

# 2021 TSAP: Stakeholder Survey Summary

## Appendix: All Comments

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### Question 1: Overall, how much progress do you feel Oregon has made in addressing the 2016 TSAP long-term goal areas?

- Oregon is ahead of many, yes, but compared to what we need to be doing for active transportation development, we are showing just little progress. Thank you for the work being done, and let's do a lot more!
- I don't recall seeing or reading about the issues. Most communication from ODOT seems related to immediate and local needs.
- Stop wasting so much money on non-value to cars and trucks.
- The highway system is seriously over capacity and needs to be improved and expanded
- Accidents are up, drivers are less skilled and careful, new tech is limited or non-existent
- Trip check 511 is a joke when it comes to going over the passes. 5 hours or more to update?? Come on.
- Adding ramps bicycles have to go over while in the bike lane? Curbs inches from the roadway on Division now where the new bus stop concrete pads are installed.
- Is there no way to say you're backsliding? Seems like a bad poll design.
- Everywhere I go in Oregon I see construction projects! Its great! New roads, safer crossings, better signage and more options for transit/ biking.
- Traffic fatalities per mile traveled have steadily increased since 2013. That is how you measure safety of the system.ODOT is over-investing in highways that kill people, and under-investing in safe and comfortable active transportation infrastructure.

- Need to know more.
- Without the data showing changes in safety results since 2016, it is crazy to ask about progress. These are my best guess in the absence of data.
- I perceive conditions on most of these fronts to be exactly the same as they were four years ago
- Not that many infrastructure improvements have been in the communities that need them like 82nd ave, powell, and tv highway. ODOT is not adequately collaborating in big projects such as the Rose Quarter I5 project.
- I've lived here since 2016 but not sure where things have improved... from ODOT
- Haven't noticed or been involved
- This is necessarily limited to my observations in a reduced area (COVID) and with less need to use any sort of transportation (same reason).
- Driver education is severely lacking. Even basic road manners are not enforced or well known for the majority of Oregon drivers.
- OR is not serious about these goals
- ODOT employees not working directly in "highway safety" do not understand their influence (and they have it) over reducing fatal and serious injury crashes (including other engineering disciplines) and generally do not appear to respect safety engineering as a real engineering discipline requiring experience and education. In addition, our agency performance measures clearly hold us more accountable to assets as opposed to human lives. With decreasing funding, it does not encourage other programs to consider highway safety in addition to the performance measure they are personally held responsible to. Items like rumble strips, roundabouts and road diets, while highly encouraged as proven safety countermeasures continue to be fought again for implementation by preservation, maintenance, freight mobility and rail divisions. We also do not have a collaborative method for transportation safety engineering system providers amongst all local agencies and ODOT. Our LTAP program does not support this collaboration like it does at other DOT's. Clearly what we have always "been doing" isn't working anymore. When are we going to have the more difficult conversations around reprioritizing everyone's performance measures to focus first on highway safety and holding everyone accountable for reducing fatal/serious injury crashes beyond Traffic-Roadway section and Transportation Safety Division? It will take the entire Agency to work together to address the highway safety performance measures. We also need to stop trying to use "safety" infrastructure funding to replace the community needs previously met by a modernization program which could be used for proactive safety. The safety infrastructure program does not have the luxury to address political projects that aren't reducing existing fatal and serious injury crashes.
- Since Oregon's population and need for all of the above services looks different. I believe the transit programs, contractors and ODOT staff are working for a common goal. The outcomes look different from west to eastern Oregon due to the frontier, rural and higher populated areas on the west side.
- I am increasingly concerned about the lack of safety for visually impaired pedestrians

- need safer intersections and there is resistance from truckers and large heavy haulers to roundabouts. Even though roundabouts can easily be designed and built to accommodate these users
- Unfortunately, from an enforcement perspective, I believe that any progress made in improving safety culture was lost as a result of COVID. Once the streets went empty because of stay-at-home orders, risky behavior increased dramatically.
- STIP should provide multimodal information for the public
- I think ODOT continues to prioritize the movement of vehicles over the safety of people. Build more protected and separated bike/ped infrastructure instead of expanding highways
- The ARTS program has been really good for roadways, but driving is still the riskiest travel mode and that is where I see most of the investment. If you really want a safer transportation SYSTEM, then Oregon needs to heavily invest in safer transportation modes. By safer modes, I mean primarily rail transportation but also other public transit modes and active transportation modes.
- communication and collaboration is very poor updates are extremely slow if any and very little respect for stakeholders concerns
- need more use of speed cameras
- I use a bicycle as my primary mode. I have seen no effort made to improve cycling infrastructure outside of cities. I e-mailed ODOT to ask about this and got a dismissive response.
- budgets for state police and local police are down meaning they cannot make a difference.
- When will the I-5 Columbia River bridges be replaced?
- All answers are in reference to my local community, Roseburg, OR.
- The Rose Quarter plan is out of sync with the goals of the Safety Action Plan. Measured on a scale of how many injuries and deaths would be prevented, the Rose Quarter budget scores badly compared to other options for safety improvements.
- The town I live in cut back in mass transit service to my neighborhood several years ago, now the Coast to Valley Express has cut its schedule so I can no longer take it to work 1 day/week. There's sidewalks in about 20% of the small town I live in--that could be VERY WALKABLE, and the city refuses to renew sharrows, it repaved a road and covered up what sharrows there were. There are no additional bikelanes in the town's proposed TSP, and overall, it's getting WORSE to walk & cycle or take what mass transit there is. Oregon has never supported Amtrak to the extent that WA has. So, as far as I'm concerned, ODOT is FAILING badly in making it safer to walk or cycle where I live or pretty much anywhere I go in Oregon. Or take a train/bus.
- This is all culture change; both in our communities and inside the agency. Culture change is typically incremental, even generational.
- When I ride my bike, I see so many risky behaviors by motorists - everything from cellphone use to unsafe lane changes. There's so much going on inside cars now (GPS, movies, etc), the risky behaviors seem to be getting worse all the time.

- I still see many crashes in reports, speeding is still seemingly allowed, and for that matter, road design and speed limits are high in urban areas that do not discourage speeding, and do not promote safety nor make it comfortable for non-auto users.
- The number of people I see driving while texting tells me that our safety culture is actually going backward.
- As a resident of Portland for over 6 years, I have received little to no communication around initiatives to support "healthy and livable communities," and little to no communication about any of these initiatives in low income areas. Strategic investments seem to be focused around higher income, better resourced areas.
- In my area, Salem, the increase in population has created a need for infrastructure to address safety issues. I believe that the education of new drivers to the area is essential and can be addressed at time of licensing. Drivers from other states may not be familiar with traffic patterns, signal timing, etc. Oregon has developed an outstandingly engineered highway system and the design is different than other states. The alignment and slope of grade can be very tricky when exceeding the speed limits, especially in wet and icy conditions. So, inform drivers when they get to the state, learn your route, refer to Tripcheck, and obey ALL ROAD SIGNS.
- Some progress has been made but some is lagging behind or not up to date with what is really happening. Long-range plans are hard to develop but some recent short-term projects seem costly and not really addressing the real issues.
- Long-term goals take a long time.
- Bridges need more funding/upgrades
- More action and less talk about addressing the 2016 TSAP long term goal areas!!!
- We hear about safety a lot, so good progress on creating the culture. But its clear we don't have enough \$ to do all we need to do, such as making it easier to ride/walk/take the bus. We don't have enough \$ to use technology to its best use (signal timing, pedestrian improvements) but we are making investments where we can get the biggest bang for our buck - that should continue.
- I love the adoption of the Goal Zero program by several agencies. It has made it possible to make infrastructure changes that were unimaginable just a few years ago.
- Oregon introduced cannabis to its driving culture with disasterous results, now they are introducing mushrooms, we have cut back our traffic officers all over Oregon, have done away with consequences for risky behaviors and this shows in our increasing fatalities. There seems to be no political will for personal responsibility in Oregon, the City of Portland does not allow for police to tow the cars of uninsured or unlicensed drivers so instead the police just give them ticket after ticket so they can wallpaper their bathroom with their tickets, the driver improvement program is that someone can't drive from midnight to 5:00 a.m. We can't perform pedestrian missions in some areas because the drivers complain about being stopped by the police which impacts their retirement. We talk about a car as a deadly weapon yet if someone does into a mall and waves a gun around we take it away, if someone has a DMV record a mile long or drives uninsured or unlicensed we're like it's okay here take your deadly weapon and go. Oregon has a choice to make, a driving is either a privilege or it's not, if it is we need to start closing loopholes to get bad drivers off the roads, and a car is either a deadly weapon or it's not,

if it is, we need to have a way to take these deadly weapons away from people. It's like here in Oregon we want to give drivers at least three chances to kill someone before we even get excited. At the moment as a Portlander I would say our government is failing us on livability, I can't even walk on the sidewalks my taxes pay for because they are covered in tents, I can't park in the disabled spot outside my work place because a car is camping there and every night there are riots and violence and traffic police of which there are few are constantly pulled away from their duties to do other things, there are two days in Portland where there is no traffic coverage. As far as getting DUIs off the road, the legislature makes it more and more complicated every year adding in more and more restrictions, it takes a long time to process a DUI and that is time that the traffic officer cannot be on the road. I would suggest that Oregon legislators just start expecting the fatalities on our roads to go higher and higher, because until they decide to enforce the laws we do have, to allow traffic police to do their jobs and to quit tying the police's hands, we will continue to lose people on our roads.

- ADA ramps have placed a burden on local and state budgets. It's unfortunate that it comes at the cost of making other safety improvements. Technology has been adopted slow and some options are still not deployed here like roadside assistance to move cars out of traffic quickly or creating space for RRFB for pedestrians.
- Oregon is seeing the number of pedestrian fatalities rise, and yet less than 1% of ODOT's budget is dedicated to improving the pedestrian infrastructure.
- When I see the number of painted crosswalks and protected bike lanes double or triple, I will know that you are serious about getting started on transportation safety.
- Nothing has really changed since 2016! Just a lot of talk!
- As a bicyclist I do not feel any safer on streets in my city (Salem, Keizer) than I did four years ago. Just last week, within a couple of miles of my house, two people on bikes, in the bike lane, were hit and killed by someone driving a car. This has to stop.
- Popular GPS Navigation Apps are violating local County laws and bringing heavy trucks and excess traffic in No Thru Truck streets and narrow residential streets. Our complaints to ODOT went unheard.
- Honestly don't receive enough updates to really know what has been done.
- Spending more money has shown little results and in fact the numbers will show that things have gotten worse
- Unmanned radar use could significantly reduce speeding, culture needs to change to embrace that. More PSA's might help
- Disconnect between what citizens want versus city government and state government. Why is there no ability for citizens to provide input when assigning new speed zone till the end of the process?
- Need to prioritize safety on vulnerable users rather than on automobiles.
- Collaborating? The Republicans in the Legislature set an awful tone.
- More dangerous driving behaviors now than ever before
- Speeding! No enforcement.
- No progress on urging/mandating increased rural expenditure on pedestrian & bicycle infrastructure, where I live people walk/ride in motorized wheelchairs & cycle along an

increasingly busy highway 101 for several miles within small city limits because there is NO sidewalk or separate bike lane

- I live in Eastern Oregon, where I see vast amounts of risk from giant trucks with after market metal "bumpers." speeding is common, and ODOT is closing sidewalks and walking away from opportunities to make active transportation safer. no pushback when elected officials are incorrect and make dangerous, biased comments about people that walk or ride bicycles. I have heard an ODOT safety rep laugh out loud about vision zero. that tells me all I need to know.
- I live in the Lebanon/Sweet Home area and Hwy 20 needs more safety from Albany to Sweet Home. I would also like to see the I5 lanes increased to 3 north and southbound from Salem to Eugene.
- People are still dying and getting life-changing injuries on ODOT roads. People are afraid to bike and walk around their communities. Buses are getting trapped in traffic. And the impacts are unequal, with Black community member disproportionately harmed in traffic crashes. Our system is not safely moving people around our community. And we're failing the climate test.
- 'One ODOT' is evident throughout
- There is little progress in adequate communication or alerts to all members in the community leaving people with disabilities out of the loop.
- The pace of tech/policy implementation (for instance, tolling in the metro region) is far too slow. We have to be able to execute policy more quickly in this state in order to achieve our objectives.
- I did not start with ODOT until 2017. Coming to ODOT has been a huge step backwards regarding technologies and work space available to employees. It is different in each region and even in each office in the same region.
- Majority of these goals has not been met on the ODOT roads in greater Portland
- When teaching students how to drive there is a lack in consistency.
- I think that the general public's attitude toward safety on the roadways is abominable. I key issue in this problem is recent messaging that absolves pedestrians of any responsibility for their own safety.
- infrastructure improvements seem to be more of the same, no new technologies in creating a more equitable system
- parts of state ignored or receive less safe solutions
- Looking at where you spend money in the STIP, seems like safety is an afterthought.
- I think area growth has out paced ODOT's ability to respond to safety concerns and inhibits livable communities.
- Currently, there's almost an anti-road safety culture blossoming, with people speeding at an increased rate and driving into/joking about/threatening to drive into BLM protests. There may be improvements in awareness about distracted driving, but we need to keep up the effort. Infrastructure improvements are happening, but not at a high enough rate to prevent a continuous stream of fatalities from vulnerable road users, nor to make it feel safe enough to facilitate health and livable communities (more people using active transportation).

- I have never been marketed to see this data.
- More needs to be focused on healthy and livable communities, including safety that helps direct not only policy but actionable and measurable objectives that then gets pulled into development code. We can't have housing units with over 250 units built with bike lockers inside the facility and units and then not support safe streets with no bike ped facilities right in front of that new housing unit because the system is so broken that they don't all support each other including with different departments (like housing) (policy, code, requirements, etc!)
- Region 1 has had several projects that felt collaborative and well communicated to my local govt.
- lots of self congratulatory communication, but little substantive knowledge sharing
- I've seen counties and cities step up their road improvements for safety, but the state roads seem to be at a standstill in terms of developing safety in urban environments that state roads cross through. Oregon 8 & 10 in particular through Beaverton & Aloha have not seen any significant infrastructure improvements in known memory.
- You're still building out as if it's 1965, LOS is the only thing that matters, and everyone is going to be driving EVs by the fall of 2022. You should have been focusing on changing the design of our public ROWs so drivers are less likely to kill people.
- There is far too little funding being allocated to safety to make a significant dent in our statewide statistics. That being said, ARTS is a great program and is strategic, if only more resources went to it.
- Would like to see more off-system multi-modal paths, and more adherence to preferred community alternatives
- Need to make 2 lanes from Madras to Klamath Falls
- Safety concerns from Redmond north has been basically ignored.
- Eugene, OR area - improvements to Beltline/Delta Hwy interchange are needed. Will see if the changes being implemented are enough to improve safety & traffic flow. I-105 improvements will be good once complete. Hwy 126 improvements from Eugene to Veneta - glad it was finally repaved, but much improvement still needed to improve safety & usefulness of this route. I see plans are in the works to widen, which is good. Need shoulder improvements, bike lanes, etc added to this route.
- Oregon needs to make biking and walking safer and better than driving. The state should ban curbside sidewalks on arterials and collectors and build parallel facilities for bikes and peds that are beautiful and safe.
- There seems to be little awareness of traffic safety and what constitutes safe driving by the general public.
- It's hard to know about the strategic investments when there's a little communication
- The roads would be safer if more people took the buses! The sidewalks aren't even safe for me as a wheelchair user and I ride the bus everywhere because the city isn't even Walkable, it's barely driveable with traffic, come on! Fix the infrastructure and public transit FIRST so people who can't drive can access more and then work on the rest.

- Example: I-5 Wilsonville South south bound entrance was changed to 3 signals and backup is twice as bad. All merge lanes should be extended past current limits and if not, do not allow more traffic onto freeway than it can handle.
- The ARTS program has been really good for roadways, but driving is still the riskiest travel mode and that is where I see most of the investment. If you really want a safer transportation SYSTEM, then Oregon needs to heavily invest in safer transportation modes. By safer modes, I mean primarily rail transportation but also other public transit modes and active transportation modes.
- The safety hazard of hwy 97 is still there.
- ODOT has funded some projects in my city
- I don't have any data to measure these goals
- Something needs to be done on HWY 97 between Madras and Redmond. This is a heavily used highway by both citizens and tourists it should be two lane all the way through like it is between redmond and bend. I dont see any of our tax dollars going to making roads better and safer.
- Sidewalks are in bad shape. Businesses use the highway to queue up customers.
- Local representatives of ODOT seem to turn a deaf ear to any requests for improvements to Hwy 97 from Redmond to Madras. It is (and has been) known as "Slaughter Alley" due to the lives that have been lost. Improvements have been asked for over the years but nothing happens. How many people have to die and what is a life worth? ODOT says they "have no money" for the requested improvements.
- We seem to be focused on major infrastructure projects like increasing motor vehicle capacity ("business as usual"), not culture change, safety, community health, or sustainability. The Rose Quarter freeway expansion in Portland is an example.
- I focus on active transportation in my responses.
- Traffic deaths and serious injuries are up compared to earlier periods including pedestrian deaths of seniors.
- There have been improvemnets to intersections all over the metro area, while there is still much progress to be made, the investments made so far have helped.
- Madras. Terribonne Redmond Night mares. Stupid
- Fix the roads, deep ruts on freeways,potholes in streets
- More progress needed in rural areas
- Do not know what progress has been made.
- I just moved to Oregon in 2019,so not much to compare to.
- Deaths and serious crashes on Oregon's roadways are not going down. That is how you should be measuring progress. By that measurement we have not made progress.
- What has changed significantly between 2016 and 2020 in terms of Oregon's roadway safety. [https://www.oregon.gov/odot/Data/Documents/QuickFacts\\_2018.pdf](https://www.oregon.gov/odot/Data/Documents/QuickFacts_2018.pdf)
- These are hard to evaluate specifically
- ODOT continues in its project development continues to focus on capactiy and deferring to the freight industry. Bike/ped issues are addressed begrudgingly, although the development of a Level of Traffic Stress is admirable, even though it's highly subjective.

ODOT accepts public and partner input, but does not always incorporate that into decisions.

- ODOT still does not recognize that people, not cars, are the critical factor. ODOT continues to design roads for maximum capacity of cars and trucks, ignoring context, induced demand, equity, and safety.
- I feel you have been restricted by the Governor's budget
- Need to set realistic TSAP Performance Targets for 2021 TASP Updates. Set attainable goals!
- Active transportation investments combined with placemaking to create walkable/bike-friendly communities is priority one. Reclaim public spaces, add lighting, and greenscape along with happy art to enliven and make places people want to be, including sitable.

## Question 2: How well are Oregon safety efforts addressing Risky Behaviors?

- I see no reduction in speeding or distracted driving. In fact, perhaps the opposite.
- I still see cell phone usage from people driving in urban areas. Would like to see more responses on common etiquette like entering freeway. How about people and trucks loitering in the left lanes.
- Stop wasting so much money on non-value to cars and trucks.
- 50% of drivers are speeding way over limits
- As a pedestrian and cyclist, drivers seem just as unaware of my existence as ever
- Speeding worse since COVID, So many people driving without headlights on at dusk/dark!
- Drivers are texting, speeding and driving recklessly in noticeably larger numbers. There is no mechanism for enforcement so they continue to get away with it with no consequences
- I see road rage, street racing, and i205 is horribly ridiculous the entire corridor from Vancouver to west Linn. Both sb and nb
- People are speeding even more, especially on interstates since covid reduced traffic. People are slamming on their brakes when they near the speed trap cameras, then resuming speeding after.
- You keep designing roads that psychologically tell people to speed and telling cities they can't have slower speeds. Signage is a band-aid.
- I see that cars tend to drive more cautiously and slowly on greenways and areas where there are barriers and mechanisms that force drivers to pay attention to pedestrian traffic.
- Drive hwys most everyday with speeders in high 70's. More people moving to oregon. Older people who is I see is most often older adults on cell phones.
- See above comments.
- I think building narrow streets that favor pedestrians and create the feeling that slow speeds are necessary would help! But I don't see the state doing that. If the street tells you have to go slow and pay full attention, you're likelier to do that.
- I don't think I have seen a difference in these
- I've seen traffic cops drive right y people on the phone or obviously texting. I've also seen a lot of huge trucks driving aggressively or rolling coal in town.
- All i see is a decline is driving behavior and safety and lack of enforcement across the board.
- I'm in a position to have a great deal of access to crash information and it's WORSE in 2020 than in years prior. Due to distractions, speed, and overall uncaring driver attitudes. I can't imagine unbelted occupants is much of an issue. I'd table that priority.
- People still chatting, not quick calls
- None of these issues will improve without automated camera enforcement.
- "About the same" and "Does not seem..." are the same answer. A 3 option choice should have "better," "same," and "worse" options.

- Pedestrians and cyclists feel empowered to engage in risky behaviors due to public policy decisions. Increasing number of "part-time" motorists that lack proper training and experience to navigate busy roads, often deriving their behaviors from those when they walk/bike.
- The strong push to reduce speed limits on major roadways won't help anything. Just easier to write tickets. Anybody breathing can get a license these days.
- Oregon (and Portland) don't prioritize awareness or change of these behaviors
- These are hard to improve without increased full time enforcement officers for traffic law enforcement.
- I think the people who care about their vehicles, pay their insurance and want to be responsible will work to prevent risky behaviors. Noting there are so many people who feel entitled. These individuals do not pay their way with vehicle insurance, drive responsibly and have no empathy or self control about their condition while driving intoxicated or drive with distractions and faulty equipment will always be a risk for all people in Oregon. I the state can't stop the protestors terrorizing small businesses, vandalizing property all while receiving their SNAP, Free Cell phones, and other federal and state provided programs I see little hope for improvement till people are held accountable for their bad, illegal behaviors. All we can do is be cautious and mindful these threats are all around us at all times and do the best we can to protect our livelihood and property we work to have and maintain.
- People are not adhering to speed limits and to stopping for blind pedestrians. They run traffic lights and stop signs. People turn without being alert for pedestrians
- Continued outreach on safety issue and dedicating funding to law enforcement for interdiction and enforcement efforts
- Unfortunately, from an enforcement perspective, I believe that any progress made in improving safety culture was lost as a result of COVID. Once the streets went empty because of stay-at-home orders, risky behavior increased dramatically, especially in regards to speed. With DUII, daytime DUII drivers have seemed to increase.
- I think education efforts make the most difference on the generational timeframe, so you should keep at it. But we probably have a long time before we see the benefits just because of all the people out there who already "know how to drive."
- texting while driving is still a problem
- I do not see any messaging nor enforcement around these behaviors.
- Need to keep up the efforts in child passenger safety. Especial at risk kids in DHS custody.
- Every day I am the road I see these happening.
- again we need more police on the road, the governor doesn't think it is needed.
- As a motorcyclist, I see far, far too many distracted drivers.
- Not only has there been little progress on impaired or distracted driving, speeding is far worse now.
- Going by what I see in Lincoln county and route 20 between Newport & Corvallis, I'd say little to no difference. The number of accidents within 4-5 miles west of Eddyville to 4-5 miles east of Eddyville are approaching the accident rate prior to the 9 year long

"straightening" of route 20 in that area. On the "new" stretch (that I notice is still be worked on or repaired) I've been passed by motorcyclists & drivers of motor vehicles going up to 80 mph. Some pass anyone going slower on double yellow sections of the "straightened" stretches. Even though it was my understanding that STATE LAW required putting in bike lanes on any new stretches of state highways, there is NO such bike lane along the new stretches of 20. Why is that? Only improvement I've noticed has happened since, for some reason I'm finally see more state police and occasionally a county sheriff's deputy patrolling on that part of route 20. In Newport, I still have to be extremely cautious crossing 101 at lights w/pedestrian walk signs or at the flashing yellow. I've almost been hit a number of times at 4 way stops or a signal stop sign BECAUSE DRIVERS DO NOT SEE ME IN BROAD DAYLIGHT WHEN I'M IN THE CROSSWALK OR JUST DECIDE TO BEAT ME, I.E, THEY GO THROUGH A STOP SIGN AS I'M IN THE CROSSWALK APPROACHING THEIR SIDE OF THE STREET. The local police refuse to put any kind of webcam or camera to gather data about rolling through stop signs (at 4 way stops or stop signs for those entering collector streets) saying "they can't do it." Some of these drivers are distracted, some just don't give a shit about stop signs or pedestrians.

- Statistics tell us we are doing marginally better. But not enough that the progress, the decrease in incidents cannot be reversed.
- How can you get a handle on the interior design of cars, which is doing so much to distract drivers from what they need to pay attention to OUTSIDE the vehicle?
- Distracted driving appears to cause many crashes, yet is rarely enforced. Perhaps different approaches are needed since law enforcement is already busy.
- Oregonians are conscientious about wearing safety belts. But impaired driving is going the wrong direction, and lack of enforcement leads to way too much speeding. And distracted driving is an outright epidemic.
- Again, most instruments or initiatives to curb some of these behaviors appear to be disproportionally implemented in lower income communities, though, and this is anecdotal, it appears as though habits are the same across the board.
- Technology exists so that drivers can be hands off, but I think the law should be emergency calls when driving, only. That may seem severe, but with the increase in traffic, major freeways especially, we need to attend to the skills required of driving. Maybe less harsh would be a campaign to limit your talk, enjoy the scenery and listen to music, hands on the wheel.
- Need to add: Avoid tailgating!!
- Speeding is simply out of control all over. Too many people driving 70-80 in 55 zones, and way too many driving 75-85 on the main freeways. Also, see the same number of people using phones or other distracting devices while driving.
- Oregon has a high belted rate -- the other areas need increased enforcement to make headway.
- Increased speeds have people driving 20 to 30mph over in rural areas. Need more law enforcement and passing lanes on Hwy 20 in Eastern Oregon.
- Construction zone speeding is on the rise

- The data does not show we are making significant improvement in addressing risky behaviors.
- We need more enforcement of distracted driving.
- I see more accidents due to speed, distracted driving and drug use. People either are not getting tickets or they are not impacted by the punishment or consequences of their actions.
- People appear to be texting while driving the same amount, and I have never seen or heard of enforcement of this law, even when I have begged the 911 operator to dispatch police.
- Every year the legislature makes it more difficult for police to arrest and process DUIIs but they keep adding in substances, legalizing them, but not providing law enforcement with the budget or the resources they need to address the issue. Here in Portland because we can't tow cars sometimes after being processed a DUII is released to drive while still impaired sort of pointless. Polysubstance DUIIs are up, but we don't have enough Drug Recognition Experts to deal with issue, traffic officers don't want to do DUIIs because it takes them off the road for so long, and DUIIs have been on the rise in Portland and I expect them to continue to increase until the consequences have some teeth. Back to the is driving a privilege arguments. Seatbelt compliance has been in the mid-90s for a while in Oregon and we seem to stay there. As for speeding, it is one of the top three cause of fatal and serious injury crashes however unless we fund OSP and LE or start doing automatic enforcement we will not make headway on this. Distracted driving is an epidemic in Oregon, but there seems no willpower on the part of the legislature to act. Until we value our community over the individuals rights of someone who is abusing a privilege we will continue to see fatalities on our roadways.
- I have not seen ODOT messages regarding these topics. More commercials on pandora, you tube and social should be used.
- This is because we have yet to fund and build the safe infrastructure that offers alternatives, and instead induce more people to drive.
- Tons of people are running stop signs while looking at their phones. Enforcement of distracted driving is nonexistent.
- Until ALL the prosecutors and Courts cooperate and require violators to attend in person classes and stop dismissing traffic citations or allowing on line (unwatched) traffic safety schools, nothing will change. ENFORCEMENT (Grant money for saturations) & EDUCATION (classes like The Dalles Safety Belt Diversion Course) are key and should take priority over ENGINEERING.
- Often I see cell phone users. Speed is still to much for the road and weather conditions.
- I Have no idea why people get pulled over...you only hear of bad/fatalities which is very frequently lately.
- See above. Also, traffic through Keizer is generally going too fast.
- Popular GPS Navigation Apps are violating local County laws and bringing heavy trucks and excess traffic in No Thru Truck streets and narrow residential streets. Our complaints to ODOT went unheard.
- Need more grants. Active Law Enforcment no static enforcement.

- Speeding is prevalent in District 2, especially along rural highways
- I'm not sure if you can hear that people are all preoccupied with everything that's going on in the world around us and not on driving
- Too little impact on reducing speed of drivers, tailgating at high speed, and cell phone use while driving.
- Posted and designed speeds are too high in urban areas.
- Speed reader boards and RRFB's make a difference in my neighborhood.
- I am a bicyclist and the streets seem more dangerous. Driver's are more aggrieved, less tolerant, and more distracted than ever.
- I think ODOT is doing a good job and appreciate the grants they offer to law enforcement for speed, seat belts, and DUI enforcement. The drivers on today's highways and county roads seem to feel entitled to do whatever they want with a complete disregard to other motorists and pedestrians. More enforcement is needed to hold these people accountable for their actions.
- I see fewer people driving w/handheld cellphones, but still a lot of distracted or erratic drivers whether due to being tourists, substance abusers, I don't know.
- Living in Eastern Oregon I don't see much of this happening in rural areas, but maybe it is and I just don't know.
- DUI, Speeding and distracted driving are increasing in my community. Now, road authorities are adding OHV use on county and city roads: there have already been several deaths. Why is ODOT increasing speed limits, allowing OFF ROAD VEHICLES on city/county roads, especially when OHV have absolutely no crash impact safety features, and pollute air at 10 times the rate of licensed vehicles? Do you enjoy 4 wheelers and 2 stroke motorcycles with bored-out exhaust going in front of your house, in your city neighborhood? Because I do not! and I'm pissed about this. Your job is to ensure safe roadways. do something about this.
- Reduction in funding for enforcement has not helped
- I know resources are limited and there are drivers that speed excessively on I5, Hwy 20 and 34
- The more we work on certain positions - example impaired driving - work on don't drink and drive, as time passes other things come out and have larger impacts - opioids/marijuana
- If we use infrastructure improvements to make our system safer, we won't have to rely on human behavior change, or pray that no mistakes will be made and no technology will fail.
- COVID-19 pandemic made this year an anomaly as far as improvements in traffic safety for Oregon
- On Oregon roads 65 hrs a week many hours between 10pm-1am. Speeding is absolutely out of hand and seems to go unchecked.
- I'd like to see data to make a decision here.
- See ODOT employees talking on their cell phones while speeding down the road with no seat belt on. NOT sure what else needs to be said here.

- Almost all occupants seem to be belted, so it's hard to see how you would make progress there, but I also don't see an increase in unbelted occupants. At what point do airbags and similar tech become more important? Also, I have definitely experienced more residential speeding and drivers taking on their cell phones recently.
- Since this plan was developed, smart phone use has continued to increase, and younger generations who are much more entrenched in their phones have gotten behind the wheel.
- As a motorcycle rider I have seen very little improvement in automobile user behaviour in terms of cell phone use and throwing burning materials out of the windows.
- See a lot of people on phones still
- There are roadways where drivers drive 10+ mph over the speed limit. When that pattern persists law enforcement should issue more citations to curb that poor driving and to create a safer driving environment.
- Varying patterns of substance abuse makes impaired driving a moving target. Speeding is not just socially acceptable, it has become socially expected and demanded. By adopting a too-broad definition of distracted driving ODOT and others have diluted and weakened the message.
- I have not noticed any difference in risky behaviors really
- Your engineers build roads that encourage speeding. No amount of PR/police can make up for how the roads feel while speeding.
- I have seen less incidents of stopped vehicles and have noticed a mindfulness of my peers and associates regarding distracted driving, all indicating good response to Oregon's efforts.
- I see campaigns for impaired driving (cannabis only) and for distracted driving, but I don't know how effective they are.
- Seriously, look on the roads.
- Drivers most often cause accidents. Getting drivers to adopt and subscribe to a culture of safety is most important. That starts with new drivers: Educating, holding drivers accountable for mistakes; and giving them good driving experience. ODOT can build and support all the safety corridors and circles in the world, but if people still don't have the right state of mind, ODOT won't succeed in meeting TSAP goals.
- Where I live there are unfortunately many risky drivers that put me and my family at risk, I travel state and local roads to get to and from work. Speeding and distracted drivers is too common, and the roads instead of changes to drive slower but at a consistent rate, you and others are supporting add more lanes, which is NOT what is needed. Look at what they did along 22 near Sisters, a round about, keeps traffic moving but slower so its more safe for a livable community. Provide incentives like our energy sector to reduce traffic congestion, work from home etc. now is the time to make significant changes for a more livable community. Keep drivers at 35 in the UGB, why do you need to go faster, just to speed to the next light? no more lights, use roundabouts and then max speed at 35.
- Policy of no enforcement is reflected in little change or worsening of risky behavior

- You design all of your roads to make speeding easy, and there are so many drivers texting that it would probably be impossible to enforce on all of them. How many more kids would have to die for you to change the design of your roads? What does your model say, 5000?
- It's been an even more challenging year with Covid. 1 in 3 people are experiencing anxiety symptoms as compared to 1 in 12 pre-Covid. One of the key symptoms is spacing out and inattention, which can have fatal and severe consequences on our transportation system's safety.
- Cell phones and distracted driving are an all time high
- See still on cell phones while driving
- I don't see a lot of changes in any of these on hwy 97. If anything it has gotten worse, but that may be due to increased traffic.
- Still see lots of speeding, distracted driving.
- Speeding seems to be getting worse. Raising speed limits on freeways seems counterintuitive. Oregon places too many hurdles in front of municipalities wanting to reduce speed limits in their jurisdictions.
- I see people not wearing seatbelts and on their phones in their cars all the time.
- Not enough is being done to stop the stupid drivers when it comes to speeding and distracted driving.
- Even on short trips still see speeding (10 to 20 mph over limit) and phone usage, or personal care.
- People are complete idiots it seems as far as any driving. There's simply not enough law enforcement to be able to cover the areas that really need to be addressed
- I think education efforts make the most difference on the generational timeframe, so you should keep at it. But we probably have a long time before we see the benefits just because of all the people out there who already "know how to drive."
- Every week almost we hear of another tragedy on hwy 97.
- Drivers are not improving their behaviors
- I don't have any data to measure these goals
- reducing driving should be the #1 priority for safety
- Budget cuts and the COVID situation seem to limit needed law enforcement presence.
- I haven't noticed people driving and using their phones at all lately
- The data I am seeing indicates that speeding is a concern that needs more emphasis, and more engineering solutions. It is simply unrealistic to think that any foreseeable or desirable levels of enforcement can get drivers to slow down. I am not seeing a large number of distracted driving crashes. For example I recently reviewed 40 pedestrian fatality crashes in Portland. Distraction was not identified as a crash factor in any of them. Distraction does cause some crashes, and it is a problem, but we need to check ourselves when people put all the blame there. ODOT is primarily an infrastructure agency, and its safety efforts should focus on infrastructure.
- Distracted driving has gotten worse, no effective plan in place
- Distracted driving is still the number one, and it's only getting worse.
- No one obeys the speed limit on the HWY 97 Bend Parkway including the OSP

- Difficult to make progress without ample law enforcement.
- Speed cameras were finally installed in Portland but the program has been slow to expand in that city and no other cities have gotten any closer to making progress. We need legislative authority and funding support. Additionally the rules need to be fixed at the legislature so that a sworn officer doesn't have to review the video so bottlenecks in this program don't hamper its effectiveness
- It seems that distract driving (cell phone use) and speeding are increasing on Oregon roads.
- Especially with how much stress everyone is under due to everything that has happened in 2020, people are much more aggressive on the road than they have been in years past. It is especially important now more than ever to do things to reduce speeding and dangerous driving, which does not currently appear to be a priority of law enforcement.
- I see less law enforcement on the highway (97 in particular) and more idiots driving while looking at their phone. I even saw one moron playing a game on her iPad while driving and she was going 70 mph! I did not see a single OSP on the entire stretch between Chemult and Bend.
- More needs to be done on 97 to stop the erratic driving. Once the speed limit was increased south of Redmond, 80 MPH became the new normal.
- Use of actual law enforcement to enforce, websites, press releases, poster campaigns etcetra are useless. People are not stupid and do not need to be "educated" they simply do not care. Stop wasting money and resources on this and get law enforcement to do their job.
- See repeat DUI offenses over and over.
- Speeding on 97 an issue, vehicles crossing the line an issue,
- Rural highways where there are increased accidents (or significant increases in commercial truck traffic) such as 199, 62, 140 and 97. Improved visibility of lanes at night. More electronic signs to have tailored messages.
- Need to better communicate and get your message out.
- I see WAY more distracted drivers due to cell phones than I do seat belt violations
- I see numerous people everyday driving while talking on cell phones
- I see too many distracted drivers texting, talking on the phone, or impaired in some other way
- For this survey it would be helpful if you had simple performance measures for each of these areas.
- disappointing - in a word
- I don't know the data on these
- The percentage of drivers speeding seems to be about the same as it ever was. Distracted driving has only gotten worse, based on what I see occurring in the cabins of other vehicles. Texting appears acceptable, especially when either stopped at a light or in low-speed urban traffic.
- There appears to be very little law enforcement statewide focused on speeding or distracted driving. Speeding seems to have gotten far worse over the past couple of years.

- I see more people driving distracted than I have seen in past years. Since COVID-19, speeding has become even greater. For example, going with the flow of traffic on I-5 through Salem, means going at least 70 mpg and still being passed. The speed limit is 60 mph.
- The large number of crashes that are head-on and single vehicle run-offs seem to indicate distracted driving is huge, as is drunk/drugged driving, and speeding.
- traffic is way above the speed limit, drivers are still using cell phones while driving, we need lots more state police on the highways to police them.
- There appears to be more speeding since the legislature raised the speed limits on some highways.
- The highway roadside is bleak and looks heartless as could be anywhere/no where. Must apply urban design strategies to support people first rather than semitrucks/motorists to restore downtowns, greenways/natural environment and viability of sustainable transportation choices.

### Question 3: How well are Oregon safety efforts addressing Infrastructure safety needs?

- I've seen those messages but don't know how effective they are. This is not to say they are not. I just don't know .
- I've seen red-light/speed monitoring cameras installed at two heavy-use intersections. That seems to be making a difference.
- Stop wasting so much money on non-value to cars and trucks.
- Pedestrians are not paying attention or obeying laws and signals
- Making it worse by adding these bus pads on the road, removing the ability for that to be an emergency shoulder!
- Nice job on the rumble strips etc. but got to push for limited left-turns and no rights on red.
- More intersections address bike crossing dangers like right hooks with extra signs and special bike activated lights. I have seen more intersections remodeled and improved for safety with better crossings/ light configurations and timing.
- There is no mention of infrastructure design and its influence on safety.
- Intersection projects by ODOT generally prioritize vehicular traffic over pedestrians.
- Seems exits are worse, narrower on merging
- ODOT is making little/no improvements to dangerous areas. Example: Oregon Highways 18 and 233.
- The rumble strips along the sides and center of roadways make a big difference as do the multiple roundabouts that are being installed and the rumble strips that are meant to warn people of an upcoming intersection.
- ODOT is not promoting R&LD technologies penetration.
- ODOT needs to focus safety issues on unsafe ODOT-owned arterials (e.g. 82nd Ave, Powell, Lombard in the Portland metro area). The infrastructure on these roads is highly unsafe especially for vulnerable users like people walking and biking and ODOT needs to invest in improving these arterials rather than expanding highways.
- We continue to not support roundabouts as a whole at this agency, especially when they become controversial, even though they will make a significant impact on reducing fatal/serious injury crashes. We also continue to not fund the replacement of traffic control devices like replacing existing signals and signs (including decluttering efforts) to enhance safety features of these devices. We also do not have consistent maintenance of striping legends (arrows, sharrows, green paint & crosswalks) to fair or better condition amongst the Regions. Some Regions (1 & 4) make these a priority while other Regions (2) do not and there is no accountability. In addition, the latter two items have a huge impact on highway safety for aging drivers and pedestrians.
- I feel rural Oregon does a better job of this option, noting the cities are inundated with panhandlers on every off/on ramp which is distracting and dangerous for drivers.
- challenges with installing rumble strips statewide (mostly noise complaints) and resistance from freight and truckers to roundabouts
- No observed change for bridges & pavement maintenance

- With the two specific areas you ask about, the ARTS program is helping. As I said before, we need to shift people to safer modes if we want to substantially enhance safety.
- Cable crash barriers should be constructed and implemented on more two lane roads where speeding has been more prevalent, dangerous curves, and where steep banks flow into tree lines.
- We should be building protected intersections.
- More work needs to be done on Hwy 101
- while some roads have improved much more is needed.
- The silly cables you are putting between Interstate highways in Eastern Oregon are a waste of money.
- Intersection safety is not getting the funding priority it needs... and ODOT designs still lean too heavily toward the convenience of semi drivers, as opposed to vulnerable users.
- See above statements re: danger to pedestrians, I've almost been hit a number of times while driving too. last spring I watched as people went through 4 way stop signs w/a pedestrian OR at least one other vehicle at or approaching the intersection and make a LEFT hand turn. Without stopping. Far as I can tell, more & more drivers feel it's ok to make a right on red while slowing down just enough to make the turn at either a stop sign or red light, they don't bother to check for pedestrians crossing AND when entering a busy road, don't care if oncoming vehicles w/right of way have to slam on their brakes. They just go.
- intersection safety has improved but at times it has made cornering in a truck very difficult
- The dots and reflectors are supposed to keep cars from leaving the road? I see them so rarely.
- Intersections are difficult in motor vehicles, and especially so for bike riders or walkers. The large number of lane departure crashes is particularly scary for walkers and bike riders.
- I appreciate the growth of rumble strips across the state.
- I notice that there are very few opportunities to safely navigate intersections, whether as a motorist or as a pedestrian or biker, the further out from the city center that you go.
- There are sites that suffer congestion but I believe the solution is in intelligent - human driving. Patience is a science, the ten minutes you save may be the last ten minutes of someone's life....
- Nothing has been done to prevent head-ons hwy 97
- Infrastructure is expensive, and we're spending most of our funding on crosswalk ramps.
- The data doesn't show significant improvement.
- There are many opportunities to add additional rumble strips on roadways
- Lots of distracted driving.
- The rumble strips do help, but not sure how much other factors impact these efforts.
- roundabouts are being used more and barriers in the median on the freeway

- We need 100,000 more painted crosswalks in Oregon! Drivers do not know or care about "unmarked crosswalks". An unenforced law is useless, and the minimal PR campaign around unmarked crosswalks has been confusing at best.
- On average I receive one email a week of a pedestrian being struck and killed on Oregon Roadways.
- Popular GPS Navigation Apps are violating local County laws and bringing heavy trucks and excess traffic in No Thru Truck streets and narrow residential streets. Our complaints to ODOT went unheard.
- I see significant improvement in signage and roadway safety devices
- Same comments as above
- Hard to see lane division in the winter time when the pavement is wet, especially at night.
- Adding a turn lane isn't about bike/ ped safety.
- Utilizing grant OT for this is new and welcomed
- I like the increase in bike traffic light recognition in Eugene.
- I would like to seem more speed limit signs. One of the most common arguments we get from speeders is "I don't know the speed limit" or "there are no speed limit signs".
- as a pedestrian & driver, still feel endangered by drivers making a right on red at lights & stop signs w/out stopping or looking to see if I'm in a crosswalk, or if driving on a main road will have to slam on my brakes if they pull out in front of me. Both of those have only gotten worse.
- I ride a bicycle often on ODOT highways in Eastern Oregon. Vehicle traffic is distracted, and some are vindictive and intentionally try to run me off the road. road shoulders are insufficient and the result is that people are dying. I drive a car sometimes too. the safety infrastructure on highways is not sufficient.
- There are still the troublesome spots such as all of the on and off ramps from Hwy 34 to Kuebler in Salem
- I appreciate that you target resources to our most dangerous roads. But you need to invest in strategies that reduce speeds and improve safety for all users
- It would be nice to have more auditory alerts crossings. Most crossing do not have any sound.
- Majority of my miles are Portland Metro.
- There continues to be varying degrees of disparities for our Black communities. More are injured and killed, walking, being and cited (enforcement). For a community that accounts for approximately 7.3% of the community, this needs to be addressed.
- Certainly plenty of evidence of local governments using state funds to build better road diets/roundabouts/etc.
- ODOT need to better maintenance on the infrastructure they own. Which is can address infrastructure safety needs. ODOT takes FOREVER in fixing any infrastructure needs in greater Portland area.
- Inconsistency
- While driver behavior undermines infrastructure improvements, I think that without the improvements the consequences of the changes in driver behavior would be worse. I'm

not sure if the statistics show reduced RLD incidents, but with the expanded use of rumble strips it places more of the blame squarely on the shoulders of drivers.

- there are still many intersections that are difficult to cross on highways
- Noticing freeway divider fencing; enhanced bridge abutment end guard rails; road departure guardrail enhancements.
- Seems like installing rumble strips keeps hitting more roads.
- Standard response in my area is that we have not had enough fatalities to address the road concerns. That is an unacceptable response.
- Not enough funds for infrastructure improvements. Good prioritization process.
- I don't know what the data tells us, because the data is very slow to come out of ODOT.
- Have you driven in Lincoln County?
- A person crossing a two way each direction roadway will always feel unsafe!!!! you can build ramps etc. but it won't help that much, roadway need to be altogether changed, only single lanes each way everywhere in the UGB, and outside of that for better livability. Where are the truck routes (not where you id them) You id truck routes wherever you want to expand roads, even if truck traffic is less than 10%! Change your whole system now, help create more livable communities.
- low threshold for drivers licence results in bad driving
- Open culverts, no street lighting, no bike lanes, no sidewalks, no turn lanes make many Oregon state roads dangerous.
- "Safety" is just palaver coming from a DOT. How many people died from motor vehicles last year on ODOT facilities alone? Design better. Get some engineers who didn't learn Highway Tips for Dummies in the late 1970s.
- would like to see more separation of bike/ped uses, to improve intersections safety
- Need two lanes from Madras to Klamath Falls. Need more turn lanes, a stop light in Terrebonne and a stop light in Madras on 97 and Fair Grounds Rd
- A mess
- The intersections on hwy 97 between Redmond and Madras are still terrible. the deaths at O'niel highway, the culver highway and Bear Dr. are still awful, and there needs to be an actual stop light at the cross walk in Terrebonne. That is part of making a liveable community there.
- Acceleration & deceleration lanes still need improvements in many areas.
- pedestrians and bicyclists are killed at very high rates at intersections. they should have routes that avoid intersections.
- Highway 97 has a significant amount of fatalities between Madras and LaPine due to cars crossing over into oncoming traffic.
- Actually there's been an increase but not because of ODOT, it is more because of the distracted drivers, speed, and individuals who are inconsiderate
- We could use more roundabouts, some Salem intersections are kinda scary.
- It seems that I see more guardrails damaged and extending sidewalks causes more traffic stopping in traffic flow to turn.

- With the two specific areas you ask about, the ARTS program is helping. As I said before, we need to shift people to safer modes if we want to substantially enhance safety.
- Hwy 97 N,S and through Terrebone must be addressed.
- In large urban areas this may be true. East of the Cascades, it's really worse.
- Some upgrades
- I don't have any data to measure these goals
- Rumble strips a long snow covered highways is a safety hazard in the winter.
- crosswalks and driveways need work
- If improvements that have been requested over the past SEVERAL years were implemented, it would go a long way to improving safety.
- This list is incomplete. Infrastructure safety needs to include the full modal breakdown (see #4).
- Better marking of crosswalks and better enforcement of violators
- Protected left turn lights should be the rule at Bend parkway exits such as NB and SB Revere, Empire, Read Market NB!!! and Colorado. ODOTt at one point was claiming this was not done to discourage use of those intersections. I don't think intentionally making interceptions unsafe to cut down on traffic is sound policy.
- I applaud all the agency efforts to reduce speed by redesigning the roadways on high vehicle volume, high speed streets but we need to move faster and every pavement project needs to be considering safety so that the limited safety specific dollars can be better leveraged.
- I can really see a difference in safety with intersections that have the speed bumps installed on left turn.
- Some of these on and off private roads need to be reevaluated.
- Redmond to get on. No ramps. Gift road no ramp.
- I live near the intersection of Highland ave. and exit 61 and Merlin rd. The northbound traffic at the Highland light turning left onto Merlin rd. needs to have a left turn arrow so they stop cutting off traffic going south on Highland straight through. I have had numerous close calls of people cutting in front of me and me nearly broadsiding them leaving long skid marks. This intersection also has a point where someone may have to wait for the light to get on highland north but long bed trucks come through there and make a left turn nearly running into me one day as I had to back up quickly to prevent from getting hit. The intersection is a relatively new but a major safety hazard.
- Running red lights an issue, impatient driver behind me freaking out that I don't go because I'm waiting for the pedestrian to cross hey 97 issue
- Rural highways where there are increased accidents (or significant increases in commercial truck traffic) such as 199, 62, 140 and 97. Improved visibility of lanes at night. More electronic signs to have tailored messages.
- I really don't know what has been done. Need better methods of communicating the improvements.
- Performance is measured by death rates, these are not going down. Please ask the questions in a different way.

- I don't know enough about the given projects around the state, but I think you can guess my general feeling - not enough.
- again...seems data related
- The agency's use of roundabouts instead of signals has improved vehicular safety; jay is still out for peds and bicyclists. The use of more aggressive treatments at crosswalks (flashing beacons, refuge islands, signing) has helped. Similarly the use of rumble strips, both median and shoulder, has appeared to address crossover crashes and lane departures. The agency needs to increase the mileage of raised medians.
- It's all about capacity for motor vehicles. I do appreciate the recent (FINALLY!) acceptance of roundabouts as safer intersection treatments.
- ARTS funding is being used to help with lane departure crashes in rural Oregon. In Central Oregon, ODOT, cities and counties are all constructing new roundabouts.
- Oregonians don't understand roadway safety mitigation tools. For example, roundabouts are amazing safety features but Oregonians don't understand it. We need real campaigns much like Ohio DOT is doing to explain the tools we have to make hwy safer.
- Live on the coast, don't use the interstate much
- Focus limited safety funds on the best CRF to reduce intersection and roadway departure crashes.
- Redesign intersections with lighting, landscaping and art to calm the traffic. Narrow the travel lanes to 10'. Plant trees to create a greenbelt/natural scape along the roadways with separated facilities for cyclists/pedestrians.

## Question 4: How well are Oregon safety efforts addressing safety needs of Vulnerable Users?

- Bicyclists don't seem to follow rule of the road and this is causing more danger to them.
- I see more sidewalks going in, but they lack connectors. On the main roadway where I live, I think you'd have to cross a 40mph street with no crosswalk no less than 3-4 times to maintain being on the sidewalk.
- I'm not riding my bike anymore because of the threats of distracted drivers.
- Stop wasting so much money on non-value to cars and trucks.
- The vast majority of bicyclists ignore all traffic laws and a large number of motorcyclists ride at 100 mph+ on freeways
- Motorcyclists lane split, shoulder ride, race between cars. Anyday they will die if they continue
- People still Jay walk across the road, even with the added pedestrian crossings. Until you start ticketing them for breaking the law, they are at just as much risk.
- Again, you're doing worse. Because you prioritize speeding trucks and cars.
- I have noticed brighter and larger signs, better traffic slowing devices, better barriers and safety mechanisms to protect bikes and people, and cleaner, smoother streets with wider lanes.
- 2018 Oregon Crash Summary: Pedestrian crashes have increased since 2014, pedestrian injuries and deaths have increased since 2014. I live in Eugene, and we do not feel comfortable insisting that our teen walk/bike, because it is not safe enough.
- I understand that crashes with VUs are increasing. So, if you're doing something, it's not working.
- I don't think I've seen that many bike and pedestrian focused projects in recent times.
- Streets need to be designed for lower speeds in order to improve safety for these users.
- Crossings are still very dangerous East of about 60th. People speed and there are no controls. The greenway stretches across Glisan between 103rd and 120th which is a Frogger death level for pedestrians.
- Seems like better Ped crossings are helping some in the PDX area. Bikes still are being hit regularly.
- Actually seems worse, but it could just be me getting older.
- Public policy is empowering "vulnerable users" to engage in risky, dangerous behaviors, putting them more at risk. We need to accept the fact there are places pedestrians/cyclists should not be - we don't allow bikes on railroad tracks or airport runways, for example.
- ODOT efforts have been anemic or MIA.
- ODOT continues to prioritize the throughput of automobiles over safety measures for non-car users. This needs to change.
- See my response for question 3. Maintenance specifically does not support safety efforts to address vulnerable users when it comes to maintaining traffic control devices.
- The bicyclists who pay nothing to keep up the infrastructure, yet expect equal use of roadways without providing any funding to build their bike lanes, bike intersections and other expensive infrastructure all over Oregon. I feel the money spent from my vehicle

registrations and ODL fees pays my way when driving my car. While I am mindful of pedestrians and bicyclist, I feel they abuse the road and feel they have all the power and options for new improved services without paying anything for these options. If people want to ride their bikes in full traffic, they need to be mindful of their surroundings. I support the bike riders who are reducing traffic in the cities, I do not support rude, entitled bike riders who take chances darting around traffic, especially when they blatantly disregard their actions and get injured and the vehicle is to blame. They should have strict laws to follow and should be given citations for bad ridership and road sharing as needed. This revenue could be used to pay the "Special" treatment they seem to have.

- How about Oregon divesting itself of Powell Blvd and other state roads within Portland?
- Driving is not a right it's a privilege! I don't think older people should get drivers licenses.
- not sure why but we are not making headway.
- Outside of Portland metro area no observed change
- It really depends on the individual projects.
- splitting the lanes by motorcyclists needs to be prohibited, and there needs to be a lot more crosswalks with pedestrian light poles alerting drivers of a pedestrian wanting to cross.
- I would like to be able to cycle between cities, but I do not feel safe.
- more education is needed, people don't care what the law is.
- Need to work more on traffic movement safer intersections with ADT higher than 20,000. Using the best technology for interconnections, Max 2 traffic congestion,
- The investment in protecting vulnerable users remains far too small, compared to the investment in vehicle thruputs
- See above comments re: my experiences. Other pedestrians in my area have reported fears re: crossing roads/drivers not stopping at flashing yellow pedestrian stop signs and statistics indicates pedestrian fatalities have INCREASED in Oregon
- too many bicycle lanes changed from downtown two way streets and green boxes have a negative impact on automobile flow and traffic jams. Putting bicycles in front of autos at the beginning of an intersection MIGHT offer some safety but it's idiotic for efficient automobile flow
- I'm a frequent cyclist and I've had the hardest time getting ODOT to make the tiniest changes (like filling a pothole) to improve safety. Cyclists really seem like an afterthought to ODOT.
- We are definitely building out more safe biking and walking infrastructure. But we need way more safe crossings for pedestrians with flashing beacons and narrower roadways. As a cyclist, protected bike lanes are a real plus, as are off-road trails. Riding along a high speed state highway is truly a nightmare, so we need to give people other options.
- I've noticed that there are some additional bike lanes, but again, for example, the street closures or street conversions into greenways seems to be centralized and less of an option in lower income areas.
- Again, stupid is as stupid does. Driving isn't a game of rock paper scissors.
- See above comment on crosswalk ramps.

- ODOT needs to put older road users as a higher vulnerable user priority.
- For pedestrians, there needs to be a much stronger effort to provide a system that ensures the safety and movement of wheelchair users. I recently saw a gentleman in a wheelchair get stuck on a curb ramp while trying to enter a crosswalk to cross 8+ lanes of traffic. That's unacceptable.
- Pedestrians are distracted. Bicycle investments seem to help - like the bike lane markings.
- It's hard to teach common sense to the me only people. Part of the problems are people aren't paying attention. They are focused on themselves. Highway 47 is getting the same reputation for fast driving as highway 30.
- First, bicyclists and pedestrians also need to follow the rules; however their are rarely consequences other than death when they don't for example, the majority of pedestrian fatalities in PDX are attributable to a non-motorist illegally in the roadway. The bicycle culture is entitled with the introduction of the Idaho stop bicyclists seem to think that it applies to red lights, as for motorcyclists, in 2017 80% of the motorcycle crashes in Multnomah, Washington, Hood River and Clackamas county were caused by errors on the part of the motorcyclist in addition more than 50% of the crashes involved aggravating factors. Oregon motorcyclists have not proved that they have earned the privilege to drive, but let's keep licensing them so we can keep counting their bodies.
- Nothing much to say here. ODOT continues to neglect it's deadliest roads in favor of building bigger highways and interchanges, which are themselves also incredibly unsafe.
- Get out the paint! Paint more crosswalks and bike lanes. You could paint thousands of miles of crosswalks and bike lanes for the cost of one highway bridge. You are choosing throughput and increased vehicle speed over actual human safety.
- Pedestrian and Motorcycle Fatalities are through the roof in 2020 in the State of Oregon.
- In the news I hear more pedestrians being hit and bicyclists.
- One cyclist killed last week was 70+, the driver was 92. Should he have been driving? I am over 70 and just had my license renewed. Other than an eye test, there was no measurement of my reflexes, judgment, or knowledge of driving regulations. This would be the ideal time to remind drivers of their responsibilities, and that roads are for bikes and pedestrians, too. Some review of basic safety protocols.
- Popular GPS Navigation Apps are violating local County laws and bringing heavy trucks and excess traffic in No Thru Truck streets and narrow residential streets. Our complaints to ODOT went unheard.
- More bike lanes are a benefit, could be more enforcement of cars using bike lanes to park/turn
- Drivers behaviors are the basic problem.
- Reduce speed through smart design. Don't expand roadway capacity.
- Again, driver's who think their agenda is the only one that matters speed and fail to slow down and move over for other roadway users. More enforcement needed.
- See above comment, where I live, I do not feel safe walking, even if I'm in a crosswalk w/a flashing walk sign in the day time because drivers do not SEE ME. As a driver, I hate right on red, tired of having people pull out in front of me. Also tired of dangerous

drivers on 20 between Newport & Philomath--speeding motorcyclists who pass on double yellows, vehicle drivers who do the same or tailgate when I'm driving 60 mph and it's dark or raining

- are you kidding me ODOT? I live in a city in Eastern Oregon. A child on a bicycle was recently run over downtown by a vehicle driver. A school principal was riding a bike and a vehicle driver PARALYZED him. I ride a bicycle here, it is dangerous, and my city officials laugh about it, and patently refuse to discuss infrastructure and education strategies. blame the victim rules here, as does privilege. I have tried to become involved in public process, but the bias against vulnerable road users is too much. what about road users of color? what about needs of people in poverty? advocacy and decency is needed please. Motorcyclists seem to get radio ads and other safety messages. a bicyclists or pedestrian? I see ZERO effort, except to blame the victim.
- Bicyclists still do not share the road. There are many times I have had to drive 5 MPH because the bicyclists ride 2-3 across the lane on the back country roads. Thankfully it happens on the weekends than during the work week when the log trucks are completing their runs, driving on the center lines and speeding.
- People keep dying. You're doing something wrong.
- Until we address pedestrian and bicyclist compliance effectively we will continue to have same problems
- Bicycles are the 'feel good' concern among Oregonians, in general
- Oregon is taking a huge step backwards in protecting disabled pedestrians with allowing motorized scooters, motorized skate boards, and motorized bikes on shared use walkways. It is to the point of pushing the pedestrians off the walkways due to lack of safety.
- Hood River is one of the healthiest cities in Oregon and our 3 main streets (Oak, 12th, 13th) are all state highways and lack bikeways, human-scaled design and amenities for the most vulnerable ages and abilities. We need protected bike lanes, bump outs, daylight intersections, street cafes, pedestrian scrambles and other pieces that educate naturally and change behavior.
- Portland has implemented a horrible direction of combining trucks and bicycles. No one is accommodating for elderly drivers. We over accommodate bicycles and under address pedestrian needs with fewer crosswalks/lighting.
- Communities of color- especially the Black community have stark disparities. They should be listed.
- New system of signal and midpoint island pedestrian crossing installed at key locations on a highway/street that stretches for miles through our community.
- People seem to think that the bright green lanes are for them to drive down and park in.
- Sandy Blvd in the Parkrose area in Portland, has NO changes in addressing safety needs in this high equitable location.
- I don't see much improvement on the coast
- There are still significant disparities in crash and injury outcomes between these groups.

- When it comes to older road users, they should have to take a drivers test at a certain age (e.g. 70) and every year after. It's unsafe to have so many senior citizens driving on the road.
- Many times I see drivers pass pedestrians and not move to the right, or when they do move to the right they will drive into the oncoming lane with traffic in that lane.
- You didn't offer a response of making it worse. In the case of pedestrians, the meddling legislature is a big part of the problem (changing laws frequently and to be confusing, or less safe). In the case of older drivers, there are several new "technologies" that do make it worse for older drivers. Some of the worst offenders are more commonly deployed in other states, but we have some here and there are others that Oregon has adopted in abundance.
- bicyclists need more room on the roads where they are protected and have the freedom to connect to all areas of Oregon
- You seem to prioritize moving big trucks and fast cars, telling cities they can't slow traffic down. Ped and bike deaths seem to reflect that prioritization.
- More infrastructure changes have been added to assist pedestrians and cyclists in the past 3 years. No visible changes for the other two categories.
- Large SUV's and pick-up trucks represent high risk to every vulnerable user because of their high grills/front ends.
- We need way more separated/buffered bike lanes, safe pedestrian crossings, and well maintained sidewalks, and infrastructure that reduces driving speeds
- Again, it's hard to say because we don't have the most recent years of safety data, and I haven't seen an analysis of this information, so I'd just be going on gut feeling. I can say, however, as someone who works in Safe Routes to School, that the state funds are helpful, but insufficient to cover the enormous need. Students continue to be involved in crashes when walking and biking to school (in normal times when school meets in person).
- No bike lanes at all in the entire county. Poorly painted crosswalks, roads are dilapidated.
- You do not get it, you're so lost like big oil. Everything is changing rapidly, you can either get on the boat or drown like ODFW and OSMB. OSMB just found a safety line and ODFW is trying but really, systemic change is needed or along with other departments like ODFW, OSMB and our policing system, changes will be made from the outside in.
- The state system seems more focused on motor vehicles, not other user's safety.
- Freight and through-put crushes all other priorities
- As a percentage of space, how much ROW space is dedicated to each of the groups above? No one really cares about safety--including ODOT. Let's stop talking about it already and just be real: We are not going to do anything that might be more than slightly inconvenient to cheap and easy driving.
- More dedicated bike and pedestrian paths are needed off vehicle roadways. Crosswalks should be elevated like speed bumps to improve visibility of pedestrians and slow traffic at intersections.

- There are some good efforts, but nothing that is significantly changing status quo and producing significant, obvious results that I am aware of.
- important to separate bikes/peds, especially in areas with many cyclists/pedestrians
- Retesting should be done at different ages to insure older drivers can SAFELY DRIVE
- need many more bike lanes or corridors for both bicyclists & pedestrians.
- Older drivers need more frequent testing to verify that they can still drive safely.
- The number of pedestrians killed by automobiles is flat or increasing each year.
- I've personally witnessed a couple motorcycle accidents because the car involved was not paying attention, and older drivers put everyone at risk.
- Drivers are not the biggest problem for bicyclists and until they have to pay for road usage when they run stop signs and change lanes without signaling the problem will exist. Pedestrians are much safer at crosswalks with the flashing lights, which notify drivers. I am an older road user and I have come to the reasonable on road testing of our driving in traffic.
- It really depends on the individual projects.
- Older users do not have the quick reflexes needed to safely get on and off hwy 97 through Terrebonne.
- I'm a senior citizen motorcyclist. Distracted driving is rampant, as are no protection of cars pulling in front of me. 3 motorcycles crashes 1 mile from me at 97 and O'Neil Rd. We need a stop light.
- ODOT seems single mindedly focused on driving and efficiency, not safety
- I don't have any data to measure these goals
- As an older driver, I am very aware of my limitations and have reduced driving a great deal. Now only short daytime driving
- sidewalks and driveways are in bad shape.
- As an older driver I plan my trips so as not to be on the road. I see cyclists and motorcyclists taking chances and not always obeying rules of the road.s as much. I see Bicyclists and Motorcyclists no
- We have huge infrastructure deficiencies, even 49 years after the Pedestrian and Bicycle Bill started requiring ped and bike facilities with all construction and reconstruction projects. We are still a car-dependent state because we have not provided infrastructure for other modes.
- Vulnerable users must also make change in their actions in order to be safer
- We are way behind in giving bicyclists and pedestrians safe spaces.
- Today, people walking face more vehicle traffic and the vehicles on the road are larger and heavier than in 2016 resulting in more death and injuries. As more people hit their senior years and attempt to stay physically active they are faced with even more risk than the average senior yet ODOT and its partners are moving slowly to address the additional risks by these road users. Please declare this the emergency it is so that more action can be taken before my grand parents are hurt trying to stay healthy!
- currently there is still a severe lack of infrastructure for pedestrians and bicycles. My neighborhood around 72nd and duke is lacking sidewalks and there are no bike lanes on major roadways. 72nd should have bike lanes! Also motorcyclists are all drivin way too

fast at all times and are way too loud. Someone needs to enforce noise ordinances for these excessively loud vehicles.

- Old people are the worst. They create hazardous situations by driving under the posted speed limit making people pass unsafely.
- Personal responsibility as a driver, we do not need ODOT saving us and wasting money on useless ideas, it does not matter how many bike pictures you paint in the road (no matter how many fancy ridiculous names you come up with to label it), people who do not care to be paying attention to others are going to continue to not pay attention. No... yet another poster campaign, web site, education, data collection are not going to change any of this, it only makes someone at ODOT with a desk job feel good about themselves but does nothing to actually fix "ANY" actual problem.
- The bikes and walkers are on old roads. They don't seem to be able to stay over. Almost get hit dodging them or I almost hit them. Weekly
- Pedestrians crossing the hwy is scary, when driving because I can see them but the tailgating impatient driver behind creates a double problem of passing and hitting pedestrian or someone gets rear ended. At least there are flashing lights show people it's a pedestrian and I'm not on my phone
- I really am not aware of the improvements that were made.
- While riding my bicycle, I recently had a driver stop and tell me that bicyclists get in the way of farmers' tractors when they move from one field to another. This was on Dersham road off Hwy 26 just West of North Plains.
- Pedestrians die at a much higher rate. Why has Oregon not legalized fixed speed cameras everywhere?
- Motorcyclists continue to kill themselves by riding while drunk or high and crashing. The riders continue to blow curves, rear-end stopped vehicles, and speed. Also riders continue to wear novelty helmets or a decent helmet, but no other protective gear. While riders blame cagers, the riders are actually their own worst enemy in many cases. Perhaps ODOT should embrace this aspect and bestow monthly Darwin Awards and perhaps let other riders learn and survive.
- Until we start DESIGNING roads for vulnerable users instead of capacity and speed, we are not going to make any progress.
- We are just starting to see focused work on pedestrian safety - sidewalk infill, median islands on multi-lane roadways, RRFBs.
- In twenty years there doesn't seem to be a difference, bicyclists on highways need to have blinking light front and rear.
- Step up safety funding to protect vulnerable users. ODOT needs to promote more protected only signals across the state.
- Design for people of all ages/abilities. Reallocate roadway space and provide optimal connectivity for people on foot/cycling/skateboard/micro-transportation to get around comfortably.

## Question 5: How well are Oregon safety efforts addressing the following Systems?

- It seems that enforcement is down (we are in a pandemic), or I see too many speeders/dangerous passers on the road still. Occasionally seeing unsafe parking by delivery vehicles in areas w/o good road shoulders/areas.
- Trucks consistently driving 70+ on I-5.
- Stop wasting so much money on non-value to cars and trucks.
- Commercial drivers are well trained but they take most of the blame when reckless or distracted drivers do something stupid.
- The new speed boards are confusing. People don't know if that's the speed limit and often ignore them as traffic is flowing quicker than the reader boards. There needs to be 200 percent more ENFORCEMENT. Educating the public on the point of the speed advisories as it causes traffic jams more than they help imo
- I have been seeing a lot more data collection devices and traffic counters on the roads. Tripcheck.com is a fantastic resource and a valuable use of funds. Excellent!
- The pandemic has skewed behaviors and data; it's difficult to accurately rate the current state.
- I've seen ODOT crew having to ticket cars illegally parked on the shoulder of US 101 because it wasn't clear one couldn't do that.
- Getting worse, congestion, not paying attention to actions ahead
- ODOT accident and safety data is difficult to access and stale.
- We need more transportation system provider safety engineering training and collaboration. We also need more enforcement officers specifically for traffic law enforcement. We need more funding and priorities for collecting and maintaining MIRE data elements.
- Data can be a good thing, or a contemptable way to manipulate the services. Support law enforcement to do their jobs at the highest standard is number one. If people are caught doing something wrong they should pay the consequences. that should go for everyone
- Statistics regarding blind pedestrians are under or not reported. Drivers Ed tests should include questions about blind pedestrians always!
- Regarding enforcement: as a longtime traffic officer and now a supervisor, the failure to change officer attitudes about the importance of enforcement seems to be the biggest barrier.
- status quo - review covid-19 effect of ADT counts
- Our roads are designed to encourage speeding, discourage walking or biking, and everything is done to accommodate large freight and emergency vehicles, rather than sizing the vehicles to fit streets that are designed for walking and biking. It's completely backwards and very frustrating.
- We live off of West Hills Rd., between Philomath and Corvallis, OR. That road appears not to be within any jurisdiction for monitoring traffic. With the increase of housing/population commuting on West Hills, there has NOT been a single thing done to

monitor traffic, speeding, tailgating, road rage, reckless driving. There are a lot of pedestrians and bicyclists that use this road and it is NOT a safe road any more.

- More police presents is needed.
- Trucking companies have upgraded their fleets helping the commercial hauling stay on the road with good vehicles and well informed and inspected drivers.
- Crash data continues to be unreliable and incomplete.
- See above comments.
- I can count on one hand the number of times I've seen traffic laws enforced in Oregon in the last ten years. Enforcement seems nonexistent.
- I never see any communication about race equity and transportation needs.
- Regulators on semi-trucks seem to be governing not only speeds but convoy lines. Lots of trucking increase but thru the I-5 corridor it is relatively east to navigate, the truckers seem steady on, predictable. Educating drivers on how to pass safely is a good step.
- Most truckers are safe. There are a few that need retrained
- The crash data takes too long to process. Consider hiring more crash data coders to get the crash data out sooner!!!
- We are seriously lacking in numbers of troopers. I also do not see very much public awareness/education on critical safety laws.
- Data is two years old, the systems don't talk to each other, a person can go through diversion in Clackamas County, get a ticket in another county or jurisdiction and be offered diversion again because the systems don't talk to each other. LE has to jump through more and more hoops each year and they continually have tools taken away from them so they are doing the best they have with what they have, but here in Oregon we care more about people who have abused the privilege of driving than innocent people who are killed or seriously injured who are following all the rules. It's really sad. If we really cared about ensuring that people have earned the privilege to drive we would 1) implement a DL renewal program that requires people to retake the test when they turn 50 and every ten years after that, 2) we would quit tying the hands of traffic officers and actually allow them to get bad drivers off the road 3) we would implement driver's training for all teens or if a teen who has not been through driver's training receives a ticket they are remanded to driver's training if they are under the age of 18.
- Activity based models are being developed which is a huge advancement in how we predict traffic patterns for all modes.
- Enforcement of crosswalk and distracted driving laws are inadequate.
- Oregon State Troopers used to inspect CMV log books and put tired driver's out of service. They have been shut down and decertified.
- Enforcement doesn't seem to be strong enough to prevent people from violating the rules of the road.
- Not enough police on patrol to deter violators & enforce laws. Also, ODOT motor carrier stopped Oregon Level II CMV inspectors from inspecting CMV's due to Oregon's level II instructor training not matching up with the federal standard. Thus, WAY less hazardous trucks are being inspected statewide.

- Popular GPS Navigation Apps are violating local County laws and bringing heavy trucks and excess traffic in No Thru Truck streets and narrow residential streets. Our complaints to ODOT went unheard.
- Need greater enforcement of infractions, driver education should be more widely available and in person defensive driving classes should be mandatory post citation
- No more level II for OSP
- No driver ed.
- Even the "professional drivers" are speeding and making bad passes with everyone being in a hurry.
- There's been an increase in traffic enforcement? In ticketing drivers for almost hitting pedestrians? I sure haven't noticed.
- Coming from a rural area there doesn't seem to be as much of a change as there is in the larger cities
- do more to address safety of vulnerable road users
- I have noticed that the semis on I5 are much more alert and aware of traffic and their speed. I know the log trucks are rarely on I5 however they are a problem on Hwy 20 and 34 due to their excessive speed and driving right on the center lines.
- Limit In-person enforcement as a tool Use infrastructure improvements and speed cameras
- We still lack first responder capability for proactive activity. As long as staffing is it is current, we will remain largely reactive even with our best effort
- Oregon does not communicate well with the disabled community.
- Stop spending insane money on contractor installed VMS signs. We all have phones that tell us how long it will take to get from 217 to I5.
- Enforcement data should be screened for disparities. What are the targeted improvements. Need improvement for data collection, especially desegregated by race, ethnicity and gender.
- Need to deploy automated enforcement in a much more urgent manner. Need to address commercial vehicles that are evading state standards by using smaller vehicles with standard plates.
- Trip check does not have updates on road conditions
- In general, commercial vehicles have been pretty safe. It seems that log trucks have slowed down a bit in the last 10 years.
- The DMV not doing driver's license tests is a failure of state government.
- We need the state to improve training for drivers so they are aware of all modes and types of travel.
- ODOT has a great education program in place. When drivers change the driving culture on certain roads that culture should change with law enforcement issuing more citations.
- Flawed implementation of driver education causes it to fall well short of its potential (this is a decades old problem). Enforcement? What enforcement?
- I have not noticed a great change especially when it comes to enforcement
- Commercial vehicles fly through our town like they have no rules. There needs to be a stronger focus on not only rerouting this traffic but enforcing our safety rules.

- What do you do for EMS?
- Improved data helps for this broken system, but does not help the parts that really need helping! if you train people about a broken system it does not help. Enforcement does help on holidays, but other than that, if your transportation system is broken and you let drivers have straightaways and speeds of 45 in local areas you are asking for speeders, and we don't have enough police to enforce. Build it straight and wide and they will drive fast, build it for community and they will drive slow!!!! Don't let unsafe trucks and trains in local communities please.
- informational signs are a good thing
- Why is your most recent fatalities data from 2015? How many years does that take to tabulate?
- Additional traffic enforcement needed. Rarely see enough police performing traffic enforcement.
- It took even longer this last year to receive ODOT safety data, even after expressing concerns about the delay for many years prior. It's hard to be responsive when the most recent data set (in late 2020) is from 2018.
- Truckers are too aggressive and run lights rather than stopping
- M
- I don't see very many drivers paying attention to the rules of not using your cell phone while driving and bicyclists often are not paying attention, or acting like they own the road. There seems to be very little law enforcement, but I know that is a manpower issue.
- I know budgets are tight, but more traffic patrols are needed for speeders & unsafe driving behaviors
- Speed enforcement seems lacking, especially at the municipal level.
- Increased federal restrictions on CDL holders, combined with Oregon's insurance policies looped in to create a hardship for those with CDL's, is a really bad mixture
- Data was always there just now being used by all of ODOT. Training and education are not up to expectations as younger drivers are making too many errors, travel lanes and passing lanes are not either being taught or not learned. Public much more aware of police and fire on the road. Commercial vehicles on freeways are much worse as the increased speed makes it much longer for one truck to pass another (Eugene to Albany one truck doing 60 and one doing 62 can take several miles, while traffic doing 65 must slow to 60 and backs up causing road rage and speeding when finally past trucks.
- Sucks to heaven, make it illegal for a truck to drive in the inside lane. State wide.
- Very few patrols on the roads, lots of speeding and bad driving behavior.
- I don't have any data to measure these goals
- Enforcement is understaffed. Commercial vehicles ignoring speed limits
- freight and emergency response time seems to be increasing.
- I do not see any real improvements
- Data collection on speedings needs a rethink. I am seeing many crashes where speed was not identified as a factor, when it clearly was. For example, if a driver on a 30 MPH arterial is less than 10 over, the speed box likely won't be checked on the police report.

But the fatality occurred because 39 (or even 30) is too fast for the context, and for a pedestrian crash is likely not a survivable speed.

- No noticeable differences
- As e-commerce has increased light commercial vehicle volumes have largely increased. On my street those vehicles drive fast to ensure they can meet their drop off schedules and if its not creating actual unsafe conditions with more crash injuries its certainly making it feel less safe on our street. More regulation of these vehicles using their mobile data should be required.
- We definitely need more enforcement!
- enforcement needs to be stepped up against dangerous driving, nearly everyone is speeding and many people are weaving in and out of traffic to get ahead. Why aren't cops on the road protecting us from this behavior? Also there are way too many motorcycles and cars that have made their engines louder than normal and no one is doing anything about that!
- Nothing is better from what I have seen this summer along Hey 97
- As we see more and more traffic especially in central Oregon, little is being done to make certain areas safe. Case in point the Terrebonne area, and the 4 lane area near Cinder Butte.
- Great for warning of road construction, good police presence, commercial trucks speed is an issue
- Need to better communicate your improvements.
- You need to address equity and Black lives when you discuss enforcement.
- ODOT does an excellent job of collecting data on the highway system and then analyzing that data. Where the agency seems to stumble is then making those results available to the public and in an understandable manner. There are exceptions to this, such as the safety PSAs the agency deploys.
- It seems resources have declined across all levels of government for enforcement.
- Big trucks are way above the speed limit and in the wrong lanes, enforcement needs are lot more empathize, trip check is a nice improvement.
- ODOT can always do better in addressing the above systems.
- Outreach and education efforts refocus on vision zero (safety), placemaking and better ways to get places.

## Question 6: What issues or topics may be missing from the TSAP that should be included in this update? Why do you think they are needed?

- The need for more funding to implement the TSAP. Oregon does a pretty good job on the infrastructure side of this but there is nowhere enough funding on the non-infrastructure side. We can't expect to keep spending the same amount of funding and get a different result. To create a statewide safety culture we need a much more robust ODOT Safety Division that can reach more communities around the state through its different program areas.
  - Build an integrated communications and marketing plan that centered on Positive Cultural Framework and collaborates with local governments on targeted campaigns.
  - More emphasis on stricter penalties for drivers. More protected infrastructure for bicyclists and pedestrians
  - Bring back the safety corridor in the Van Dozer corridor.
  - Considering the overall flow of traffic/timed signals. I see drivers get impatient/make risky decisions when we've sat at one red light, only to get stopped at the next 3 or 4 because the timing was off (stopped at one longer for a pedestrian signal, for instance).
  - Vehicles routinely ignore no parking signs and park along intersection corners blocking all visibility with absolutely no enforcement for years now.
  - How about a more honest survey? "Seems to be making a difference" is very lame. Stop wasting so much money on non-value to cars and trucks.
  - We need a vast improvement of infrastructure. Tolling a few roads is not the answer. Raise the gas tax and start building roads.
  - Proper role of ODOT's interactions with city, county, or regional authorities like Portland's PBOT. It's frustrating how awful ODOT's roads are in Portland for safety, and PBOT's hands are tied because it has no jurisdiction over them. It puts a real boundary on the quality of neighborhoods near ODOT-administered roads.
  - Driver education (not just learners) and taking licenses and cars away from people that are demonstrably unsafe.
  - "Funding for enforcement of speed limit, inc. Bend parkway, NO ONE goes 45
- 
- Funding for enforcement of using headlights at dusk, dark! Came back from Cascade Lakes before closed, counted 11 vehicles no lights on. Came back from Redmond this week, counted 21! vehicles without lights on Hwy 97. Super dangerous! Other people on phone zipping down the highway!"
  - Transferring roads to cities who care more about safety. Dishonest ODOT marketing of huge highway expansions as safety projects. Truly redesigning roads to have narrower lanes, fewer lanes, and more crosswalks. Hwy 99 in South Corvallis is a perfect example of what's wrong.
  - For better traffic flow."really "Synchronized traffic lights would help! Ms Edualy's idea of unnecessary stops (SW Naito & SW Main for example) hurts rolling traffic and creates

clogging in our traffic! Better ideas and experienced people you guys need to hire! As of driver, I don't want to go thru downtown Portland just because of traffic lights and their "personal decisions" of settings by amateur authorities!

- None
- No tolls
- Speed. We know speed kills people and pollutes more; what is ODOT doing to reduce driving speed?
- The impact of road design on safety for everyone.
- Equity measures and outcomes, better data on demographics and non-motorists, accessibility of modes of transportation and safety measures in the lens of equity- These are all important to better understand who the Transportation system is affecting positively and negatively.
- Equity measures and outcomes, communities of need, data of all road users not just data based on motor vehicles crashes, inclusion of other types of data such as EMT and Trauma Centers.
- Please use reader boards over freeways to tell motorists about the laws, i.e. "tailgating is dangerous, avoidable and illegal"
- Texting while driving and cell phone use
- Better transit projects help all road users. I would really appreciate them, I don't drive very often maybe that's why I'm having trouble answering this.
- More attention on "people" and their human behaviors. Human responses are different per individual and react to situations differently. This needs to be taken into account when designing changes.
- "1. Prohibit cars from parking close to intersections which blocks the view of approaching vehicles (& bikes)
- 2. Provide decent street lighting at intersections for pedestrian safety."
- Defund
- Keep in mind that as you're "making things better" for one population, say bicycle riders, you're inevitably making things worse for another.
- There should be a lot more driving behind the wheel testing for people getting their license. Even renewals should help educate drivers with bad habits.
- one important safety topic that is not mentioned within the 2016 TSAP that should be included within the 2020 version is the impact of wildlife-vehicle collisions on Oregon's Roadways. October and November are particularly dangerous times to be driving in Central and Eastern Oregon during the deer rut and migration. According to ODOT, more than 7,000 large animal collisions occur each year resulting in up to two fatalities and hundreds of injuries annually. In addition, the loss of wildlife negatively impacts ODOT's goal to facilitate healthy and livable communities that often rely on wildlife for tourism and hunting. Oregon has begun to install wildlife crossings and they have been incredibly successful at reducing collisions. Unfortunately, Oregon is behind many other western states on this effort and dedicated funding to help address this issue would go a long ways to improving the safety of our highways for both wildlife and people alike.

- FUNDING. SERIOUS COMMITMENT BY LEADERSHIP. ODOT isn't making a difference in metro areas, towns or rural areas on these issues
  - "I think we need highway safety related performance measures for every branch/division at ODOT (post-reorg) or a mini safety action plan for each branch/division at least in an effort to educate them on their influence over highway safety and best highway safety practices.
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- We also should detail out HOW and WHO is responsible for implementation of the recommendations put forth in the TSAP and how we will be held accountable."
  - Some type of bicycle fee to use roads, maybe even a license of some type. they operate on the roads and need to be accountable as all drivers are.
  - Greater education regarding pedestrian safety.
  - A focus on implementing blood-drug testing at our state crime lab should be a top priority in impaired driving countermeasures. Having the ability to test blood for drugs will increase the value of evidence in these cases and lead to more convictions, thus leading to more treatment and accountability.
  - Highly recommend intersection studies & level of service objectives for the Eugene - Portland I-5 corridor - freeway access & arterial roads traffic counts necessary
  - attempt to equalize the State/County/Metro/City's tax impact on Commercial Truck businesses between Oregon based companies and out of state companies that compete in the same market - level the playing field
  - Equity. Just in this survey you don't even discuss the disabled community. Are you even discussing how low income people of color are more at risk on our roads? How more lies income communities are clogged with pollution?
  - There should be a focus on investing in projects that shift people to safer modes of travel. Passenger rail is an attractive alternative to driving and people would use it if it were available, convenient, and reliable. That would lessen the number of people driving on the roads who shouldn't be, thereby reducing exposure.
  - intersections where there are very overgrown trees or sidewalk signage or obstructions block a clear view of a person or children waiting to cross roads that do not have bright white crosswalks. Maybe rolling stops instead of free right turns, and again, the lighted pedestrian crosswalk lights should actually be at all crosswalks. I like them and it alerts me of a person standing there, un-noticed by drivers passing at 30 mph and paying more attention to other motorists or sights. Lives would be saved ten fold.
  - I can't see the lines when it rains which is most of the time
  - Maintenance, lack of repair will cost us more later. New Infrastructure, expand what we have to limit congestion, bottle necks and create more efficient traffic flow.
  - automated driving systems (driverless vehicles) should be considered
  - Roadside distractions, such as big construction projects, and changes in traffic control due to these.
  - We need to prioritize non-car modes of transportation in a huge way to mitigate climate change. It is nearly impossible to travel between cities here without a car.

- When you state a project make sure is completed in a specific time frame. Issue Hwy 101 updated ADA crossings and crosswalks.
  - average speed above speed limits in all areas. To show that citizens are not concerned about the law.
  - Pedestrian crosswalk markings in all the Region Five cities over 1000 population.
  - New Columbia River I-5 crossing?
  - more questions about preparing the system for electric vehicles and driverless vehicles
  - "Speed Limits for trucks being lower than cars is unsafe.
- 
- Not addressing congestion and increasing capacity. "
  - Lighting, letting pedestrians walk first at crosswalks before light turns green for cars, bike lanes on the road.
  - Let's see projects evaluated for their 'safety ROI'... that is, how many injuries and deaths will be prevented per dollar.
  - I don't think ODOT properly funds or enforces pedestrian & cyclist rights or has made an effort to promote & fund sidewalks, overpasses, bike lanes, separated paths for pedestrians & cyclists OR "complete streets." Or mass transit, particularly passenger rail. And it's crazy to think that 101 can continue to be both Main Street & interstate highway--it's time to build 101 bypasses around Newport, Lincoln City, and other coastal towns, so 101 can truly be a highway and Main Streets can be Main streets for pedestrians and cyclists rather than a never ending line of polluting, ever noisier, RVs, huge trucks, loud pipe Harleys, ever bigger diesel pickups and all other motorized vehicles. There are frequent motor vehicle accidents in Newport & Lincoln City & it's partly because Main Streets & highways serve very different purposes.
  - Portland area traffic
  - Can't think of anything.
  - No mention of roadways used by transit systems (ie Trimet in Portland metro)
  - Infrastructure for vulnerable road users-- particularly pedestrians-- are critical given the increase in fatalities we have seen. And I'd like to see continued emphasis on reducing distracted driving, just as we have gotten people to wear safety belts through culture change over time.
  - I do think that there needs to be research around race equity as it relates to transportation needs, safety, and improved access. Focusing on risky behaviors feels reactive, whereas creating smart, usable infrastructure might give people fewer riskier options, proactively.
  - Signs and education to prevent tailgating. Here in Central Oregon seems like everyone tailgates--even way above the speed limits.
  - Increased education - maybe online site to cover some topics, and include a section for persons expecting to move here and drive. While planning to move to Oregon, study areas of interest and map it out ahead of time.
  - The list is good -- we need funding and cooperation from law enforcement to progress.

- Speed is a real factor in creating traffic jams but we don't seem to believe that so the enforcement is limited at best. Keeping the roads safe is maintaining the safe operating speeds for all.
- Upgrading Hwy 97 to a four lane Hwy is a must for safety and cost efficiency for the transportation industry.
- Establish realistic safety target settings that can be achieved.
- We are seriously lacking in numbers of troopers on our roads for the enforcement piece. We need to be supporting OSP in more ways than just construction site and other grants. I also do not see very much public awareness/education on critical safety laws, especially with distracted driving and speeding on the rise.
- emphasis on personal responsibility for safety; don't think we'll ever get away from car culture, so consequences should be high for drivers who cause crashes
- Transit safety needs through out the system, addressing first last mile for transit. If there is a push for alternate forms of transportation then making bike and pedestrian lanes safe for those trying to access all modes of transit. Think about reducing traffic by alternate modes for moving freight and cargo.
- If decreasing fatalities on our roadways is really important than we need to start treating driving like the privilege it is, we need a way for systems to talk to each other and we need a way to get bad drivers off the roads. Addressing risky behaviors and changing our transportation safety culture is the only thing that will eventually bring fatalities down, but we must do this in a way that fits American culture. Taking the one thing out of Sweden's Vision Zero the infrastructure in Oregon has been a failure, we need to work with American culture and values if we want to see a decrease in car crash fatalities in Oregon.
- Bring freight and larger vehicle into the discussion with pedestrian and bicycle safety. These are more common collisions. Also provide information on generational safety so you can target your safety messages better. For example are millennials safer drivers than Gen X?
- "TSAP must include data disaggregated by: vehicle type (SUV vs. passenger car), race/ethnicity, and (dis)ability. We must understand not only the race/ethnicity of those who are killed or seriously injured, but also the driver. We know that ODOT's most deadly facilities are in BIPOC communities, but we don't know who is driving the vehicles.
- Finally, we need this program to become focused on infrastructure, not victim blaming. When we prioritize the flow of vehicles over the safety of people, it's no wonder we continue to see crashes occur. We also know SUV's are more likely to kill pedestrians, but that information is not communicated to the public. Lastly, but not least, we need to understand the mobility issues of those with disabilities. We must build an inclusive transportation system."
- Traffic calming, actually modifying the roadways to slow traffic naturally, is missing. The "20 is Plenty" campaign will fail if new speed limit signs are placed on roads that are designed to be driven at 40 mph.

- Stronger accountability. More alternate forms of Transportation, buses, the Willamette Valley would be good having some of the rails with passenger excursions for tourists as well as commuters.
  - Drug use & crashes. As drug laws are lessened from felony to misdemeanor & marijuana laws becoming laughable, there is less deterrent of people to use before or during driving. Combined with less police patrolling the roads & this could be a recipe for increased fatal statistics over time. More public education may be needed for adults & children alike.
  - Focus on transportation needs of disadvantaged communities to make roads safer for walking, cycling and access to transit for communities, populations that have less access to cars. Redesign roads in these communities to slow traffic and make walking and cycling safe and convenient
  - N/A
  - How and why funding is spent/allocated.
  - The attitude of drivers toward cyclists is overwhelmingly negative, with most believing bikes do not belong on the roads. We need to work on that aspect. Cars and trucks routinely harass bike riders with dangerous behaviors.
  - Google Maps, Waze, Apple Maps ....these popular GPS Navigation Apps are violating local County laws and bringing heavy trucks and excess traffic in No Thru Truck streets and narrow residential streets. Our complaints to ODOT went unheard. Elderly homeowners just going to their own mailbox or walking their dogs on their own street have been hit by wayward trucks and have lost homes to pay for medical bills. ODOT has to stop these GPS companies and institute regulations. Truck drivers should be stopped and thousands of cars should not be allowed to drive through narrow residential streets.
  - Its on here, but Distracted Driving continues to be a big problem. With all the educational information out there, it seems to not be making any difference. DD is prolific.
  - None
  - Design over enforcement
  - I would look at a date to evaluate the numbers and pivot when you find your well intentioned efforts are not making a difference. I am not suggesting giving up but you can't continue to throw money in the wrong direction and expect thing to get better
  - "I believe traffic safety needs to be taught in greater details in the school system.
- 
- Most students who take drivers education are taught some traffic safety, but not enough.
- 
- There is also a higher risk group who do not take drivers safety due to cost or lack of family support/lack of caring.

- If there was a required class taught by law enforcement/or retired law enforcement who really know how traffic safety is related to the early years of a young drivers career, since most every teenager will become a driver in society "
- Culture change starts with the young. Roadway safety could/should develop partnership with Department of Education to start teaching safe behaviors as part of normal curriculum.
- I think you need to figure out a way to reach the human element to get your point across to everybody whether it's TV commercials or billboards or I'm not sure what the answer is but I think you're doing a lot of Good work and nobody's noticing because these days it Hass to smack us in the face to see it
- Distracted driving with a dog(s) sitting in the driver's lap and obstructing the driver's vision.
- If more enforcement of speeds are not possible, then automated speed enforcement should at least be a tools that city and county government can use.
- Vision zero.
- Equity for all users, particularly the groups oppressed by so many of our society's changes.
- Driver training. Speed enforcement. Curb police harassment (same as fishing). Respect 2A. We are not the enemy.
- none.
- Creation of complete streets in every urban or small town area in oregon--separated bike lanes and SIDEWALKS. How about ticketing people for hitting pedestrians?
- N/A
- Trucker are out of control in eastern Oregon
- Construction zones. I see people driving through these areas at a higher rate of speed then is posted when there are people working. This is a huge safety risk in my opinion.
- "do more to address the safety of vulnerable road users.
- after market metal ""bumpers"" are out of control and dramatically increase fatality on roads and to pedestrians. STOP THEM.
- Off Highway Vehicles (OHV) do not belong on roadways. STOP THEM.
- My city is obese. My community desires off road paths, walking and bicycling infrastructure. BUILD THEM."
- As you read in my above responses, the log trucks. They do not seem to care unless there is an accident where they lose their load, then they drive cautiously for a month or two. I would also like to see more the bicyclists also sharing the road with the vehicles. It seems they think the roads are for them and will take over an entire lane for their group. As a driver, I have to be aware of them, why are they exempt from cars? The bicyclists do not even look behind them as I cannot pass them due to a curve/double line, driving 5 MPH and have 5 cars lined up behind me.
- More reflective striping on roadways like they have in Florida....because more older drivers on the road at night with low vision.
- Safe system approach

- Focus on updated technological solutions to several safety issues, especially in high risk vulnerable user areas.
  - The anomalies experienced in 2020 will have to be in a caveat, explained in Exec Summary, or own section as they are indeed anomalies and throw the remaining years' data off track.
  - You are totally missing the two most important things: "Don't Drive." The safest trip is the one you don't make in a car. Less driving - fewer trips, shorter distances - won't necessarily change the crash rate, but it will totally depress crash counts. And it's the count that matters, not the rate. Second, drive slower. Slower speeds in nearly every urban context is safer. Our urban speeds are consistently too high and privilege capacity over safety.
  - What happened to the clever PSAs that got in to your head? "click it or ticket" "litter and it will hurt". Oregon drivers NEED serious help on merging on to a freeway. A bizarre aspect of entering entitlement has developed. As an Oregonian, I drive in Washington as well. There is an obvious difference in skill and courtesy. It's pretty crazy.
  - Disparities and equities. The Multnomah County - REACH Program should be a partner. Strategic engagement that includes a broad and diverse set of stakeholders
  - ODOT News Releases via email is good but wonder how much major media formats are committed to sharing what is happening to improve transportation safety. Toot your horn, share data that supports the changes and maybe use testimonials to reinforce the value of the TSAP. The public needs to hear about where their tax dollars are working to make improvements on these issues and topics.
  - "Long term budget needs/ways to balance resources with priority projects.
- 
- Analysis of the COST of projects relative to other jurisdictions and potential to learn from others about how to deliver projects at lower price point. "
  - "Addressing racial equity without displacing people. Usually during a jurisdiction transfer, displacement happens in that location. Ex: MLK and Interstate.
  - Action items to create healthy livable communities. They need to prioritize Parkrose location. "
  - tourism linked to travel includes bike routes, infrastructure, parking on hwy issues.
  - Increasing availability of driver education - especially in rural communities. These communities are typically underserved due to their remote locations. It would be great if an emphasis could be made on teaching teens in these communities.
  - 97 would be much safer if widened to toll lanes going in each direction. The stretch between Redmond to warm springs is very unsafe. Even just the tiny space for the center dividing line would be helpful. The other thing is turning lanes, especially Bear Dr and right before Redmond coming from Terrabon. Thanks for helping make the roads safer!!
  - I found these survey questions nearly impossible to answer, and I have a background in transportation planning. You really need to provide more detail on what you're talking about if you want regular people to answer and provide feedback. The questions are

incredibly vague--you could try providing concrete examples. Also, instead of asking about progress towards goals, which are very difficult for an ODOT outsider to assess, ask about attitudes/priorities/personal experiences.

- The safe systems approach is becoming best practice and a common model. Mentioning and defining equity in the context of road safety, as well as identifying existing racial, social, and health inequities in safety outcomes and strategies, is crucial to making road environments that promote safety for everyone.
- ODOT needs to lower vehicle speeds.
- don't know
- I think tighter focus in many of the areas would be more productive. More pragmatism with regard to alternate, active modes. Make them safe, but leave it to other social forces to make them popular. More emphasis on driver and pedestrian behavior (distraction, inattention, lack of skill, speeding, red-light running, following distance, signal use, waiting for a safe gap in traffic for crossing, etc.)
- More specific language and goals regarding all road users (i.e. bicyclists, pedestrians, etc.) needs to be emphasized. Infrastructures need to be updated with the newest thoughts and technologies to protect the safety of these users.
- DUII tourists; road rage; positive/guilt inducing not just threatening safety ads.
- Need to complete regional surveys. Some areas are targeted and are doing well. Others need leadership from the state
- Support for city-set speed limits, including down to 15 mph. A standard reduction of lane widths to slow down speeding traffic. Revision of who sits on the speed board - right now it's dominated by car-driving traffic engineers, rather than vulnerable users and those who value safety over speed.
- Traffic safety and calming measures when entering communities and cities as well as potentially the rerouting of larger commercial traffic (dual and triple trailer vehicles) around area business HUBs that may have more pedestrians and cyclists. It is absurd to have 1/2 of a HWY 97 reroute then dump the traffic right back into Redmond instead of truly bypassing the area and allowing for a steady and safe flow of traffic to and from businesses. Waiting for enough people to die before addressing this is a poor indicator.
- The TSAP talks a lot about infrastructure and drivers, but seems thin on the third component of every crash...i.e, vehicles. I suggest more attention to vehicle standards and to educating the public about the risks associated with different vehicles. For instance, every tall SUV or truck should come with a label warning the buyer that they are much more likely to kill a person on foot, on bike or on a motorcycle if they buy that vehicle. ODOT could initiate an effort to lobby NHTSA for standards to lower front-end heights and to make tall vehicles more crash-compatible. Maybe work with Governor's Highway Safety Association.
- Racial equity, especially as it relates to reliance on police enforcement
- Attention to equity. I have seen improvements in my neighborhood (white/middle class) - but question whether these same investments have been made in communities of color/low-income

- Educate new drivers from the start of their driving career. Give more practice; emphasize TSAP-type goals; parents, instructors, everyone who comes in contact with young drivers should model good driving behavior.
- "Our current transportation system is broken, what it needs is a systematic re-do of goals and then measurable objectives, a great start is safety! what are the connections and intersections with the other planning documents, code, legislation, policies. What is the ultimate goal? Is it livability or is it about time to destination? What you put first then directs everything below it. How can we redesign the system to achieve both but putting livability first?? This also includes helping those areas that have disadvantages or have been left out of improvements in the past because those areas do not help produce as much SDC's etc. What the state does has a significant impact on the local level. Please, make the change. How do you do jurisdictional transfers and then support the local governments with those investments that were the states? Maybe its not a transfer but its a 100 yr lease so the decisions can be made locally but the state still can help with investments?
- #7 - Risky behaviors will be less if the system is built better! Focus on design and vulnerable users and you will reduce risky behaviors."
- Develop a laser focus on road design, and implement NACTO's Urban Street Design Guide recommendations within all city limits. In particular, there is never a reason for a lane in an urbanized/urbanizing area to exceed 10' -- even on freight routes. The more inherently safe a road is, the less we need to rely on education, enforcement, and technology.
- Actually building roads would be nice, filling pot holes, and making transportation easier for the general public would be great to focus on that.
- PEOPLE are the clients of ODOT. Vehicles are tools and devices not clients. Prioritize people
- Hwy 97 from Madras to Bend speed limit should be returned to 55mph.
- With increasing population, are first responders levels also increasing? Where are these resources being applied, how is it being measured?
- Addressing areas of crash sites with left turn lanes on hwy. 97. Why? Many have died on central Oregon hwy. for lack of a left turn lane!!!
- How to sufficiently fund the plan
- We need two lanes from Madras to Klamath Falls. This is a major highway thru rural area with many fatal accidents
- The mess ODOT made in the Madras area. The traffic is so bad. Pinching traffic down to one lane going each way on the south side of town was backward thinking. Traffic backs up all the way through town. It is bumper to bumper. ODOT made traffic flow much worse. It needs to be 4 lanes from Redmond north all the way through Madras.
- Stricter laws for unlicensed or uninsured driver. Traffic safety check points for everyone to check license and vehicle registration and insurance, without, jail sentence, car in pounded, steep fine.
- Wider shoulders or bicycle lanes are needed on many streets & corridors. Hard to find a good variety of routes that are truly safe.

- Most new cars have warn drivers that are backing if a car is near. The cars do not detect and warn if a person or cyclist is behind them. Autonomous cars also do not detect and avoid pedestrians. Fix this problem.
- I believe that more enforcement may be the only way to get the attention of drivers who are speeding or participating in risky behaviors.
- Evaluation of traffic before permitting huge building projects.
- Reduction of greenhouse gases and # of vehicles proportional to population on our roads. We need HOV's on I-5 stricter enforcement of the speed limits, and improvements to availability and accessibility for public transportation.
- Public transportation. It is vital to preventing a lot of the problems you see when there are too many cars on the road. Seniors, disabled people (like myself), bicyclists, kids, teens, adults, people commuting to work, people going to school, all of it can be solved by better public transportation. It needs to connect Oregon cities better. It shouldn't be an hour long ride to a city half an hour away that I can only take one bus to five times a day.
- As populations increase so does the need for more and wider roads and highways, pedestrian walkways, and bicycle paths.
- Not enough training or emphasis on how the big trucks stop and maneuver. People continue to blame trucks for the fatal accidents. They don't understand what it takes to control a vehicle that size. If we made the trucks smaller prices would increase and so would traffic.
- Adding a middle barrier along Hwy 97
- I think new roads and merging onto roadway need addressing in planning.
- Complete overhaul on 97 from Madras Or to LaPine Oregon. Did ODOT not read how many people died this summer on that stretch of Highway???
- The fact that traveling by rail (and to a lesser extent any form of public transit) is substantially safer than driving. So are biking and walking, which have the added benefit of improved health which leads to less injury, sickness, and untimely deaths. We should be making a major investment in these safer modes of transportation if we want to make the overall transportation system safer.
- Safety. Our two lane hwy's were not built for the amount of traffic we have. That plus speeding, distracted drivers is a recipe for disaster.
- Commitment by ODOT to provide survey results. I've first hand see ODOT organized community transportation planning, get a citizen input that is different from ODOT's and ignore the community and go with the ODOT plan anyway. It's window dressing.
- Rail infrastructure, bicycle and pedestrian infrastructure and safety. Stop investing in car culture in the I-5 corridor and improve other transportation modes.
- DATA COLLECTION. Surveys asking for opinions and perceptions on things that should be measured by data has no value.
- Ability/methods to identify, from the public, where the safety concerns are on the roadways.
- Traffic flow management and widening freeways in bottleneck areas like Portland (5/84 and 26/405)

- Re-evaluate the use of de-icer versus cinder. Leaving snowpack roads reduces overall travel speed for safer winter travel, plowing down to black ice makes for high speed fatal collisions.
- Hwy 97, madras Oregon, need to more lanes, more speed enforcement, more enforcement of reckless and distracted drivers.
- Fixing our roads and creating better infrastructures need to be a priority. Too many people die as a result of our poor infrastructures.
- reduction in driving; the safest car trip is the one that doesn't happen
- Stop prioritizing level of service over safety
- we need to reduce driveway density and congestion on our highways.
- "We need better coordination and communication to raise awareness about vulnerable users.
- "
- Enforce and mandate speed limits, not just post speed at 55 mph. SAY SPEED LIMIT IS 55 MPH. That way the speed limit can be ENFORCED/
- A traffic light or round about is desperately needed at Hwy 97 and Burgess road in La Pine Oregon
- I don't think the TSAP adequately addresses equity. For example, in reviewing three years of pedestrian fatality data for Portland, we see Black Portlanders are over-represented among crash victims by approximately 2.5x. And, we see that 100% of 48 fatal pedestrian crashes reviewed occurred in areas that were below the city median income. In the Portland area, ODOT's facilities are among the most dangerous. ODOT needs to reconfigure its historical farm-to-market roads for the current urban context in which people are living and working on (and there are pedestrians crossing) these corridors. Addressing this problem in Portland metro alone would move the needle on state-wide crash data.
- Coordinated efforts with non-highway roads to bring continuity, i.e. pedestrian and bicyclist safety. A greater need for collaboration with the county and cities is needed so that these issues/topics are not piecemeal and fragmented.
- Subjects are good. Just need to be better implemented
- Education for all period meaning pedestrians and cyclists need to also be reminded of their responsibilities on the road as well
- Drivers do not understand the need to know what they are doing when driving. They don't seem to know that they are risking their lives every time they drive, or seem to care. Distracted driving, and unskilled driving are the top two issues that cause problems on the roads. Drivers licenses need to be harder to get, and easier to take away.
- Nothing specific
- Officers needing to patrol Hwy 97 more and stopping speeders would help immensely.
- Marijuana and driving - Since this has become legal, I have noticed an increase of impaired drivers.
- Social equity is an obvious gap in this survey especially considering how much more we know every day about how systems like transportation network, overseen by ODOT and

its partners, have been weaponized against poor people and people of color. If poor people are lucky to have a car it's likely older and more unsafe, or it's commonly the case they are transit dependent in parts of our cities that were designed solely for vehicle use. Are you trying to measure these disparate inequities so that more resources can be put in place to address them. How does your agency's emphasis on enforcement feel to black community members who don't experience interactions with police like you do?

Understanding how growing income inequality is affecting the state's growing fatal and severe crash injuries should be a near term objective so that you can work with your partner agencies to address the problem at its root!

- Health and safety! I cannot believe how many people die on Oregon roadways each year. How can that not be the singular focus of this agency?
- "Stronger language, commitment, and teeth behind the goal of zero deaths such as tying funding to the targets to ensure that we actually focus on reducing deaths and serious injuries.
  
- Commitment to equity and justice, especially in regards to enforcement, to ensure we are not using enforcement to perpetuate racial and other forms of injustice.
  
- Reduce victim blaming in education outreach, especially in regards to sharing blame and placing the onus on vulnerable road users in regards to crashes (ie: vulnerable users are equally responsible for their safety, whereas it is really the person driving a multi-ton vehicle that is causing the dangers and should bear the responsibility).
  
- Focus on improving infrastructure that guides how people operate on the roads, rather than trying to change their behavior. "
- Someone please fine people with excessively loud vehicles! no one seems to care that we can't even walk or bike on a street without having our ears ruptured by some asshole on a motorcycle or a Honda that's been modified to be way too loud. Please do something about this!
- A greater emphasis on vulnerable users, specifically pedestrians and bicyclists. Travel patterns have already shifted to remote working in response to COVID. This will likely result in a bounce in home-based trips, which are more likely to be made by walking, biking, and other active modes.
- "
- Speed continues to be a major factor in crashes. Automated speed enforcement (like the yellow vultures in Scotland) should be considered in Oregon."
- Backed up traffic non stop on weekends
- Replace the Interstate bridge now! ( with a tunnel!)

- Panhandlers at busy intersections off highways holding up traffic while people are making donations causing fender benders when people suddenly stop to give the panhandler money with a long line of people behind them. No panhandling signs would be a good start.
- Please do not use de-icer on or under ice and snow. We are not Portland. If there's ice and/or snow, it's going to be deep. De-icer with ice and/or snow is like driving on whipping cream, exceedingly more hazardous than doing nothing. Cinder works on busy roads. Saving lives is priority
- Rural highways where there are increased accidents (or significant increases in commercial truck traffic) such as 199, 62, 140 and 97. Improved visibility of lanes at night. More electronic signs to have tailored messages.
- Equity, including in the data (Black people and Native Americans die at much higher rates in crashes). Speed management for safety. Distinguish between rural and urban. Address fixed speed cameras. Use the Safe System Approach, people are going to make mistakes, design the system so they are not fatal.
- ODOT has a low-cost option to start improving safety in a meaningful way today. Simplify the process to lower urban speeds. Allow a 5 mph posted speed reduction on any road within an urban limit every 5 years. So in 2020 a 45mph could be posted 40mph (no questions asked). In 2025 it could be lowered to 35mph (no questions asked), in 2030 it could be lowered to 30 mph (no questions asked). These aren't hard things - we make them hard. The 85th percentile is an out-of-date method for determining and justifying posted speed. As a professional traffic engineer in the State of Oregon, I think I have a solid foundation to throw my stones from. For shame ODOT - there's a lot of blood on your hands. ODOT does not value safety, especially if it comes at the cost of a few minutes.
- Dealing proactively with older drivers that are no longer competent to drive. It doesn't seem like anything is going on in this area and it's only going to become more of an issue as the population ages. I personally know elderly drivers that lost their license because they couldn't pass a drivers test after being reported, but they are still driving. There is no process for what people should do when they know about stuff like that.
- E-scooters on sidewalks and seniors and disabled safety. It is not safe and no one is enforcing safety issues
- Anti-racist goals and actions, including implementation of equitable automated enforcement and other moves to place more safety enforcement capability out of the direct responsibility of police.
- I will be looking for additional data to answer the above questions. I'm not sure, as written, how helpful they can be to you.
- The majority of transportation-related deaths are due to poor design. Even impaired drivers can be safer if speeds are reduced, lighting is improved, etc. The focus must be on pedestrian safety. Everything else should follow.
- More emphasis on how to address today's mix of pedestrians and all sorts of vehicles, from skateboards, to electric-assist bikes to small electric vehicles and potentially how changes resulting from addressing climate change will impact safety of all users.
- What roads does the public think needs the improvement or the enforcement.

- Need to set realistic TSAP Performance Targets for 2021 TASP Updates. Set attainable goals!
- Building community through transportation is key. Making people-friendly streets is critical to calming traffic and revitalizing our communities. Streets as places of beauty and creative energy that draw people to spend time there create community. Need to think beyond oversized lane widths (reduce to 10') and speed regulation (over-reliance on law enforcement) by balancing engineering zeal with sustainable walkable urban designs.