

2021 Transportation Safety Action Plan Update

Stakeholder Survey Summary

Prepared for

Oregon Department of Transportation



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Introduction

ODOT conducted an online survey between October 1 and November 20, 2020 to identify key issues and opportunities to address with the 2021 Transportation Safety Action Plan (TSAP) update.

Overall Participation and Notification

Overall, the survey was successful in reaching a broad range of stakeholders, including many new participants. A total of **434 people participated in the survey**, and of those, over half said that this was their first-time providing feedback on the TSAP. Approximately a quarter of all respondents had participated in the online survey for the 2016 TSAP.

When asked what their interest was in the TSAP update process, over 70% responded that they are an interested citizen. This was followed by about a quarter of respondents saying they were a transportation planner, engineer, public official and/or involved in developing transportation policy.

Community members were informed about the online survey through several methods, including the project website and e-mails to stakeholders.

Feedback Summary

Survey Responses

1. **Overall, how much progress do you feel Oregon has made in addressing the 2016 TSAP long-term goal areas? (Rated on 1-5 scale where 5 is “Great Progress” and 1 is “No Progress.”)**

Overall, participants felt that **Improving Infrastructure** (Weighted Average: 2.55) and **Communicating and Collaborating** (2.51) had experienced the most progress out of the six long-term goal areas.

Participants felt that **Best Available Technologies** (2.26) and **Strategic Investments** (1.99) had experienced the least progress. However, many (22%) respondents responded “Don’t Know” when rating Strategic Investments, which may have skewed results. **Improving Safety Culture** (2.43) and **Facilitating Healthy and Livable Communities** (2.38) were rated similarly.

Note: Questions 2-5 were rated on a 1-3 scale where 3 is “Seems to be making a difference” and 1 is “Does not seem to be making a difference.”

2. **How well are Oregon safety efforts addressing Risky Behaviors?**

Participants believe that Oregon safety efforts have addressed **Speeding** (1.32) the least while **Unbelted Occupants** (1.62) has been addressed the most; however, about 22% of

respondents responded as “Don’t Know” when rating Unbelted Occupants. **Impaired Driving** (1.48) and **Distracted Driving** (1.42) were rated similarly.

3. **How well are Oregon safety efforts addressing Infrastructure Safety needs?**

Of the two infrastructure safety needs participants rated, participants felt that **Roadway and Lane Departure (e.g., run off road)** (1.55) have been addressed the least. **Intersection Safety** was close behind with a weighted average of 1.71

4. **How well are Oregon safety efforts addressing safety needs of Vulnerable Users?**

Participants feel that, of the vulnerable users listed, Oregon safety efforts are addressing the needs of **Bicyclists** (1.72) the most, followed closely by **Pedestrians** (1.71), with the safety needs of **Older Road Users** (1.27) and **Motorcyclists** (1.36) being addressed the least. Many participants responded as “Don’t Know” when rating Older Road Users and Motorcyclists, possibly skewing results (21% and 19%, respectively).

5. **How well are Oregon safety efforts addressing the following Systems?**

Participants felt that Oregon safety efforts are addressing the **Emergency Medical Services** (1.38) the most out of all systems listed. **Commercial Vehicles** (1.22) was listed as being addressed the least. However, all of the five systems (Improved Data, Training and Education, Enforcement, Emergency Medical Services, Commercial Vehicles) had high response rates of “Don’t Know,” with anywhere from 16-34% responding as “Don’t Know” when rating the different systems.

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?**

Key issues or topics that should be included in the updated TSAP focused on the following. A full list of individual responses is shown in the *Appendix*.

- Increase **communication** from ODOT
- Update **traffic safety education** curriculum
- Address increased **speeding and distracted driving** through enforcement, driver education, and signage
- Create **equitable** transportation systems for all users
- **Prioritize alternative modes of transportation** over single-occupancy driving
- **Increase funding** to improve infrastructure and implement the TSAP
- Address the impact of **wildlife-vehicle collisions**

7. **Of the emphasis areas, how important is each as it relates to today’s transportation safety issues? (Rated on 1-4 scale where 4 is “Very Important” and 1 is “Not Important.”)**

Infrastructure (3.5) and **Risky Behaviors** (3.49) were rated as the most important emphasis areas, followed by **Vulnerable Users** (3.29) and **Improved Systems** (3.06).

Key Themes from Comments

With each of the above questions, participants were provided with an opportunity to provide comments about their response. Several key themes emerged from these comments, as described below. A full list of individual responses is shown in the attached Appendix.

- **Bicyclists and pedestrians**
 - Improve relations between bicyclists, pedestrians, and drivers
 - More bike lanes needed
 - More safe crossings for cyclists and pedestrians
 - Design transportation systems for vulnerable users
- **Updating and maintaining highways and infrastructure**
 - Design transportation infrastructure for safety and to build community
 - Highway 97 continues to have safety concerns related to speeding, left-hand turns onto the highway, lane width and dark driving conditions
 - Need more street lighting
 - Install more traffic roundabouts
 - Respondents appreciate rumble strips
- **Driving culture**
 - More risky and distracted driving behaviors
 - More drivers are speeding
 - Neighborhood traffic is increasing in part due to GPS navigation
 - Impacts of traffic and dangerous streets/roads is not equitable across different communities
 - Driver education needs to be updated
- **Priorities:** Shift priorities away from cars and highways to safer and sustainable modes of travel
- **Communication:** Increase ODOT's communication with the public
- **Additional themes**
 - Some respondents expressed that they would like performance measures or more data to answer the survey questions.
 - Many felt that the change in driving behavior (for the worse), has been impacted by the COVID-19 pandemic.
 - Many also mentioned the All Roads Transportation Safety (ARTS) program and that it is helping.

Demographic Information

Race

Most participants identify as white, with the second largest group of participants identifying as Asian or Asian American.

Language (other than English)

Participants were asked if they spoke any language other than English at home. **A majority did not respond indicating that they do not speak another language other than English at home**, 21 responded that they speak Spanish, and three responded that they speak Vietnamese. Answers that were submitted by only one participant each included: Vietnamese, Arabic, Flemish, Czech, ASL, Chinese, Nepali, and Kannada.

Age

Of those that responded, the largest group of participants are within the **ages of 55 – 64**. The second largest group of participants are between the ages of 45 – 54, followed closely by 65+.

Household Income

The **majority of the online survey participants have a household income of between \$100,000 - \$150,000** a year.