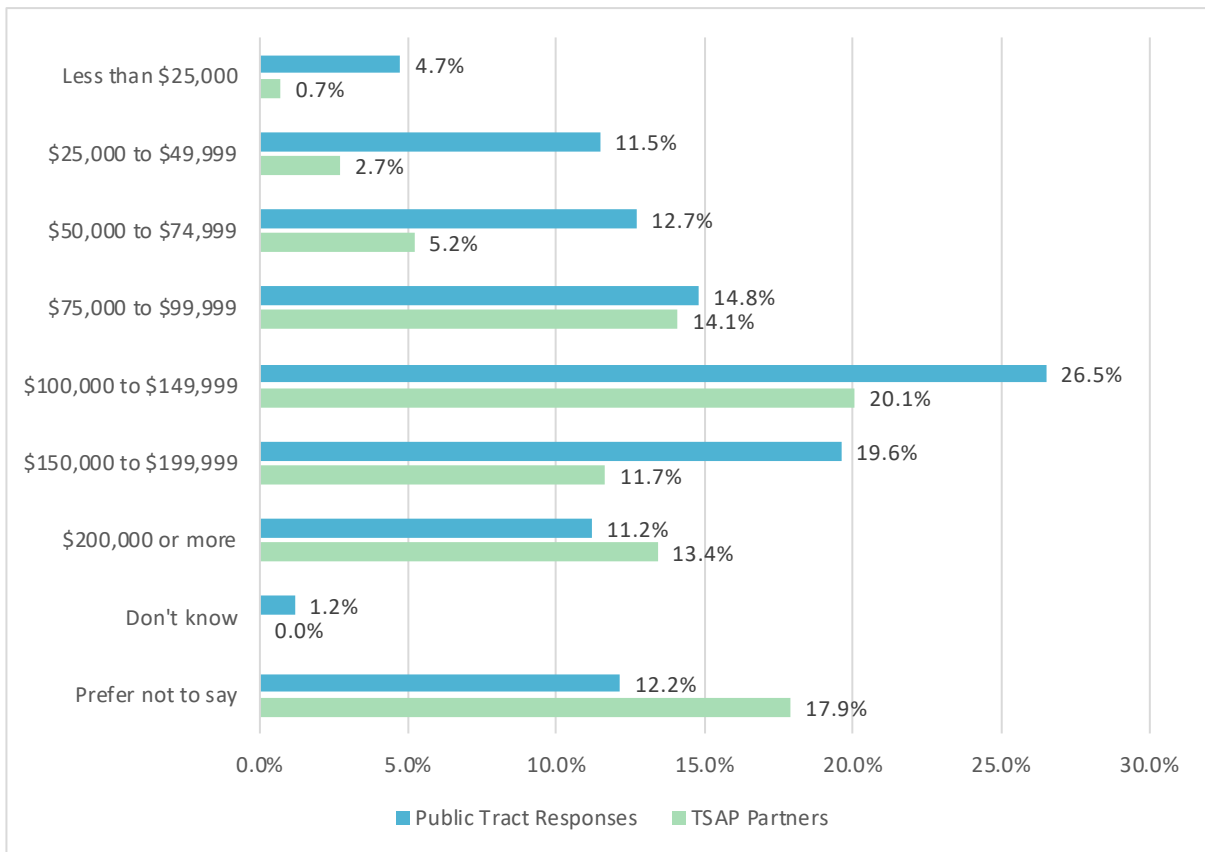
Grouped Race and Ethnicity (Base: all transportation partner responses, n = 270.)\*



Value	Percent
BIPOC	15.2%
White	84.8%

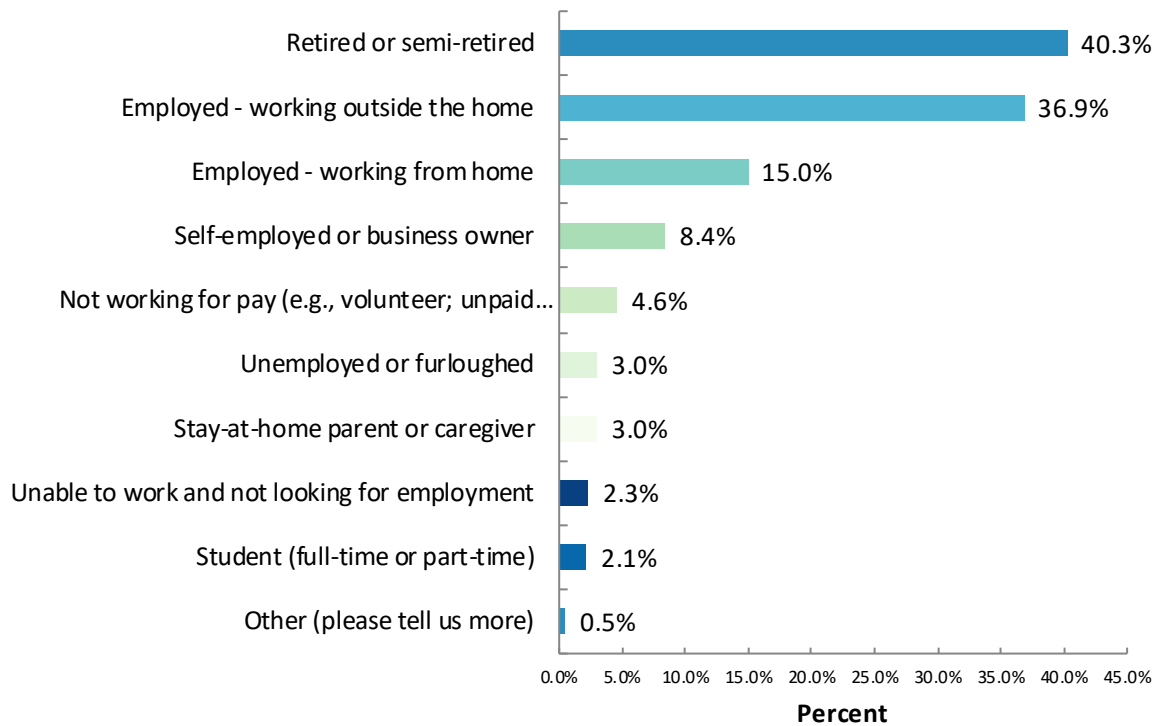
\*Respondents that selected “prefer not to say” have been omitted from this calculation.

What was your total household income in 2024? (Your best guess is fine.)  
 (Base: All TSAP partners (n = 291), all public tract responses (n = 1,202).)



Value	Percent (TSAP Partners)	Percent (Public Tract)
Less than \$25,000	0.7%	4.7%
\$25,000 to \$49,999	2.7%	11.5%
\$50,000 to \$74,999	5.2%	12.7%
\$75,000 to \$99,999	14.1%	14.8%
\$100,000 to \$149,999	26.5%	20.1%
\$150,000 to \$199,999	19.6%	11.7%
\$200,000 or more	13.4%	11.2%
Don't know	0.0%	1.2%
Prefer not to say	17.9%	12.2%

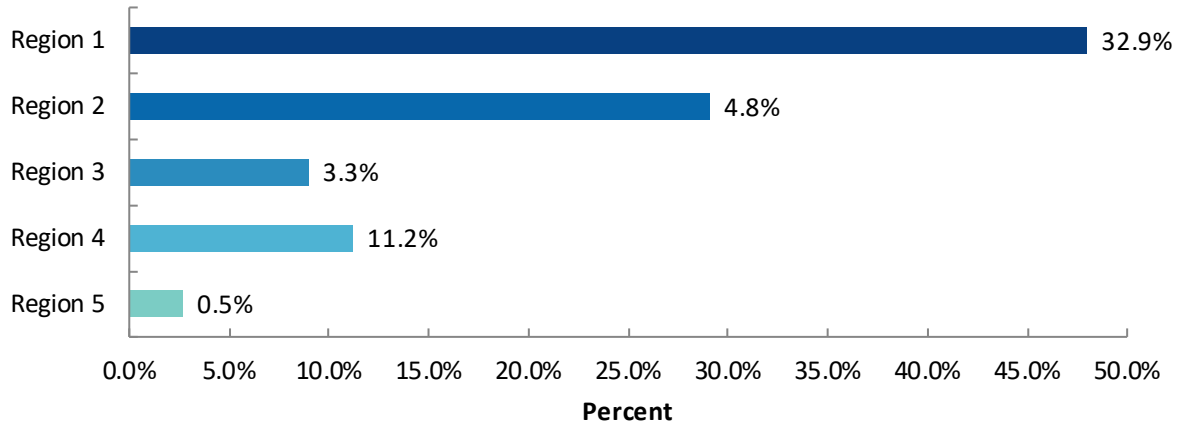
Which of the following best describes your current work status? Please select all that apply. (Base: All TSAP partners (n = 291), all public tract responses (n = 1,202))



Value	Percent
Retired or semi-retired	40.3%
Employed – working outside the home	36.9%
Employed – working from home	15.0%
Self-employed or business owner	8.4%
Not working for pay (e.g., volunteer; unpaid work)	4.6%
Stay-at-home parent or caregiver	3.0%
Unemployed or furloughed	3.0%
Unable to work and not looking for employment	2.3%
Student (full time or part time)	2.1%
Other (please tell us more)	0.5%

## Appendix A: Detailed Findings - Public Tract Responses

Regional Representation: Public Tract (Base: all public tract responses, n = 1,314.)

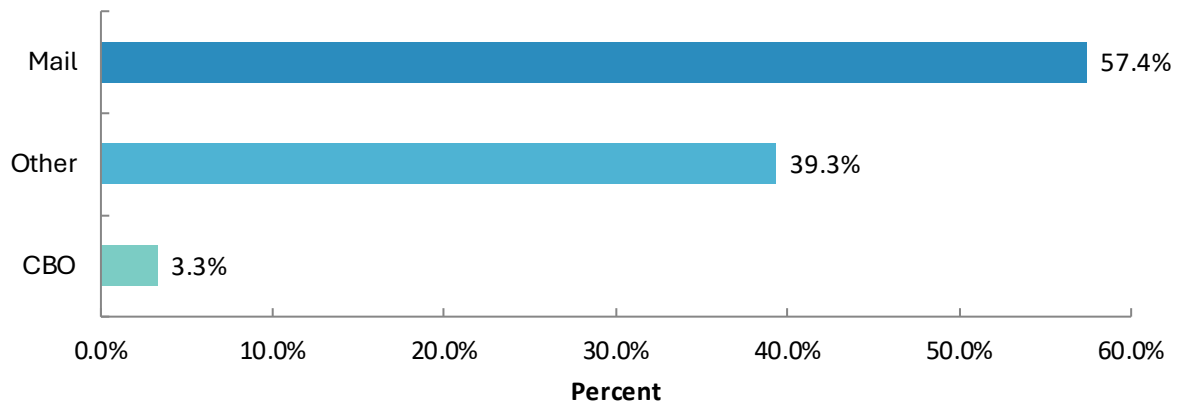


Value	Percent
Region 1	48.0%
Region 2	29.1%
Region 3	9.0%
Region 4	11.2%
Region 5	2.7%



- Region 1: Portland Metro (Clackamas, Hood River, Multnomah and eastern Washington counties)
- Region 2: Willamette Valley and North Coast (Clatsop, Columbia, Tillamook, Yamhill, Polk, Marion, Lincoln, Linn, Benton, Lane, western Washington and western Clackamas counties)
- Region 3: Southwestern Oregon (Douglas, Curry, Coos, Josephine, and Jackson counties)
- Region 4: Central Oregon (Wasco, Sherman, Gilliam, Jefferson, Wheeler, Crook, Deschutes, Lake, and Klamath counties)
- Region 5: Eastern Oregon (Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney, and Malheur counties)

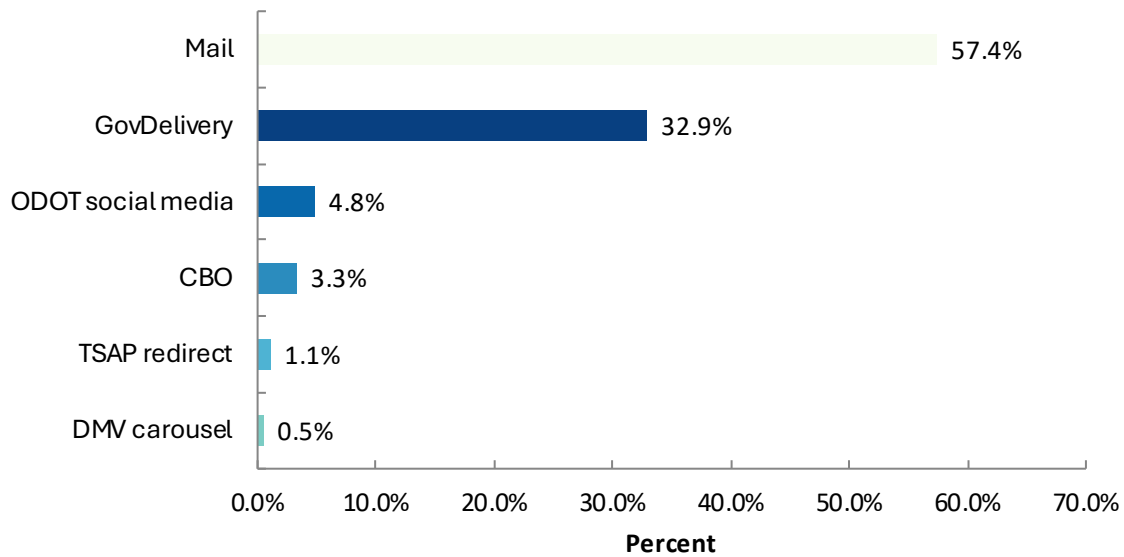
Recruitment Method (Base: all public tract responses, n = 1,322.)



Value	Percent
Mail	57.4%
Other	39.3%
CBO	3.3%

Responses from the general public were solicited in three different ways: by postal mail, through local community-based organizations (CBOs), and via other methods (such as word of mouth).

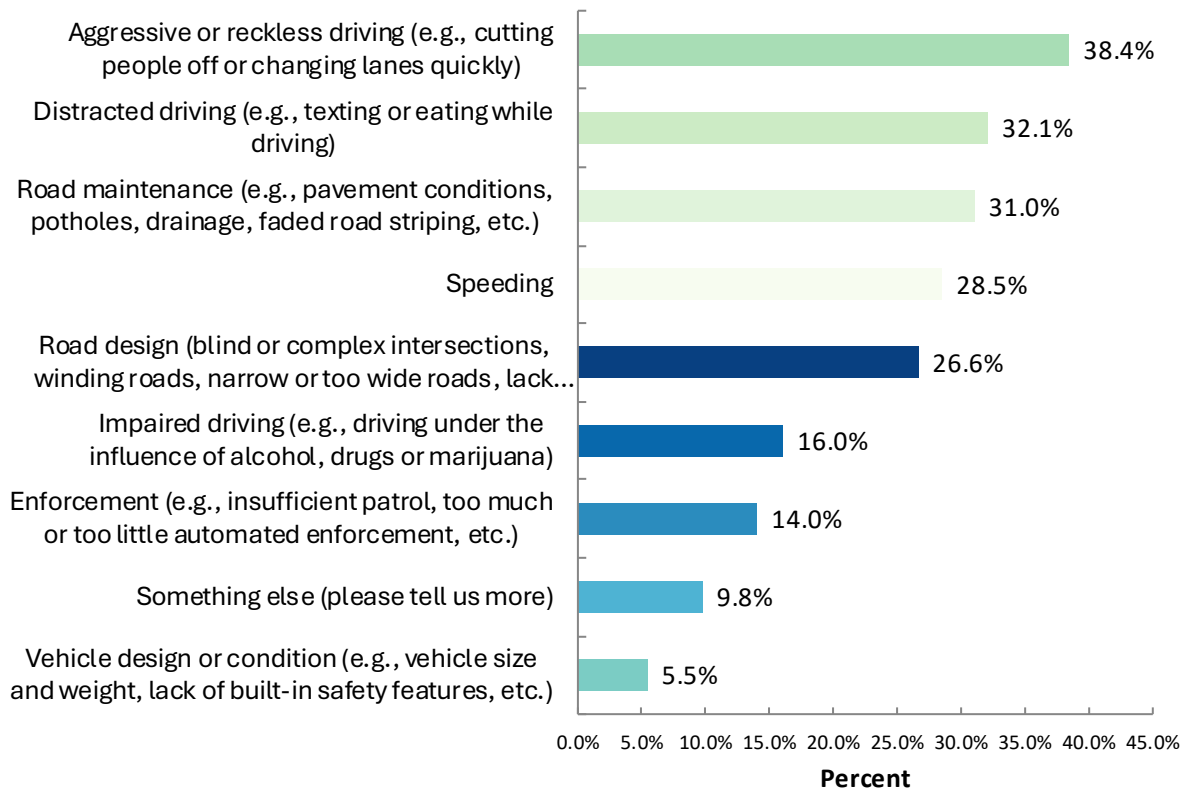
Response Rates by Recruitment Method (Base: All public tract respondents, n = 1,322.)



Value	Percent
Mail	57.4%
GovDelivery	32.9%
ODOT Social Media	4.8%
CBO	3.3%
TSAP Redirect	1.1%
DMV Carousel	0.5%

Referral links inviting residents to complete the ODOT OPOS were circulated using a variety of modes. The majority of participants that completed the survey responded to an invitation they received through the mail. The second most prominent referral source was the GovDelivery website, followed by ODOT’s social media page. Advertisements circulated via the rotating digital message board at the Department of Motor Vehicles yielded the fewest responses.

What are your top concerns about roadway safety in your community? Please select your top two. (Base: All public tract responses, n = 1,228.)



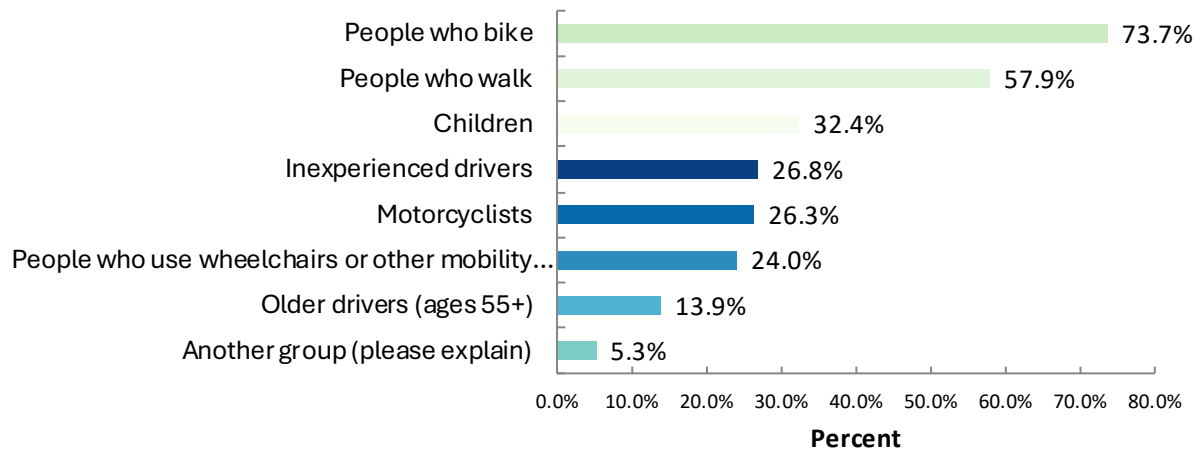
Value	Percent
Aggressive or reckless driving (e.g., cutting people off or changing lanes quickly)	38.4%
Distracted driving (e.g., texting or eating while driving)	32.1%
Road maintenance (e.g., pavement conditions, potholes, drainage, faded road striping, etc.)	31.0%
Speeding	28.5%
Road design (blind or complex intersections, winding roads, narrow or too wide roads, lack of sidewalks/bike lanes/paths, inadequate signage, lighting, etc.)	26.6%
Impaired driving (e.g., driving under the influence of alcohol, drugs, or marijuana)	16.0%
Enforcement (e.g., insufficient patrol, too much or too little automated enforcement, etc.)	14.0%
Something else (please tell us more)	9.8%

Vehicle design or condition (e.g., vehicle size and weight, lack of safety features, etc.)	5.5%
--	------

Top concerns not captured by these response options included:

- Drivers not attending to pedestrians (e.g., taking a right turn on red into a crosswalk where someone is actively crossing)
- Narrowing lanes to accommodate cyclists (but making the squeeze tighter for drivers)
- Drivers tailgating or following too closely
- Speed limits set too high on both highways and residential roads
- Drivers making illegal lane crossings and turns
- The need for additional lighting (both to improve visibility, and to discourage the use of high-beam headlights)
- Requiring education, training, or licensure for cyclists, e-bike users, and scooter riders

Which road users in your community are at greater risk of transportation-related injury?  
Please select up to three. (Base: All public tract responses, n = 1,211.)

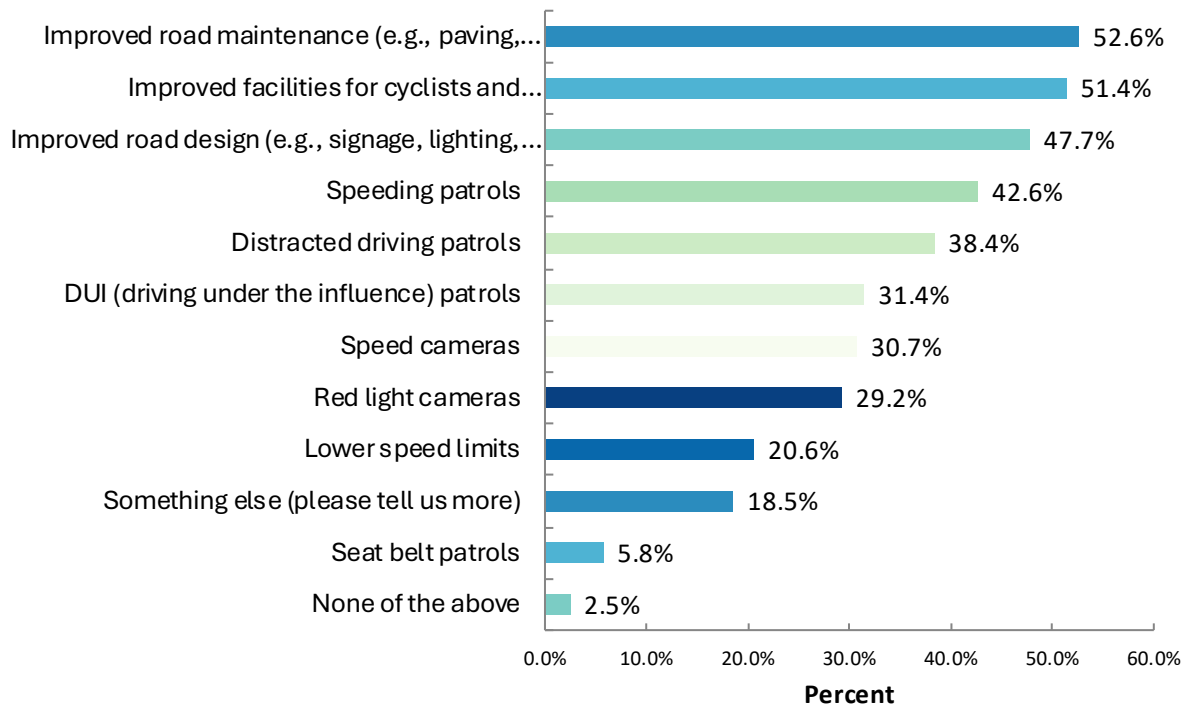


Value	Percent
People who bike	73.7%
People who walk	57.9%
Children	32.4%
Inexperienced drivers	26.8%
Motorcyclists	26.3%
People who use wheelchairs or other mobility devices	24.0%
Older drivers (ages 55+)	13.9%
Another group (please explain)	5.3%

Other populations identified as at-risk included:

- Unhoused residents (especially those living in their vehicles, in tent cities, or in other communities bordering major roadways)
- Pets and local wildlife
- Recent immigrants
- People using scooters or skateboards

What would you like to see more of to help improve roadway safety in your community?  
Please select all that apply. (Base: All public tract responses, n = 1,215.)

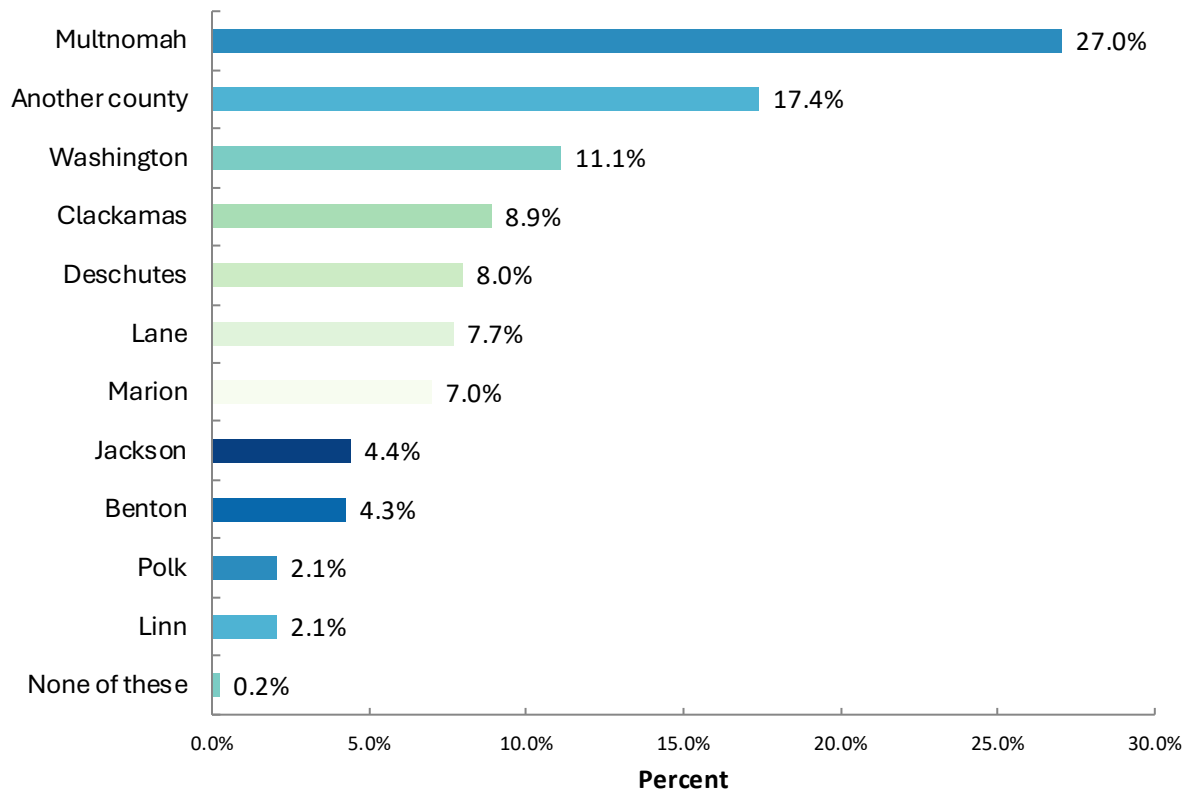


Value	Percent
Improved road maintenance	52.6%
Improved facilities for cyclists and pedestrians	51.4%
Improved road design	47.7%
Speeding patrols	42.6%
Distracted driving patrols	38.4%
DUI (driving under the influence) patrols	31.4%
Speed cameras	30.7%
Red light cameras	29.2%
Lower speed limits	20.6%
Something else (please tell us more)	18.5%
Seat belt patrols	5.8%
None of the above	2.5%

Other suggestions to improve roadway safety included:

- Holding police accountable to public standards (e.g., by discouraging officers from using cell phones or computing equipment while driving)
- Requiring periodic retraining or recertification of licensed drivers
- Implementing patrols specific to the issue of drag racing/street racing
- Adding better signage and lighting at major pedestrian crossings
- Redesigning or redirecting roads to help curb speeding
- Ticketing pedestrians and cyclists who do not follow the rules of the road
- Adding physical barriers to reduce/eliminate illegal turns
- Reduce public investment in funding highway expansion projects or adding lanes for car traffic; prioritizing capital projects focused on pedestrians, cyclists, and transit users
- Improving accessibility for people with mobility needs (e.g., added curb cuts)
- Implementing congestion pricing to reduce traffic (particularly in urban centers)
- Add regular DUI checkpoints, especially along major highways (e.g., Hwy 101)

What Oregon county do you currently live in? (Base: All public tract responses, n = 1,317.)



Value	Percent
Multnomah County	27.0%
Another county	17.4%
Washington County	11.1%
Clackamas County	8.9%
Deschutes County	8.0%
Lane County	7.7%
Marion County	7.0%
Jackson County	4.4%
Benton County	4.3%
Linn County	2.1%
Polk County	2.1%
None of the above	0.2%

## Appendix B: Survey Instrument

### ODOT 2026 Transportation Safety Action Plan

---



#### Transportation Safety Partner Survey - Summer 2025

The Oregon Department of Transportation is in the process of updating its Transportation Safety Action Plan, driving real changes to make transportation safer for everyone throughout Oregon. This survey aims to reach people involved in the transportation sector through work, policy, or advocacy.

The survey takes about 10 minutes to complete, and all responses are confidential. Please complete the survey by August 31.

Visit the [Transportation Safety Action Plan webpage](#) to learn more. You can read the most recent plan — completed in 2021 — in [this online PDF](#).

Questions? Contact ODOT Project Manager Mary McGowan at [mary.m.mcgowan@odot.oregon.gov](mailto:mary.m.mcgowan@odot.oregon.gov).

---

## Professional ID

Page exit logic: Skip / Disqualify LogicIF: #2 Question "As you fill out this survey, which of the following options best describes you? Please select all that apply." is one of the following answers ("None of the above apply to me") THEN: Disqualify and display: "Thank you for your interest in the Transportation Safety Action Plan. At this time, you do not qualify to take this survey."

Logic: Show/hide trigger exists.

2) As you fill out this survey, which of the following options best describes you? Please select all that apply.

- I'm a public official and/or involved in developing transportation policy
- I work for a public transit provider
- I'm an emergency services professional
- I'm an enforcement professional
- I'm a safety professional
- I work in the freight industry
- I work in the rail industry
- I'm a transportation planner or engineer
- I work in driver education
- I'm a transportation advocate
- I live in Oregon, but I don't work in transportation
- None of the above apply to me

---

Page exit logic: Skip / Disqualify LogicIF: #2 Question "As you fill out this survey, which of the following options best describes you? Please select all that apply." is exactly equal to ("I live in Oregon, but I don't work in transportation") THEN: Disqualify and display: "Sorry, you do not qualify to take this survey." Redirect to:  
[www.cognitofrms.com/ODOT2/Comments2026TransportationSafetyActionPlan](http://www.cognitofrms.com/ODOT2/Comments2026TransportationSafetyActionPlan)

Logic: Hidden unless: #2 Question "As you fill out this survey, which of the following options best describes you? Please select all that apply." is exactly equal to ("I live in Oregon, but I don't work in transportation")

Thank you for your interest in the Transportation Safety Action Plan. While this survey is for transportation professionals, ODOT is interested in your comments on transportation safety. Click "Next" to share your thoughts with us through an online comment form.

---

## Service Region

Page exit logic: Skip / Disqualify LogicIF: #3 Question "Where do you mainly provide services? Please select all that apply." is exactly equal to ("Somewhere else") THEN: Disqualify and display: "Thank you for your interest in the Transportation Safety Action Plan. At this time, you do not qualify to take this survey."

3) Where do you mainly provide services? Please select all that apply.

- I provide services statewide
- Baker County
- Benton County
- Clackamas County
- Clatsop County
- Columbia County
- Coos County
- Crook County
- Curry County
- Deschutes County
- Douglas County
- Gilliam County
- Grant County
- Harney County
- Hood River County
- Jackson County
- Jefferson County
- Josephine County
- Klamath County
- Lake County
- Lane County
- Lincoln County
- Linn County

- Malheur County
  - Marion County
  - Morrow County
  - Multnomah County
  - Polk County
  - Sherman County
  - Tillamook County
  - Umatilla County
  - Union County
  - Wallowa County
  - Wasco County
  - Washington County
  - Wheeler County
  - Yamhill County
  - Somewhere else
- 

## Partner Pathway Questions

4) Please share the agency or organization you are affiliated with.

---

## Top Concerns

Validation: Max. answers = 2 (if answered)

5) What are your top concerns related to roadway safety in your region or jurisdiction?

Please select your top two.

- Distracted driving (e.g., texting or eating while driving)
- Aggressive or reckless driving (e.g., cutting people off or changing lanes quickly)
- Speeding
- Impaired driving (e.g., driving under the influence of alcohol, marijuana, or other drugs)
- Road design (e.g., blind or complex intersections, winding roads, narrow or too wide roads, lack of sidewalks/bike lanes/paths, inadequate signage, inadequate lighting, etc.)
- Road maintenance (e.g., pavement conditions, potholes, drainage, faded road striping)
- Vehicle design or condition (e.g., vehicle size and weight, lack of built-in safety features, etc.)

Enforcement (e.g., insufficient patrol, too much or too little automated enforcement, etc.)

Something else (please tell us more):

---

## Perceptions of Safety

6) How effectively is safety addressed on roadways throughout Oregon? Consider success at the statewide, regional, and local levels.

Not successful at all

Not very successful

Somewhat successful

Very successful

7) Please explain your response to the previous question. Include specific strategies and efforts that you think have been effective at addressing safety concerns in the last five years. Consider success at the statewide, regional, and local levels.

---

## Successes and Shortcomings

8) In your opinion, which of the following are working well to improve roadway safety in Oregon? Please select all that apply.

DUI (driving under the influence) patrols

Speeding patrols

Seat belt patrols

Distracted driving patrols

Speed cameras

Red light cameras

Improved road maintenance (e.g., paving, drainage, restriping, etc.)

Improved road design (e.g., signage, lighting, intersection improvements, etc.)

Improved facilities for cyclists and pedestrians (e.g., bike lanes, sidewalks, etc.)

Lower speed limits

Something else (please tell us more):: \_\_\_\_\_

None of the above

9) In your opinion, what would you like to see more of to improve roadway safety in Oregon? Please select all that apply.

- DUI (driving under the influence) patrols
  - Speeding patrols
  - Seat belt patrols
  - Distracted driving patrols
  - Speed cameras
  - Red light cameras
  - Improved road maintenance (e.g., paving, drainage, restriping, etc.)
  - Improved road design (e.g., signage, lighting, intersection improvements, etc.)
  - Improved facilities for cyclists and pedestrians (e.g., bike lanes, sidewalks, etc.)
  - Lower speed limits
  - Something else (please tell us more): \_\_\_\_\_
  - None of the above
- 

## Recommendations

10) What topics or focus areas would you recommend including in the 2026 Transportation Safety Action Plan update to better support the community you serve?

11) How will the additions you've recommended help us improve roadway safety in Oregon?

---

12) What else should statewide, regional, and local safety partners address to create a safer environment for all road users?

---

## Demographics

The next few questions ask for some basic information about you and your household. These questions help ensure we hear from a diverse group of people in Oregon. Your answers are completely confidential.

13) What is your 5-digit home zip code?

14) What is your age?

- 17 or under
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75 or older

15) How do you identify?

- Female or woman
- Male or man
- Gender(s) not listed here
- Prefer not to say

16) How do you identify? Please select all that apply.

- American Indian or Alaska Native
- Asian or Asian American
- Black or African American
- Hispanic or Latino/a/x
- Native Hawaiian or Pacific Islander
- Middle Eastern or North African
- White
- Race(s) not listed here (please tell us more): \_\_\_\_\_
- Prefer not to say

17) What was your total household income for 2024 before taxes? Your best guess is fine.

- Less than \$25,000
- \$25,000 to \$49,999

- \$50,000 to \$74,999
  - \$75,000 to \$99,999
  - \$100,000 to \$149,999
  - \$150,000 to \$199,999
  - \$200,000 or more
  - I don't know
  - Prefer not to say
- 

**Thank You!**

Thank you for taking our survey. Your response is very important to us.

---

## Appendix C: Open-Ended Survey Responses

Please share the agency or organization you are affiliated with.

1) ODOT
2) Jarrett Walker Associates
3) Burns PD
4) ODOT Region 1
5) odot
6) Clackamas County
7) Clackamas County
8) City of Eugene
9) Oregon DOT
10) WSP
11) ODOT - DMV
12) DKS Associates
13) Polk County
14) Salem Area Mass Transit District
15) AAMPO/OCWCOG
16) consultant
17) PBOT
18) Washington County
19) T&L Trucking, Inc
20) Clatsop County Public Works
21) Corvallis Sustainability Coalition Transportation Action Team
22) Zan Associates
23) ODOT, City of Salem Planning Commission
24) Centennial School District
25) Clackamas County
26) Corvallis Area MPO/Oregon Cascades West Council of Governments
27) TriMet
28) OCWCOG
29) ocwcog
30) City of Salem
31) Washington County
32) First Student
33) Westside Transportation Alliance
34) oregon metro
35) odot
36) Oregon DOT
37) Oregon DOT
38) ODOT
39) city of hillsboro
40) ODOT
41) PBOT

42) Clatsop County Public Works
43) City of Happy Valley
44) Metro
45) PBOT
46) Zan
47) Zan Associates
48) Zan
49) Deschutes County Community Development Department / Road Department
50) Bend mpo tac
51) ODOT
52) Bend MPO
53) Bend Police Dept.
54) Oregon Health Authority
55) Bend Police
56) Oregon Health Authority
57) Oregon State Police
58) Oregon Department of Transportation
59) Oregon State University
60) OTC
61) MWVCOG
62) Bend Police Department
63) Oregon Health Authority
64) ODOT
65) City of Florence
66) City of Eugene
67) City of Eugene
68) Cherriots
69) City of Hines
70) City of Portland
71) Bend Police Department
72) Coos Bay Rail Line
73) ODOT
74) City of Ontario
75) Metro
76) Coty of Newport
77) BikeWalkRoseburg
78) Bike Walk Roseburg
79) Lane Transit District
80) City of Eugene
81) ODOT
82) Oregon Metro
83) CURRY COUNTY COMMISSION
84) City of North Bend
85) odot
86) ODOT

87) ODOT
88) ODOT
89) City of Depoe Bay
90) City of Astoria
91) ODOT
92) ODOT
93) ODOT
94) city of bend
95) Port of Portland
96) Clackamas County
97) PeaceHealth Trauma Center
98) Sky Lakes Medical Center
99) Peace Health
100) City of Eugene (and League of American Bicyclists)
101) Peace Harbor Medical Center
102) ODOT
103) 1000 Friends of Oregon
104) Higher Education Coordinating Commission
105) Clackamas County Department of Transportation and Development
106) Multnomah County
107) City of Sherwood
108) Oregon Health Authority
109) City of Sherwood
110) City of Heppner
111) test
112) ODOT
113) ODOT
114) ODOT
115) ODOT
116) ODOT
117) ODOT
118) ODOT
119) ODOT
120) ODOT
121) Sisters
122) City of Union
123) Bend Bikes
124) ODOT
125) Bend Bikes
126) retired private sector
127) Confederated Tribes of Grand Ronde
128) Metro
129) Oregon Department of Transportation
130) ODOT
131) Clackamas County

132)	Nez Perce Tribe
133)	ODOT
134)	Multnomah County
135)	City of Woodburn
136)	City of Eugene
137)	Washington County
138)	x
139)	OHSU Trauma Program, GAC DUII
140)	Multnomah County
141)	N/A
142)	SAFE Corvallis
143)	Oregon DOT
144)	Legacy Emanuel Hospital/TNTT Program
145)	Nelson\Nygaard
146)	Multnomah County Transportation
147)	ODOT Region 1
148)	ODOT
149)	Oregon State University
150)	Bike Walk Roseburg
151)	Curry Public Transit Inc
152)	ODOT
153)	City of Tigard
154)	Benton County Sheriff's Office
155)	CTCLUSI
156)	Grand Ronde Community
157)	City of Ontario
158)	City of Ontario
159)	Oregon State Police (Retired) & Gov's Advisory Committee on DUIIs Advisory
160)	City of Keizer
161)	OHSU
162)	Oregon Metro
163)	DLCD
164)	MWVCOG
165)	Mid-Willamette Valley Council of Governments
166)	City
167)	ocwcog
168)	Oregon State University
169)	Redmond Police Department
170)	Mid valley Bike Club Advocacy Commuttee
171)	Highway Heavy Hauling
172)	ODOT
173)	Oregon DOT
174)	ODOT
175)	None
176)	State of Oregon

177)	ODOT Public Transportation Division
178)	ODOT
179)	Metro
180)	ODOT
181)	Portland State University
182)	Jarrett Walker & Associates
183)	mnt works bicycles
184)	An Oregon Tribe
185)	Bike Portland
186)	x
187)	ODOT
188)	PSU
189)	PSOB Bike Committee
190)	SWTrails in Portland
191)	Nelson\Nygaard
192)	Harney County Court
193)	Curry Public Transit Inc
194)	ODOT
195)	BikePDX
196)	Oregon DOT
197)	City of Bend
198)	40 Mile Loop Land Trust
199)	Multnomah County
200)	LINN COUNTY
201)	DLCD, Seaside, Sunset Empire Transportation District
202)	ODOT
203)	ODOT
204)	ODOT- PTD
205)	ODOT
206)	City of Eugene
207)	OTSC
208)	ODOT
209)	OR Dept of Transportation
210)	City of Eugene
211)	ODOT
212)	Lane County
213)	Siskiyou Transportation, Inc.
214)	ODOT
215)	Josephine County
216)	ODOT
217)	ODOT
218)	Creston School Bike Bus/ Bike Bus PDX
219)	City of Woodburn
220)	Cutter Construction
221)	City of Eugene

222)	ACEC Oregon
223)	Reyes Engineering
224)	ODOT
225)	Umatilla County
226)	Independent
227)	Clackamas County
228)	ODOT
229)	School District #55
230)	Lane Transit District
231)	ODOT
232)	City of Monmouth
233)	Kittelson and Associates, Inc.
234)	ODOT
235)	city of hillsboro
236)	Lane Council of Governments
237)	Omega Morgan
238)	RAM Trucking, Inc.
239)	TFI International
240)	Ireland Trucking
241)	ODOT
242)	ODOT - DMV
243)	Lane Council of Governments
244)	Washington County
245)	Highway Heavy Hauling
246)	OTA
247)	Metro
248)	Parametrix
249)	Monmouth Transportation Commission
250)	Central Oregon LandWatch
251)	Metro
252)	Malheur Council On Aging And Community S
253)	University of Oregon
254)	Metro
255)	Highway Specialized Transport, LLC
256)	City of Salem
257)	Marion County
258)	odot
259)	Highway Specialized Transport
260)	University of Oregon
261)	Southern Oregon University
262)	None
263)	Oregon Legislature
264)	Salem Area Mass Transit District
265)	City of Salem
266)	PBOT

267)	Oregon Dept. of Environmental Quality
268)	Transportation Advisory Committee, City of Ashland
269)	Highway Heavy Hauling
270)	Benton County Community Development
271)	Reedsport Planning Commission
272)	ODOT Region 3
273)	City of Corvallis
274)	Multnomah County
275)	Highway Specialized Transport LLC
276)	Metro
277)	Portland Bureau of Transportation (PBOT)
278)	BNSF RR
279)	SAIF Corporation
280)	Highway Specialized Transport
281)	Oregon Department of Transportation
282)	City of Weston Oregon
283)	Saif Corp
284)	SAIF Corporation
285)	Hillsboro
286)	Lake Chinook Fire and Rescue
287)	SAIF Corporation
288)	The Street Trust
289)	SKATS
290)	Clackamas County so retired
291)	Go By Bike
292)	TriMet
293)	citizen
294)	Portland Bureau of Transportation
295)	Bend Bikes
296)	FHWA Oregon Division
297)	ODOT
298)	Metro
299)	AORTA
300)	Bend Bikes
301)	PBOT
302)	City of Portland (PBOT), City of Milwaukie
303)	Alta Planning Design
304)	washington county
305)	CTUIR
306)	Lake County Public Transit
307)	Crater Lake Trolley
308)	Global Transportation Engineering
309)	Tigard
310)	ODOT-DMV
311)	Malheur County

312)	City of Newport
313)	Benton County Sheriff's Office
314)	Lane Transit District
315)	Cow Creek Government
316)	Oregon Department of Transportation
317)	Multnomah County Bicycle & Pedestrian Community Advisory Committee
318)	Safe Routes to School
319)	Large Retail Transportation
320)	Metro
321)	ODOT
322)	Multnomah County Transportation
323)	lane county public works
324)	DKS Associates
325)	City of Gresham
326)	City of Gresham
327)	FedEx
328)	ODOT
329)	City of Weston Oregon
330)	Metro
331)	Oregon Trucking Association
332)	City of Weston Oregon
333)	Combined Transport, City of Medford, Oregon Trucking Association
334)	Columbia County Public Works
335)	City of Gresham
336)	East Umatilla Fire & Rescue
337)	Multnomah County
338)	Oregon Walks
339)	NWFF Environmental
340)	City of Eugene
341)	A&M Transport
342)	Transit2Trail
343)	Green Transfer & Storage Co.
344)	TCCA,JENCK FARMS
345)	ODOT
346)	SJFS and AWC
347)	Metro
348)	City of Medford
349)	TRIMET CAT
350)	Benton County
351)	Polk County
352)	ODOT
353)	ODOT
354)	TriMet
355)	Multnomah County Environmental Health
356)	Kittelson & Associates, The Street Trust

357) Studio Davis Planning

What are your top concerns related to roadway safety in your region or jurisdiction?

1) ADA Ramps @ Highway Sidewalks
2) All of the above are important to me.
3) Better separation of SOV from active transportation users.
4) Bicycle Safety
5) Bicycle commuter safety
6) Correct Intersection Signalization (change and red clearance intervals for travelers' "Safety Reasons"!).
7) Encouraging a shift from automobile use to alternative transportation.
8) Fatalities
9) Guard Rail needed on river side of NE Highway 20 at mp 1.1-1.3. This would have saved at least one life, and future lives.
10) High vehicle speeds (regardless of speed limits)
11) I am concerned with high speed roads in urban areas, in addition to speeding. I am also equally concerned with all of the safety issues listed here, and addressing all of them will be necessary to achieve safer streets.
12) Impaired/distracted driving and speeding
13) Lack of Pedestrian Crosswalks
14) Lack of adequate/robust transit facilities/services
15) Lack of funding
16) Lack of planning for all modes of travel, not just motorized vehicles
17) Land use planning that supports access, reduces car dependence, and promotes safer community design
18) Motorist Education
19) Multi use/separated Ped/Bike facilities
20) Need for tactical urbanism, quick response
21) Our current trend toward larger heavier vehicles makes biking and walking much more dangerous.
22) Pedestrian access
23) Pedestrian crossing safety
24) Safe Land Use Planning
25) Schools need more pedestrian and bike safety education
26) Workforce issues
27) congestion poor infrastructure
28) no or inaccessible sidewalks and paths of travel
29) no respect for the law or society. no consequences for law breakers.
30) posted speed set for vehicles and not the safety of bikes/peds
31) unexplained roadway departure
32) unsafe driving, basically the first four combined
33) work zone enforcement

How effectively is safety addressed on roadways throughout Oregon?

Please explain your response to the previous question. Include specific strategies and efforts that you think have been effective at addressing safety concerns in the last five years. Consider success at the statewide, regional, and local levels.

1) I am primarily focused on urban ODOT roads, which seem to always be the most dangerous roads in each city. ODOT needs to be more supportive of local efforts to tame these dangerous roads, including giving planning control of these roads to cities that are better positioned to focus on the safety of all road users.
2) There are too few law enforcement officers, especially state police. In addition, ODOT incident response should be an ever-increasing asset instead of continuing with insufficient numbers to keep up with need.
3) There has been more focus on strategies to increase visibility to make roadways and crossing opportunities safer (RRFBs, leading-pedestrian intervals, etc.), as well as traffic calming through design (e.g., roundabouts on state highways, speed limit reductions, etc.), and traveler information systems to alert drivers to slower conditions ahead or incidents (e.g. ATM systems have consistently led to crash reductions in the areas where signs have been installed).
4) The creation of the BluePrint for urban design. Increasing the prioritization of regional and state ped/bike facilities
5) Effective programs include: speed limit reduction, automated speed enforcement, road diets
6) I think that we have made meaningful safety infrastructure investments and will continue to do so. That being said, larger societal issues like our housing crisis, addiction/substance abuse issues, and the worsening mental health of some have all been major factors in the Eugene area's last five years of crash history. It is difficult to address these deeper issues without a larger multidisciplinary effort.
7) Statewide, ODOT is an effective leader in safety, particularly in crash data and planning. Multnomah County and Portland are making good progress on homelessness and impact of pedestrian risks, particularly in these communities.
8) Daylighting intersections in urban areas is something I see more and more, but it needs to be implemented further.
9) I feel that enforcement is slipping and people are becoming more likely to speed or drive recklessly.
10) I think that more could be done to encourage better driving behavior through better roadway design. Some roadways have lower speed limits, but will still be 5 lanes wide which does not encourage slower driving. There are also places where crosswalks have been installed but there is not adequate alerting for drivers, or the speed of the road is still fast, so it creates a false sense of safety for pedestrians.
11) Focusing on eliminating bottlenecks and dangerous intersections and as we address them we include pedestrians and bicyclists. Keeping this focus on vehicles then pedestrian bicycle safety makes sense. This way we all benefit from our investments from transit, commuters, freight, pedestrian and bicyclists.
12) Transit access is very difficult in rural areas where pedestrian infrastructure doesn't exist. This creates hazardous conditions for people trying to access public transportation who have to walk or bicycle on roads without shoulders or separated pedestrian facilities on high speed roadways.
13) Regionally poor road maintenance in adverse locations have led to dangerous conditions, Specifically uneven pavement and buckling on the coast and in Yamhill

County. Linn County roads are showing their age and safety improvements are extremely slow to be added.
14) Traffic calming is implemented on some sections of state roads in certain communities, but not many. Need way more in urban areas.
15) We've seen a lot of the indicators of safety, especially crash numbers, trending in the wrong direction. As we get larger vehicles that can go faster and have more people dealing with financial, mental health, substance, and other challenges that lead to poor decision making, the likelihood of serious collisions increase. If we can't solve those social or car design issues, we need to design roads that are more human scale, but we can't seem to let go of car dominant design or except trade offs that inconvenience drivers as we try to achieve those goals
16) All Roads Transportation Safety (ARTS) Program that prioritizes "hotspot" locations with high crash concentrations. Infrastructure Improvements like Intersection Upgrades that include installing warning signs, splitter islands, additional signal heads, and changing signal light phasing. Safe Routes to Schools funding has also been a success.
17) The educational aspect has been around for many years, yet we still have a large section of the driving public that haven't taken a driving test since they received their original license. Also, since the pandemic, there has been a societal shift that people think they can do whatever they want with no consequences, This was developed when the number of cars on the road went down considerably and the lack of enforcement followed suit.
18) Pedestrian safety at intersections has been improved with bulb-outs and RRFBs. Roundabouts and traffic circles have been effective. We still need to increase safety along urban highways to slow drivers down and increase crossing safety.
19) I think the expansion of traffic safety cameras, and the marketing of them as such, has had a major positive impact on safety. I also think the expansion of the bicycling and sidewalk network has improved safety. That said, there have been some jurisdictions, namely Washington County, that call roadway widening projects "safety projects", such as Walker Rd expansion, 198th, and 209th. These projects add a significant amount of lane miles, but are called "safety projects", because they also add a 6' sidewalk and a painted bike lane. These projects claim to improve safety, but allow for faster vehicle speeds and volumes without appropriate protection for walking and biking. Land use, project scoping, and a less broad use of the word "safety" must be looked at.
20) Portland has seen a reduction in traffic fatalities, with it's Vision Zero and Safe Streets for All campaigns. There is still a lot of work to do with driver education, street designs like ped/bike infrastructure, and enforcement of bad driving behavior like speeding and distracted driving.
21) Transportation systems place a priority on moving cars quickly and efficiently. That does not create a very safe roadway system for vulnerable modes and leads to aggressive driving and speeding, which is one of the primary reasons for crashes
22) Oregon has made moderate progress in fulfilling its vision for a safe transportation system, regardless of who one is and their mode of travel. Transportation Demand Management programs, education, and investments in transit and active transportation through programs such as the STIF and the OCP have made tangible progress towards this goal. The state must maintain momentum by continuing to invest in infrastructure that encourages safer driving while protecting vulnerable users.
23) DUII patrols have been widely successful, as well as holiday checkpoints.
24) Some success with traffic calming road improvements.
25) traffic has increased quite a bit, but the roads are not designed for it. Mitigation does not seem to be working.

26) Local and State level traffic signing, pavement markings and lately, controlled and uncontrolled pedestrian crossings are a good example of good strategies for increase overall safety.
27) Funding for complete streets improvements have provided safety benefits throughout the state for all users. However, due to things such as ADA ramp replacement requirements, paving projects are getting more expensive and improvements can't go as far.
28) effective - helmet and seatbelt laws, and it seems that fatal crashes still often involve unhelmeted or unseatbelted people, so more work needs to be done. Safe routes to school - outreach to students on how to get to school, programs to improve infrastructure on those routes.
29) I selected not very successful since we are currently not meeting our safety performance measures as a state. However, I do think enforcement efforts (OT, WZ, City level) and the ARTS program have been effective at addressing safety concerns on all roads in Oregon.
30) Generally there has been success with safety corridors which bring extra awareness, new roundabouts to help address problematic unsignalized intersections, turn restrictions/channelization to help improve to reduce conflicting movements, however there does need to be more education or enforcement regarding distracted driving or expectation of pedestrians or bicyclists. We have a good start but more needs to be done.
31) We have been able to get grants to help support safety- getting crosswalks put in/ lights/ safety programming.
32) In the previous five years, we have been less effective at enforcing traffic violations, especially speeding as law enforcement has shifted priorities/been pushed away from that role. All the factors listed above have played into more dangerous roads, but speed is the universal factor in what makes them all even more dangerous. I cannot think of any particularly successful strategies in the last five years - perhaps a push to lower speed limits in residential areas (although I'm not sure that it is that effective at lowering speeds)...
33) Traffic violence has been on the rise - this is particularly alarming when you consider that we continue to make technological advancements in our vehicles. Vehicle speeds are the number one factor in determining whether a crash will be an injury/fatality so as a state we must address this fact critically and creatively. Death and serious injury should not be a consequence for participating in our transportation network.
34) Funding for local TSAP updates is helpful and provides insightful local data. Education for e bikes and other emerging travel modes is needed. Additional funding sources are needed for thorough safety studies at local levels.
35) most streets are still designed for easy fast driving, others lack shoulders, sidewalks, etc.
36) Need some way to have the drivers much more attentive!
37) Speeding and aggressive driving are becoming more prevalent as the state's population grows. The most effective strategy I've seen are radar speed signs. You can watch drivers' break lights engage as soon as they see the signs.
38) I think the data shows that we have not been very successful in lowering crash or injury rates. I work with local jurisdictions who are clamoring for safety improvements, particularly signals and enhanced crossings. Not only is there a lack of funding for these improvements, ODOT is often an obstacle to getting these installed instead of being a responsive partner. The frustration among locals over this is palpable.
39) Statewide, the number of serious injury and fatal crashes has increased significantly over the past 10 years. Speeding, aggressive driving and DUII continue to be major issues. Within Central Oregon, I think we've made significant progress building safer roads. There

<p>are now 7 roundabouts on US20, and cities and counties continue to add new roundabouts, build protected intersections and bike lanes, and add safe crossings. A lot more work is needed, however, to create a safety culture.</p>
<p>40) Built environment in rural and poor communities is lacking in safety. Public is unaware of laws and regulations for micromobility, especially for e-bikes, e-scooters, etc. E-micromobility use is growing however we need to make greater efforts in laws, education, and built environment to keep up with it.</p>
<p>41) Based upon monitored radio traffic, it is obvious officers are too busy and too short-staffed to be proactive in their traffic safety efforts. Officers do not have time to survey traffic behaviors, patrol problem areas and take enforcement action.</p>
<p>42) Enforcement is better needed for speeding, aggressive driving and impaired driving. Still there is lots of safe infrastructure in place and policy. Land use planning for safer and more efficient transportation could also greatly improve.</p>
<p>43) Enforcement is inconsistently applied by law enforcement depending on staffing and competing priorities, aggressive and impaired driving is not universally prioritized across the state, and there is a culture of acceptance for 500-600 traffic deaths annually in the absence of meaningful investment in strategies to mitigate. Regional and local partnerships around traffic safety have been growing and making meaningful progress. I can't speak to the engineering and education side as much.</p>
<p>44) As ODOT incorporates more great streets principles to the highways that go through places where people live our highways are getting safer. The more we incorporate design principles that include all road users the safer our roads will be.</p>
<p>45) I think Oregon has some of the best roads in the country. I'm glad we invested in asphalt grinders. We need to invest in road line painting, especially on roads between the Coast and the Willamette Valley. On some roads, the fog line is so faded, it cannot be seen at night.</p>
<p>46) Roadway safety is not effectively addressed in Oregon as shown in the data of collisions resulting in injuries, and in the low use of 'active transportation' modes.</p>
<p>47) Little enforcement is observed when traveling.</p>
<p>48) Statewide Level Oregon has implemented several statewide initiatives to improve roadway safety. The ARTS Program is a key statewide effort that uses data-driven methods to select projects aimed at reducing fatalities and serious injuries. Additionally, the HSIP focuses on performance-based strategies to enhance safety on all public roads. Regional Level Regionally, ODOT collaborates with local jurisdictions, including cities, counties, and MPOs to promote best practices for infrastructure safety. This collaboration helps to increase awareness and focus resources on reducing fatal and serious injury crashes. Local Level At the local level, programs like Safe Routes to School and Vulnerable User Crash Response address specific community needs. These programs focus on making roadways safer for pedestrians, cyclists, and school children by implementing targeted safety measures such as improved crosswalks, better signage, and traffic calming measures. Specific Strategies and Efforts -High-Visibility Enforcement: This strategy involves increased law enforcement presence to deter unsafe driving behaviors such as speeding and impaired driving. -Education Campaigns: Public awareness campaigns on distracted driving, seatbelt use, and impaired driving have been crucial in changing driver behavior. -Engineering Improvements: Infrastructure improvements like better lighting, road markings, and the installation of roundabouts have been effective in reducing accidents. -Data-Driven Approaches: Utilizing crash data to identify high-risk areas and implementing targeted interventions has been a cornerstone of Oregon's safety strategy. While these efforts have led to improvements, challenges remain, particularly in addressing the needs of vulnerable road users and</p>

reducing distracted driving incidents. Therefore, I consider the overall effectiveness as somewhat successful.
49) I can only speak to projects I've seen at the City of Eugene: protected bike lanes, new sidewalks, and more lighting.
50) We need to be doing a lot more to decrease driving for people who can use other modes. We are making progress but it is slow, and we continue to build developments and streets that are automobile-centric.
51) Traffic has continue to increase in Oregon with little to no roadway improvement in capacity. Yet we take away veh lane's of travel for bicycles. Makes zero sense. We mix bike and peds with veh traffic and then wonder why we end up with more injuries to peds and bikes.
52) I believe there are issues thought-out Oregon and there is a need to be more proactive instead of reactive.
53) successful: changing speed limits, narrowing roadways to slow drivers, rest in red to prevent speeding on local city streets. Unsuccessful: speed and impaired driving enforcement, education around driving around people walking and biking, education about traffic congestion and why traveling faster is not always better for safety
54) A lack of sufficient law enforcement presence. An obvious lack of driver education. People in general are driving aggressively and rudely. I suspect it is a larger social issue that will be difficult to address. Shoot one, teach many?
55) In the past in our area (Malheur County) improvements have been made to many roads as well as speed limits have been adjusted that has helped many issues, but more is needed, and I am very concern with the budget shortage to do these needed maintenances and upgrades.
56) Texting illegal. DUI arrests
57) I feel safe on an interstate while in my EV. However, much less safe on my human powered vehicle on local roads. The motor vehicles are massive, the speed too fast, the drivers too often distracted or impaired and enforcement spotty with the local PD 6 or so vacancies open on their desired staffing level.
58) Law enforcement of many laws addressing safety is minimal, and speed and red light cameras are not used enough. With motor vehicles increasingly easily able to speed with little recognition by drives, others using the roadways are at risk.
59) I don't think Oregon, or cities in Oregon, have moved quickly enough to allow for the widespread adoption of automated enforcement. The process to implement automated enforcement is complicated and onerous. ODOT, and/or the state, could incentivize the use of automated enforcement using a variety of approaches. Further, many elected officials and agency leaders view crashes, serious injuries, and fatalities as a normal part of everyday life. More understanding and acceptance of the Safe Systems approach is critical to begin making progress toward a safer transportation system.
60) In and near Eugene, we have had a huge spike in fatal crashes in the last few years. Because of the lag on accessing crash data, we don't know if there has been associated in increase in serious injury crashes. Given the trends we have seen, I'm not really sure what strategies have been effective. I do think that even though the stats don't bear it out, projects that redesign streets to make them safer and lower speeds do make a difference, including through Safe Routes to School projects. So does the new way that speed limits are set that allows limits to be lowered. In Eugene, we have redesigned several streets in the last 5 years, lowered speed limits, collaborated with our SRTS programs to provide a lot of ped/bike safety education and I think these things do help.
61) Not enough law enforcement (funding) to address the aggressive driving of Oregonians.

62) Previously, maintenance and repair on Hwy 101 was good. Not so much now. The vagrant encampments along the state hwy has improved somewhat. But more to do.
63) I believe fatal crash rates this year are up significantly, at least on the Oregon Coast - and distracted driving is a common cause. Programs work, but still see significant percentage of cell phone using drivers
64) communicating about safety is somewhat helpful, keep that up along with other strategies
65) Most crashes are caused by human error. Design and visual cues and conditions can help and within that road maintenance (maintaining stripping, signage, barriers, etc.) plays a role. Distraction must be addressed through education, outreach and social norming of NOT allowing people to drive distracted. These are both relatively low cost interventions which suits where we are as an agency right now.
66) I think we're late to even talking about the Safe System approach, and this approach has not penetrated through to ODOT staff. For the Safe System approach to be successful, we need all levels of ODOT leadership on board and we need more flexible funding to address safety. Relying on ARTS funding is not sufficient. Right now we are just "checking the box" when it comes to evaluating safety during project scoping; we can identify a safety need when scoping a pavement preservation project, but then that safety improvement will be considered not relevant to the pavement preservation funding source. And then that project will get built, and that safety need will never get addressed. We need a way to be able to fund safety needs as they arise while scoping.
67) Safety is not addressed at all really. We continue to construct anti-pedestrian and anti-bicyclist infrastructure such as the Phoenix Road diverging diamond interchange. We continue to pretend that paint is infrastructure and that painted lines allow children and grandmothers to ride bicycles alongside logging trucks. The freight industry is allowed to dictate our road design. There is no state funding for maintenance of separated bikeways, so rural communities without large tax bases will not consider them where they're needed most.
68) Mandated ADA improvements to many highways is improving accessibility and safety in many locations though has yet to come to Depoe Bay :(
69) ODOT efforts to focus improvements on locations with high occasions of serious injury or fatal crashes seem to be placing resources where they are needed. Locally, we have been able to work with ODOT on several pedestrian enhancements and a road reconfiguration that appear to be successful.
70) There seems to be very little that can be done to influence driver behavior and choices.
71) While we do a good job with projects through ARTS and SPIS reviews we don't really have a speed management plan or speed management strategies other than lowering the speed limit.
72) Oregon has been successful in making targeted investments to improve safety on certain corridors and by improving facilities for vulnerable roadway users. However, the long-term trend in traffic fatalities and serious injuries in Oregon is concerning, as is the missed opportunities with failure to pass a state transportation package in the 2025 legislative session.
73) Varies throughout the state. More outreach to rural areas is needed.
74) We continue to have worsening serious and fatal crashes with less and less enforcement and more complacency and acceptance that this is just the way it is. Culture change is hard and what we need is major culture change that prioritizes kids, families, vulnerable road users, and non-drivers over people in cars.

75) Despite efforts, crashes are increasing. Therefore, we haven't targeted the right strategies.
76) As long as people are still dying and being seriously injured on Oregon roads, we are not succeeding at addressing safety.
77) We need more integration with behavioral health and prevention services to reduce behavioral challenges on the road.
78) We still have lots of undeveloped or underdeveloped roadways and lack sidewalks in many neighborhoods where people with low incomes and BIPOC community members live
79) Bike lane and pedestrian improvements in SE Portland (e.g., 82nd Ave). SOME (not nearly enough) road repairs (potholes) and rutted lanes on freeways.
80) Sherwood works very hard and does a much better than average job. Followed by Washington County - not perfect but better than most Oregon Counties. State does their best with limited resources and state laws that make their work much much hard than it should be.
81) We have areas that do not receive the winter maintenance needed to ensure safe travel. Roads are in disrepair. We have state highways in my region that lack fog lines and guard rails where needed.
82) This question up above is difficult to answer while assessing all three levels.
83) Maintenance is at the core of much of what the DOT can improve safety and the state has not invested the level of state funding needed to adequately maintain the system. More frequent and extreme weather events will continue to reduce safety and strain the minimal resources we do have to mitigate, plan, respond and recover.
84) Safety improvements require all side to work together for design, enforcement, and education to create a culture of safe environments and community norms.
85) There have been a number of transportation solutions that have been implemented on the statewide system that have reduced fatalities and injury A, however, we still see significant fatalities and injury A crashes.
86) Decent local radio campaigns around safety topics. Better updates on TripCheck.
87) Crash rates continue to rise despite the engineering and education efforts. Low traffic enforcement capacity seems to contribute to this.
88) Lack of sufficient Safety funding that is based on data and that uses proven countermeasure makes reducing fatal or serious injury crashes very difficult.
89) My concerns are distracted drivers and the maintenance of low priority roads. Distracted drivers arent paying attention to pedestrians waiting to cross or in crossings. I am concerned that if low priority roads are not kept in good condition then it will be more expensive and labor intensive to repair them.
90) County and State LEO have been lax on enforcement of traffic laws and people continue to push the envelope of law violations.
91) Our roadways continue to focus on automobiles, spending millions to facilitate unhindered movement of cars. We should focus on public transit options and design roadways to make car transit less of a priority.
92) Efforts do not seem to address distracted and aggressive driver behaviors. Too much attention to bike/ped issues. While these are important, they do not address vehicle traffic safety.
93) The road design often encourages speeding and distracted driving because of the "forgiving" design. The roads do not provide safe travel for those outside of cars. The technology exists to limit the use of cell phones but is not implemented

94) I think we have done a good job starting to look at and address in urban areas but I think rural roads need more attention
95) Serious and fatal crash rates are still going up in the Portland region.
96) design is base on existing constrains and sometimes not enough available right-of-way to design for a share road.
97) Our fatalities and serious injuries are only going up as vehicles get larger and larger. We are not adequately addressing the poor roadway designs that encourage dangerous behavior. That said, we are working our way towards success by building bump-outs, doing road diets, adding street trees, building protected bike lanes and separate paths, programing signal timing to prioritize ped and bike traffic, installing speed cushions, etc. Would like to see a lot more of this.
98) Transportation systems are always lagging behind the population and development needs. Congestion is the result of poor planning on the front end and not able to keep up to supply adequate transportation systems that keep pace with the need.
99) Around 30% of trauma patients have positive substances, they were not deterred from driving and it resulted in a serious injury accident. High speed continues to be a major cause of traffic crashes. Oregon traffic fatality rates are worse than other states. According to TRIP our fatalities have increased 88% from 2013-2023 while nationwide there has been a decrease in recent years. Our fatality rates are higher than the national average. We've had a 71% increase in intersection crashes in 2022 compared to the previous 5 year average.
100) Need more funding for local safety improvements. Need to make more investments in underserved communities. Local communities are creating TSAPs with SS4A - need to align state grant opportunities to implement these plans and be able to do more quick build projects.
101) In Corvallis I'm seeing ODOT start putting in infrastructure to make pedestrians and cyclists including refuge islands and protected bike lanes which is good. However, there is a LOT more to be done to make Oregon's roads safer. In particular, more needs to be done to shift mode share to transit and active transportation.
102) Posted speed is Oregon's biggest killer. Oregon should institute the 5 over 5 plan, where any jurisdiction can opt to lower any non access controlled facility in their bounds by 5 mph every 5 years as they deem necessary with no questions or study needed. Next deal with weight of vehicles and amount of vehicle travel by increasing the overall cost to travel, and have the cost be associated with vehicle size and weight. Also, push on national bodies to not just set safety standards for how the person inside the vehicle is kept safe, but also to have national standards set on keeping the person you just hit safe.
103) Serious injuries are trending higher compared to previous years (based on crash data). Much of these crashes are due to distracted driving and speed. At a local level, in Portland, speeding and out of state transplants contribute to reckless driving. The lack of enforcement makes it difficult for roadway users to abide by rules.
104) Dangerous driving and crashes are still happening on our roads.
105) Using data to determine the right solution to the problem and investing in improvements works well. Workzone safety grants also important to safety of construction workers and partners.
106) We still aren't doing enough to calm/slow traffic and we need more investment in Law Enforcement. We need to tell the story far and wide what the negative impacts are of such low investment in enforcement. And then we need to be able to narrow travel lanes (contrary to freight industry influence) more readily. ODOT also needs to have a smooth process established for piloting "quick build" projects so that communities can try things

<p>out without a bunch of bureaucratic process. We should be able to do paint/post projects in urban areas that aim to calm traffic. As of right now, this is very cumbersome process which is reliant on support from District Managers. And they are often not super keen. Maybe this effort can help to normalize this strategy for trying out safety features on the system?</p>
<p>107) I think our city, county, and state transportation agencies are focused on advancing the safety of the infrastructure they manage. I think that our enforcement agencies, particularly OSP are implementing data driven approaches to their work maximize their safety impact.</p>
<p>108) While rumble strips can help, there are a large number of crashes from drivers leaving their lane or the roadway. So additional efforts are needed. Speeding and red light running are all too frequent, and there are few speed or red light cameras which are effective at addressing both. Bike lanes are effective to a point, but protected bike lanes are very effective at making bicycling safer and more appealing. The use of our transportation corridors by bikes, e-bikes, micro-mobility devises, autos, pick-ups and SUVs and commercial trucks is problematic and needs more attention to assure they all have a place in our system that provides safety and comfort.</p>
<p>109) Statewide- Cuts to ODOT funding means fewer "fixes" to roads hit hard by weather and slides. Regional (Curry County)- Highway 101 is the only through corridor and heavily used by logging trucks, huge RV's, tourists and hikers and bicyclists - yet is narrow and dangerous in many places. Needs designated, safe travel lanes for all users. Local (Brookings/Gold Beach/Port Orford) need to have traffic slowing solutions, bicycle and walking lanes, off-street parking and safer crosswalks.</p>
<p>110) Oregon has consistently prioritized multimodal transportation options which has reflected in safer outcomes than other states who oftentimes prioritize vehicle capacity over safety.</p>
<p>111) Some roadways are better than others. Many of the state highways and roadways are pretty good, and better than some of the major county roads, that are in need of maintenance, repair. There are some basic updates that need to be done on a few places on state highways in Benton County. Highway 34 west of Philomath, specifically at the beginning of the curves on 34 before Mary's peak and all the way to the coast. That highway could use some updating, widening in narrow spots. NE Hwy 20 just east of Corvallis, needs a guard rail extended around the curve to prevent cars from going in the river.</p>
<p>112) Adding flashers and striping in dangerous areas for crossing, more separation for bikers/emergency buffer lanes. Addition of wildlife crossings in some areas.</p>
<p>113) Being a border town with Idaho and the very low fines in Idaho we have many very aggressive Idaho drivers coming into Ontario. The biggest violations I see are speeding and running red lights.</p>
<p>114) App for a great at getting information distributed. From a non-local view signage is critical if you're not familiar with the community. Ie: Detour construction signage needs to be clearly marked on both approaches and clearly back to the route. Real time info is limited. Call center doesn't have real time data. I get it is challenging when you're the one who is stranded or out of the communication loop. Being not familiar with the road layout it is like driving blind when road markings are not visible and signage is deteriorated. Drive the area as if it is your first ever trip driving in the USA on a rainy/snowy day. Then you've covered everyone who will navigate the Oregon road system.</p>
<p>115) More media attention is needed regarding roadway safety, to include speeding and impaired driving. Increased enforcement is needed.</p>

116)	I am new to the safety sphere, but I think the most effective strategies have been those that create safer roadway infrastructure for all road users. I think strategies that protect people walking and biking through more frequent and visible crossings, lowering speeds, and improving lighting are most effective.
117)	more separated lanes for various modes of transportation, more focus on funding transit, bicycle lanes and community paths. Metropolitan areas have requirements to improve safety that would be good to see statewide and in connecting rural areas.
118)	While I see safety improvements to the system, drivers don't enough individual responsibility for how they drive and the government enforcement is seriously lacking as well. Other countries (e.g., Australia) seem to do it better. Its a cultural difference.
119)	Statewide and Regional efforts are satisfactory and have improved, but once it gets down to the local level (and where it matters most) - the efforts are hit and miss and mostly impacted by lack of sufficient funding to address these issues with full force. Proper education and an increase in enforcement (I don't consider "patrols" enforcement btw), along with laws passed to discourage DUI activities (legalizing marijuana and small amounts of illicit drugs doesn't help!!!).
120)	Road fatalities have only been getting worse over the last five years so no strategies or efforts have met the need for safety
121)	I appreciate that ODOT has appeared to move away from a pure engineering, moving traffic perspective and has included more funding and focus on multi-modal options for Oregonians.
122)	Congestion and road conditions are the leading safety concerns I have.
123)	Roadways are designed and constructed to very safe standards. It is the drivers behind the wheel that makes roads unsafe. The culture to being connected instantly to other people and the need to drive fast is killing our highway users. Efforts to curb poor driving behaviors are successful, but only have a short duration of meaningful impact.
124)	A big plus is new attention to the Albany to Corvallis bike path, Corvallis to Adair Village path, and intracity bike paths in NE Corvallis.
125)	I have noticed that Oregon highways and roads in general are typically safer than other states because we have a lower speed limit that people must maintain however, I do feel that because our highways are smaller than other states, there is a higher chance of crashes and people being reckless because they want to get around the traffic. When I say smaller, I mean that there are usually 2 to 4 lanes on a highway instead of 56 or seven compared to other states. I do feel that the massive construction especially on Highway 217 becomes an issue for efficiency and safety because there is simply not enough space for how many cars travel on that highway daily. Coming from a transportation standpoint, I understand how construction is important and the time it takes to be completed however, I do feel that if projects were more efficient on popular highways, the safety of these highways would increase because there would be more space and that is largely what cars need in order to avoid crashes.
126)	I believe initiatives like the dynamic road signs and speeds along the OR217 corridor, or at exits like aurora donald and Keubler have done at least some help with addressing some safety concerns. the progressive lowering of posted street speeds in urban areas is also a successful strategy iin my mind for safety.
127)	I think that no crashes, fatalities, or injuries are acceptable. Notwithstanding, considering the total amount of trips/ cars traveling statewide that do not end in a crash or fatality is something we can positively speak about showing that we are at least in the right direction of being somewhat successful.
128)	Education is only effective if people take it seriously.

129)	Road diets, traffic calming, diverters/modal filters, separated and protected bike/pedestrian infrastructure.
130)	Oregon has below average safety record for the US, which has a horrible record compared to other rich countries. Speed and red light running cameras have been effective. Slowing down traffic and narrowing roads has been successful.
131)	Advocacy for Wrong Way Driving Prevention on I-5-R3, Vulnerable User awareness/safety efforts-VCR program-Statewide, Speed zoning modifications via revised OAR-Statewide, ARTS program
132)	Hundreds of people are killed and thousands are injured on Oregon roads due to poor design, lax enforcement, increasing vehicle size, distracted and aggressive driving, and overall dependence on private vehicles. Additionally, our road network is beyond our means to maintain, making it even more dangerous. The only way to address all of these problems is to reduce the necessity of personal vehicle travel. Most trips are less than two miles and most crashes happen within two miles of home. By increasing active transportation networks, decreasing the number of cars on the road, and ultimately decreasing the amount of road, and punishing anti-social driving conduct, we can make the entire transportation network safer and more cost-effective.
133)	Too many ped and bike injuries and deaths
134)	I think there has been great improvement in implementing and non-vehicle space. Unfortunately, the number of projects needed to make walking and biking safe in Oregon are incredibly intimidating. I think enforcement and education need to play a larger roll. There is a huge disconnect between the different modes and how to successfully navigate the space together. Also, driving is a privilege not a right and should be enforced as such.
135)	More funding is needed to address known concerns and identified safety problems.
136)	Not enough OSP and local police to successfully address safety concerns.
137)	Roadways are still optimized for moving cars quickly, and "level of service" meaning throughput at full speed, still seems to be the goal. With the increasing size and weight of vehicles, my safety in my subcompact car it on my bike is increasingly threatened. Portland is sort of trying, but still very much deferring to drivers' desire to get there faster.
138)	None have been effective except for the plazas that Portland and Beaverton have made.
139)	There is a good amount of effort and progress on roadway safety primarily at the local level, however there is less focus at higher levels, and it seems less interest and follow-through when it comes to implementation or making the necessary changes.
140)	Without adequate enforcement and proper maintenance traffic safety is greatly jeopardized. More aggressive enforcement, proper maintenance and road design must be employed to provide public safety on our roadways.
141)	Statewide - road maintenance, fog line, rumble strips, lights all help. Regional - unfortunate lack of sheriff patrol for accident response due to funding issues, Hwy 101 is constantly sliding between Brookings & Gold Beach with no viable safe detour; Local - Brookings & Gold Beach need better traffic calming through towns.
142)	I think improved pedestrian and biker safety across all three levels has resulted in less deaths, but it could get a lot better.
143)	At state, regional and local levels, because ODOT "change and red clearance intervals" (CCI) allow 0.5 minimum seconds of red clearance, a lot of regional and locals follow that. However, I found by random surveys of 100 signalized intersections in

	Oregon, about 70% either use none or 0.5 seconds of all-red clearance intervals. Let me give an example of how other states uses: Washington and Colorado DOT standards uses the same (standard manual) minimum of 1 second all-red required while Florida DOT uses 2 minimum in its standard manual. All-Red clearances are supposed and designed to improve travelers' safety that can be easily proved by CCI diagramming. I don't know what ODOT CCI standards are based on!
144)	Safety on roadways is typically considered with respect to drivers and not all users. Even with respect to drivers, safety is not keeping up with growing population or growing traffic.
145)	I believe the overall interstate system is safe, especially in Southern Oregon where the elevation, curves, and grades can be difficult. The local highways, like Hwy26 or 212, 224; are maintained well; but the local roads to Portland Metro area are bleak. Striping is fading, potholes or rippled pavement plague driving lanes. I live near N Lombard & I-5 (Piedmont neighborhood); Lombard is dangerous/fast/riddled with speed racing at night/crosswalks are barely scene (at Albina) despite a good effort for upgrades; The N Lombard Delaware to St Johns is nice and much improved- but Delaware to NE 11th is dangerous. Access to the 40 Mile Loop slough is complicated with heavy freight traffic and houseless camps. This portion of Lombard needs to be walked by officials and documented.
146)	Specific to Highway 99 E, NE - Exit 238 on I-5 and Highway 99 towards Jefferson. Speeding has been somewhat addressed by the enforcement agencies. Needs much more attention. Road markings indicating DO NOT PASS are incorrect and need to be immediately reviewed. Vehicles are passing in front of residential homes and speeding as well. Someone is going to get hurt / killed. Likewise, residential owners cannot safely enter onto Highway 99 for fear of someone passing and speeding. Turning into residential driveways is scary as the cars behind are traveling too fast.
147)	some areas are successfully implementing multimodal strategies that incorporate SAFE spaces for walking and biking which necessarily makes roadways safer for all users. More universal application of multimodal plans is needed.
148)	We need better public outreach at all levels.
149)	We have so much impaired driving, either from drugs or alcohol, and often have folks who are older getting into accidents or causing accidents. Why we do not require testing for advanced ages is beyond me
150)	Transportation related injuries/fatalities appear to continue trending upwards. Emphasis on vulnerable road users will be more effective.
151)	State programs are available to fund hot spot crash locations (ARTS grant). Local focus on safety.
152)	lack of enforcement of existing laws
153)	I see many crossover fatalities on the state highways. The use of centerline rumble strips can help. Enforcement of the agreed to laws is important.
154)	Safety is part of our organization's Mission Statement. It is central to who we are and what we see as key to our success.
155)	The option for local jurisdictions to reduce speed limits. Make this easier please.
156)	Offer more public transportation options and bike, walk, rolling options. There are major safety issues with pedestrian safety. Bigger and higher trucks should have higher fines/penalties if they are in an accident because they are more dangerous.
157)	There has been a surge in lane width reduction and the conversion of 2 lane in each direction to 1

158)	obviously, funding is an issue for my top priority which is maintenance of existing facilities. The other is human behavior and some individual's complete lack of ability to safely operate a motor vehicle.
159)	The roads and traffic control devices are VERY good. A small percentage (10%) of the drivers are VERY bad and cause 90% of the problems.
160)	From my perspective, Portland has done a pretty good job of working toward a safe built environment for all users, but became complacent over the years while other municipalities surge forward with more protected bike lanes and bike share programs. Oregon outside of Portland could be a destination cycle state if we invested in safe, pleasant cycle and transit infrastructure to connect our regions. Ideas include expanding the Gorge bike path, building a coastal path, and developing a Willamette River path from Portland to Eugene.
161)	Roadway designs have come a long way in terms of promoting safety for all modes of transportation. There is always room to improve so that's why I answered somewhat successful.
162)	I see good messaging and ODOT projects to improve safety on corridors through cities
163)	Roadway drainage and groundwater control to proactively reduce roadway/roadbed "sloughing" is an expensive and long range correction that is now surfacing on road designs implemented in 1950's and 1960's. This is an ongoing increased effect issue.
164)	Unrecognized factor of Speed Kills in creating a policy favoring reduced fatalities. (look at your own questions of topics !) Fear of implementing European standards of successful fatality reduction to American traffic infrastructure, vehicular laws, and putting vulnerable users as the dominant need of the transportation pyramid.
165)	ODOT and locals, with FHWA support of completed many efforts related to safety including infrastructure and some education. But, despite the efforts, crashes are trending the wrong way. The DOT's are trying to fix a problem that goes WAY beyond the transportation sector and there is fundamentally not broad support for truly addressing safety. The culture set from elected officials down is not rooted in safety, caring and empathy, and certainly not in safety culture
166)	I feel as though phone use is a big distraction. I think all vehicles should have a system that a phone is put into no screen time mode. As a Bus Driver Trainer I see people in cars all the time watching tv while driving. It makes me sick to think one of my kids could get killed by this distracted driver.
167)	Protected walkways and bike lanes are helpful, but should follow same signal priority as vehicles. Prioritize transit through dedicated lanes and/or Q jumps etc.. Speed buses up and more will ride reducing traffic
168)	Intervention with youth have created a culture of seatbelt use and lower than average cell phone use.
169)	When I see some of the design location's for ADA ramps and crosswalks, it makes me question the public's safety. A crosswalk on a state highway that is 30 MPH and on a curve, with the roadway exceeding the cross slope for ADA.
170)	We continue to design roadways for motor vehicle movement, not safety. We know what to do, we just consistently fail to do it.
171)	limited financial resources to enforcement or general maintenance of the roads when funded is successful. Specialty projects/funding takes away from general maintenance and enforcement to the current system.

172)	The various departments work together to contact one another and try to get things done.
173)	Updates to sidewalks, curbcuts, and paths of travel required a lawsuit to begin making measurable progress.
174)	Overall I feel Oregon's road are safe. I do feel there are some area where the State has narrowed the roads making it tougher for larger vehicles to maintain safe distance between vehicles and bikes.
175)	lack of adequate law enforcement on highways. lack of adequate winter road maintenance on state highways in southern Oregon. ie 138E
176)	we need more enforcement
177)	Large goals are being met, however lack of enforcement is an issue.
178)	I don't feel that ODOT coordinates safety campaigns closely with local safety advocates, especially those supported by ODOT safety grants. I often see new ODOT safety messages on local billboards without prior notice. It would be helpful to have better communication and coordination when new campaigns are launched. I believe safety strategies are most effective when they are aligned at both the statewide and local level.
179)	ODOT prioritizes automotive speed and mobility at the expense of multi-modal safety in urban areas. I'd like to see ODOT use more NACTO in their policies and designs. Don't just rely on basic AASHTO. It would also be nice if ODOT got out of the boondoggle business. Stop holding maintenance on the gallows and flushing money down the toilet on mega-projects.
180)	Roundabouts being built without freight input put people at risk. New roads being modified to put bicycles right next to big trucks on the road - very unsafe. Taking lanes under 11' again very unsafe
181)	Revenues over safety. New buildings and lacking infrastructure to support additional traffic and do not seem to meet the functional needs of transportation and agriculture.
182)	Public input received for planning roadway safety improvements. Good signage, especially in construction zones. Public service ads addressing distracted or impaired driving frequently noticed, especially billboards.
183)	Our transportation system continues to need a rebalance to better and more safely serve all users. That means more investments in programs and infrastructure that support multimodal travel
184)	Traffic deaths have been increasing until just last year where we saw them start to level off. Protected infrastructure for bicyclists is still an uphill battle and more limited in implementation due to cost. There's been traffic calming, like within Portland to reduce speeds, that have reduced speeds. But this and paint only go so far.
185)	I think some additional signage and road improvements that have been made have helped.
186)	We continue to see increased deaths on our roads despite vision zero. Enforcement of traffic laws has disappeared and drivers feel emboldened to drive recklessly and dangerously.
187)	The number of serious crashes continues to climb, especially for vulnerable road users. I think road diets and other street design interventions to reduce speed are effective but there are not enough of them being implemented to address the current challenges of road safety

188)	Construction of enhanced pedestrian crossings has helped make walking safer. Use of Leading Pedestrian Intervals where appropriate has improved the perception of safety. Removing dual turn lanes has improved safety.
189)	Some areas have more safety design than others.
190)	Driver actions primarily influence safety. Drivers make poor decisions far too often, with minimal consequences.
191)	Too Many bike lanes, too many narrow road prohibits safe and efficient movement of freight, lack of consideration in roundabout design for large truck and oversized loads
192)	Speeding and reckless driving is prevalent throughout our roads - state, region, and local. Every time I drive on I-5 (usually between Eugene and Portland) I experience very fast cars speeding by as well as multiple aggressive drivers cutting between lanes, passing quickly on the right, etc.
193)	Lowering of local speed limits which has increased numerous close calls of collisions. The mover over law has caused numerous close calls of collisions due to the significant slowing down of drivers in fast lanes. Speed and stop light cameras replacing law enforcement creating a lack of law enforcement. Law enforcement officers using cell phones, and laptops while driving creating distracting driving and being a bad example to the public. Success for the lowering of drunk drivers. Another success is the wearing seat belt campaign.
194)	Overall reliance on automobiles is problematic. Public transportation options should be greatly expanded on all levels. High speed rail between cities on the west coast should be at the top of ODOTs list, subway system and underground accommodation of high-speed rail should top PDOTs list. We should be acquiring rights-of-way now for future projects
195)	I am of the belief our ODOT and public safety officials do a good job with the resources available to them.
196)	Even though many efforts have been made to prevent pedestrian, bicycle, and driver injuries and deaths in Oregon, the numbers haven't changed much in the last 5 years. One strategy that has been effective to address speeding is enforcement, but with the cuts in police forces in major cities, speeding continues to be an issue.
197)	There is lack of enforcement and campaigns against distracted driving. More must be done to address this problem issue.
198)	Attitude of many drivers towards safety of themselves and others. Need both electronic and officer enforcement.
199)	More attention to bicyclist commuter safety, though not nearly enough. What has been completed seems grossly overpriced, and only minimal progress at best. Attention to pedestrian and bicycle paths is (seemingly) NON-EXISTANT (trash, debris, glass, rocks in pathway) ...
200)	At all levels, planning was limited, but funding was improving under the previous federal administration for infrastructure improvements for .-modal upgrades. The funding has now been "paused" for projects, everything from transit to bike connectivity.
201)	Resources for complete streets redesigns are too limited. There aren't enough contingencies in funding that require consistent, predictable redesigns to accommodate all users concurrently with state-of-good-repair/maintenance works (i.e. some improvement over a minimum threshold should trigger standard redesigns based on classification, function, etc.). Awarding larger, singular grants or formula-based awards to complete multiple projects at once seems like a more successful approach for Oregon than the status quo ante - competitive grants for niche, improvement-specific funding

	streams; particularly, in the current climate where the conversation around funding is so "dynamic."
202)	I feel that the state has created a feeling that rules and laws don't matter. Penalties are not imposed or are so weak, they don't matter. Roadway design is not thought thru for the individual problem, they are the same no matter if they are best for solving the problem.
203)	I feel that there are lots of unmet roadway needs throughout the Portland area. Pot holes, cracks, and un even surfaces on roads are everywhere especially in east county areas.
204)	Traffic and accidents will lessen if freight routes are preserved and freight is prioritized on larger freeways
205)	ODOT and most local agencies have focused far too much on making improvements to freeways and arterials with too much focus on reducing "fender benders" and other minor crashes that cause congestion, rather than addressing serious and fatal crashes, which are usually the result of speeding, passing, roadway departures, distracted/intoxicated driving, etc.
206)	Where I live, in Klamath County, intersections controlled by only a stop sign typically have so many impediments blocking view that one is forced to "nose out" into the street to look for opposing traffic. Traffic signs, power poles and light poles are the biggest problems.
207)	Jurisdictional transfer work to move facilities from state to local is the right move, but has been slow and loses priority quickly. Good work is happening in law enforcement, health, transportation, and homeless services, but the work is siloed. It needs to be better connected and coordinated. State, regional, and local funding exists for safety, but it gets cut when the solutions are too broad or too long term. We need to be better about prioritizing funding within existing sources to address key locations. It's crazy that SRTS isn't better funded and supported at all levels. We have made good incremental regulatory reform at the state level, but we are much slower than other states. We need a radical next step to move this forward. Examples: ability for local jurisdiction to immediately change speed limits and stronger constrictions on vehicle speed with repeat offenders.
208)	Installation of roundabouts (hwy 140), road widening, adding bike lanes, more intersections with cameras.
209)	I have seen, and experienced, some very poor driving on our main highways and surface streets that continue to go unchecked. I watched one person move in and out of their lane for several miles because they were texting and not even looking at the road.
210)	There are areas in the rural sector of the state that are critical to the regions they serve; however, they are not well-maintained and have significant critical issues for visibility and complex trajectory of roadway, older, outdated designs from when there was significantly less traffic.
211)	I believe that when law enforcement is available they are doing their work. Calling in can be challenging for response times. Speeding is out of control.
212)	Attempted bicycle solutions do not take into account the conditions in the area and can create additional hazard and burdens to automobiles and Bicyclists.
213)	Designing for lower speeds, reducing speed limits, prioritizing safety over speed. Managing speeds in rural to urban transition areas. Managing demand, congestion, and speeds on interstates and other access controlled freeways.
214)	Enforcement is the biggest effort. We don't have enough law enforcement to cover adequately the regions they need to.

215)	Decent enforcement presence. Although we can do better. I don't see policing of tailgating and aggressive driving. New road and intersection projects. New updates to Highway 140 with round-about, and divided lanes has been a great success. New updates to the Redwood Highway have helped.
216)	Programs like Safe Routes to School, Oregon Friendly Driver and Compete Streets educate and engineer ways of getting around to be safer and provides awareness of all road users. The number of crashes and pedestrian injuries and fatalities alone is proof of ineffectiveness. Addressing both infrastructure and non-infrastructure (such as project improvements AND programming on using correctly) is how effective, safe transportation can be practiced.
217)	I think that infrastructure is general successful at improving safety (rumble strips, crossings, etc) but it is the behavior and personal choices drivers make that are greatly affecting driving safety
218)	Lack of local coverage law enforcement
219)	increasing fatality rates, no coordination between state and city (often work against each other)
220)	There is not enough enforcement. People largely speed with impunity because there aren't enough State Police..
221)	Police ticketing and increased fees and insurance for offenders.
222)	The design of the roads encourages speeding and drivers do not need to pay attention to the task of driving.
223)	There has been an improvement in the design of facilities - wider shoulders, better signage, safer roadside appurtenances. Lack of enforcement (speeding, distracted driving, aggressive driving) emboldens people to continue / increase these activities.
224)	Increased attention to marked crosswalks, eliminating slip lanes/porkchops/channelized turn lanes.
225)	I'm a big fan of the pedestrian flags in buckets at treacherous street crossings. There's a few on NE Fremont between 42nd and 56th in Northeast Portland. I also admire the spirit of a similar crossing in SF with styrofoam bricks :)
226)	Our roads are designed for cars first without consideration of speed. Speed limits do not manage speeding nor do wide roads. Our cities are designed for automobiles first causing a privileged class of citizen who can afford expensive cars.
227)	I have seen a decrease in traffic enforcement and degradation of roadway maintenance that result in creating an unsafe driving behavior and driving condition.
228)	Roadway design prioritizes throughput and minimizing vehicle collisions at the expense of pedestrian and cyclist design (routing around intersections using circuitous paths) and often safety. As a result cyclist and pedestrians take shortcuts which result in unforeseen conflicts and seriously unsafe conditions. Planning roadway designs with equal prioritization of all modes of travel will remove the need to create shortcuts that put vulnerable road users in unsafe circumstances. Good examples include I-205 bike path near Airport way/Glenn Jackson way. Poor examples are the I-5/marine drive junction which results in cyclists and less not following the path and making unsafe crossings.
229)	Design guidelines at all levels are getting better at planning for bikes and peds, but many engineers don't support reducing speeds, particularly ODOT Region engineers
230)	At all levels there have been more safety related treatments being added to our networks. However, speeding and impairment still are big crash contributors. It is harder to target these risky behaviors.

231)	Oregon has spent an overwhelming majority of transportation funding on roads for personal and freight vehicles, to the life safety detriment of non-drivers - pedestrians, transit riders, and bicyclists. It's not enough to increase the small percent of funding to those road users - to truly achieve transportation equity, there should be more money spent on non-drivers than on roads.
232)	Some poor drainage areas in Lake County have been addressed this summer.
233)	We seem to be in an era that we through a lot of solutions at a problem rather than figure out the underlying issue. For example why is pedestrian crash rates high at night. Is it because the roadway lighting is poor or oncoming headlights produce more disability glare.
234)	Streets have been designed primarily for cars to move quickly - some streets exclusively for this purpose. Traffic calming, off-street trails, road diets, filling gaps in ADA compliant pedestrian networks, and adding bike facilities are effective.
235)	Increased communication and outreach to travelers on condition and needs. Assessments of traffic change needs as demands in areas change.
236)	Safety- Tail Gating- Inattentive Driving
237)	Safety infrastructure in place does not address the danger to bikes and peds because of larger, higher motor vehicles.
238)	ODOT grant adds additional patrols for distracted and DUII driving but we still see so many DUIs and people driving while using their phones.
239)	I am new to the state but coming from IL/IA, Oregon does a much better job of incorporating bike infrastructure. There also more respect for cyclists by motorists in general. I would like to see increased transit ridership and reduction of SOV trips. That would require more funding and workforce development for transit to develop more convenient and useful service and more public education on benefits of transit for safety and the environment. There are still negative stigmas around transit to overcome.
240)	Several programs (ARTS, Great Streets) have been successful at improving safety outcomes but they are unnecessarily constrained by expensive project delivery methods, by freight interests, and by the agency's lack of sufficient budget for maintenance.
241)	Enforcement is far below what it used to be and drivers have noticed. There used to be effective ways to report unsafe drivers that got responses. We need those reporting mechanisms and the staff to respond. There have been some infrastructure improvements, though they take far too long to happen. For example, the SW Capitol Hwy project in Portland has transformed that street. Families and children walk and bike where they never dared to before. but it took decades of persistent neighborhood advocacy to move the project forward. It should have happened much faster.
242)	More interaction with the public as far as education.
243)	We are only somewhat successful because traffic deaths and serious injuries continue to increase, disproportionately impacting people with lower incomes and people of color. Some successes have been legislation to make fixed speed cameras more prevalent. Increased understanding and application of the Safe System approach. More traffic calming, sidewalks and protected bike lanes. More transit priority (higher transit use is a key safety strategy). More left turn calming at intersections, continuing to fund SRTS. Counties need authority to use fixed speed camera. Oregon needs a coordinated strategy to influence vehicle size and design and safety features, including technologies to prevent speeding and drunk driving. Oregon needs to lower the BAC level.
244)	High levels of fatal and serious injuries.
245)	Focus on improving roadway lighting, pavement surface repairs and upgrading signal equipment, particularly for ADA compliance.

246)	The primary issue with safety relates to driver behavior, and we're not aggressive enough in solutions to fix that.
247)	We constantly have to make transportation improvements to minimize traffic related accidents. There is always a way to minimize fatalities in our streets
248)	the increased use of roundabouts and reducing lane width while increasing bike/ped lanes forces larger trucks into more compact spaces with bike/peds where they often don't know the safety rules of the road or are aware of our blind spots. This poor design is bound to lead to more dangerous situations resulting in injuries or fatalities.
249)	Patrols and enforcement. Rumble stripes, Turnouts on narrow roadways. Runaway pullouts on passes and steep grades.
250)	Difficult for large trucks to maneuver roundabouts and limited lane widths. Same concern applies to all levels.
251)	There is a need for additional patrols at night and on weekends. Bridge and roadway maintenance, as well as signage for hazardous conditions. Turnouts for large loads and farm equipment.
252)	The state seems to be focused more on quick fix and flash-in-the-pan ideas than sound safety policy. The fact that ODOT would suggest reductions in plowing service or not painting fog lines is a serious safety failure.
253)	With limited maintenance funding at both the state and local levels, road deterioration and lack of maintenance can be felt on both locally maintained roads and state highways.
254)	Many roadways in the eastern portion of the state were designed before the concept of current traffic flow patterns was established. They are no longer safe for drivers, as they have serious flaws and require signage to address hazardous locations where repeated wrecks occur due to these flaws. Banking on corners and similar maneuvers during slick weather results in multiple accidents per year due to these flaws. The need for frequent pull-outs for traffic or widening of the shoulder areas when safety vehicles are en route to an emergency or the hospital with an ambulance is particularly severe along key sections of Highway 11 from Pendleton to Milton-Freewater.
255)	We are not making meaningful progress in outcomes, which are worse now than in the mid 2010s. Corridor-level street redesigns, reducing speed limits, and automated enforcement have been successful where implemented, but they are not being implemented at an adequate scale.
256)	I'm most familiar with local level transportation safety, and despite some progress in the last couple years, traffic deaths and injuries remain high. Specific strategies that have been effective: - Initiatives to slow traffic, including lowering speed limits, narrowing/reducing vehicle travel lanes, and installing speed cameras - Crossing safety improvements, such as marked crosswalks, pedestrian islands, RRFBs, HAWKs - Implementation of 20mph school zones in more locations, such as on Powell Blvd adjacent to Cleveland High School - Beginning implementation of vision setbacks at intersections
257)	Oregon has a long ways to go to begin to achieve Vision Zero systemwide as well as reduce car reliance as a primary mode for short trips. Currently, there is a lack of infrastructure/ services to support a modal shift. Oregon must focus on specific policy and improvement strategies that truly incentivize and prioritize connected cycling/walking facilities and transit accessibility. Reallocating public resources, right of way and implementing traffic calming designs is key. Along with better messaging, accessible trip planning tools and enlivening public spaces to make getting out and about on foot/bike/bus/rail safe and enjoyable. Otherwise, the alternative will continue to

	be lack of adequate transportation choices and a dismal safety record with vulnerable communities at risk.
258)	Too many trucks speeding on the freeways while wandering out of their lanes.
259)	I know of nothing in Oregon that is helping address the issue of oversized vehicles coming to dominate the road. The visibility problems these pose both when on the road and while parked seem to increase every day. Similarly, while locally our city puts out signs discouraging texting and driving, I haven't seen anything that suggests this is working to deter drivers, and I am having to use extra caution to avoid people who are driving unsafely and texting.
260)	Little to no enforcement of basic traffic laws that are already on the books--empowers drivers of cars into thinking they are invincible--officers won't pull them over and they can continue to put others people's lives at risk with their poor behaviors
261)	REQUIRE A SPECIAL LICENSE TO DRIVE LARGE R/V'S
262)	statewide- no successful strategies region - no successful strategies local - safe streets to schools, bike bus effective
263)	Safety performance, especially for fatal and serious injury crashes are at unacceptable levels. At the state and local levels, road design and enforcement of safety related traffic laws are the most impactful actions we can take to improve safety performance.
264)	We have been teaming up with ODOT staff addressing our dangerous intersections and roadways to eliminate left turns and bottlenecks to create a safer environment for all modes of travel. From pedestrians, bicycle, commuters, tourists and freight. It all deserves attention and should be addressed as a whole as projects are designed. Focusing on a bike or pedestrian path while certain intersections continue to experience serious injuries or fatalities from sheer volume makes no sense. Our bridges are being weight limited and roadways are falling into disrepair, these are the primary structures that all modes of transportation rely on. They need to be in the forefront for funding first and as we address these needs we resolve the challenges for alternative modes of travel. We have lost sight of our priorities and supporting our greatest asset which is keeping our primary transportation routes up to date. They are critical for our state economy which in turn creates capital to pay for our roads and bridges.
265)	More public involvement for youth on driving. More interesting ways to catch the public's interest. Provide education for the most common cause of accidents. Bulletin board is great but more interactive activities would be great (films, commercials, art, etc.
266)	We need to be willing to reduce roadway capacity in the interest of safety on the wide surface streets that bisect our communities. As long as roadway capacity takes precedent, the choices for how to keep vulnerable modes safer is limited and we can only do so much to improve safety.
267)	traffic calming interventions and events that happen at the neighborhood scale reduce speeds, reducing speed maximums along high crash corridors
268)	Local bike/ped, traffic calming, and safety work has been transformative in many communities across the state. At a statewide level, Oregon's funding processes and design priorities do not reflect the best interests and safety of its residents.
269)	While trends over the last year or two appear to be reversing, we've seen an increase in traffic fatalities at all levels over the last several years, and pedestrians in particular (that's my most common mode of transport) have seen increases. I would hope it serves as something of a come-to-Jesus moment for those of us in the profession. Here's what we know works: Anything that can slow cars down, particularly where they might interact with vulnerable road users. Pretty much everything else (especially those

silly "be seen be safe" campaigns that do just serve to "other" non-drivers) is a waste of resources. One thing I would love to see is automated speed enforcement and red light enforcement basically everywhere. These are measures that have proven track records, yet it feels like it takes an act of the legislature to get a single camera installed.

In your opinion, which of the following are working well to improve roadway safety in Oregon?

1) ADA access where not even an abled bodied pedestrian would access.
2) All the above, plus improved transit and land use policies are helping Oregon make progress too.
3) Automated Enforcement when it is allowed. Roadblocks in our region is making this difficult
4) Cars are safer for occupants (but still dangerous for drivers and for other roadway users)
5) Drivers education, high fuel prices
6) Enhanced crossings with RRFBs.
7) I love the concept of more automated enforcement, but to ensure that it isn't misused, 100% enforcement needs to be paired with 100% information. So speed cameras should be set with a warning sign before entering the zone - indicating that someone is speeding, and giving them the chance to correct. Signals with cameras should be given count down clocks to prevent abuse of yellow phase adjustments for revenue, also to eliminate the dilemma zone - note pair speed enforcement with signal count down to ensure no one speeds up to make the light before it's red.
8) I rarely see evidence of patrols.
9) Increasing needs met within 20-minute neighborhoods, permanance of remote work to reduce overall travel/crash risk
10) Investment in public transportation.
11) More campaigns against distracted driving
12) Oregon needs more traffic lanes and make public transit SAFE again so the billons spent on these systems are not a waste
13) Public messaging
14) Roadway Departure OT enforcement
15) Roadway designs that facilitate slower speeds (e.g. narrower lanes, street trees, medians, parking lanes, etc.)
16) Since 38% of fatal and serious injuries occurred at intersections. It might be better to separate whether they were at signalized or non-signalized intersections to evaluate them separately statewide. CCI should be relooked if they were mostly at signalized intersections.
17) Traffic calming approaches.
18) We are making some progress somewhat on most of these areas, however I am reluctant to say that they are working well. If they were working well we would be seeing a decline in serious crashes.
19) communications and messaging about safety, creative and ongoing communications; installations that show drivers their speed
20) crosswalk stings - patrols
21) driver education
22) i perceive the trend is more downward, than improving.
23) more street trees
24) radar speed readers
25) road design that limits vehicle speed like narrow roads, speed humps, raised crossings.
26) road diets, providing transit as an option
27) rumble strips

28) rumble strips for distracted drivers
29) speed bumps, narrow roads, bike pedestrian first roads
30) unsure if patrols are working well

In your opinion, what would you like to see more of to improve roadway safety in Oregon?

1) more pullouts for slow moving farm equipment
2) A culture shift to pedestrian first design throughout the state!
3) Bigger roads, more lanes, less roundabouts
4) Cell Phones be put away
5) Change the culture of the DOT top admin; top engineers. There is a complacency among the high admin culture to just accept annual fatality numbers..
6) Clean & Safe pathways for cyclist
7) Congestion pricing could lead to significant safety improvements, if done with safety in mind, as evidenced in NYC. Pedestrian scale lighting is essential on urban arterials, as a proven countermeasures such as medians, more frequent crossings, and roundabouts. Strategies to reduce the negative impact from taller vehicles (tax on larger vehicles) is needed.
8) EDUCATION - more education in schools and mandatory Dr Education
9) Enforcement laws that are pro safety not pro drug.
10) Find more revenue sources to pay for all of the above. The plans are there, we just need the money to fund them
11) Fully staffed maintenance operations.
12) Impose stronger penalties
13) Improve bike lane safety, many of the ones in Jackson County are hazardous and would be better if they weren't there at all. Drivers also need to understand their unique responsibilities to prevent accidents with bicyclists.
14) Improved facilities/services for transit.
15) Improved land use planning for more transportation alternatives and efficiency
16) Improved road design and maintenance of traffic calming features that are proven to lower speed limits (not just signs)
17) Improved signage for hazardous roadway conditions and areas and overpasses for black ice and other conditions that are hazerdous
18) Increased transit options
19) Initiatives to lower VMT
20) Marketing campaign highlighting all the increased enforcement
21) More Capacity
22) More intentional land use and development
23) More investment in public transportation, such as light rail between Corvallis and Eugene, and Corvallis and Albany.
24) Motorcycles splitting lanes
25) Narrower leaves and shorter parking spaces to discourage use of oversized vehicles. Much higher registration fees for heavy vehicles, preferably a weight x miles charger on registration renewals.
26) ODOT Incident Responsese
27) Policing of aggressive driving and not stopping for pedestrians.
28) Provide 12' lanes for autos and trucks and separation from bike pads
29) RAISING speed limits on some OR & US Highways. 65MPH is not unreasonable in many Central and Eastern Oregon locations and may result in more compliance with speed laws when the drivers agree with the speed limit. See Washington State speed laws as an example.

30) Rather than patrols, I'd like to see more pressure put on phone and car manufacturers to develop controls for devices to limit use and reduce distracted driving.
31) Reduced VMT with trips shifted to non-auto modes. And, more emphasis on driver education and SRTS programs embedded in K-12 curriculum.
32) Regulations to limit and reduce vehicle size.
33) Road paint and new signage; median and berm clearing
34) Safe Routes to School programs for student education, as well as families.
35) Same speed for trucks and cars
36) See my note above on automated enforcement (should only be increased when realtime information is provided. I like improved roadway design too, but I hate (and disagree) with the idea that speeds can't be lowered until roadway design is changed - so I emphasize let's get out there and lower speeds and not wait for the cash. Also - I would put community led access closure on this list. If there's a safety issue - let the community remove left turn options on a 5-lane - for example...
37) Since 38% of fatal and serious injuries occurred at intersections. It might be better to separate whether they were at signalized or non-signalized intersections to evaluate them separately statewide. CCI should be relooked if they were mostly at signalized intersections. All-red clearances should be considered at all signalized intersections for pedestrian and bicyclist's safety, the same as for vehicle travelers.
38) Speed limits enforced through engineering design and upgrades
39) Tactical, quick action response team/program
40) The use of speed controls to enforce speed limits in cities and towns. The use of technology to prevent cell use while driving.
41) Traffic Signals
42) Transit service - safest mode of travel once on the transit vehicle.
43) Vehicle registration tag action
44) Vehicle size regulations
45) Wildlife Corridor crossing for Mcminnville
46) additional grant money directed towards ODOT safety goals for municipalities and counties
47) communications, messaging; elements that inform drivers of their speed, dangerous behaviours
48) congestion pricing can improve safety and traffic congestion
49) continuous drivers education and testing. Higher registration fees based on engine size and vehicle weight (and front cross section)
50) design needs to be expanded to include medians, trees, road diets, things that visually slow a driver and require attention - focus on signs, lighting, and adjusting intersections is not enough
51) education campaigns, constant reminders to drivers about their choices, pilot programs for safe rides home
52) financial (tax) incentives to households without registered vehicles; subsidies for (e)bikes; state sponsorship/promotion of "car free streets" events
53) fixing the transportation bottlenecks
54) general maintenance
55) greater lane space for HD trucks
56) increased availability of alternative transportation (like rail) in rural areas
57) increased capacity

58) mandatory driver education with every license renewal
59) more focus in rural area
60) more integrated urban planning & design
61) more street trees
62) passing lanes in certain areas of the road ways
63) patrols that are effective
64) public education
65) radar speed readers; transit funding
66) remove vagrant camps along hwy.
67) restrictions on vehicle size
68) road design that limits vehicle speed like narrow roads, speed humps, raised crossings.
69) speed bumps, narrow roads, bike pedestrian first roads

What topics or focus areas would you recommend including in the 2026 Transportation Safety Action Plan update to better support the community you serve?

1) ODOT standards for encouraging and expediting vehicular travel are all wrong for urban areas. Let cities lead on urban road design, speed limits, and enforcement policy.
2) Rural area traffic patrols and ODOY incident response increases
3) Safe systems approach. Focus on pedestrian safety will lead to safer conditions for all roadway users. This means moving towards narrower lanes/fewer lanes/slower speeds to enable safer crossings. It could mean focus on sidewalk connectivity and more frequent, highly visible crossing opportunities as per the Blueprint for Urban Design and Highway Design Manual. Strategies need to support, encourage and enable more priority for walking, biking, scooting, skating, wheelchair use and transit so that roads are not seen as only a place for cars and trucks. Couple this with enforcement of distracted, impaired and reckless or aggressive driving behavior and hopefully vehicles that simply do not allow for reckless use to endanger others and eventually we can realize a safer system for all.
4) Design of ped/bike facilities on high speed / high volume roads
5) Road design to combat speeding.
6) increase enforcement, that may be speed and red light cameras
7) Improved collaboration between ODOT and the local jurisdiction when it comes to safety improvements for ODOT facilities.
8) focus funding on address traffic safety issues first through maintenance and design. While addressing these issues we are benefitting everyone. These need to be addressed on regional needs dispersed equally with in regions.
9) There should be a heavier focus on pedestrian and bicycle infrastructure as it relates to getting people to/from public transit stops safely, especially in areas that do not currently have crosswalk, sidewalk, and bicycle infrastructure.
10) Red light running, speeding and freight through neighborhood roads, dangerous road design on I-5 that causes unreasonable backups/delays between Salem and Eugene causing freight and commuters to divert through small towns like Jefferson increasing danger to residents
11) More traffic calming and pedestrian and bike improvements on state roads in urban areas. And funding local community speed reduction efforts and non-motorized facilities on city streets.
12) statewide incentives that promote smaller, lighter, vehicles with lower hood heights. Proactive trauma informed approaches to address houselessness.
13) Site-Specific Recommendations
14) Bring enforcement back into the equation and continue to try to educate drivers. Also, we need to return to conducting driver training in high schools.
15) Information on project scoping and a definition of what is and isn't a "safety project". Additional information on determining what safety means for different modes. A continuous center turn lane may mean a safer road for drivers, but what does that mean for vulnerable road users trying to cross the road? What is the opportunity cost of not installing a protected bike lane, so the right of way can be preserved for a center turn lane?
16) More traffic calming measures on streets like speed humps, narrowing width of lanes, curb buildouts, daylighting etc

17) protected and seperated bike facilities on ODOT roads. And more crosswalks that have HAWKS to stop cars while someone is in a crosswalk. Red stop controlled crosswalks are used elsewhere but not very often on ODOT roads. Don' understand why
18) In addition to the values and strategies of the previous plan, One of the topics I am hearing more and more about are e-bike/scooters, both on the road as vulnerable users but also where they come into conflict with none-motorized users. Another is rail crossings, where the presence of a railroad creates safety concerns at crossings, in terms of deteriorating condition, for both underpasses and at-grade travel.
19) How speeding in an active School Zone can affect children. Slow thought the ENTIRE zone, not just half way through it.
20) Identification of clear funding sources that could be used to fund initiatives.
21) enhanced inter-city routes. Most folks in my region commute.
22) Focus on reducing speeds along arterial roads (legacy highways) and adding safe pedestrian crossings (including mid-block crossings), particularly when frequent service transit is present or anticipated.
23) Safer and more consistent bike lanes. Better bike lane/trail connectivity.
24) treating every fatal crash as the public health crisis it is, setup a crash response team that can meaningfully change the design and speed of the road with quick build solutions while implementing an updated design that actually addresses safety characteristics known to exacerbate crashes, like high speeds due to wide lanes, multiple lanes, and lacking ped/bike infrastructure
25) need for funding for more consistent maintenance of safety features and equipment such as crosswalk warning lights and markings, bike lane sweeping, efficient signal timing and updates
26) - Speeding & red light running - Aging drivers / users (and the higher crash risk, for both groups, when mixed with inexperienced and/or younger drivers) - Roadway Departure & Intersection safety - Impaired driving - Ongoing tour/roadshow presenting about not meeting our safety PMs and best safety engineering/education/enforcement/EMS practices to non-practitioners, including executive leadership, Legislature/OTC/MAC, maintenance leadership teams & local agencies
27) Pedestrian/Bicyclist safety, distracted drivers
28) Making sure that safe routes to school is included and that students have safe ways of getting to school by walking/biking. As well as promoting safe driving (putting phones down) with drivers.
29) I would like to see increased automated enforcement of traffic violations, including red light running, speeding, work zone speeding, and distracted driving/cell phone usage while driving. This would be completed without infringing on privacy or building surveillance databases, so all data is processed and instantly deleted if no citation is issued. We would take advantage of technology to take average speed violations instead of just single point speeds to bring vehicle speeds to the desired speed. This may also involve updating the legislative framework around citations - perhaps by changing or creating different levels of violations that are charged to the vehicle and allowing them to be issued by non-certified enforcement officers similar to parking citations. We would also make it easier design roadways or build improvements that bring speeds to the desired speeds using engineering treatments such as speed tables and humps, narrowed lanes and roadways, chicanes and tighter turns, reduced shoulder widths, unmarked edge lines, and street trees.
30) Traffic Violence Equity Analysis Speed Reduction Equitable speed and relight camera distribution Roadway re-designs Bike Ped Safety

31) Addressing specific roadway conditions such as darkness and road surfacing as well as vulnerable user groups like motorcyclists, e-bikers, and pedestrians.
32) linking road design and performance expectations to the land use context, e.g. help implement new OTP as appropriate for TSAP
33) -Safe, separated bike and pedestrian facilities -Radar speed signs
34) Getting away from the outdated signal warrant analysis in the MUCTD and stop using it to deny requests for traffic signals at problematic intersections.
35) Rural roadway safety, especially on US97, is a significant problem. Improving it will require infrastructure fixes, better enforcement, and safety messaging. Within our cities, safety for vulnerable users (bikers, peds and older people) is important, especially as we try to meet the CFEC requirements.
36) Efforts to increase public transportation and to adapt to increased micromobility use. Pedestrian safety.
37) Funding, Grants, and statewide (not region by region) allowance for automated license plate readers and automated enforcement (red light, speed enforcement). Change policy to allow for the use of this technology regardless of regional philosophy, and roadblocks would go a long way. We have the money to implement this technology, but regionally, ODOT will not permit us to mount the devices on their property, lights, etc.
38) Land use planning and policy for improved transportation safety and efficiency. Speed, aggressive driving, impaired driving, red light and camera enforcement.
39) Light rail between Corvallis and Eugene, and Corvallis and Albany
40) Allow municipalities to affix automated enforcement equipment on State roadways that are located within city limits. Streamline the process so equipment can be quickly installed once a city is in contract with an service provider.
41) 1. Vulnerable Road Users -Pedestrian and Cyclist Safety: Implement more protected bike lanes, pedestrian crossings, and traffic calming measures to ensure the safety of non-motorized road users. -Safe Routes to School: Expand programs that ensure children can safely walk or bike to school. 2. Data-Driven Approaches -Crash Data Analysis: Utilize advanced data analytics to identify high-risk areas and implement targeted interventions. -Real-Time Monitoring: Invest in technologies that provide real-time data on traffic conditions and incidents. 3. Community Engagement -Public Involvement: Foster meaningful public involvement in transportation decision-making to ensure that community needs and concerns are addressed. -Education Campaigns: Increase public awareness campaigns on road safety issues such as distracted driving, speeding, and impaired driving. 4. Equity and Accessibility -Inclusive Infrastructure: Ensure that transportation infrastructure is accessible to all, including people with disabilities, older adults, and low-income communities. -Equitable Investment: Prioritize investments in underserved areas to address disparities in transportation safety. 5. Technological Innovations -Advanced Vehicle Technologies: Promote the adoption of technologies such as autonomous emergency braking and lane-keeping assistance. -Smart Infrastructure: Develop smart traffic management systems that can adapt to changing traffic conditions and improve overall safety. 6. Environmental Considerations -Sustainable Transportation: Encourage the use of public transportation, cycling, and walking to reduce traffic congestion and environmental impact. -Green Infrastructure: Integrate green infrastructure solutions, such as permeable pavements and green roofs, to enhance road safety and environmental sustainability.
42) Making lowering speed limits easy and efficient for cities, towns, and counties. The onerous ODOT process takes too much time and creates big barriers for us. We have many streets that the community is begging us to limit speeds on and we can't due to ODOT policies. Please make it easier or put speed limits into the hands of locals. Also,

<p>speed cameras and red light cameras are awesome -- would love to see more of these everywhere. Lastly, no more highway expansions.</p>
<p>43) We need to build capacity. People are not, I repeat, are not going to stop driving their cars. We need to plan for that behavior.</p>
<p>44) There is a need for additional traffic lights and crosswalks for pedestrians in Harney County. There is an intersection on Highway 20 and Roe Davis Avenue that needs attention in the prevention of a fatality. Individuals need to cross the roadway exiting the residential community on Roe Davis Avenue, to gain access to grocery stores and other resources. There is also an independent living center and nursing home located on Roe Davis Avenue, individuals with disabilities and individuals in wheelchairs attempt to cross the highway at that extremely dangerous intersection and it is only a matter of time before an unfortunate event occurs. The City of Hines has four quadrant park, which Highway 20 runs directly in the middle of the four quadrants. Local Law Enforcement has cited many individuals for driving over 65mph through the park area and inside city limits. I would request a digital speed sign entering the town of Hines, in the attempt to gain drivers attention entering town and the park area.</p>
<p>45) lower speed limits, rest in red for signals, speed and impaired driving patrols</p>
<p>46) No deaths for bikes, peds, rollers. Safety features on cars and streets to protect bikes, peds ,rollers from injury and death. Connected routes so bikes are on safer streets and sidewalks don't just end. Supported Bike/ped/transit interface (eg safe routes to bus stops, continuous sidewalks to neighborhoods). Convenient transit to work or across the state.</p>
<p>47) Road diets, lower speed limits. More enforcement. More bike/ped infrastructure.</p>
<p>48) Address the interaction of motorized vehicles (cars, trucks, etc.) and pedestrians, bicyclists, and micromobility vehicles.</p>
<p>49) Safe Systems Automated Enforcements Education - driver and K-12 SRTS Further commitment to reducing VMT and shifting trips to non-auto modes</p>
<p>50) Support to help communities to set up speed cameras and red light cameras. Support for using speed cameras and red light cameras on ODOT facilities including in rural areas. Emphasis on reducing distracted driving, reckless driving, DUII and speeding. Something around preventing people with serious medical conditions or on prescription drugs from driving when it is not safe to do so. Something around unhoused populations and pedestrian crashes. More collaboration with OHA and DMV to makes sure that people who can't safely drive or who have had their licenses revoked or suspended have other transportation options available to them. More aggressive public information campaigns to discourage dangerous driving behaviors. More support and resources dedicated to lowering speed limits.</p>
<p>51) Our roadways at the state and county level (plus our bridges) are commercially vital, yet they are progressively deteriorating thru poor management.</p>
<p>52) Disable cell phones in vehicle driver compartments (within 2 feet of steering column). Fund more multi use pathways, including those directly adjoining roadways. Outlaw or enforce rules related to e-mobility as motor vehicles - way to many e skateboards, bicycles, etc flying around on sidewalks and entering roadway crossings at speed as young generation seems to think they are pedestrians and have the right of way - but often approach a roadway crossing at enough speed they surprise turning vehicles who have other motions they also have to pay attention to.</p>
<p>53) roadway design - design for the desired speed, not build the road and set the speed based on how people use it, or worse design for speed and then post a lower speed</p>
<p>54) Back to basics</p>

55) 1) A focus on uncontrolled pedestrian crossings - meeting crossing spacing targets and promotion of better design (the big one for me is we need Salem to get on board with Pedestrian Hybrid Beacons so we can have a tool to actually address our most dangerous crossing locations; right now we are either skipping over these locations or pushing forward bad design since we don't have support for a solution at these locations). 2) Support for roundabouts (single lane and multilane) on state highways. We need the MAC to no longer be a deterrent to roundabout installations. We have several state highway multilane and single lane roundabouts now, and worrying about MAC support needs to be a thing of the past. 3) Revisiting signal phasing. Right now our practice is to provide permissive signal phasing where possible to promote signal operational effectiveness. We need to better balance the safety tradeoff. We have flashing yellow arrow operation on multi-lane, high speed highways -- locations with significant crash history as well. We can't call ourselves a Safe System agency if we continue to make these decisions.

56) Eliminate the freight stakeholder forum and replace it with a simple online form. Freight stakeholders should be able to make planners aware of the loads they carry through a corridor, but they should not be able to dictate road design. At present, I feel my job is threatened by the relationship that freight stakeholders have with ODOT leadership. I would not be surprised if bribes were occurring the way freight stakeholders talk in these discussions. A trucker and a planner arguing over six to twelve inches of paint every few months is absurd and must be stopped. Completely eliminate "mixing zones" to the left of right-turn lanes from the highway design manual. The idea that bicyclists and motorists should be "merging" anywhere is outdated and ridiculous. Either there's a separated bike lane where one road user yields to the other, or the street should be a low-speed shared space. We must work to eliminate design that is oriented toward adult recreational road cyclists and replace it with standards that are oriented towards children, families and people of all-ages and abilities. Prohibit "diverging diamond" interchanges anywhere that people walking or bicycling would need to use them. The Phoenix Road diverging diamond is such a good example of ODOT's systemic failure in roadway design - it provides bike lanes and sidewalks, but they are so terrifying to use that only the desperate would consider traveling by foot or bike across it. The terror of diverging diamond interchanges can potentially be mitigated by providing a separate bicycle/pedestrian overcrossing adjacent to them (consider requiring it). Acknowledge in the plan that painted bike lanes don't serve people of all-ages and abilities. Too often in my work engineers have the view that a painted bike lane is a "good-enough" bicycle facility. A painted bike lane only serves a tiny portion of the population, most people would never consider using most painted bike lanes. Bicycle facilities that are primarily for recreational adult bicycling should be categorized differently than true all-ages and abilities bicycle facilities for transportation. I often hear from engineers, "so this is a comfort issue?" Yes, the quality of a bike lane is a comfort issue, but we need a better way to talk about the difference. We need a way to systematically categorize "adult recreational bike lanes" as different compared to "all-ages and abilities" bike lanes that provide access to schools, jobs, healthcare, etc. Create an enforcement mechanism for Level of Traffic Stress. At present, there is no requirement that highway interchanges be comfortable for people walking and bicycling. Engineers apply the minimum standards, and as a result we get minimum comfort. When there are homes and businesses on both sides of an interchange, that interchange must provide LTS1 facilities for people walking and bicycling, period. Anything less is a barrier.

57) ADA improvements; pedestrian and bicycle facilities development

58) Addressing impaired roadway users

59) Please look into pinch points along the highways through rural towns. There are too many!
60) Maintenance of existing safety features.
61) Speed management strategies
62) We need to see improvement to are of HWY 97 known as the 230's. The number of MVC's and fatalities continues to rise. Rumble strips, cutting back vegetation along the road and even a center divider.
63) Additional requirements for student drivers to obtain a license with possibility of increasing the age from 16 to 17 or 18. Increased driver safety education to public. Signs at every spot where fatality occurs from MVC.
64) Ways to increase enforcement and funding for increased Safe Routes to School infrastructure improvements should be priorities.
65) Address all five parts of the Safe Systems Approach: 1. Safe speeds - it's not just about speed limits, slow vehicle turns by eliminating right turn islands and other features that make city streets feel like expressways 2. Safe road users - convey that the meaning of "speed limit" is the maximum, not the minimum or prevailing speed. Make it feel OK to drive under the speed limit. 3. Safe roads - improve illumination, provide space for bikes & pedestrians. 4. Post crash care - identify the cause of crashes when they happen and address the root causes so that they don't happen again. 5. Safe vehicles - prohibit extra bright headlights that blind other vehicles, prohibit dashboards that are basically smartphones, clear debris from road to prevent flat tires (especially applicable for bikes)
66) Policies and changes that don't cost much, such as proactively implementing leading pedestrian intervals, banning turns on red/yellow, and daylighting intersections.
67) Stop the Bleed campaigns Exploring whole blood programs for Post-Crash Care Coordinated marketing campaigns. Coordinated marketing campaigns with Washington Traffic Safety Commission
68) improved public transit and connectivity to existing non-vehicular infrastructure added lighting and sidewalks in communities of color and where people with low incomes live
69) Speed Management Strategies Impaired Driving Prevention Data-Driven Decision Making Safe System Approach
70) Address speeding cars in residential neighborhoods and street racing, e.g. by installing more speed bumps on roads.
71) More camera's to enable public safety officials to focus resources on other things. Use technology. Don't reduce maintenance standards - if we do it will be a short term mistake that will cost Oregon a lot more in the future. State laws for procurement of services need to change - cost of contracted services (engineering and planning) are much much too high.
72) Maintenance. SRTS, increase funding for actual infrastructure improvement and decrease spending on education, admin, and advertising/marketing. Toll structure for Metro area. Increase funding of SCA grants so more small cities can tackle maintenance issues.
73) Safe System approach to planned actions on statewide, regional and local levels.
74) The implications of climate change and extreme weather on safety.
75) Add more law enforcement
76) Provide crash data to include personal stories to make the numbers relate to people for a more impactful reason to increase safety. Many impacted are houseless pedestrians and cyclists that don't have a voice or value in communities.
77) Pedestrian and bicycle completeness (filling in gaps) and connectivity to the transportation system as a whole.

78) Autonomous vehicle roadway improvements/guidance
79) Enforcement, live or automated.
80) Police Enforcement and more visibility in the community. More severe financial fines for DUI, Speeding, Reckless, Carless driving offenses.
81) A pedestrian and biker awareness efforts.
82) Focus on road maintenance and pause all projects that are not essential to the communities.
83) Biking trails separate from roadways. Currently railway and highway freight dominate how we spend on transportation yet little has changed when it comes to sharing road use with ever expanding population of humanity. We need to reevaluate our transportation infrastructure to consider hard choices that will serve the future of our city's needs.
84) Complete streets design The use of limits on the size and speeds of private vehicles Increase in the use of camera enforcement
85) More state dollars for Safety Projects, especially for projects that separate pedestrians and bicycles from trucks and other vehicles.
86) Enforcement(DUII, Speed, aggressive)
87) Access and road quality
88) Improving road maintenance
89) Simplifying the process for local jurisdictions to be in control of speed limits. ALL streets having to go through ODOT for speed changes is absurd and onerous for staff. We have MANY streets that need speed limit reductions but we have to "be strategic" because ODOT only has so much capacity to work with us. If we could be in charge of this ourselves, or if the process was simplified for ODOT, we could make a lot more progress much faster. Also, place much greater emphasis on serving people who do not drive or who want to drive less.
90) Planning for present and future growth
91) - Substance use/misuse prevention education covering a broader range of substances. - Victim Impact Panel efficacy research.
92) increasing driver education requirements and including high-risk behaviors and consequences in the content. increased traffic patrols and funding the officers to do this
93) Speed management, quick builds, corridor planning projects tied to implementation funding sources, grants for lighting improvements
94) Public transportation
95) Have Oregon adopt and put front and center - modal based priority based on road user - <a href="https://etsc.eu/uk-puts-vulnerable-road-users-first-in-new-highway-code/">https://etsc.eu/uk-puts-vulnerable-road-users-first-in-new-highway-code/</a> Also - be more vocal (directly state a list of requested actions) that the state could should take either within ODOT or at the legislative level (increasing travel fees, setting fees by weight and size of vehicle, creating graduated licensing for the elderly...)
96) I firmly believe that we need to do a better job of education focused on prevention. Including driving and substance use with new drivers. I also believe that a course should be required by every driver prior to renewing their driver's license. It would be nice to get ahead of traffic problems rather than playing catch up. We would save more lives, decrease the cost of crashes and impact on society.
97) Speed enforcement, and improving street lighting that is pedestrian-oriented. Better regulations for size and height of vehicle, and headlights on vehicles.
98) Information and education for the diverse families to understand why we are making changes and how to navigate them - including understanding how to use rapid flashing beacons, roundabouts, etc.

99)	A focus and emphasis on safety for most vulnerable users - bikes, peds, transit users who require access to urban corridors/state highways and workzone safety
100)	We need to do anything that we can to encourage state-level investment in enforcement. I am aware that we cannot lobby, but we should help tell the story when we can. For what we are able to do on our system? Without enforcement? We need to be able to more readily narrow travel lanes with paving projects. And add bike facilities that also help to narrow the cross section. This is the cheapest, near-term opportunity - restriping. However, the pavement preservation program is mostly in rural areas and so these projects are not common. Unfortunately. The other thing would be to smooth a way for "Quick Build" projects. As I mentioned. So that communities can try things out with paint and posts on the state system. The big barrier here is maintenance. I wonder if your department could create a statewide memo/IGA that provides an umbrella so that each community does not have to work through this process and/or do an IGA. That would be amazing!
101)	Motorcycle safety, this is a tough challenge. It's a big chunk of our annual fatal crashes with relatively low exposure rates. Speeding, continues to be disproportionately represented as a contributor to crash severity. We need to develop approaches that align operational speeds with target speeds.
102)	How each type of vehicle (bikes, e-bikes, micro-mobility devices, cars, busses, pick-ups and SUVs, and trucks) as well as walkers are accommodated so users are able to safely get where they are going, whether for health and recreation, social activities, work, education, or freight.
103)	Increase ODOT funding to keep roads maintained; Add designated bike/pedestrian lanes along Hwy 101, consider traffic slowing options and safe ped crossings for small towns
104)	Opportunity for pilot and innovative treatments within their process in partnership with local jurisdictions
105)	Maintain roadways, keep them in good shape.
106)	Wildlife Corridor Planning, Hwy 18 intersection management (install roundabouts) at hwy 18 and 99W west thru each intersection until you get past grand ronde. The road needs an emergency buffer lane/bike path on each side.
107)	If speed kills then there is a lot of dead aviators. Stopping speeding drivers is perhaps more an educational exercise. There's plenty of width, straight roads, and plenty of space. Leaving remains of an incident on site has greater chance at slowing down traffic. More billboard notices of high crash rate areas may help. The speeding population thinks it won't happen to them or they have a reason to quickly get from A to B without realizing they have been driving for 48hrs with no breaks. I recall there being more rest areas and places to take a break 30 years ago. Technology for the rising generation want instant everything. Teaching drivers to be patient, courteous, or in congested areas to merge like zip to maintain flow and progress. Instead of jamming up the lanes cause I got there first or my trip is more important. My vehicle is bigger, faster or whatever the poor excuses are.
108)	Reducing DUII to include alcohol and drug impairment. Speed enforcement.
109)	Multi-modal travel options Improved bike and pedestrian facility connectivity and safety Slowing speeds on arterials
110)	support alternative methods to roadway safety, such as promoting usage by more modes, and building for their safety as a priority. Adding trees and narrowing streets slows traffic in ways speed reduction signs alone cannot accomplish. Driver training for young or beginning drivers should be required not only for motorcyclists. Adding variable

	signs displaying # of crashes/fatalities in the last 30 days in high crash areas of highways would be a deterrent to some drivers paired with higher cost citations it could save lives.
111)	We need both enforcement and changes to how we communicate to the public. I rarely see information that gets out to social media to impact people's realization of personal responsibility for driving and traveling safely.
112)	Focus on developing and integrating ITS that accommodates the future of auto transport (e.g. connected vehicles). It's going to take a lot of reconfiguring of the system to truly take advantage of the technological advancements. Education programs and early intervention for DUI-related crashes (over 60% of fatalities in the Salem-Keizer Area involved alcohol, drugs, or a combo)... Increase law enforcement funding. Finally - an emphasis on developing creative ways to move people and bikes OFF the streets so that it reduces the risk of motor vehicle incidents.
113)	Hard separated facilities for people who aren't driving. Automated speed and red light enforcement on every road in the state. Required lo-jack systems in all new motor vehicles sold in the state.
114)	More bike friendly greenways. They work so wonderfully in Portland to create a safe route for walkers and bikers while using our existing network system. My community has also accessed the Oregon Community Pathways funding which is VERY popular in my community
115)	Increasing capacity, increasing capacity and increasing capacity.
116)	Speed control measures for both rural and urban areas Implementation of bicycle and pedestrian levels of service alongside traditional metrics such as Intersection Level of Service.
117)	Thorough analysis of the speed limits and have a meaningful discussion about raising some speed limits. ODOT must deploy speed cameras on their highways outside of cities and not rely on cities to do so. ODOT must catch up with other neighboring states regarding photo enforcement.
118)	Fund the unfunded but planned bike and pedestrian routes.
119)	I think a large focus should be the amount of space that needs to be created on Oregon highways and roads. I believe that our road designs are "older" than other states. For example, look at California or Arizona. Their highways are so much larger because they've been updated to their large population, however, in Oregon, the growth in population has not affected the highways enough for them to change and I think that is a great focus for 2026.
120)	i'd like to see TSAPs actually doing full safety analysis for the community that is having it done. looking at actual crash rates, and utilizing approved methods of analysis before coming up with actionable ideas on how to address concerns in a budget friendly and timely manner.
121)	Road Maintenance Funding
122)	Vision zero
123)	Opportunity costs of other projects that cause ODOT to forgo investing in safety. Why Oregon is worse than most states on safety. Culture of speeding fueled by traffic engineering designs that encourage speeding.
124)	Maintenance funding for safety improvements
125)	Massive investment in active mobility infrastructure, automated speed & red light enforcement everywhere.
126)	Lowering speeds and providing protected and separated bike and ped facilities.
127)	Automated speed and red light cameras located evenly across cities / districts.

128)	Fog lines/ maintenance Forward thinking in terms of a complete system approach to transportation. City and ODOT working together for walking, biking and non-single person car trips and bigger infrastructure, planes and trains, for distant trips. Less people feeling forced into driving to accomplish everyday life. Enforcement and education so everyone plays nice.
129)	Provide additional funding for transportation agencies and enforcement.
130)	More frequent driver testing, narrowing roads by building protected bike lanes on them.
131)	Please bring back the Amtrak Pioneer train.
132)	Discuss the tradeoffs that are required for roadway safety, and address many of the implementation barriers (concerns about traffic disruption, equitable enforcement, misperceptions and false information).
133)	Increased enforcement and stabilized maintenance.
134)	Review DMV policy of renewing licenses for 8 years for those drivers over 75 - or require driving test over age 75. Make teenage driver education a mandatory part of high school again; Better targeting for impaired driving (esp legal drugs. medications, etc.)
135)	There might be a serious risk that Oregon DOT has been taking on allowing a minimum of 0.5 second all-red clearances at signalized intersections disregarding the size of signalized intersections. Oregon DOT's "Traffic Signal Policy Guidelines", July 2024, Table 3-1: ODOT Minimum Yellow Change and Red Clearance Intervals".
136)	In Central Oregon, highways transition from high speed rural roads to urban areas with very little safety measures such as speed reduction signage or roadway design to slow speeds, resulting in unsafe conditions for all users. I was glad to see the electronic, variable speed limit signs installed on 97 between LaPine and Bend. I believe ODOT needs to be more nimble and responsive to high crash areas with low cost and site-specific safety measures. In the last TSP, I do not see any roadway improvements categories such as speed limit reduction or simple striping modifications. In Bend, we are looking at that to improve safety on our streets - meaning within our maintenance budget and not capital, which takes years to implement.
137)	Access to non-motorized trails that could serve as an alternative routes for commutes. Access to trails be cleared and maintained on a regular basis; intersection design that prohibits RTOR- prioritizes pedestrians and cyclists and allows children to feel confident in their navigation to school or friends house in their neighborhood. Intersection lighting, or crosswalk ped-scale lighting is essential to safety in our dark/wet months; consider how an elderly person drives in the winter - their ability to see/react/and make out what is ahead of them...and consider a new driver and their abilities to anticipate a pedestrian/cyclist/cars abruptly changing course-- there needs to be room for adjustment for those who may not have the capacity to react in a timely manner. Lastly, the amount of impaired drivers who are under the influence in a unregistered or non-legal car that is also their shelter- seems very high and is unmonitored.
138)	Specific to Highway 99 E, NE - Exit 238 on I-5 and Highway 99 towards Jefferson. Speeding has been somewhat addressed by the enforcement agencies. Needs much more attention. Road markings indicating DO NOT PASS are incorrect and need to be immediately reviewed. Vehicles are passing in front of residential homes and speeding as well. Someone is going to get hurt / killed. Likewise, residential owners cannot safely enter onto Highway 99 for fear of someone passing and speeding. Turning into residential driveways is scary as the cars behind are traveling too fast.
139)	use of signage to appeal to sense of individual responsibility of road users.

140)	Better road maintenance and safety
141)	Safe driving for all ages. Speed limits, and distracted drivers. Also education on driving impaired.
142)	vulnerable road user safety, equitable performance measures to improve multi-modal transportation.
143)	use of automated enforcement
144)	enforcement of existing laws
145)	Safety is always number one on the list.
146)	Continued improvement of facilities for bikers.
147)	Use of speed cameras; how to include guard against their misuse and community privacy concerns while still using them to enforce speed limits in places where the redesign may be 20-30 years out.
148)	Bike, rolling, walking safety.
149)	Keep the needs of freight in mind, such as lane widths on freight routes and design characteristics of roundabouts
150)	continued maintenance and discussion on system function improvements and fixes
151)	Focus more on road maintenance and less on new/remodeled highways.
152)	Focus on something you can get to. Things like vision zero are stupid since you can NEVER get to zero.
153)	High speed rail, reconnecting regions via transit and bike access, ensuring modes are physically separated whenever possible, strategically removing SOV vehicles from some roadways to reduce maintenance costs.
154)	Pedestrian safety best practices along railroad corridors adjacent to and parallel with roadways. Speed limit reductions within urban areas and near urban/rural transition areas. Routine highway maintenance within urban areas.
155)	Sidewalk gaps; bike/ped infrastructure gaps
156)	Long term corrective action for chronically deteriorating road beds and associated geology.
157)	Back to the Basics - maintenance of existing facilities, targeted safety improvements for high crash locations, MORE ENFORCEMENT
158)	Create town hall meetings hosted by district managers. Create ODOT policy people to visit the top ten recent fatality event places every year and observe for 4 hours at the time of fatalities. Understand that each fatality place is unique but may have very concrete infrastructure responses to be applied to mitigate other like places.
159)	I'm hopeful that building out the Safe System Approach may help address safety culture. Without changes in attitudes and behaviors to create a higher level of safety, it's going to be difficult to make progress on reducing fatal and serious injury crashes.
160)	Cell phones kill. They are a major distraction especially for the younger generation. CELL PHONES
161)	Increased focus on bus priority and speed. Increased land use emphasizing TOC's with incentives to increase accessibility.
162)	The engineering and education are relatively pointless without credible enforcement by either live sworn officers or automated means.
163)	More police activity on the roadways for speeding and aggressive driving. The paving of failing state owned roadways the are becoming dangerous for drivers and pedestrians.

164)	funding general maintenance. Moving bike and graffiti/clean up to general funds to allow maintenance to budget for general highway maintenance.
165)	More multi use paths added in or raised up bike lanes. Or fixing sidewalks or adding bike lanes where they are needed.
166)	12' lanes for Autos and Trucks separation from bikes and peds.
167)	Sidewalks and curbcuts should be required in metropolitan areas for new construction.
168)	More police patrol , Stricker enforcement
169)	increased funding for highway patrols Increased funding for road maintenance
170)	driver education, increased enforcement
171)	Distracted Driving Education, Education on E-bikes, Better street design for high-traffic pedestrian and bike streets
172)	Slower speeds, separated facilities, safer crossing.
173)	Preserving Freight routes
174)	Real infrastructure. Not fancy paint and bike lanes and additional busses. People are DRIVING and commuting. ADD LANES. Perhaps in left lanes in high traffic areas that is through traffic only so people stop weaving in and out of traffic near the cities.
175)	More social media advertising to promote attentive and law abiding driving. More frequent road maintenance, especially on roads with high traffic volumes and roads with frequent heavy truck travel.
176)	Programs (safe routes to school, great streets) and infrastructure investments that support and create a better, more functional and more safe multimodal system - especially east of cascades, and in fast growing places like Deschutes County.
177)	Stronger focus on roadway design and protected facilities and crossings
178)	Speed Protection for pedestrians and bicyclists Distracted driving Intoxicated driving
179)	Emphasize strategies for enforcement. Emphasize strategies for vulnerable roadway users - in particular pedestrians.
180)	Include policy to allow for set-aside funding for multiple traffic interventions (not only lights, but roundabouts, path improvements, etc).
181)	There need to be more emphasis on trucking route to move freight safely and effieciently
182)	Including more implementation strategies to reduce speeding and aggressive driving; Improved infrastructure and protection for bike rides and pedestrians.
183)	A better form of driver testing. The current 3rd party system is cumbersome. Online testing would be a remarkable improvement.
184)	While I'm not a professional in transportation, safety action plans, perhaps a greater focus with resources on safety corridors, both existing and creating new ones.
185)	The need for additional funding to support improvements to pedestrian and bicycle infrastructure, which are key for supporting safe access to public transit.
186)	Grant funding for additional emphasis to combat "distracted driving". Increase patrol officers and prevention and enforcement campaigns.
187)	Speeding, unsafe driving, driver ed programs.
188)	Bicyclist safety.
189)	The plans are good. The funding just is not there.

190)	Roundabouts being built without freight input put people at risk. New roads being modified to put bicycles right next to big trucks on the road - very unsafe. Taking lanes under 11' again very unsafe. Preserve freight routes at all costs!
191)	State sponsored speed cameras and license plate readers on state roads in cities. Safety inspections of all vehicles each registration renewal.
192)	Lower speeds, improved roadways (no pot holes, uneven surfaces, and adequate striping).
193)	Roundabouts being built without freight input put people at risk Bicycle lanes too close to big trucks on the road is unsafe Making travel lanes under 11' is unsafe for moving freight
194)	Creating less visual "clutter" at intersections and pedestrian crosswalk.
195)	Identify and prioritize with great clarity the key factors and geographic locations that are at the heart of where fatalities are happening the most. Work with community to come up with solutions there first. Then, take lessons learned and move toward larger, programmatic investments/plans/solutions.
196)	Address speeding and red-light running of intersections in higher speed zones (45mph), many in close relations to arteries to and from I-5, and specifically on hwy 62.
197)	Enforcement. It is becoming more like our police believe that safety is a good idea but not worth the costs. I wonder if they don't look for the cars with most opportunities to rack up violations in one stop rather than simply stopping drivers while they text, brake check, or cut off others on the road.
198)	Controls for distracted driving, road rage, and excessive speeding. Maintenance of roadways, particularly for those areas that have snow and ice regularly, and those that have heavy traffic and support multi-use traffic. Installing stop lights in the regions that are main routes in corridors that go through towns. Milton-free water has a poor setup on the cautionary blinking lights at crosswalks, in the northern section of the entrance on Hwy 11. At the southern section, leaving southbound on Hwy 11, and in winter, in poor visibility, it is tough to see pedestrians when they are there against the flashing post....Highway 204 exit out of Weston at the main entrance north of town needs a light, or at least some caution lights, on the 204 sections as they approach the entrance points from Weston.
199)	Our local roads could really use updating. And distracted driving is of concern.
200)	Pedestrian bump-outs into bicycle lanes are creating a dangerous situation for bicyclists and automobiles. Improved paid public service announcements should help the public understand better how to reduce bicycle and automobile collisions.
201)	speed reduction speed cameras safe design standards for truck and people standardize vertical and horizontal separation for bikes on urban roadways over 30mph
202)	Prevention of aggressive and angry driving. Continuing to update highways with engineering improvements. Pedestrian crosswalk sting operations. Statewide campaign to stop for pedestrians.
203)	Safe Routes to Schools and Great/Complete Streets programs Compliance measures via effective patrols Safe Streets with effective signage and conditions Incorporation of considering all road users
204)	The jump in fatal and serious crashes in the last 2 years is mostly due to driver behavior. I think safety campaigns targeted to different age groups is an effective tool. We need to recreate the MADD movement of the 80's only about impairment and distracted driving.

205)	Better accountability for safety on state roads, more advocates at the table. Freight voices continue to dominate the conversation. Focus on improving road design instead of mega projects.
206)	More cameras - they slow speeds and increase revenue. More state police for enforcement More pedestrian, bicycle, & transit.
207)	get drivers off the road by making that an option. Increase transportation choices.
208)	Street Lighting & bike/ped
209)	The focus should be on designing the roads to be safe for all users including those who are walking, biking and rolling. This coupled with the increased use of speed and red light cameras to enforce traffic laws will make 24 hour enforcement possible without needing to increase the number of law enforcement personnel. There needs to be a concerted effort to address the increasing size and weight of vehicles also.
210)	close unsafe crossing areas. Those that aren't marked and are not considered "crosswalks" by the common public should be closed, not "developed" into ADA compliance if the location is unsafe.
211)	I would like to see additional funding/focus on widening shoulders on rural roads. There are so many that are just beyond city limits/UGBs where the shoulder width drops to 1'. No room for bikes or peds
212)	Consideration for how transportation and land use impact public health.
213)	Make an effort to update education in road design/street standards that reflect Europes most successful cities like Paris and Amsterdam. Reduce vehicle size and increase the cost of fuel.
214)	Roadway maintenance, traffic enforcement, roadway lighting.
215)	Modal switch from cars to active and alternate transportation. Road pricing.
216)	Integration with SRTS as a program that takes an integrated approach to safety, recognizing that most of the populated parts of our state are within 2 miles of a school.
217)	expand automated enforcement available to all counties/cities
218)	I'd like to see ODOT seek to achieve greater modal parity, providing equal investment across 4 modes - roads for cars, bicycle, pedestrian, and transit. Greater focus on prevention, less focus on enforcement.
219)	There are areas of dangerously high weeds and grasses in the right of way that are not being addressed. Use of cinder rock on curves in freezing weather. Regular gravel chips windshields, and the liquid deicer does not work.
220)	Better bike and pedestrian design that focus on the problem.
221)	More local control over state facilities in cities. More aggressive actions to retrofit and future-proof transportation system - move away from status quo faster! ODOT moves too slow and is holding everyone back. We know the lessons learned and best practices - now do it, please.
222)	Driving alternatives for more rural areas, like community offered transportation or delivery services.
223)	Have police departments do more pedestrian safety operations. Have police reports include bike/ped victim interviews.
224)	focused saturation patrols on highways.
225)	Safety measures and education related to unhoused populations. Some strategies might include education/outreach programs. High visibility stickers or reflectors for clothing, bikes, carts etc.
226)	Support for speed cameras. Support for traffic calming and bike/ped infrastructure.

227)	Enforcement and infrastructure to not only reduce crashes involving walkers and cyclists, but enough visible improvements to encourage frightened people to try alternatives to driving.
228)	How to better inform the public on the hazards of distracted driving.
229)	Fatal and serious pedestrian crashes on urban arterials in dark and dim conditions. Urban arterials and street design. Pedestrian and bicycle crashes at/on freeway ramps. Higher speed urban roadways (30mph or higher) and contributing factors (volumes, time of day, number of lanes). Larger, taller vehicles Drink and drug driving. Motorcycle crashes Distracted driving (we need better data!!) Young drivers People living on the street
230)	Freeway merging education. How to merge correctly and why. Also freeway courtesy-move over for merging vehicles, emergency and stopped vehicles, fast lane vehicles.
231)	Improved pedestrian infrastructure focused on filling in gaps in sidewalks, providing adequate lighting and generally removing barriers to access and pathways.
232)	safety improvements for vehicles, pedestrians, and bicyclists
233)	Better planning of intersections and lane spacing that allow for the safe transportation of freight and bike/ped.
234)	Turn out for farm equipment: speed patrol, nighttime in Weston and surrounding roadways, and speed Monitors, Distracted Driving, and DUI checks. Bridge and roadway maintenance.. Signage for roadways when wet or cold, indicating slippery conditions and other hazards, particularly on bridges and Highway 204.
235)	use highway tax dollars to fund highway projects and maintenance. Consider truck access and needs when designing new projects or improvement projects
236)	Improved roadways and bridges, as well as the maintenance of all roadways. Turnouts for slow-moving vehicles/farm equipment. Improved signage for hazardous conditions. Improved roadway design for heavier traffic flows.
237)	A recognition that it's less safe to combine bike/ped/car traffic than it is to separate them. The mandates to create bike/ped infrastructure in existing road rights-of-way is a bad policy. Instead, separate infrastructure along parallel or low-volume routes should be preferred. Likewise, roundabouts should be use sparingly on freight routes or major roads, since they can impede the free-flowing movement of trucks, which creates bottlenecks, leading to aggressive driving and other bad behaviors.
238)	Road maintenance dollars will always be paramount. Money for road and intersection redesign is also critical.
239)	Better coverage of the roadway with patrols between Pendleton and Milton-Freewater. Wider shoulders to allow for the pullout of oversized farm equipment and pedestrian vehicles when emergency vehicles are approaching. There are areas along Highway 11 where there is literally up to a half mile between safe shoulders, providing an opportunity for pulling out.
240)	Automated enforcement
241)	- Ensure that ODOT safety projects focus on locations that see the highest number of deaths and serious injuries, rather than on locations that see the most fender-benders or other more minor crashes
242)	Land use, including supportive walkable communities and traffic calming designs/retrofits.
243)	We need to study the way changes in vehicle design are impacting people outside the vehicle. This includes lights that blind pedestrians and cyclists as well as how weight and size increase the severity of injury in crashes and inhibit visibility of other drivers

244)	Need basic traffic enforcement
245)	road take-overs enforcement (cameras, speeding & DUI patrols) speed barriers separated bike ROW and crosswalks SIGNAGE on INTERSTATES/RAMPS about Pedestrian cross walks at all intersections. (can also be put on map apps when crossing into ORE)
246)	Provision of more road design safety elements, automated safety enforcement (speed and red light cameras).
247)	Funding prioritized for road and bridge repair over bicycle, pedestrian and transit. Regardless of your choice of travel you are still utilizing the same infrastructures.
248)	Better roadway and intersection design to reduce last minute merges and improve safety.
249)	Communication - talk to schools, social groups, civil groups, colleges, etc.
250)	discuss the tradeoffs of safety vs. capacity and perhaps designate which roads need to be where on the continuum relative to their role. (fast moving through traffic vs. neighborhood serving collector vs. local access. Expand on the good work the BUD has done and expose the tradeoffs and let communities make informed choices.,
251)	Meaningful and actionable strategies to bridge the gap between land use development and transportation safety- what are the coordination mechanisms needed to develop/implement them?
252)	Drastically slowing speeds through self-enforcing roadways and providing active transportation and transit facilities to let people shift short trips out of cars are, by far, the most effective ways to reach Vision Zero.
253)	To me, there are three big pieces: Design: We need to adopt a "safe systems" mindset and design forgiving infrastructure, especially where drivers and vulnerable road users interact. Enforcement: Basically everywhere where there could ever even be a crash should have a speed cam or red light cam set up. It's insane how rampant speeding and red light running are, and any safe systems approach needs to get these under control. Culture change: This is bigger than just Oregon and pertains to the normalization of driving, speeding, etc., but we can make moves here with our messaging and by basically recalibrating our expectations of drivers. Ideally, we can appeal to Oregonians' inner sense of kindness here.

How will the additions you've recommended help us improve roadway safety in Oregon?

1) Greater safety for all road users in urban areas.
2) Law enforcement will address speed, DUII, Reckless/Aggressive Driving. ODOT Incident Response will assist in maintaining traffic flow and will assist with immediate safety hazard mitigation.
3) More frequent and more visible crossings, plus improved signalized control, plus design enhancements to improve conditions for walking, biking, wheelchair use and transit will lead to conditions supportive of posted speed reductions, greater multimodal connectivity, more frequent access to destinations on either side of roadways, which all encourage greater multimodal use of roadways and highway corridors. Slower speeds will lead to fewer deaths and serious injuries when a crash does occur. Technological improvements to reduce distractions and the negative outcome of distracted driving, will also avoid many crashes that occur today. Enforcement and technology should focus on reckless and impaired driving to reduce the negative outcomes of this avoidable behavior.
4) Remove conflicts
5) It's easy to reduce the speed limits on roadways, but that doesn't help when the road is still designed to be driven at a certain speed. Speed and red light cameras are also helpful for this and I think the speed cameras implemented on Powell blvd. are great.
6) seeing police or notification regarding cameras alone causes people to drive better
7) The local jurisdictions are more in tune with the issues in their areas and some times can not make the improvements they need or want due to it being on an ODOT facility and all of the red tape that an ODOT facility comes with. Plus priorities of local jurisdictions might not align with that of ODOT priorities, so working with ODOT can cause delay due to inaction.
8) By eliminating bottlenecks and improving traffic flow we create a safe and equitable use for pedestrians and bicyclists. We also improve freight and mobility along with public transit with consistent commute times.
9) Over 90 percent of public transit customers in Marion and Polk counties access public transit either by foot or bicycle. Moreover, there are many of those who have a physical disability or are older and therefore move slower than average. These are the most vulnerable road users and need more protections from autos and trucks.
10) We need to consider near misses and avoidance behavior as part of our safety analysis. These being overlooked is a very big blind spot.
11) Reduce crash rates involving pedestrians, scooters and cyclists, etc., and motor vehicles. Encourage walking and cycling as a transportation mode, reduce dependency on motor vehicles and improve our air quality.
12) the evidence is mounting that big heavy vehicles with high hood heights have bigger blind spots that can lead to crashes and lead to more severe injuries when crashes happen. Transportations agencies have not pushed into this realm enough so that federal regulation and car companies have pushed the market. ODOT has the power as a vehicle regulating agency to at least make an impact on this issue. We're seeing an increasing number of people who are living unhoused involved in crashes, often severe or deadly crashes. ODOT is already spending a lot of money to try to address the issue through things like putting boulders on the side of the highway or doing camp sweeps. Some studies show this is not an effective solution and is harmful to the impacted community. Thinking about how to address this issue more holistically can improve the well being of unhoused individuals and reduce crashes.
13) Focus on high crash locations and provides a tool to show priorities for funding.

14) education and engineering does nothing without enforcement. If there's no consequence for an action, there is no compliance.
15) Require communities to consider the tradeoffs for different cross section elements in a constrained area, and think about what the word "safety" means. If a 5 lane roadway widening project is no longer considered a "safety" project, will leaders or designers choose an alternative project, or not proceed?
16) by using design to reduce speed, it will limit the amount of accidents that lead to death or life changing injuries.
17) Will provide safe areas for vulnerable road users
18) As new technologies becomes more prevalent, we must adapt our transportation system to meet new demands, while trying to cultivate safer behavior (such as wearing a helmet, or how to pass safely). Repairing and hardening existing rail crossings will improve the safety of all users, and provide for critical access in case of an emergency.
19) It will help to keep more children safe.
20) Identifying in the plan is not enough. we need to take action on the ground.
21) Less congestion tends to allow people to drive more safely.
22) This focus will increase safety for all users of arterial roads (legacy highways), including transit riders, bicyclists, pedestrians and vehicles.
23) More separation of bike lanes from busy roadways will improve the safety of bicyclists.
24) shifting from capacity and throughput above all else, to meaningfully changing operations to handle the public health crisis of preventable traffic deaths with systemic, proven safety solutions.
25) Continuing education of roadway safety to the public - if we are all doing our part in little ways, it will add up to an overall improvement.
26) Speed cameras can help to improve work zone safety (based on driving in other states) of the workers or drivers. Just lower speed limits doesn't seem to help very much by themselves.
27) Lower number of accidents, lower pollution (cars on road driving kids to/from school)
28) The above would reduce speeds through design and greatly enhanced enforcement, and reduced speed is a universal factor in increasing safety on the roadway.
29) Traffic Violence Equity Analysis: This is crucial for understanding how traffic violence disproportionately impacts certain communities, particularly low-income households and people of color. By identifying these disparities, resources can be targeted to areas most in need, ensuring that safety improvements are distributed equitably and effectively. Speed Reduction: Lowering vehicle speeds directly reduces the likelihood and severity of crashes. NHTSA reports that even small changes in average speeds can lead to significant reductions in crash and injury outcomes. This is particularly important for vulnerable road users like pedestrians and cyclists, as higher speeds dramatically increase the risk of fatal or serious injuries in a collision. Strategies like road diets, which involve reconfiguring traffic lanes, can also help to lower speeds and make streets safer for pedestrians and bicyclists. Equitable speed and red light camera distribution: Automated enforcement like speed and red light cameras have been shown to reduce crashes and injuries. Data from Portland indicates that fixed speed cameras have significantly decreased speeding and fatal/serious injury crashes on corridors where they are installed. Ensuring equitable distribution means these cameras are placed strategically in high-crash locations with an emphasis on behavior correction - not revenue gain. Roadway re-designs: Transforming streets through design changes can improve safety for all users. This includes measures like, reducing the number of lanes for vehicles can create space for dedicated bike lanes, wider sidewalks, and center turn

lanes, all of which improve safety for pedestrians, cyclists, and drivers. Features like speed bumps, and narrowing lanes can encourage drivers to slow down. Bike Ped Safety: Prioritizing the safety of pedestrians and bicyclists through dedicated infrastructure and programs is essential, as these users are particularly vulnerable in crashes. This includes developing dedicated bike lanes and multi-use paths, improving crossings, and funding safe route programs. By implementing these measures in a coordinated and data-driven approach, Oregon can work towards achieving a significant reduction in traffic fatalities and serious injuries on its roads.
30) Focus on a regional and local level is key to providing specific recommendations and opportunities for improvement locally.
31) design needs to reflect conditions and safety not just ease for the driver - more signs and lights will not change behavior if the road is in appropriate for conditions - need more cues and failsafes to improve driver behavior
32) -Throughout Oregon, including in Bend, bikers and pedestrians have to compete with dangerous traffic conditions to use bike and ped facilities. If we want more people to bike or walk, we need to offer safer routes. This means protected lanes or separate routes so people don't have to bike/walk alongside 50 mph traffic. -Radar speed signs would help reduce speeding.
33) I hear from people in communities that they are forced to make dangerous maneuvers due to the lack of access to a signalized intersection. Signals can help lower speeds and provide opportunities for safer turning/crossing for cars and crossing for bike/peds.
34) I believe the number of fatalities on US97 (section from Madras to OR58) have increased significantly over the past decade. Safer infrastructure, enforcement and messaging could save lives on this corridor. Within our cities, we are seeing more people biking and walking, and our population is aging. Improving transportation systems for these populations will reduce crashes and the severity of crashes.
35) These are the transportation users most vulnerable to injury and death.
36) If police officers don't have the time, and motorists know the likelihood of them getting caught breaking the safety laws is slim, they will violate the laws. ALPR and automated enforcement are a force multiplier. Even when we have the funding for positions, we cannot keep or hire qualified applicants to do the job. Computers can do some of the tasks related to safety enforcement to hold motorists accountable and deter future unsafe behavior.
37) It will help from a larger and long-term systems perspective to provide more alternative, efficient and cost-effective safer transportation. Improved enforcement could impact short term and longer term driver behavior. Also improved safety infrastructure from roadways to lighting will also assist with longer term safety and transportation efficiency.
38) Light rail between the two largest public universities will decrease the number of cars, which will in turn reduce traffic on the roads, leading to reduced road wear and tear, and decreased traffic accidents, especially amongst young drivers who tend to be the highest distracted driver traffic accident demographic.
39) Utilize speed reduction and reduce red light violators which in turn will help reduce traffic crashes and change driver behavior.
40) 1. Vulnerable Road Users -Pedestrian and Cyclist Safety: By implementing more protected bike lanes and pedestrian crossings, we can reduce the risk of accidents involving non-motorized road users. Traffic calming measures, such as speed bumps and narrowed lanes, can slow down vehicles in areas with high pedestrian traffic, making the roads safer for everyone. -Safe Routes to School: Expanding these programs ensures that children have safe pathways to walk or bike to school, reducing the likelihood of accidents and promoting healthy, active lifestyles. 2. Data-Driven Approaches -Crash

Data Analysis: Utilizing advanced data analytics helps identify high-risk areas and allows for targeted interventions. This means resources can be allocated more effectively to the places that need them most. -Real-Time Monitoring: Investing in real-time traffic monitoring technologies can provide immediate insights into traffic conditions and incidents, enabling quicker responses and potentially preventing accidents. 3. Community Engagement -Public Involvement: Engaging the community in transportation decision-making ensures that the needs and concerns of residents are addressed, leading to more effective and accepted safety measures. -Education Campaigns: Increasing public awareness campaigns can change driver behavior by highlighting the dangers of distracted driving, speeding, and impaired driving. 4. Equity and Accessibility - Inclusive Infrastructure: Ensuring that transportation infrastructure is accessible to all, including people with disabilities and older adults, helps create a safer environment for everyone. -Equitable Investment: Prioritizing investments in underserved areas can address disparities in transportation safety, ensuring that all communities benefit from safety improvements. 5. Technological Innovations -Advanced Vehicle Technologies: Promoting the adoption of technologies like autonomous emergency braking and lane-keeping assistance can reduce the likelihood of accidents caused by human error. - Smart Infrastructure: Developing smart traffic management systems that adapt to changing conditions can improve overall traffic flow and reduce the risk of accidents. 6. Environmental Considerations -Sustainable Transportation: Encouraging the use of public transportation, cycling, and walking can reduce traffic congestion and the associated risks of accidents. -Green Infrastructure: Integrating green infrastructure solutions can enhance road safety by managing stormwater runoff and reducing slippery conditions.

41) Speed is the number one factor on the severity of a crash. Lowering speeds saves lives. If people know they can get an automated ticket for speeding and running reds, they will do so less often. Highway expansions never lead to long-term solutions, instead they just create more traffic and car dependency, leading to more cars on the road. More cars = more crashes.

42) Capacity will help with numerous issues facing our roadways.

43) It would greatly increase the roadway safety in the City of Hines.

44) by targeting the top issues that can't be solved by roadway design alone which is speeding and impaired driving

45) Wide bike lanes, thick fog line paint that doesn't wear down, enforcement of distracted driving, sleepy driving. Safe bus stops for peds and safe ways to walk to bus stops.

46) Reduce crash and fatality statistics.

47) By creating roadways that are safer for all users, with safe, comfortable, accommodation for folks traveling regardless of their method of travel.

48) By building knowledge and expertise around causes and solutions to address serious injuries and fatalities, by reducing bad driving behavior, and by promoting a more balanced transportation system where Oregonians can easily choose from different modes of travel that are best suited for their individual needs - in other words, reduce car dependency.

49) These will address many of the causes and factors associated with the fatal and serious injury crashes.

50) With improved maintenance and repair, vehicle passage is more effective and safer.

51) Most distracting driving is cell phone related - Providing additional multi-use pathways removes pedestrian and cyclists from roadway conflicts E-mobility licensing or other forms of control along with required training to operate (you did it with boats and off-road vehicles) will limit the current god complex of their users.

52) most people will follow cues in the environment for how they should behave including driving; designing and building for one set of behaviors and then demanding something different is more of a trap than anything productive
53) ODOT and the Federal Government are both going through a massive change right now. Money is going to be tight for a while so a focus on basics is prudent. It doesn't mean we don't care about bigger things, but it will allow us to make the most of what we have.
54) We need more support for promotion of safety tools. We as an agency at ODOT don't always make safety-focused decisions and it's largely because we don't have the right support for the right tools.
55) Poor roadway design must be addressed systematically. Safe designs must be required, not optional. Too often "the squeaky wheel gets the grease" - Portlanders get safer roadways because they protest for it, while rural communities remain dangerous because there is no advocacy group to scream for it. There remains too much leeway, too much flexibility for roadway designers to provide unsafe facilities, and too much pressure from freight stakeholders to keep roadways dangerous for people walking and bicycling. Traffic and turn volumes are used to justify safety reductions with impunity. As a planner, I can't be a one-person advocacy organization yelling at everyone about how they suck at their jobs - I need the rules and the plans to back me up. New roadways must be designed and built to the safest standards, or not at all. The Phoenix Road diverging diamond is such a good example of this - it provides bike lanes and sidewalks, but they are so terrifying to use that only the desperate would consider traveling by foot or bike across it.
56) Slow traffic; increase safety for bikes/peds; improve accessibility for the alter-abled
57) Reduction in impaired drivers and pedestrians should ultimately lead to few crashes. 9 out of 10 Police Reports I receive for pedestrian crashes include impairment in some manner.
58) Less crashes or close calls. Pedestrians may feel safer crossing in these areas.
59) Safety programs tend to focus only on new items without strategies for keeping them in place and maintained.
60) Speeding is a cause in nearly a third of all fatal crashes. Speeding is a systemic issue that affects all roadways users and is hard to impact.
61) Cutting the trees and vegetation back will ensure sun hits roads during day during the cold months. This reduces the amount of ice on roadways. Head on MVC's are not uncommon in this area so a way to divide the highway to avoid this would have a major impact on safety of the roads. Same with rumble strips
62) 1. Slower speeds result in less severe crashes. 2. There are unspoken false messages conveyed by our transportation system that have caused a culture with deeply rooted false beliefs in drivers that need to change in order to improve safety. 3. Better facilities reduce the likelihood of a crash. 4. Addressing the crash cause prevents recurrence of the same kind of crash. 5. Eliminate ways that vehicles negatively impact other road users.
63) The state has little to no money for safety, so we should be identifying every opportunity to improve safety at any budget level.
64) Improve survival rates. Coordinated messaging across region.
65) 1st-- by decreasing need for reliance on personal vehicles; 2nd are literal safety recs
66) By combining these strategies, Oregon can tackle root causes (speeding, impairment), use resources where they matter most (data-driven choices), and create roads and policies that protect people even when mistakes happen (Safe System). Together, these

additions position the 2026 Transportation Safety Action Plan to deliver measurable improvements in roadway safety statewide.
67) Use technology to improve driver behavior - use police officers to focus on public safety things that technology is not yet able to do. Well maintained roads are safer roads. If funds are saved from much too high cost of consulting firms should enable more money spend on capital maintenance and new construction
68) \$\$ and maintenance workers are needed. Local governments need help with funding maintenance projects on local roads. Tolling can help Metro pay for their improvements.
69) By using the plan for action items delegated to partners at all three levels through a safe system approach, there may be some movement on the actions.
70) We need to be more upfront about the limited budget ODOT has to respond to what we know will be more storms, more damage and decreased safety as our already fragile assets degrade faster. Oregonians should know that ODOT doesn't know the condition of half of the culverts on the system- failures have led to deaths and serious injury due to the large sink holes created (for example). ODOT needs a plan to limit traffic of close roads with poor condition assets and high hazard risks during events. Where these plans exist, we need to ensure they are updated and consider the cycle of updates.
71) Their presence slows travelers down
72) creating community norms that don't accept crash injuries or fatalities as the cost of driving.
73) Better defined routes for all users that will hopefully result in more consistent use of the system by users and less random or unexpected crossings, vehicle/bike/ped interaction.
74) Distracted and Impaired driving is driver behavior. Better automation will decrease roadway departures and hopefully warn/stop vehicles sooner when pedestrians/other road users are in the roadway.
75) without enforcement, the level of engineering or education is somewhat meaningless.
76) There is currently no enforcement to prevent disobeying current traffic laws and bad human driving behavior is now the norm.
77) Distracted driving puts everyone, especially the most vulnerable, at risk.
78) Allow for funding to be transferred from non-essential projects and used to improve road maintenance.
79) By looking to successful examples of road use from other cities worldwide we may find new ways of managing here at home.
80) The Complete Street design will allow those outside of private vehicles to travel safely by walking and biking and rolling. Automated enforcement will allow 24/7 speed and red light enforcement. Overly large vehicles cause more deaths and injuries in all types of crashes due to their weight and limit to visibility of all other road users.
81) Providing mode separation for bicycles and pedestrians should reduce crashes with those modes that have high fatality and serious injury rates.
82) This appears to be a large amount of the crashes and if we can reduce this we could reduce a lot of the crashes.
83) Reduced speed limits are a major tool for improving safety. Reducing conflicts between vulnerable people and people driving by building sperate facilities is also HUGE for improving safety.
84) Primary Impact: Prevention programs target alcohol and drug misuse before it begins or escalates. This leads to fewer drivers under the influence on the road. Oregon-Specific Context: According to ODOT data, a large portion of fatal crashes in Oregon involve drivers under the influence of alcohol, cannabis, or other drugs. Reducing use = fewer impaired drivers = fewer crashes. Which aligns with a zero deaths goal. Current

<p>Situation: Victim Impact Panels are widely used in Oregon and across the U.S. for DUI offenders, but their actual effectiveness in reducing recidivism or changing behavior is not always well studied. Research Benefit: By studying outcomes (e.g., re-offense rates, attitude change, empathy development), Oregon can identify whether VIPs are effective and under what conditions they work best. Which can serve as a base to further improve existing VIP's and allow for the expansion of VIP's.</p>
<p>85) rules of the road change to improve safety, but drivers who are licensed never have to prove they have learned the newer rules. adding information on high risk behaviors and consequences before they become habit would prevent crashes. Officers visible on the road are a deterrent to risky driving behaviors. Officers need to be incentivized to do those shifts.</p>
<p>86) The fewer people driving, the safer our roads will be. Public transportation is a key player in making this happen especially with our aging population.</p>
<p>87) Changing how designs and speeds are set</p>
<p>88) It would be nice to get ahead of traffic problems rather than playing catch up. We would save more lives, decrease the cost of crashes and impact on society. A better educated driver, not only in how to operate a vehicle, but kept up to date on new laws, but also the impact crashes have on the quality of lives to those affected, their families and society. We can give them the logistics on how to drive safe and operate a vehicle, but they HAVE TO WANT TO BE SAFE DRIVERS. We can educate them on new laws and remind them how important it is to obey them.</p>
<p>89) Many of our streets are too dark and not pedestrian friendly. When I cross streets at night I don't have reflective gear to ensure I'm visible to cars. But if this is dependent on lights from cars once they're nearby. Improving street lighting ensure we're not victim blaming pedestrians and other vulnerable street users. Having better regulations for vehicle size, height, and headlights are helpful for safety because often I see vehicles that are too large and have reduced sightlines to see the street and intersections. Headlights are also too bright for drivers and could reduce visibility for drivers.</p>
<p>90) More information to the public is vital.</p>
<p>91) If prioritizing investments follow policy, this will be effective</p>
<p>92) Communities need to be able to calm traffic in their communities. Without strong investment in enforcement, it will continue to be an issue. And we don't complete projects quickly enough to change the roadside culture. Oh - and just changing posted speeds (though I still want this to be possible) won't do it either. We need to streamline processes for local agencies to try things on our system, within their communities. We also still need to figure out how not to increase the posted speeds with speed studies. I still don't totally understand why we do this - especially when we now supposedly look at the 55th percentile speeds. We just forced City of Corvallis to increase speeds on one of their roads. So strange to me...</p>
<p>93) New ideas regarding design, regulation, and interaction related to how each type of user noted above can safely live in their community. Once each type of user has a place, and understand how they can safely interact, and there is proper education and enforcement, safety should be enhanced.</p>
<p>94) Minimize accidents caused by potholes, sinking pavement and slides; increase confidence in people walking and riding bikes.</p>
<p>95) Allow more tools to be used to address safety issues. This also allows for more tailored solutions that fit the communities that it serves.</p>
<p>96) That guard rail is really needed and it would save future lives.</p>

97) Enhance ped and bike safety (no one can walk safely in the Community of GR to the other commerce areas. Wildlife Crossings need to be planned for future Oregon growth and traffic to the beach.
98) Time is essential for living. You're a long time dead.
99) By sending a stronger message to the public about the efforts to reduce impaired driving and speeding in the state.
100) Travel options besides cars make roadways safer by getting drivers off the road Protective bike and pedestrian infrastructure reduces impacts between cars and non-motorists Slower speeds are less deadly
101) Raising awareness and requiring more attention to others sharing the road are both methods that would improve safety of all users of the transportation system.
102) All of these topics have been discussed and emphasized in previous plans in some way. Yet, the improvement "needle" rarely moves much. It's one thing to make a glossy plan. It's quite another to actually implement what is highlighted in the plan. I've been doing this sort of gig for almost 25 years, and very little has improved. It's quite discouraging. So I will pass on elaborating HOW... we all know how it will make a difference. I would rather see action actually be taken, and that takes money. Where's the money being spent? On developing the plan, or implementing the items IN the plan?
103) Protect people not protected by 4000lbs of steel in public. Lower speeds and improve stop compliance. Shut down stolen cars
104) More bike and pedestrian and multi-modal support, funding and options.
105) I do not know this, but I believe that the majority of accidents occur during commutes, where capacity limitations are inducing unsafe behaviors.
106) Traffic engineers are bound by traditional measures for what makes a roadway successful or "failing." When traffic volume and intersection LOS are the most important measure of success, higher speeds will always be more advantageous, to the detriment of the safety of all road users. I have watched safety projects in my community be modified or rejected because engineers could not accept the possibility of even the slightest increase in congestion (sometimes a matter of a few seconds of increased travel times for a corridor). But trip generation models don't adequately consider behavior change or allow for changes to transit service, or social changes such as remote work initiatives, or the realities of dynamics like population growth reductions (which in our college town will result in a population decrease as enrollment crashes in the next ten years). Meanwhile, we are failing the road users of today in order to serve imaginary road users of the future.
107) Release license plate reader information to law enforcement live. Data obtained from CMV LPR systems can be invaluable to locating criminal offenders and stolen vehicles from the roadway more timely. ODOT can be a much better LE partner if ODOT stopped only doing what is required by law, and started sharing and partnering with local governments even though the law does not require them to do so.
108) It'll make safer commutes for school kids in North Corvallis, safer walking for elders there, and safer intercity commuting by bike.
109) Basically, more lanes means more options to find your place on the highway. Instead of being stressed about merging, exiting, and the overall worry of how bad traffic is going to be, the highways could widen and create more space for the population that has grown over the last 10 years in Oregon, specifically Portland.
110) It would help to create an actual useful set of suggestions and guidelines for how to improve the safety conditions in a given area instead of just stating something is wrong and leaving it at that.

111)	Longer lasting and better maintained roads for safe driving conditions.
112)	Focus efforts on reducing deaths and injuries to people outside motor vehicles. Reduce deaths and injuries to people inside motor vehicles by reducing speeds.
113)	Following a Safe Systems approach is how most rich countries have dramatically improved safety. Acknowledging how the financial trade-offs made by ODOT are undermining safety and ODOT's claim that safety is the top priority is simply not true.
114)	Guard rail, safety slopes, shoulders, delineation, grinding/paving, signing, striping potholing
115)	Fewer car trips, better separated active mobility infrastructure, more automated enforcement all reduce the amount of vehicles on the road, crashes, injuries, and deaths, and stacking them together multiplies their efficacy.
116)	Remove police from enforcement and freeing up their time to do 'police work'.
117)	Less people who shouldn't be driving engaging in driving.
118)	ODOT, Counties and Cities need better and more funding in order to help with maintenance and projects that provide better safety.
119)	Discourage oversized vehicles that prevent their drivers from seeing children right in front of them. Slow non-freeway traffic to speeds that a crash victim could survive.
120)	It will connect rural Oregon.
121)	It should directly address implementation and not just the ideal roads and make recommendations. This is the most useful factor, because plans should be actionable.
122)	Increased enforcement is the only way to change driver behavior and maintenance ensues physically safe road conditions.
123)	Make everyone - but especially those under 18 and over 75, aware of safety and responsibility to make good decisions - for youth - being smart and careful, for elders, knowing when to quit driving.
124)	By looking at other NW/Pacific state DOT's traffic fatality rates in relation to their signalized intersection CCI treatments or standards (for instance, the fatality rate per 100 million VMT in 2022: Colorado 1.42, Washington 1.25, California 1.40, Vancouver BC 0.75 while Oregon 1.64) How do they treat their intersection signalization, particularly w.r.t. CCIs. as well as for pedestrians/cyclists?
125)	Faster safety improvements and responsiveness to local concerns will build good will with local areas - and potentially help ODOT gain more support for funding needs in future bienniums.
126)	From access to non-motorized trails to ped-scale lighting, to no RTOR, to cracking down on vehicles that are no longer street-legal who are driven by impaired drivers; we cannot guarantee safety, but we can design for vulnerable populations who walk/bike/roll and for those vulnerable drivers who are new to driving or of an older populations to deign "time" for reaction. Also, consistent use of pavement stripping throughout the State would be beneficial - does someone from rural Oregon understand the red lanes? the green bike lanes?
127)	Highway 99 from Exit 238 off I-5 to Jefferson would become a safer stretch of highway. A residential speed limit established that will provide safe entrance and exit for homeowners. Increased enforcement would result in a safety corridor that would become a known reality.
128)	help create the sense of personal responsibility for cause and effect of decisions made while using roads.
129)	Fewer fatals and severe injuries.

130)	Difficult to say, if people do not read or listen they will not obey the laws. So many people don't realize that the car they drive is a lethal weapon and can cause the damage they do in accidents or with distracted driving.
131)	wholistic complete streets policy, bring vulnerable road user safety, performance standards and infrastructure needs up to par with vehicles.
132)	automated enforcement could augment police efforts, which are seriously constrained by lack of resource
133)	reduce accidents
134)	Fewer cars on the road, less congestion, less pollution, less road usage. Safer with sufficient bike space and signage.
135)	Speed cameras have been shown to be effective
136)	Separation from cars. Having a bike lane next to car traffic without some kind of hard boundary does not work. Look to other countries for designs.
137)	Trucks have designated freight routes they need to adhere to. The safety of trucks on these routes should not be compromised to allow for increased active transportation.
138)	maintain the existing transportation system and continue to improve roadway design, not necessarily capacity increases, to improve modal transportation flow.
139)	The current highways are in bad shape. Fix them up to be safer.
140)	Focus on the people/drivers. The roads and traffic control are not the major problem.
141)	Right now our roads are over capacity. We need fewer people driving to be able to afford to maintain the infrastructure we currently have, let alone build new. We need to shift as many people as possible away from SOV to lower-cost options. If we invest to make the lower-cost options more appealing, we will have an easier time enabling those who can make the switch do so.
142)	ODOT should focus more on design solutions that are present 100% of the time. Enforcement measures like speeding patrols and cameras are only present in one particular location for a limited amount of time, and people will only modify their behavior in that moment.
143)	Reduce mixing of bikes/peds/cars
144)	Reduced unexpected automobile and truck responses to road conditions (driver overcorrection errors). Fewer accidents.
145)	Rather than targeting new facilities or programs, make the most of the limited funding available to focus on maintaining what we have.
146)	Make real the incidents for which decision makers avoid or benefit the citizens and drivers of ORegon. Look at the HSIP dollars...most are add-ons to existing projects not under an aggressive and responsive directive to reduce fatalities or protect vulnerable road users. These HSIP dollars are superficial dollops of money on pre-existing projects. Sounds good, feel good but doesn't do good.
147)	ODOT could do the same and bring in state agencies and work with other states to better incorporate federal efforts.
148)	Come up with a system to eliminate cell phone use while driving. If your in the front seat driving you should not be able to use a phone
149)	By encouraging ridership it will reduce traffic. Reduced traffic will naturally lower incidents and increase safety.
150)	This adds an accountability element to safety. If a person is not committed to their own safety, they might modify their behavior if they know that someone else is likely to.

151)	#1, it will make people more cautious and think more as to not get pulled over and cited. #2, drivers wonted be dodging poor roadways and going into other lanes or bike lanes. It will also make it safer for pedestrians to cross the roadways.
152)	It will allow the maintenance crews to have funds to complete general projects and not deplete their operating budgets.
153)	Making people more aware of pedestrian/cyclist safety and promoting its use more.
154)	Reduce stress on drivers, reduce risk of fatal accidents with peds and bikes improve final mile delivery for essential services and goods
155)	Less distracted drivers and less speeding
156)	Improved highway safety for the rate payers
157)	If more drivers (new or existing) are educated on safe driving practices, maybe they will use their knowledge. Increased enforcement could be a way to also education drivers.
158)	Better Coordination
159)	Streets should help build community.
160)	If we can preserve routes for trucks we can create smaller routes for bikes and cars or trains to ensure that eveyone is moving safely and efficiently.
161)	traffic is solid as early as 1 pm from Vancouver to Eugene. Too many cars stuck frustrated drivers get aggressive and erratic. People are not using public transit. Stop the wasteful spending and put the money where the lion share of the issue is, we need more lanes to move the population despite what studies show , neighboring states move traffic and they have faster speed limits and more lanes.
162)	Roads will have safer driving surfaces and fewer drivers will drive distracted or impaired.
163)	These will improve safety and flow for all users, including cars.
164)	In addition to the equity concerns, I don't think there is the traditional enforcement capacity we'd need even if we wanted it as a safety action. We really need more designs and features that force people into safer behaviors (or provide protection in the event of issues).
165)	These focus areas cover principle causes of serious crashes and emphasize those most vulnerable to them.
166)	We can change speed limits, but without enforcement, it does nothing. Vulnerable roadway users are much more susceptible to serious injury and fatalities. Strategies should help provide separate and protected facilities for people walking and biking.
167)	Decrease pressure on budgets by allowing for development to cost-flexible in the future. Lights loose usefulness in blackouts, cost\$ to maintain server temps and require space and software upgrades. Round-about can't ever break and require less technical maintenance.
168)	This will improve safety
169)	Please prioritize safety above through-put of traffic. No loss of life is acceptable just to improve the time it takes people / goods to get somewhere.
170)	Improve the flow of traffic with motorcycles and reduce the chance of being sandwiched between cars.
171)	Driving is inherently more dangerous than using public transportation. Getting people out of cars, in to transit and on to bikes is good for us as individuals and as a society

172)	Without a safe, accessible path to and from bus stops, people won't choose transit unless they have no other option.
173)	It will improve overall safety goals by reducing accidents due to this on-going and increasing problem.
174)	Clean, maintained, and safe bike paths, increased visibility and overall safety for bicyclist.
175)	Implementation of the plans available.
176)	Traffic and accidents will lessen if freight routes are preserved and freight is prioritized on larger freeways. Oregon was built on a city that is all about Industry and we cannot continue to support the industry if our freight movement is constrained.
177)	It will reduce the speeding and enforce current registration of vehicles. Safety inspections will catch vehicle defects like lights out and to dark of windows among other things.
178)	This will help with driving conditions throughout different weather events. In addition, community members will feel more safe knowing there are reduced speed limits.
179)	Bringing light to issues on the road that effect moving freight in a safe way.
180)	If you need to ask that question, you are working in the wrong department.
181)	It'll gain greater public support and attention with tangible results.
182)	Fewer accidents in intersections, and fewer rear-end accidents where the car following expects the car in front to run a red/yellow light.
183)	Improving safe driving discipline through law enforcement rather than just hoping the law is enough to do the job.
184)	Help to make the roadways safer overall for all.
185)	Distracted driving causes many accidents and a focus in this area would improve over all hazards on the road.
186)	Fewer collisions between bicyclists and automobiles.
187)	reduce severity of crashes
188)	Reduce aggressive driving. Make high speed highways safer to prevent head-on collisions and other high-speed collisions. Make pedestrians safer when crossing the street.
189)	safety awareness for all road users less us vs. them mentality
190)	Impairment and distracted crashes are two of the largest contributors, less is better
191)	ODOT has spent too much staff time on unfunded mega projects that don't add enough value to our transportation system. The ACT committees are dominated by freight voices that just want to spend lots of money on "capacity" but have a limited view on how to improve the transportation system or the externalities of our system. Need more voices in the room and an OTC that disagrees with each other sometimes and engages in conversation.
192)	Crack down on violators and make it easier for people to use safe alternative transportation.
193)	Less drivers will result in less crashes, less maintenance costs, and more participation by non drives in the wonders of our great state.
194)	Improved safety
195)	Speed is the number one factor in roadway crashes. When you combine speed with the size and weight of personal vehicles, you get increased crashes which impact both those inside and outside of the vehicles.

196)	Designers should not be creating locations that are unsafe by encouraging use of unsafe crossing locations. Close them down officially.
197)	Rural roads see a lot of diverse traffic: farm equipment, bikes, occasional peds, wildly differing speeds. If we can add a few feet to shoulders, it will really help with all of these users.
198)	A focus on racial and economic equity
199)	Fuel costs will help fund our roads maintenance and transition to better public transportation alternatives. Upgraded bike infrastructure will entice more to use alternative transportation such as walking and biking improving our health and air quality.
200)	Curb speeding and reckless driving behavior, better roadway maintenance prevents and reduces traffic accidents, and increases loss prevention for taxpayers, and better roadway lighting improves nighttime safety for all users, including pedestrians and bikes.
201)	Reduce congestion; fund transportation system; encourage active and alternate transportation.
202)	By prioritizing all users, safety for the most vulnerable users will increase which will induce demand. This will not only accomplish environmental goals but will decrease long term costs for ODOT as there will be less wear on the system and capital project costs can be minimized as per/bike infrastructure is considerably cheaper.
203)	Consider concerns of parents and families accessing school facilities for school, recreation/community events, and emergencies to make real access improvements for the people who live across the state, not freight and ag interests.
204)	add an effective tool that counties don't have today, and help overcome shortages in patrol officers
205)	In the long run, more people in prison does not make our communities safer. Focus on solving potential problems before they result in enforcement actions or crashes. Separate transportation modes so that bikes, pedestrians and other non-drivers on the road are not put in direct contact with high-speed vehicles.
206)	In Lake County, in particular, winter driving would be safer.
207)	Bikes and peds are vulnerable, currently there are a lot of different approaches to similar issues. Which of these approaches actually work and should be more widely applied?
208)	Traffic accidents continue to increase despite efforts. This is unacceptable. We need to reach VISION ZERO asap. ODOT should drive culture change (pun intended) toward a truly multi-modal system, not weight existing driver behavior and preferences so heavily. Design for slower speeds and to prioritize safety, especially for vulnerable users. It's that simple. It's shameful to see the Hall Blvd project miss so many opportunities. It's essentially a repaving project - do better ODOT!!!
209)	all those that are unable to drive or have diminished abilities to have alternatives to driving
210)	People will see pedestrians and bicyclists if they are stopped by police for not seeing decoy peds/bikes. Police reports will not be biased with the car driver's perspective only. Police will develop more empathy for the VICTIMS. Courts who see the reports will have more empathy for the victims and bad drivers will get harsher sentences and perhaps be taken off the roads, leading to fewer bike/ped DEATHS and LIFE-CHANGING INJURIES!
211)	save lives we continue to lose on highways due to distracted, reckless, and intoxicated driving

212)	There are significant unhoused populations in Oregon's urban places that are disproportionately impacted by pedestrian accidents.
213)	Speed cameras might be the least expensive means of getting drivers to slow down.
214)	They will reduce deaths and injuries, while increasing active transportation, thus improving community health, both physical and mental.
215)	We can continue to educate students and families so that we can better help our future roadway users.
216)	Addressing these focus areas would address many of the most serious traffic safety issues in the Portland area
217)	Education. If you know the correct way. you know how to expect traffic to operate/react.
218)	By giving the most vulnerable roadway users an intentional level of prioritization as an equal member of the roadway users group. All roadway traffic needs to be included in the roadway system, not just vehicle operators.
219)	i hope we can make our communities safer while we drive, walk, or bike to our homes and other destinations
220)	It will ensure that bike/ped community are better able to navigate around HD trucks safely and will reduce injuries and fatalities. Forcing HD trucks into narrower lanes and forcing bikes into our blind spots is a recipe for more injuries.
221)	Turn out for farm equipment: speed Monitors, Distracted Driving, and DUI checks. Bridge and roadway maintenance
222)	Ensuring trucks have appropriate accommodation to enable them to safely maneuver on our public highways is an important element in overall highway safety.
223)	Prevention of fatalities and accidents.
224)	By reducing opportunities for anger on the road, and reducing points of conflict between bike/ped and car, this will lead to a safer transportation network.
225)	While patrols and engineered solutions to help lower speed and correct errant driver behavior are beneficial, they cannot be omnipresent. Improving the general road conditions (maintenance, surface condition, intersections) will help ensure that patrols and engineered solutions can be focused on those areas where they will do the most good, while providing safer conditions to the general traveling public.
226)	Protect lives and improve the safe flow of traffic along a heavily traveled roadway.
227)	It works where it's been implemented
228)	- Orphan highways in Portland see many more deaths and injuries than I-5, but ODOT has focused funding and efforts on auxiliary lanes on freeways rather than on pedestrian and bicycle improvements on streets like Powell Blvd, TV Highway, Barbur Blvd, etc.
229)	Focus on diversity of land which is more influential than density. Move from advisory to data/policy based, implement efficiency before add capacity, shift from conventional bike lane/curb tight sidewalk to protected/separated facilities, support infill to enable transit efficiencies, and shift from v/c to completeness/roadway reconfigurations.
230)	You could make recommendations to classify these large trucks differently and require a different license to drive them
231)	People will be reminded that there are consequences for poor decision making while driving. Crack down on these losers before they kill somebody
232)	knowledge is power -- pedestrian safety

233)	Provide safe spaces and safe behavior cues for all roadway users.
234)	By addressing the dangerous intersections, replacing decomposing bridges and eliminating bottlenecks you are making it safer for all modes of transportation. We are also reducing our carbon footprint by creating a more reliable and consistent thoroughfare for all along with enhancing our economy.
235)	Most accidents are human caused.
236)	Prioritize the safety of the vulnerable users while accommodating access and through movements, but at a slower and safer pace. Bonus if we can create incentives to help shift drivers to high capacity transit and keep motor vehicle capacity of our roadways available for the most important users, like transit and freight.
237)	Reduce overall crash risk by reducing overall car travel needs
238)	I'm hopeful that the actions taken under the TSAP align with the goals and what's known to be effective a little better than previous efforts both statewide and here in Portland. I'm probably preaching to the choir here but we know how to reduce traffic deaths and injuries, but much of what it takes is unpopular politically. Meaningfully moving the ball in that circumstance is always going to be a challenge.

What else should statewide, regional, and local safety partners address to create a safer environment for all road users?

1) Stop the giant Portland area freeway projects and redirect funds into what the region needs: more crosswalks, signals, etc so that all road users are safe.
2) District Safety Improvement \$\$ to mitigate local issues with coordination with District first responder groups.
3) Locally, cities and counties could consider more diverters to encourage vehicles to avoid streets intended to be low-stress environments for walking and biking. For safety on state highways, from an engineering and design standpoint, we have to reckon with the competing priorities of mobility and safety - are we more concerned with addressing traffic congestion and throughput, or do we need to think about trade-offs when it comes to really prioritizing safety. If we are serious about improving safety, then we shouldn't assume that 5-lane or 7-lane highway cross sections with speed limits of 45-55 MPH are sustainable, especially in urban and suburban settings.
4) Better communication between jurisdictions, ODOT should stop trying to strong arm other jurisdictions and be more open to collaboration. In Washington the working relationship between WSDOT and City of Seattle has resulted in a lot of positive outcomes.
5) enforcement
6) I think signage could be improved. There are signs that are fading and sometimes confusing to drivers. There are also places where there are too many signs. Plus some signs are ineffective like when vehicles don't obey a no turn on red sign or a no left turn sign. Also the variable message signs that say generic things like x amount of crashes occurred on this facility in 2023 are sometimes more distracting than informative. Or sometimes these signs alert the driver to construction activity that ended months ago and is now just another thing to take the drivers eyes off the road.
7) We need to address all regional needs. Every county has the one dangerous intersection or the one stretch of road that is sliding off or falling apart. Safety needs to be a major priority in selecting funded projects. One major project should not eliminate other regional needs. Lets finish what we start within reason. We can only afford so much so large projects should be staggered with construction.
8) Slower speeds save lives, so doing more speed studies and requiring local jurisdictions to re-evaluate speeds on their streets whenever re-surfacing or expanding facilities would ensure that traffic is getting safer. Also, enforcement and education is necessary to make sure driver behavior stays in check with expectations.
9) Local speeding enforcement is almost zero, routine traffic light/red light running, bridge repair and earthquake preparedness, road maintenance schedules
10) Education of all types of roadway users as to their rights and responsibilities as roadway users.
11) more investments in non-car options to allow us the safer designs without the traffic consequences
12) More enforcement and education about the need for slow moving vehicles to pull over. I see people taking huge risks to pass very slow moving vehicles who have had numerous opportunities to pull over and let everyone go by.
13) The legislature needs to admit to their failure in HB 2017 where monies were moved to priority projects to move people at the expense of O & E. You can't move people better if the existing infrastructure is falling apart.

14) Education of the public on best practices of roadway design. Eliminate the perception that this stuff is "untested"
15) incentivize more people to use public transit to get cars off the road.
16) Obviously texting and driving is a huge problem. Just stand on the side of the road and observe drivers. You should be doing more campaigns around this issue.
17) Keep up the good work, and do your best to withstand the changes in funding at state and federal levels.
18) After construction/Road Work is complete, have road signs/warning devices completely removed.
19) Improved transit options and safe transit stops for users.
20) Enhanced public transit would help alleviate the number of cars on the road, increasing safety. Or more capacity. One or the other. Not doing anything is not working.
21) Fix sidewalk gaps; use roundabouts over signalized intersections where feasible; provide funding for safe routes to schools and great streets improvements; install marked/signalized pedestrian crossings where feasible; work to provide wider sidewalks/paths along all roads; provide funding for seismic updates/replacements of bridges throughout the state.
22) Increased punishments and patrols for illegal street racing.
23) communication the public on the impact of traffic violence but punctuated by solutions, recent/past successes, and deeper engagement.
24) - Adequate maintenance and operations funding/staff to maintain safety features and traffic control devices - Adequate ARTS/HSIP funding to fund all potential and qualifying hotspot safety projects (state and local system) - Adequate number of traffic safety professionals (engineers and other) to educate communities, local agencies, elected officials and other non-safety transportation staff - Incorporation (through an implementation plan) of the Safe Systems Approach within ODOT - Required drivers education for new drivers, no matter the age and more regular license renewals / testing - Support at the highest political level for the more controversial but PROVEN and effective traffic safety tools like enforcement, rumble strips (noise), roundabouts, traffic calming features (including ones that restrict driveways to right in right out) and lane width reallocations through pavement markings.
25) improving education and enforcement whether it's for young/old drivers, distractions, speeding etc.
26) Clear walking/ biking areas . Working with insurance companies to create more discounts or incentives for everyone to take courses like "the oregon friendly driver" course, or make people more aware of some laws- like the yield to bikers law, and that all intersections are crosswalks.
27) VMT reduction and mode shift to transit, walking, biking, and rolling are very effective traffic safety measures and should be considered and funded as such as they do not cause as many safety (and other) externalities as driving individual vehicles. Street designs that slow speeds are especially important in urban areas, and factors such as clear zone, safety shoulders, and breakaway equipment should not be as important in urban areas as those safety factors for vehicles increase the speed and danger for all people living in cities.
28) Data Driven Approaches Technology and Innovation Vehicle Size Behavior change
29) Integrate safety findings directly with Safe Routes programming.
30) completing useful networks for alt modes, invest in transit - the safest modes but they need stops, shoulders, amenities, support

31) Protected bike/ped lanes and radar speeds signs would go a very long way to creating a safer environment.
32) Empower local safety action committees to tailor safety actions for their communities and to be advocates for safety improvements. There is a need for localized safety advertisements and educational outreach. I used to work with someone at ODOT who insisted on doing safety outreach at local schools; since she has left I am not aware of any ODOT staff who are doing safety-related outreach in their community.
33) Emergency response should be considered in this process. Are there things (policies, infrastructure, etc.) that we can change to help improve emergency response and outcomes? I believe emergency response in many rural areas is declining, and may ultimately lead to worse outcomes for people involved in serious crashes.
34) As housing/apartment building increases to address housing shortages, build housing in denser more walkable areas.
35) I know nothing about OSP staffing, but I can tell you that in Bend, on Highway 97 and Highway 20, I rarely see a trooper on a traffic stop. If this is because of staffing issues, then getting them the funding to add positions will help. Also, recognition of troopers who are leaders amongst their peers for enforcement helps. We work in a competitive culture, and bragging rights only go so far. Public recognition can help.
36) Better land use planning and policy
37) Where do the highest incidence of serious traffic accidents occur? Is there a way to provide public transportation in this area to reduce road congestion?
38) With limited personnel for enforcement there needs to be a focus on automated enforcement at the state level, supporting local jurisdictions.
39) Statewide level -Enhanced Data Collection and Sharing: Improve the collection and sharing of crash data across all jurisdictions to identify high-risk areas and implement targeted safety measures. -Legislative Support: Advocate for stronger traffic safety laws, such as stricter penalties for impaired and distracted driving. -Funding and Resources: Ensure adequate funding for safety programs and infrastructure improvements, prioritizing high-risk areas. Regional level -Regional Coordination: Strengthen coordination between regional planning organizations and local governments to ensure consistent safety standards and practices. -Public Transportation Safety: Enhance safety measures for public transportation systems, including better lighting, surveillance, and emergency response protocol. -Vision Zero Initiatives: Promote and support Vision Zero policies aimed at eliminating traffic fatalities and serious injuries through comprehensive safety strategies. Local level -Community Engagement: Increase community involvement in safety planning to ensure that local needs and concerns are addressed. -Infrastructure Improvements: Focus on local infrastructure improvements such as better crosswalks, bike lanes, and traffic calming measures to protect vulnerable road users. -Education and Awareness: Implement local education campaigns to raise awareness about road safety issues and encourage safe driving behaviors. Repeating these focus areas that hold high value Technology Integration: Invest in smart traffic management systems and advanced vehicle technologies to enhance real-time monitoring and response. Equity in Safety: Ensure that safety improvements are equitably distributed, particularly in underserved communities. Environmental Considerations: Incorporate green infrastructure solutions to manage stormwater and reduce road hazards.
40) The biggest thing that keeps vulnerable users safe is numbers. The more people biking and walking, the safer it is for everyone. Anything we can do to make biking and walking more pleasant and convenient, in addition to safe will pay huge dividends for the future. Investments in infrastructure and continued work on land use, please!

41) Also need to address the growing ebike, scooter market that is sending these high speed moving devices into roadways and causing injuries to peds on sidewalks as these devices routinely jump from roadway use to sidewalk use.
42) Traffic Lights with cross walks and Digital speed signs.
43) High speed rails! Fewer cars on road. Give people alternatives. High gas tax so peple are incentivised to drive less.
44) Give equitable and proportional attention to all users and stop prioritizing fossil fuel powered motor vehicles ( including trucks .)
45) Address the need to modify existing and planned roadways so that all are welcome and safe. There's a lot of work to do to begin to achieve the vision and recommendations of the Oregon Transportation Plan and other documents.
46) More engagement, listening, and collaboration between ODOT and other entities including those that have not been part of the conversation. I'd like to see ODOT reach way beyond "the usual suspects" that come to its annual safety conferences and really engage a diverse range of interest and demographic groups across the state. More engagement with teen drivers to make sure they understand the risks of dangerous driving behavior -- and not just through drivers ed which only reaches a sliver of teens. Get creative about other ways to reach teens.
47)
48) Work with our Governor and Legislature to reprioritize infrastructure and stop spending money on ideological matters.
49) I know this sounds facetious - but no one should be issued a drivers license without being required during their driver certification to operate a heavy vehicle in tow (Need to learn not everything manuevers easily and especially stopping distance, to many drivers think they can pull out right in front of a heavy vehicle.
50) completing networks for walking, cycling, and transit; design walking and cycling facilities for low traffic stress by buffering, using paths when speed and traffic levels warrant; making crossings easier and visible
51) See previous comments
52) Eliminate bad design options from the highway design manual. Eliminate the option for right-turn lanes to the right of bike lanes. Eliminate slip lanes with bike lane merges. Eliminate diverging-diamond interchanges. Acknowledge that painted bicycle lanes are essentially just "recreational adult" lanes and not true transportation facilities.
53) Smooth bumps between Newport and Depoe Bay on Hwy 101!
54) A better enforcement presence could be useful.
55) Speed limiters on all vehicles, so the vehicle cannot go more than 10 MPH over the posted speed limit. :) Wouldn't this be amazing!!
56) How to more effectively influence driver behavior.
57) Speed and distracted drivers are a concern for this area as well.
58) Along with enforcement should be more requirements for continuing education, especially once ticketed/fined for violations.
59) There is a need to change the driving culture in order to meaningfully improve safety. Unspoken false messages are conveyed by the built up transportation system that conflict with safety efforts. These ideas need to be addressed in order for people to change how they drive. Here are examples of FALSE ideas that most people seem to believe: - Driving below a speed limit is a more serious offence than driving above the limit. - Keeping pace with other vehicles who are speeding is safer than slowing down to the actual posted speed limit. - If police are not patrolling, it's OK to speed; when they are patrolling, it's still OK to go 10 mph above the posted limit. - The road is for cars;

pedestrians and bikes do not have equal right to the road. - Delaying a car is costly, but delaying a pedestrian, bike, or transit is acceptable because they must be OK with more delay, having chosen a slower travel mode. - If there are no street lights, there must not be anything a driver needs to see outside the headlight beam (bikes, pedestrians).
60) Legalize camera enforcement by counties.
61) follow through on commitments to highway projects that address the need for improved on/off ramps and bike/ped/roll pathways
62) build more travel lanes for vehicles in Metro area. Get some cities to do a better job maintaining their roads - yes I am looking at Newberg and Portland....
63) High speeds and also separating modes of transportation.
64) Add illumination
65) A proactive approach for all partners to understand.
66) Apply the safe systems approach to all projects no matter the color of money that funds it.
67) Maintenance, specifically winter maintenance has a direct correlation to winter roadway safety. Providing infrastructure to communicate with connected vehicles will help push notifications to motorist and allow for better decision making.
68) Fund a Transportation package that comes with money for reducing Fatalities and Serious injuries based on proven safety countermeasures.
69) Do not neglect winter road maintenance.
70) Re-focus priorities to most efficiently use the tax funds dedicated to ODOT
71) Less driving cars and more alternative modes of transportation. Stop feeding auto and oil industries and start thinking in ways to solve problems and build community.
72) Recognize that the roads should be designed for the safety of those who use them whatever their means of travel. And that those who live along side the roads should feel safe also.
73) projects that build smart signal controls and provide more frequent and better pedestrian crossings.
74) Enforcement
75) maintenance of roads including signs
76) Please prioritize people walking and biking. Anything ODOT can do to influence more flexible and mixed land uses would go a long way.
77) Better coordination between agencies that are overseeing right-of-way jurisdictions.
78) N/A
79) more lighting and/or barriers to known high risk crossing areas that are not designated crossing areas, ie where you know the houseless are crossing that is not marked
80) Funding. For many, many years the priority has been infrastructure to support people driving cars. We need to invest heavily in other users for awhile to quickly build a safe, equitable transportation system.
81) More aggressive ideas in my toolbox, would be to make lightweights free to use, and start to paint more - specifically including a new lane split (6 ft lane option), where the 12ft would still exist, but there would be a new lane splitter paint (the pink dots) that would indicate that motorcycles and small light-weights can ride side by side. Wouldn't do much at first, but would show that we are serious to setting a path to improving capacity and safety through shrinking the size of the state's vehicles as opposed to an ever increasing size and weight.

82) We should aim for a zero tolerance for any substance use while driving and ban the use of phones while driving. Blue tooth although legal is not safe. IT is the cognitive distraction while talking that is the problem, not holding the phone.
83) Implement transportation demand management strategies to reduce the number of vehicles on the road.
84) Figure out how to also align safety with support for local jurisdictional transfers of state highways
85) Well, I am guessing we can't do this either, but I would sure love for this state to require drivers' education. I believe that would be a state-level requirement, but that is where we could be partnering with OHA to eventually get policy/legislation passed. This should be in all the schools. Young people should have to take it. But that is a big life. A gal can dream, right?
86) Better ways to keep unsafe drivers off the roads, and provide them ways to live their lives without endangering others.
87) Increase ODOT funding.
88) Partnerships with mental health and houselessness service providers as well as Police to create more wholistic solutions.
89) Keep the state and federal grants going for extra patrols, I believe they help keep driving behavior in check.
90) Creating safer environment for all road users is impossible. We can't create safe weather conditions. Most definitely more visible signage, painted road markings that can be seen. If the driver is distracted by choice, sleep, technology, sightseeing, or just a stupor of thought bugged all can be done. Vehicle fitness to educate drivers to do vehicle or trip checks and not rely on sensors to keep you safe. Tie it down once and go go go. Educate drivers to do checks as they go. I can't hear that funny noise under the hood with the AirPods in. My mirror shows a trailer trying to pass me I'll go faster to cut it off. Oops it was my trailer. My GPS told me turn now so I did. Who moved the road 100ft further away. Create a GPS sensor for wildlife, free range animals, and birds. Similar sensor for rubbish on the road that rock that broke your windscreen, tire rubber or tumble weed that's in your lane.
91) Encouraging law enforcement and public officials to support and be more active in the enforcement of the crash causing actions of drivers.
92) Improved safety infrastructure for highway on and off ramps Vehicle size
93) go back to messaging the way and in the places the majority of system users are receiving news- Social Media using current methods of communication not just GovDelivery news posts.
94) Report of efforts that are going on around the state, so the public knows what is being done. Include lists of completed infrastructure safety improvements, safety programs that are showing to be successful (and which ones were determined not to work)
95) Address the issue of taking action. Strategy: Highlight one thing in that plan of importance that can be accomplished in 1-2 fiscal years. BUDGET accordingly. IMPLEMENT the action item.
96) Better Road Designs
97) It is insane to me that the State is spending hundreds of millions of dollars to promote more housing, but almost nothing is being done to increase transportation system capacity. it is negligence.
98) Pedestrian scale lighting at crossings Adoption of more fully signalized crossings as opposed to rectangular rapid flashing beacons (which sound cheap but need to be constantly replaced)

99)	Fatal crash trackers/reader boards on state/federal highways telling drivers how many people have died in Oregon vehicle crashes. Counter would/should run on a 365-day rolling calendar. Put these up all over the state....get people to better understand their poor driving has consequences.
100)	Accelerate Multi use path development and building in South. Corvallis, bridging HWY 99 there. A neighborhood is cut in two by the highway.
101)	I have enjoyed seeing more roundabouts being put into place, I think another tip I would give is to put in more stoplight on the back roads. For example, the intersection between Highway 219 and Highway 210 in Hillsboro (I believe those are right) on your way to Newberg, has a large back up of traffic daily. The main issue is that people on I believe 210 do not have a stop sign or stop light. Therefore, the traffic on Highway 219 is stuck because they have to wait until that traffic slows. Around 4 P.M. to 6 P.M. there is a quarter of a mile back up, because those cars are simply just stuck there.
102)	Lower speeds on roads, potentially a state sponsored governor for vehicles that is optional but could be give the user a discount on insurance or something else that way vehicles would be restricted to a max top speed stopping joy rides at 100 mph. Could look into advanced pavement types to see which ones give the best drainage and glare resistance for better driver safety, inclusion of separate facilities for bikes and peds along state system roads
103)	Stable, sustainable maintenance funding.
104)	Increased transit availability and frequency, improved pedestrian infrastructure near transit.
105)	Failure of the legislature, courts, the police, and transport agencies to treat speeding seriously.
106)	corridor safety evaluations and work plans
107)	Stop prioritizing vehicle speed and throughput as a design objective. Both make our roadways more dangerous for both users and non-users.
108)	Invest more in complete street projects
109)	Update roadway design standards, reduce speed limits, and provide safe non-automotive alternatives.
110)	Land use laws that support infill projects and incorporate walking and biking infrastructure.
111)	Enforce all parking setbacks at intersections, including offset intersections.
112)	Build more road diets.
113)	We need national (or multi-state) focuses on the vehicles. I'd encourage a recommendation to limit vehicle weight/size/heights because of their significant impact on crash risk and the damage and impacts they have on the roadways. This issues can only be addressed at the national level , or through multi-state coordinated efforts.
114)	Where possible decreased use volume by dispersing industry and traffic to less populated areas of the state.
115)	Fund ODOT so that road repairs and safety maintenance can get done!
116)	We may need to focus more on pedestrians/cyclists/scooters and so forth rollers due to the following National Trends (Fatality Facts 2023) about Pedestrians: --- A total of 7,314 pedestrian deaths occurred in 2023. Pedestrian fatalities account for 18% of all crash fatalities (40,901) while 21% = 125/603 pedestrian and 2% = 12/603 bicyclists/pedal cyclists deaths in Oregon in 2022). --- Deaths from motor vehicle crashes with pedestrians have increased 78% since reaching their low point in 2009. --- The rates of pedestrian crash deaths per 100,000 people are highest for people ages 20 and over. --- Eighty-four percent of pedestrian deaths in 2023 occurred in urban areas,

<p>up from 59% in 1975. --- Sixty-two percent of pedestrian deaths in 2023 occurred on major roads other than interstates and freeways. --- Twenty-three percent of pedestrian deaths in 2023 occurred at intersections (among 38% intersection fatality and serious injuries in Oregon, what percentages are pedestrians/cyclists? Intersections could be a focus if the rate is much higher than the national.) --- Seventy-five percent of all pedestrian fatalities in 2023 occurred between 6 p.m. and 6 a.m. Twenty-five percent occurred in crashes between 6 p.m. and 9 p.m., and 24% occurred between 9 p.m. and midnight.</p>
<p>117) Oregon is a tourism destination both for Oregonians traveling across the state and for out of state visitors. Tourism boards should be invited to participate in safety campaigns with state, regional and local safety partners.</p>
<p>118) Same area as mentioned. The Park-n-Ride at Exit 238 off I-5. It is a hangout for homeless people staying in their vehicles, campers and rv's. ODOT sees the cycle of them coming and going. It happens all the time. Make it safer by Identifying the vehicles and after 3 or 4 warnings issue a ticket. ODOT and general public are exposed to all the garbage / trash / needles that these vehicle owners leave behind.</p>
<p>119) transportation system is not only for cars and freight, the system is the vital lifeline for all users to connect to community resources, building for the safety of walkers and bikers first creates safety for all users and promotes more travel without motorized vehicles.</p>
<p>120) Make sure ODOT has sufficient funding that can then contribute to city and county governments.</p>
<p>121) Putting people in bubbles to protect them would be great! However that is not realistic- people are people and they will do what they want. Until people appreciate the fact there are others on the road and their actions impact what happens around them, not much will happen with folks.</p>
<p>122) DUI checkpoints</p>
<p>123) effectually spend money to improve traffic safety</p>
<p>124) Consider no cars within the city, with great access to mass transit, more light rail.</p>
<p>125) Use of diverters to create cul-de-sacs that support neighborhood placemaking while also creating a network of slow streets for walking and biking where cars are guests</p>
<p>126) Safety is important to all users, for sure. However, again, please do not compromise the safety of trucks in the interest of safety for other groups.</p>
<p>127) Add and accommodate more transit at the road level through roadside passenger amenities, stops, lighting and signage to attract attention and improve visibility of existing transit services. Increasing overall community awareness of transit service, even non users, will increase ridership and overall usage.</p>
<p>128) Fund OSP to hire more troopers to better enforce laws around safe driving.</p>
<p>129) Focus on the people/drivers.</p>
<p>130) It would also be AMAZING to move the rail yard out of the central East side in PDX, but I realize that requires a battle against the railroads, which might be impossible.</p>
<p>131) Putting higher emphasis on design as a way to effect behavior change and increase safety.</p>
<p>132) Wild driving</p>
<p>133) Increased use of speed cameras and associated ticketing.</p>
<p>134) Get Director Strickler out of his chair, visit the funerals of people killed on the highways; work with insurance companies to understand the dollars/lives impacted by injuries on highways and streets; comprehend the cost to society by vehicular deaths and</p>

	injuries. Send Strickler to Copenhagen, Sweden, Netherlands, Germany: let me learn there are successful techniques in Europe that could be initiated here in OR.
135)	Keep up the good work. Safety culture and infrastructure are two very important areas. Law enforcement, unfortunately, just doesn't seem to be or can be adequately funded to address traffic safety plus all the other needs of any community.
136)	More patrols for cell users.
137)	creating a culture of where users of the system unselfishly use the system and think about the safety of others or contemplate the remoteness (in some areas) and lack of resources to rescue them from the effects of unsafe driving.
138)	More digital speed indicator signs and RRFB's
139)	fund traffic enforcement- to enforce speed laws
140)	the usual reminders of safety -seatbelts/ helmets. Really I would be all for EVERYONE being required to wear helmets regardless of age. It is safer for everyone and would be much easier to support children and teens to wear helmets. Plus with how many bikes and scooters are electrical now, it makes more sense for everyone to wear helmets just like everyone wears seatbelts.
141)	Widen the roads back to 12' More room between cars and trucks
142)	more enforcement
143)	driver education
144)	I think we need better avenues for driver education, and perhaps more required education over time. It seems surprising that someone can get a driver's license at 18 years old and, if they never move out of state, they may never need to revisit driver education again.
145)	Preserving Freight routes! Can't say it enough
146)	Narrowing of lanes where there are curves is particularly dangerous for truck traffic as the trailers can trail into opposing lanes of traffic on curves.
147)	Encourage residents to reduce vehicle use by walking, rolling, biking, or using public transit or car pooling to travel to and from local destinations.
148)	Sustainable funding, over the long term.
149)	More funding for these expensive features, building more political support for prioritizing them over other roadway projects
150)	Regulate the height of vehicle hoods. No one needs to drive trucks that big in urban areas. The danger they present is unacceptable.
151)	Ultimately, reducing crashes will require reducing VMT and that should be emphasized in the safety plan.
152)	Education should be targeted to all age groups. It should also be culturally specific. Education should be aimed at all roadway users.
153)	Community design, incentivize business to do close delivery, and safe, walkable design.
154)	If you want bike lanes you need to widen the roads
155)	In addition to improved infrastructure, speed enforcement is critical. Red-light cameras / speed cameras can and should make a big difference.
156)	Increase speed zones to unlimited in unpopulated areas. This would reduce tiredness of drivers and improve the flow of traffic.
157)	Idk
158)	Enforcement of reckless and distracted drivers needs to increase in order for there to be any improvement in traffic safety statistics. Education of traffic safety practices and engineering solutions are also needed.

159)	Continue with the goal to decrease any type of vehicular accidents and improve mobility for all system users.
160)	Responsible procurement.
161)	Outreach for speed reduction. Allow local municipal governments to lower speed limits based on increased safety gains, not on 95%ile speeds. Allow communities to find other revenue sources to pay for infrastructure and operations and maintenance of the transportation system.
162)	A portal to augment crash data that allows non-vehicle users to identify instances when/where they felt unsafe and why. Crowdsourcing transportation safety planning.
163)	Bring back state rest areas, more guardrails or column protectors on drop offs, and increase OSP on traffic patrols.
164)	Increased patrols for speeding in various areas. More signage on freeways and roads. Sometimes signs are hard to read due to graffiti and wear/tear. This would improve safety greatly.
165)	This has to be more than just the transportation industry/world working on this, we need partners.
166)	Patrol and enforce/educate as necessary.
167)	Place caution signs with lights at/on overpasses and bridges due to their slippery nature when wet, or when temperatures are near freezing on surfaces, and place warnings on corners that have had multiple accidents during the wintertime, with the same warning signs.
168)	People who drive large motorhomes that resemble busses should be required to have a special endorsement on their licenses to drive and have testing requirements. After the age of 75 there should be annual performance reviews. These vehicles are similar to regular busses and vehicles driven by CDL drivers. There should be a method of scanning that shows a police officer if a car has a valid tag/insurance on it. There are so many uninsured drivers on the road. We had one hit our log truck and he was cited but there is zero accountability for those drivers other than a citation. They can drive and if they get caught it's not a big deal. There should be a way to manage uninsured motorists better. I'm sorry I don't have a viable solution but I do think it's not fair. There isn't motivation to be insured.
169)	Speeding is a real issue on Interstate 5. Either raise the speed limit or enforce it. This one is puzzling to me because it seems like a fantastic revenue stream to start citing people going 80 - 90 mph on I5. Even the semis are matching everyone else's speed when they can, and their posted limit is 60 mph....
170)	dedicated transportation funding focused on safety retrofits (e.g., roadway reconfiguration, intersection treatments, speed cameras, ped crossings) rather than capacity
171)	Sustainable, sufficient funding
172)	Clear metrics to judge what is working and what isn't.
173)	clear signage for drives Thoughtfully interconnected transportation options for all.
174)	Working on increasing bicycle networks to increase connectivity
175)	There needs to be a concerted effort to design our roadways to address safety first. Speed limits need to be lowered as the impact of speeding on traffic crashes is well-known. The role of transportation engineers is vital. We must acknowledge that road design has the greatest impact on safety and stop blaming the individual driver for the results of roadway designs that encourage speeding and other harmful behaviors.
176)	more enforcement, especially in work zones.
177)	n/a

178)	Consideration of accessible and safe use across various disabilities. Roads that are safe for the most vulnerable are safer for all.
179)	An integrated transportation plan overlapping city and rural access via public transportation and alternative transportation options. Create separated pathways between cities such as Redmond, Sisters, Bend could bring an influx of adventurous tourism.
180)	Creating a Roadway Safety Audit Group to review and implement safety measures that are cost effective.
181)	Enforcement (more enforcement of speeding, reckless driving, etc. infractions). Improved alternatives to driving, and enhanced safety.
182)	Work together with public health professionals, provide bike and ped safety education across the state, and teach drivers about the dangers of speeding and distracted driving.
183)	Siloing is a problem for comprehensive transportation solutions - saying "that's not our problem" is an easy way to make certain problems nobody's problem. Work together with infrastructure and maintenance to make sure the programs are producing safety for our communities.
184)	Consider the regions separately, not as a whole. The needs in metro areas west of the Cascade range, are far different than those of the highly rural areas to the east. One size does not fit all.
185)	Consistent, reliable funding for maintenance and transit operations. Creative partnership opportunities and temporary pilot programs to test changes. Complete trail networks between parks, schools, transit, and shopping ASAP!!
186)	DUII task forces
187)	No others come time mind right now.
188)	Make sure you consider all modes of transportation. We need to be more equitable to all people.
189)	Support regional safety work groups that can meet on a regular basis. Provide Safe System approach trainings for engineers and planners across the state. Prioritize reducing serious crashes. Lower the BAC level Support access to transit, especially for young people. Legalize counties use of safety speed cameras. start a state speed and safety speed camera program.
190)	Radar-roving speed traps. Better than speed humps because: they target only the speeders. They mostly support themselves through ticket revenue. Provides another officer available in moments notice for emergency. Speed humps create problems for snowplows, emerg. vehicles, repaving situations. sweeping, etc.
191)	Adequate lighting and well maintained trails.
192)	vehicle speed, lighting, working with limited ROW, obstructing trees, other obstructions that we just don't remove because they are grandfathered in somehow - we need to start making small changes so that the community finds a safe way back home
193)	Intersection design - if roundabouts are the chosen method, they need to be big enough to allow for the passage of long, HD trucks and need to include rules that doesn't put a bike/ped directly into our blindspot.
194)	Turn out for farm equipment: speed patrol, nighttime in Weston and surrounding roadways, and speed Monitors, Distracted Driving, and DUI checks. Bridge and roadway maintenance.. Signage for roadways when wet or cold, indicating slippery conditions and other hazards, particularly on bridges and Highway 204, and noting that these roadways were designed for less traffic than we regularly experience today.

195)	mandate minimum lane widths that will accommodate heavy trucks. Ensure round-about design allows for safe truck access
196)	Enhance winter roadway maintenance in icy, inclement weather and snow conditions. Additional signage for hazards on bridges during freezing weather for black ice conditions, and on roadways at higher elevations
197)	While there are federal and state requirements and guidelines for ADA facilities, there needs to be consideration for the end user. For example, in Lincoln County, recent ADA improvements address cross streets with no pedestrian facilities. However, near a busy commercial district near Gleneden on the east side of the road, there are no facilities (several lodging options and homes exist on the west side of 101). Users will not use the crosswalks at the intersections, and so there is another crossing hazard on 101 despite the work that was just completed. Additionally, wheelchair users seem to have some reluctance to use sidewalks and ADA facilities compared to bike lane or paved surfaces. While there could be speculation as to why that appears to be the case, designing for end users, as well as meeting necessary standards set by governing agencies, would help with the utility of these facilities.
198)	Increased patrols, increased maintenance during inclement weather, and improving roadways in general, as well as maintaining bridge integrity throughout area, many bridges need attention.
199)	Separating modes on all urban arterials
200)	- Prioritize spending funds on safety and maintenance on existing state roadways and bridges rather than expanding the system
201)	- Conduct road safety audits. - More focus on creating public spaces which work for people of all ages. - Design exceptions need to be redirected to keep the crosswalk open for people (rather than prioritized for vehicles), required for highway lanes over 10' (support narrow lanes) in the UGB, required to maintain/widen roadway (look to reduce/eliminate clear zones which encourage speeding), required for geometric changes which do not benefit cycling/pedestrian movements, required for maintain/widening intersection curves (look to create tighter curves to calm traffic), required to create/maintain slip lanes (look to eliminate slip lanes which impede pedestrian safety), etc.
202)	I'd like to see more car-free spaces and diverters and things so children can play in the street like I did as a kid
203)	Fix the potholes and debilitated roads so cars are not making dangerous and erratic movements to avoid rough road patches, such as swerving into oncoming traffic
204)	enhanced punishments for street racers.
205)	More transit service and priority for roadway safety elements for people accessing transit.
206)	Find a balance of addressing our infrastructural needs and the environmental impacts. There needs to be a cost analysis and design to meet both needs.
207)	Continuous communication, visual impacts, statistics, discuss how speeds are determined, how to drive in different weather conditions, etc.
208)	We need sustainable funding options that grow as our region grows and as needs and trends change. Revisit tolling, and or vehicle mile charges and create incentives for taking transit, walking or riding a bicycle.
209)	distracted driving is on the rise, nitrous oxide is a substance that is contributing to more crashes, consideration/planning for increased vehicular violence (cars running into demonstrations/events) and violence that stems from political conflicts in public space

210) Jurisdictional transfer of all orphan highways. Prioritize maintenance, safety, and multimodal improvements over mobility projects. It's ok to not fulfill the directives of HB2017! That money could be used to save lives, not enable more VMT in urban areas.

211) Ultimately the built environment, transit options, etc. play a key role. Big picture thinking, obviously, but there are a lot of planning decisions that are made without ever asking what it might do for safety. We should always be looking at these with a "safety lens." (I utterly dislike the 'lens' framework but can't think of a better way of putting it...)