



Transportation Safety Action Plan Online Survey

March/April 2015

SURVEY SUMMARY

This report summarizes results of an online survey conducted by Zenn Associates for the Oregon Department of Transportation in March and April 2015. The online survey received 488 responses. The objective of the survey was to provide interested stakeholders with an opportunity to weigh in on transportation safety issues while at the same time raise awareness about the Transportation Safety Action Plan efforts. Those who responded to the survey had an option to opt in to email updates on the TSAP. As an open online survey with self-selected respondents, the results should not be considered scientifically valid. However, the results do provide a glimpse into the current concerns and priorities of those with an interest in the topic of transportation safety in Oregon.

The survey was designed to take between five and 10 minutes (longer for those providing detailed comments). The survey featured 11 base questions with an opportunity to expand or comment on several of the questions.

The first few questions (right) provided background information. Those who said they were familiar with the TSAP were given two additional questions, one of which was open ended.

The next five questions focused on transportation planning program

Survey Background Questions 1-3

1. What is the basis of your interest in transportation safety?
2. What elements of transportation safety concern you the most?
3. Are you familiar with the 2011 Oregon Transportation Safety Action Plan?

If yes:

- 3a Does the Plan address the primary safety issues that are of most concern to you?
- 3b. What would you add to the plan to better address those issues?

areas: education, engineering, enforcement, emergency response and evaluation. Preceding each of the questions was a brief overview of the particular program area.

Education-- participants were asked to rate eight transportation safety education activities on a scale of one (very effective) to 5 (not at all effective.).

Engineering -- participants were asked to select up to three of 13 engineering approaches they felt were most effective

Enforcement --participants were asked to select up to three of 11 enforcement measures they felt were most beneficial.

Emergency Response --participants were asked to select up to three of nine greatest needs in their local communities to support 24-hour emergency response system coverage.

The two open ended questions on **Evaluation** solicited data information from organizations that collect information and asked for information about unmet data needs that might be helpful in ongoing safety planning.

The final set of questions offered an opportunity for general comments on anything the participant wanted to add and offered an opportunity to stay involved in the TSAP update program by leaving their email address. Those email addresses have been added to the GovDelivery list that provides updates when new materials are posted on the web site.

The survey results were tabulated as of the end of the day, April 22, 2015, which was the listed deadline on the webpage.

RESPONSE HIGHLIGHTS

Slightly more than two thirds of those who responded identified themselves as interested citizens. Transportation planners or engineers were the second highest at 31.81 percent followed by safety professionals at 17.85 percent. Respondents were asked to select all that apply among nine categories resulting in the totals higher than 100 percent. This section provides highlights from each of the survey questions. Charts and full responses for all survey questions are included in Appendix B.

Highest Concern Traffic Safety Areas

Distracted drivers easily outpaced all other traffic safety concerns, scoring in the top three of nearly 60 percent of respondents. Pedestrian safety was the second highest, rated as a top concern by almost half (49.68 percent) of the respondents. Bicycle safety (38.22 percent) and interactions between modes (38 percent) were rated as high concerns among more than one third of the responded. At just under one-third were safety problems at intersections and drivers under the influence (both at 28.66 percent). All others were under 20 percent.

Familiarity with the 2011 Transportation Safety Action Plan

Slightly more than two thirds (68.78 percent) of the survey respondents were not familiar with the 2011 TSAP. Though not a direct correlation, the percentage of those who responded that they were familiar with the plan aligns with the percent of those who identified themselves as transportation planners/engineers or those involved with transportation safety professionally.

Of those who said they were familiar the 2011 TSAP nearly 60 percent said it addressed their concerns or addressed them indirectly or partially. Only 6.67 percent said the plan did not address the safety issues of most concern to them.

Fifty five respondents offered suggestions about what to add to the plan to better address issues. The responses covered a wide range of topics, the most frequent of which were related to increasing education and training efforts. Other suggestions, among many, included enforcement of existing laws, adopting Vision Zero, seeking additional federal support and making additional efforts towards stopping distracted driving.

Effective Education Programs

New driver classes was the highest rated transportation safety program, with 72.35 percent rating it very effective or effective followed closely by child safety seat workshops (69.02 percent effective or very effective). Motorcycle classes also rated highly (64.02 percent effective or very effective). All other programs had ratings of effective and very effective together ranking below 50 percent. Safety newsletters and brochures/publications had the lowest effectiveness ratings among those activities listed.

Effective Engineering Approaches

Three approaches were rated as highly effective among more than 40 percent of the participants:

- 1) Install safety features such as rumble strips, raised medians, guardrails and cable barriers (46.08 percent)
- 2) Fill gaps in sidewalk systems and improve visibility of pedestrian crossings (45.16 percent), and
- 3) Redesign and reconstruct crash-prone intersections (43.32 percent).

More than 40 additional suggestions or comments were provided by participants under “other.” The suggestions covered a vast range of ideas. Measures to lower speeds were mentioned most frequently among the suggestions/comments.

Enforcement Measure to Improve Transportation Safety

By far, enforcement efforts targeting distracted drivers outpaced all other responses as the most frequently selected measure participants believed would most improve transportation safety in Oregon. It was selected by more than two thirds (68.87 percent) of participants. The other enforcement measures selected by more than 40 percent of the participants were:

- 1) Enforcing speeds in active pedestrian areas (42.92 percent)
- 2) Enforcing posted speeds in high-crash areas (40.8 percent) and
- 3) Enforcement initiatives targeting impaired driving (40.8 percent).

Fifty eight “other” comments provided a wide variety of comments and suggestions. Among these, several focused on bike safety enforcement and safer pedestrian areas.

Ensuring Community Emergency Response System Coverage

Four of the nine options ranked among the greatest needs for about 40 percent of the participants

- More funding for medical practitioners in rural communities (40.21 percent)
- More funding for firefighters and EMTs (42.01 percent)
- Recruitment and retention of volunteer firefighters and EMTs (40.46 percent)
- Increased police coverage for transportation facilities (44.59 percent)

Increased coverage by ODOT incident response units was the only other option with more than 25 percent ((26.29 percent).

Evaluation: Data Resources

Ninety three survey participants indicated that their agency collects data related to meeting transportation safety performance standards. Many of the respondents were not directly involved in or unsure of how the information from their agency was collected. A number of participants' organizations gather or create general statistical information, including much local information.

More than 100 participants provided comments in the section asking for unmet data needs. These comments spanned issues well beyond data needs and included many general suggestions. Many of the data recommendations would expand data collection related to interactions between vehicles, pedestrians and bicycles. Other suggestions asked for more analysis of existing data or better reporting of data.

Other comments

About 25 percent of participants (120) took the opportunity to add general comments with their survey. Several topics received frequent comments and suggestions including: additional education programs, bike and pedestrian safety programs, lowering or reducing speeds, increasing efforts to reduce impaired and distracted driving and implementing Vision Zero. About a dozen comments expressed appreciation for the survey and /or safety efforts to date.



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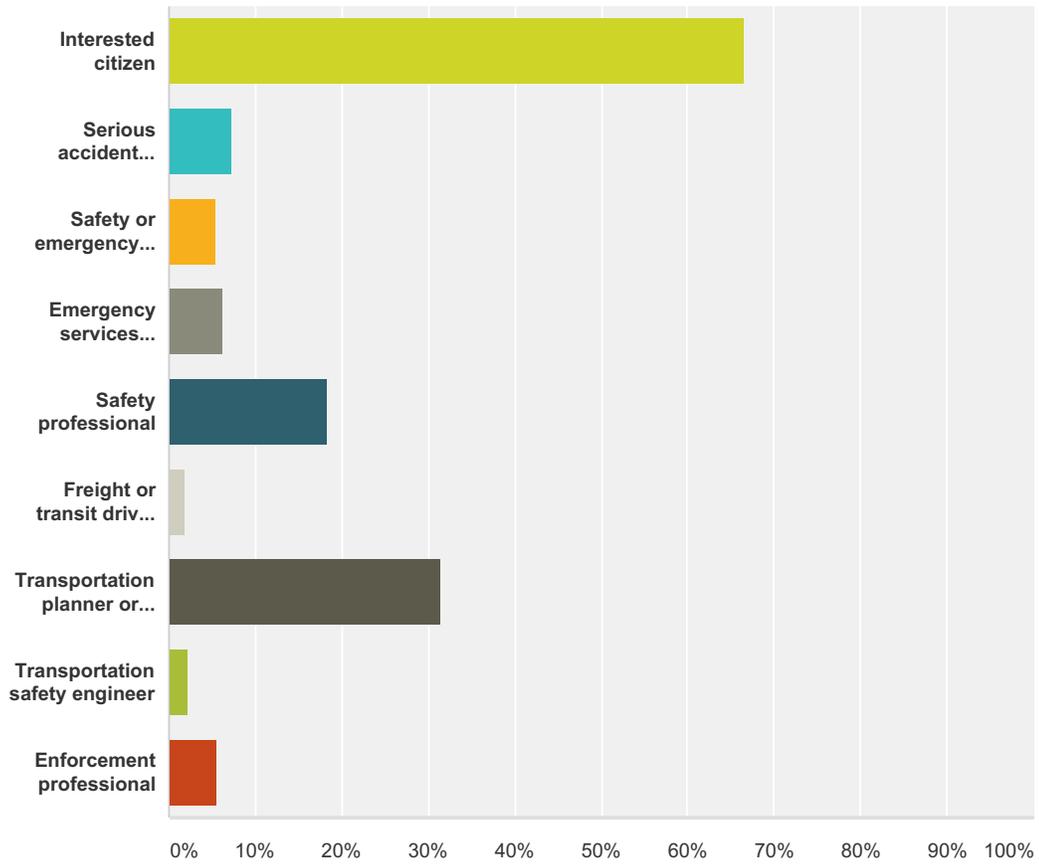
Appendix A: Outreach Organizations

March/April 2015

- In addition to publicizing the survey on its website and through media releases, the project team contacted organizations with an interest in transportation safety with a request that the invitation to participate in the survey be circulated to organization members. The organizations included: Oregon Fire Chiefs Association
- Oregon Chiefs of Police
- Oregon State Sheriffs Association
- League of Oregon Cities,
- Association of Oregon Counties,
- Oregon Impact Newsletter (5000 general safety advocates),
- Oregon State Police
- Oregon Planners Network
- ODOT Bicycle and Pedestrian Stakeholder Email List
- ODOT Rail Section Stakeholder Email List
- ODOT Transit Stakeholder Email List
- Oregon Active Transportation Conference
- Area Commissions on Transportation
- TSAP Update Web Pages (all of our region meeting participants who gave us emails were put on the automatic list serve)
- Inside ODOT (monthly and weekly listings)
- Oregon Impact (transportation safety newsletter)
- Oregon Health Authority: EMS, Trauma Systems and First Responders

Q1 What is the basis of your interest in transportation safety? (select all that apply)

Answered: 441 Skipped: 51



Answer Choices	Responses
Interested citizen	66.67% 294
Serious accident survivor or lost family member	7.26% 32
Safety or emergency response volunteer	5.44% 24
Emergency services professional	6.35% 28
Safety professional	18.37% 81
Freight or transit driver or rail engineer	1.81% 8
Transportation planner or engineer	31.52% 139
Transportation safety engineer	2.27% 10
Enforcement professional	5.67% 25
Total Respondents: 441	

#	Other (please specify)	Date
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State of Oregon Transportation Safety Action Plan

1	Activist	5/6/2015 6:18 AM
2	Public transportation service provider	4/20/2015 10:18 AM
3	Transit Operations Supervisor	4/20/2015 9:00 AM
4	Director of a rural public transit bus system. Transportation safety is a top priority of our bus system.	4/20/2015 8:56 AM
5	Director of a rural transit agency	4/16/2015 4:52 PM
6	Transportation Provider	4/16/2015 10:33 AM
7	Manager, SHSC/ Linn Shuttle	4/16/2015 10:28 AM
8	Public Transit Provider	4/16/2015 10:13 AM
9	Transit Manager	4/16/2015 9:37 AM
10	County Transportation Coordinator	4/16/2015 8:22 AM
11	County Transportation Coordinator	4/16/2015 8:21 AM
12	Transit Provider	4/16/2015 8:04 AM
13	Transit Director	4/16/2015 7:20 AM
14	Human Service Transportation provider	4/16/2015 7:17 AM
15	Elected Official	4/15/2015 4:16 PM
16	Professional in transportation advocacy	4/15/2015 11:07 AM
17	City traffic safety commissioner	4/13/2015 8:56 PM
18	transportation cyclist, pedestrian	4/13/2015 12:03 PM
19	city councilor	4/10/2015 4:54 PM
20	Elected official	4/9/2015 5:13 PM
21	Public health professional, active transportation advocate, concerned parent of bicyclists.	4/9/2015 4:07 PM
22	Manage a recreational trips program.	4/9/2015 9:50 AM
23	Driver Education Instructor	4/8/2015 6:23 PM
24	Silverton City Councilor and on MWACT	4/8/2015 3:59 PM
25	safe routes to school coordinator	4/8/2015 12:11 PM
26	Traffic Safety Commissioner	4/7/2015 10:51 PM
27	Hopefull local government aspiree.	4/7/2015 8:33 AM
28	member Newberg Traffic Safety Committee	4/6/2015 5:38 PM
29	Public Health professional	4/6/2015 3:11 PM
30	City Councilor on our Transportation and Public Works committee. (Creswell).	4/3/2015 3:43 PM
31	Driver Education Instructor- Behind the Wheel	4/3/2015 5:32 AM
32	Public Health program manager, and my niece was maimed by a careless driver in a parking lot.	4/2/2015 11:11 AM
33	Rail and Transit Advocate	4/1/2015 9:44 PM
34	BTW Instructor	4/1/2015 5:30 PM
35	Have ownership of a system where people keep dying	4/1/2015 12:38 PM
36	Citizen Representative on LaneAct	4/1/2015 10:01 AM
37	former motorcycle safety instructor, motorcyclist, bicyclist	3/31/2015 2:09 PM
38	Low Risk Driving Instructor	3/31/2015 10:12 AM

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39	Drivers ed instructor	3/31/2015 10:08 AM
40	safer roads for bicycles	3/30/2015 9:35 PM
41	member of city council	3/30/2015 8:32 PM
42	Prevention Specialist	3/30/2015 4:44 PM
43	Student Transportation Supervisor, School District Logistics Supervisor	3/30/2015 3:03 PM
44	Driver Ed instructor	3/30/2015 3:01 PM
45	Airport Manager, member of SEACT	3/30/2015 1:33 PM
46	As a public health professional I have an interest in safe, active commuting.	3/30/2015 11:27 AM
47	Driver Education Teacher	3/30/2015 10:12 AM
48	Transportation public information officer (county)	3/30/2015 10:04 AM
49	Driver's Education Instructor	3/30/2015 9:57 AM
50	Driver's Education Program Manager in Hood River	3/30/2015 9:40 AM
51	Elected official dealing with transportation policy	3/30/2015 9:40 AM
52	Community Planner - local government	3/30/2015 8:04 AM
53	Driver's Education Instructor	3/29/2015 9:29 PM
54	Driver Education Instructor (classroom and BTW)	3/29/2015 2:10 PM
55	and Driver Education Inst	3/28/2015 10:49 AM
56	child passenger safety technician	3/27/2015 8:29 PM
57	Driver Education Instructor	3/27/2015 2:29 PM
58	Not wanting to die	3/27/2015 12:44 PM
59	City planner	3/26/2015 2:48 PM
60	Facilitate a DUII/DIVERSION class	3/26/2015 1:53 PM
61	Maintenance	3/26/2015 1:38 PM
62	Behind the Wheel Drivers Ed. Instructor	3/26/2015 12:41 PM
63	Drug and Alcohol Prevention Professional	3/26/2015 12:14 PM
64	Non-Profit Transportation Provider Safety Director	3/26/2015 11:45 AM
65	Driver Ed. Instructor	3/26/2015 11:37 AM
66	Driver Ed instructor	3/26/2015 10:29 AM
67	Director of Operations and Safety	3/26/2015 10:09 AM
68	also drive as professional for relief nursery	3/26/2015 7:34 AM
69	Traffic safety board member city of milwaukie for 9 years	3/26/2015 7:29 AM
70	member of the Driver Education Advisory Comittee	3/25/2015 9:50 PM
71	Just a regular citizen who drives Oregon highways a lot.	3/25/2015 9:15 PM
72	Driver Ed Instructor	3/25/2015 8:51 PM
73	Retired Chief of Police for 14-years total of 26 years in law enforcement.	3/25/2015 6:20 PM
74	Physician (pediatrics)	3/25/2015 6:17 PM
75	Bicyclist and bicycle safety instructor	3/25/2015 4:32 PM
76	Youth Fire Prevention/Intervention work	3/25/2015 4:24 PM

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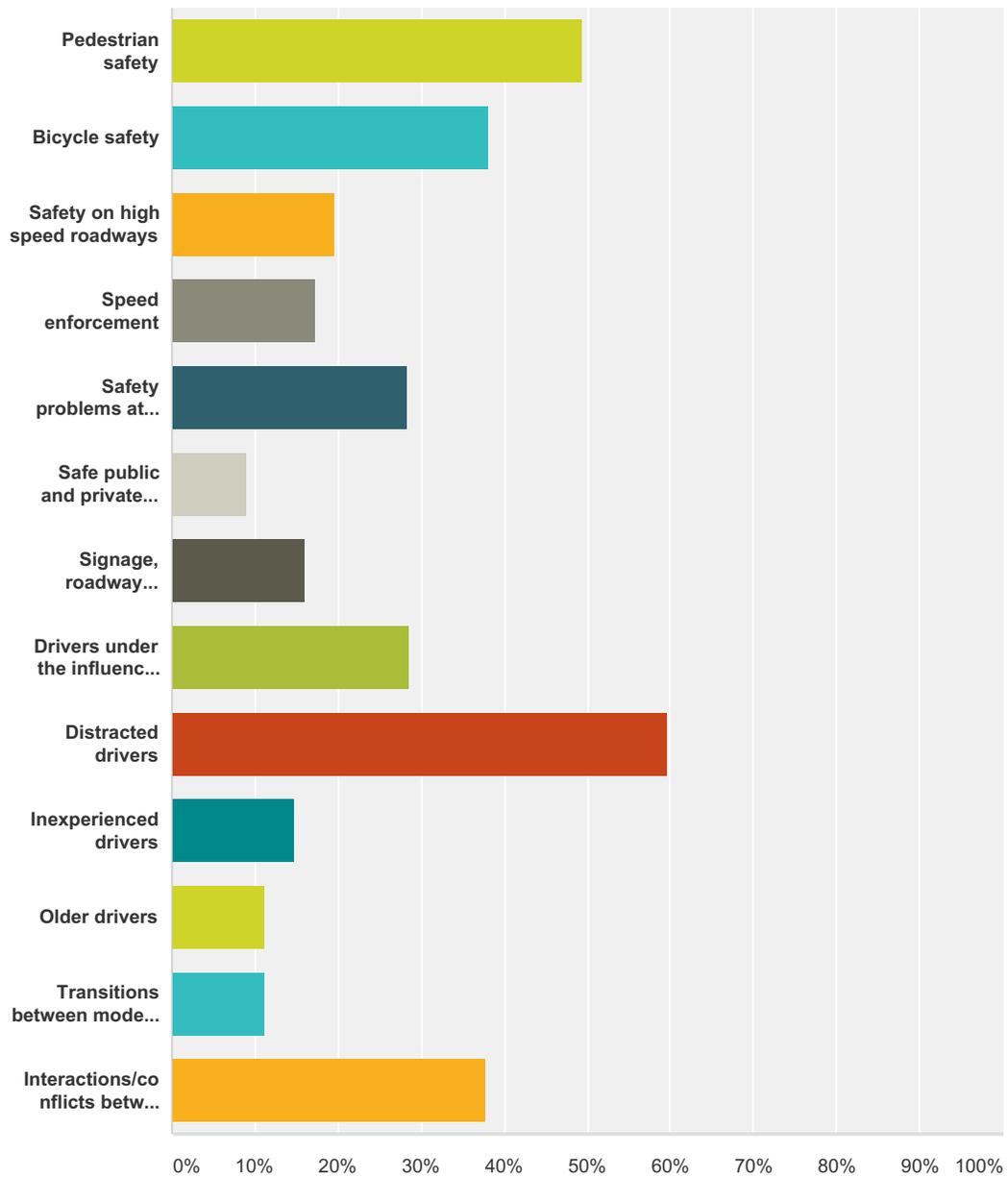
77	School Transportation Coordinator	3/25/2015 3:55 PM
78	volunteer coordinator of volunteers that transport clients	3/25/2015 3:11 PM
79	Researcher and data manager for traffic safety, injury, trauma, emergency departments and EMS	3/25/2015 2:13 PM
80	traffic safety education program coordinator	3/25/2015 2:02 PM
81	Child Passenger Safety Technician	3/25/2015 1:38 PM
82	Driver Ed inst bot adults and teens CDL program coordinator FA/CPR/AED coordinator	3/25/2015 1:38 PM
83	Early Head Start Program Director	3/25/2015 1:33 PM
84	Elected city official	3/25/2015 1:30 PM
85	Trails planner	3/25/2015 1:17 PM
86	Driver Education Professional	3/25/2015 1:09 PM
87	Advocate for motorcyclists rights and safety for over 35 years.	3/25/2015 1:07 PM
88	Public Information, Education and Safety Officer for a Fire District in a coastal tourist town.	3/25/2015 12:14 PM
89	Driver Education Program for high school students	3/25/2015 12:09 PM
90	Driver Safety Instructor and Skill Test Examiner	3/25/2015 11:57 AM
91	Concern for friends and family	3/25/2015 11:20 AM
92	elected city official	3/25/2015 11:19 AM
93	Child Passenger Safety Technician Auto Repair Technician	3/25/2015 11:14 AM
94	carseat tech	3/25/2015 11:06 AM
95	Insurance agent	3/25/2015 10:35 AM
96	City Government	3/25/2015 10:33 AM
97	Certified Child Safety Seat Inspectory	3/25/2015 10:08 AM
98	City Administrator	3/25/2015 10:02 AM
99	DUII Court Supervisor	3/25/2015 9:47 AM
100	retired ODOT TSD Motorcycle Safety Program Administrator	3/25/2015 9:23 AM
101	Work in Transportation Safety unit of ODOT.	3/24/2015 5:37 PM
102	Local government planner	3/24/2015 9:48 AM
103	ODOT TMS2	3/23/2015 3:18 PM
104	Hwy employee	3/23/2015 12:56 PM
105	The topic applies to everybody & the more input you get, more action/awareness may apply to safety for everybody to learn & practice.	3/23/2015 10:56 AM
106	Dispatcher	3/20/2015 6:49 PM
107	Elected official	3/20/2015 12:05 PM
108	Am a Transportation Policyologist interested in formulation and decision making	3/20/2015 9:39 AM
109	ODOT Employee	3/19/2015 12:37 PM
110	Safety Commitee Member	3/19/2015 12:01 PM
111	Planning commissioner	3/18/2015 7:25 PM
112	I'm a highway surveyor, I'm on the major roads almost everyday for work.	3/18/2015 4:50 PM
113	planner	3/18/2015 1:25 PM

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114	City planner	3/18/2015 9:19 AM
115	City Planner	3/17/2015 5:02 PM
116	City Engineer	3/16/2015 3:57 PM
117	street superintendent	3/13/2015 4:57 PM
118	State regulator with 30-40 thousand mile a year on the road.	3/13/2015 3:37 PM

Q2 What elements of transportation safety concern you the most? (select up to three)

Answered: 474 Skipped: 18



Answer Choices	Responses
Pedestrian safety	49.58% 235
Bicycle safety	38.19% 181
Safety on high speed roadways	19.62% 93
Speed enforcement	17.30% 82
Safety problems at intersections	28.48% 135

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Safe public and private approaches to the highway (driveways)	9.07%	43
Signage, roadway striping, and other route markers	16.03%	76
Drivers under the influence of intoxicants	28.69%	136
Distracted drivers	59.70%	283
Inexperienced drivers	14.77%	70
Older drivers	11.18%	53
Transitions between modes (for example, walking to transit stops, bikes on trains, etc.)	11.18%	53
Interactions/conflicts between modes (for example, autos and motorcycles, bikes in roadway, autos and transit or freight vehicles)	37.76%	179
Total Respondents: 474		

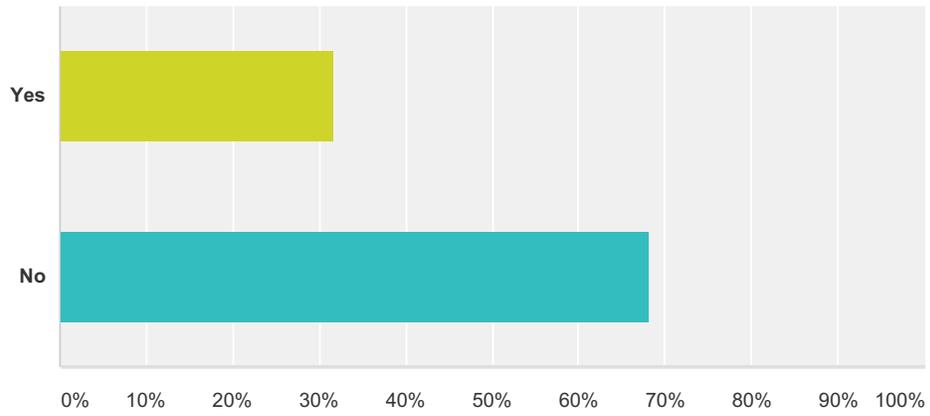
#	Other (please specify)	Date
1	Trucks bypassing scales.	4/26/2015 11:51 AM
2	"Inexperienced Drivers" includes bicycle riders, skateboarders, pedestrians (especially children) and others users of the transportation network. However auto drivers should be better versed in rights of cyclists and transit through DMV training.	4/20/2015 10:30 AM
3	I tried to pick only three, very difficult (had to pick four). It was very difficult not to choose even more safety concerns, most are important issues to myself and our transit program.	4/20/2015 9:00 AM
4	Are Oregon's transit driver training standards adequate throughout the State?	4/16/2015 9:53 AM
5	Drivers undereducated about how to share the road safely with people using active transportation.	4/13/2015 11:40 AM
6	Highway speed too high transitioning into city from state highway.	4/9/2015 5:16 PM
7	Poorly lminated bike riders clothed in dark clothes riding at night on city streets.	4/3/2015 3:46 PM
8	People driving too closely. Not Allowing a 4 second space.	4/3/2015 5:37 AM
9	motorcycle awareness	4/2/2015 9:41 AM
10	Motorcycles	4/1/2015 9:44 PM
11	Powered two and three wheel vehicles.	3/31/2015 2:07 PM
12	there should be en enforced law for bycyclist because they think they own the road and don't take their designated road for them they are an accident waiting to happen. take all the road knowing you are coming and don't move maybe they want to get runned over.	3/31/2015 10:28 AM
13	Red light enforcement	3/30/2015 1:21 PM
14	Teen drivers as they are at the greatest risk. And speed, not speed enforcement but education.	3/30/2015 9:56 AM
15	I worked many years on Mt. Hood and have seen numerous accidents on Highway 26. We need to think about our state infrastructure and continue to say ahead of traffic trends. Some of our highways are too crowded and need to be split reducing head on collisions. Hwy 26 is a prime example of a highway that is too small for the number of vehicles and therefore likely has a high statistic of accidents and injuries.	3/30/2015 9:44 AM
16	Rural run off the road crashes	3/30/2015 9:28 AM
17	People need to pull over to allow cars to pass on two lane highways like 101.	3/29/2015 8:30 AM
18	child passenger safety	3/27/2015 8:30 PM
19	Safety improvements that can be achieved using more autonomous vehicles.	3/27/2015 4:25 PM
20	Impaired drivers-pain meds, etc.	3/26/2015 1:55 PM
21	Safety of seniors and people with disabilities	3/26/2015 11:46 AM

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22	Trucks - tired/too many hours on the road drivers.	3/26/2015 8:22 AM
23	speeding and reckless driving	3/26/2015 7:41 AM
24	this is integrated and must be addressed as a group. only focusing on one(such as speed cameras) be comes about revenue and not safety. we need to see the responsibility of all involved.	3/26/2015 7:38 AM
25	Lack of Driver's Education available to Student Drivers	3/26/2015 6:56 AM
26	Safety in school zones	3/25/2015 6:28 PM
27	child passenger safety	3/25/2015 6:17 PM
28	drivers who do not pay attention to the conditions around them	3/25/2015 3:29 PM
29	Child passenger safety	3/25/2015 1:39 PM
30	Hwy 101 runs the length of our village. It is normal for vehicles to drive in excess of 50mph in a 25mph zone.	3/25/2015 1:32 PM
31	Safe trail crossings of high speed/high volume roadways	3/25/2015 1:18 PM
32	Laws restricting personal liberties should be abolished	3/25/2015 1:09 PM
33	Child Passenger Safety	3/25/2015 1:00 PM
34	Child Pedestrian and Life Safety Program now in its 18th year.	3/25/2015 11:36 AM
35	child safety, bicyclists who don't follow basic rules/protocols like signalling & using visible clothing and front/rear lights; motorists who tailgate and don't follow basic traffic rules	3/25/2015 11:24 AM
36	Motor vehicles in unsafe mechanical condition.	3/25/2015 11:16 AM
37	child passanger saftey	3/25/2015 11:07 AM
38	Child passenger safety	3/25/2015 10:39 AM
39	I think that bicycle drivers age 18+ should have a bike license and insurance.	3/25/2015 10:11 AM
40	Motorcycle laws for children	3/25/2015 10:10 AM
41	Car seat safety	3/25/2015 9:43 AM
42	What, no school bus, commercial vehicle, motorcycle, unlicensed, uninsured choices? Really?	3/25/2015 9:27 AM
43	Working with local jurisdictions, even if the road is a state road, with accidents and closures	3/24/2015 12:03 PM
44	Blind spots on cars hinder vision. As a pedistrian I am very cautious making eye contact with drivers. As a driver I've wondered "where did that come from" because the post hindered my sight Drivers texting or using the cell phone are extremely hazardous on the road. More citations need to be issued to STOP drivers using them while driving. On weekends Speeding on Freeways happens often. If manpower is not available, use the decoys "Police Vehicles" to cut down on the speeding.	3/23/2015 11:06 AM
45	I live in a place where people are hit and killed often while trying to cross the street.	3/21/2015 9:40 PM
46	Work Zone Safety	3/20/2015 10:39 AM
47	Design factors to influence speed / safety. Will to prioritize safety over political and Public pressure	3/20/2015 9:58 AM
48	More than speed enforcement.... engineering design speeds.	3/20/2015 9:49 AM
49	Domination of motorized transportation and social, economic and environmental consequences of climate change from transportation GHGs	3/20/2015 9:41 AM
50	Health	3/20/2015 9:38 AM
51	Pedestrians not paying attention or assume having the right of way that they are safe.	3/19/2015 12:03 PM
52	Complex incidents on interstate and highways involving multiple disciplines - and how they will participate and manage the scene under a unified command.	3/18/2015 3:41 PM
53	Farm to Market Freight Routes	3/16/2015 5:36 AM
54	Funding high benefit/cost solutions to high incident location.	3/13/2015 3:51 PM

Q3 Are you familiar with the 2011 Oregon Transportation Safety Action Plan?

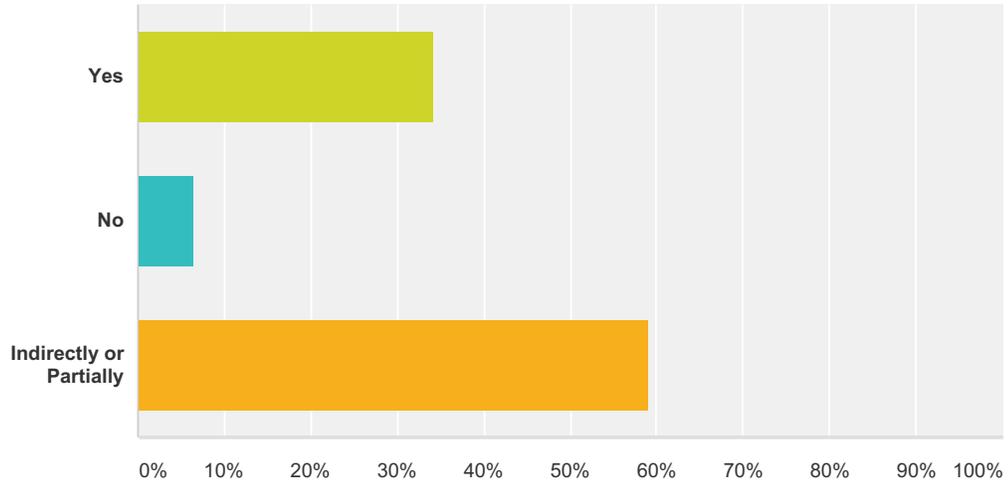
Answered: 477 Skipped: 15



Answer Choices	Responses
Yes	31.66% 151
No	68.34% 326
Total	477

Q4 Does the Plan address the primary safety issues that are of most concern to you?

Answered: 137 Skipped: 355



Answer Choices	Responses
Yes	34.31% 47
No	6.57% 9
Indirectly or Partially	59.12% 81
Total	137

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Q5 What would you add to the plan to better address those issues?

Answered: 55 Skipped: 437

#	Responses	Date
1	Work more on distracted driving	4/30/2015 6:54 AM
2	Areas out side the valley need attention too. There are major issues in central and eastern Oregon. Snow plowing needs to be done during the snow fall. Not waiting till all the snowing has stopped then trying to plow it. There would be a lot less incidents with POV 's loosing control of their vehicles if they weren't driving in 6-18 inches of snow.	4/26/2015 11:56 AM
3	Adoption of TZD and incorporation of a very holistic 5E approach with a heavy focus on safety culture	4/23/2015 2:22 PM
4	More on bicycle, pedestrian, large freight speeds, and ODOT needs to step up the cable barrier work on all major highways	4/16/2015 8:26 AM
5	Start enforcing the laws that are already in place! Every other car has a driver talking on their cell phone. It's infuriating	4/14/2015 7:50 AM
6	1) Ensure that ODOT sponsored Transportation Safety workshops expand their scope beyond vehicle safety and consider traffic calming, pedestrian perception of safety, and more current perspectives on how to build a safe street for all modes. 2) Increased emphasis on improved crash reporting for all incidents. This can be tied to MAP-21 requirements. 3) Consideration of a Vision Zero goal 4) Direction consideration for safety for pedestrians in rural areas, along rural highways 5) Strategies for working with Rail companies to improve safety in the vicinity of at-grade crossings and urban rail corridors 6)Emphasis on DUUI and Distracted Driving prevention	4/13/2015 10:51 AM
7	More inclusion of Indian roads, streets, and gravel roads should be incorporated in the Plan.	4/10/2015 11:17 AM
8	Previously answered	4/9/2015 5:17 PM
9	Great outreach to youth could you do more with Adults	4/8/2015 12:31 PM
10	There seems to be a lack of understanding, or a lack of respect for what the Term Right-Of-Way means at uncontrolled intersections, most commonly on rural and municipal roadways. Also, there seems to be many more accidents from people crossing the center line than I remember from the past.	4/6/2015 9:21 AM
11	Loss of Safe Routes to School federal funding, and how the state can bring information/safety/encouragement to all schools in the state.	4/3/2015 4:05 PM
12	Greater attention to installation of centerline reflectors and side striping to improve road safety in rain or night driving	4/1/2015 10:04 AM
13	Find ways to help communities design transportation without motor vehicles	3/30/2015 10:16 PM
14	Not sure	3/30/2015 4:14 PM
15	More programming and enforcement funding for distracted driver prevention.	3/30/2015 3:28 PM
16	Yes - but too many issues are present	3/30/2015 3:15 PM
17	Increase law enforcement responsiveness to cell phone use. Increase ODOT's reimbursement for teen driver ed students. Extend reimbursable age for teen driver ed through age 18.	3/30/2015 12:27 PM
18	The need for education. Sharing with the public new laws. Helping parents and students know about driver education and the new rules about waving the behind the wheel test and \$75 stipend for free and reduced lunch.	3/30/2015 9:57 AM
19	Tries to do it all. Too much emphasis on Vision Zero type quackery. "Safety" is left nebulously defined. The plan turns "safety" into a political term.	3/30/2015 9:28 AM
20	More detail, but mainly more implementation, and outreach to jurisdictions.	3/26/2015 4:07 PM
21	More pedestrian and bicycle data. Modernizing terminology used in plan so that it is unbiased (e.g. instead of enhance use increase, decrease, change, etc.). Stronger policies providing separation for people walking and bicycling from traffic.Reducing auto speeds with design.	3/26/2015 2:59 PM

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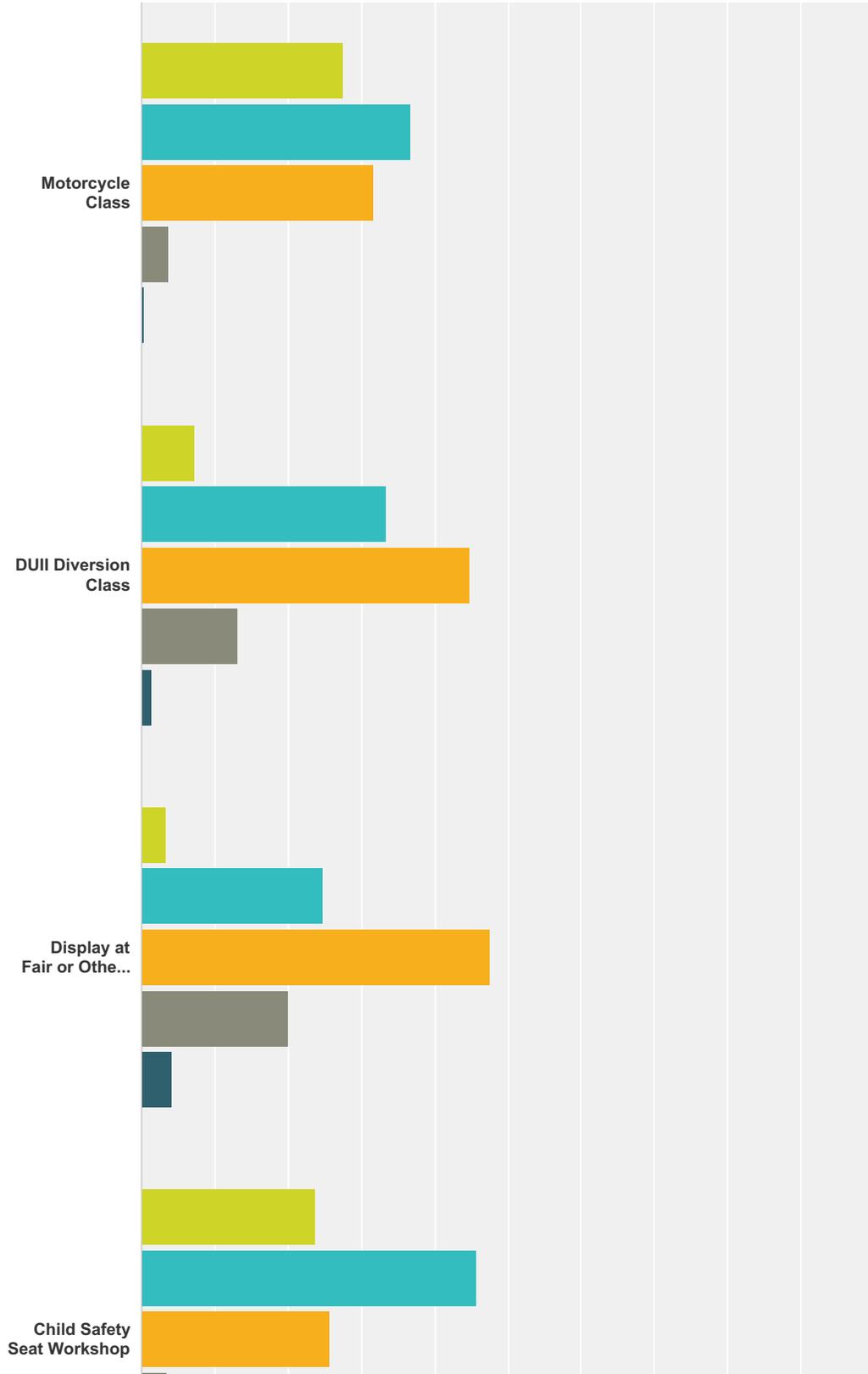
22	Plan needs to better address enforcement	3/26/2015 1:59 PM
23	More comprehensive requirement for Drivers Education and add a component for education requirement to refresh information and update to renew drivers license. I would change it to every 3 years. for renewal	3/26/2015 12:19 PM
24	Outreach to young drivers regarding specific dangers of texting and multiple passengers	3/26/2015 11:39 AM
25	It might be better to set a clear focus on a set of ~ 5 particular safety goals/themes, then organize actions and efforts within those. Dozens of separate actions are too many to remember easily.	3/26/2015 7:46 AM
26	Ensuring that there will be the requisite amount of law enforcement on duty to gain voluntary compliance with the traffic laws. Education, education and more education to the public at large no matter what mode of transportation they use.	3/25/2015 11:36 PM
27	raise the age covered by a GDL to include 18 year olds and determine a level of intoxication due to marijuana.	3/25/2015 9:55 PM
28	Legislation to mandate rear facing for children up until age 2- it has been shown to reduce risk of injury by 532%.	3/25/2015 6:18 PM
29	Propose stricter licensing for Older Drivers like other states do...see page 39 of the Traffic Safety Trends: State Legislative Action 2014 for details. Oregon has an 8 year length of driver license renewal. Add an accelerated renewal, "Four years for drivers age 67 and older:.	3/25/2015 4:41 PM
30	Is there a liason for tribal transporation issues?	3/25/2015 4:31 PM
31	Not sure	3/25/2015 4:02 PM
32	Rider protection relies too much on ONLY bikers taking action to protect themselves. Behavior is often most difficult to change and only focusing on cyclist behavior, let alone driver behavior, driver/bike policy and environmental design for easy access and safer transportation mode options is important (include broader options to separate drivers and other modes of moving as well as improve efforts on areas of interest). A annual or regular peer reviewed literature review also can help more evidence based and bigger returns on interventions. There is mixed evidence on effectiveness on BAC lowering to .04 vs. returns on better treatment programs for repeat offenders, more extensive use of Breathalyzers for vehicle use for longer periods of time, increased alternatives for transportation if someone is drinking, esp in rural settings. Drivers are also using other substances, even prescribed opioids as an example that impair driving outside of just alcohol or combined with alcohol. There is good evidence increasing a tax on alcohol impacts many negative consequences of use, including crashes vs. lowering a BAC to .04 percent. Again review peer reviewed literature on multiple level strategies, with a focus on engineering interventions and policy that can impact behavior. There is little or nothing about distracted driving which is common and we know a significant impact on crashes.	3/25/2015 2:28 PM
33	Plans are good at identifying goals, policies, actions items but is there a way to ensure that these policies and action items are being implemented?	3/25/2015 2:02 PM
34	Plans are good but can this plan be implemented? Of the 69 action items how many have been completed, partially completed or otherwise implemented?	3/25/2015 1:44 PM
35	A more robust educational component in all areas of traffic safety: motor cycle safety, driver education, bike and pets	3/25/2015 1:11 PM
36	Stop emphasis on unrealistic goals such as Zero is the only acceptable number when referencing statistics.	3/25/2015 1:10 PM
37	Increased enforcement of driver distractions and improper use of passing lane	3/25/2015 1:05 PM
38	More granularity in data to know if countermeasures are meeting current problems	3/25/2015 11:46 AM
39	I feel like the plan didn't have enough focus on reducing bicycle and pedestrian fatalities.	3/25/2015 11:33 AM
40	Familiar with its existence; have not read it	3/25/2015 11:24 AM
41	More enforcement grants for problem areas	3/25/2015 9:28 AM
42	much more lite signs across hwy 101 for pedestrians to safely cross the road.	3/21/2015 9:41 PM
43	The broad use of roundabouts, single lane and multilane, on state and local roadways for new intersections and interchanges, retrofitting existing intersections with STOP sign control, and replacing traffic signals.	3/20/2015 12:22 PM

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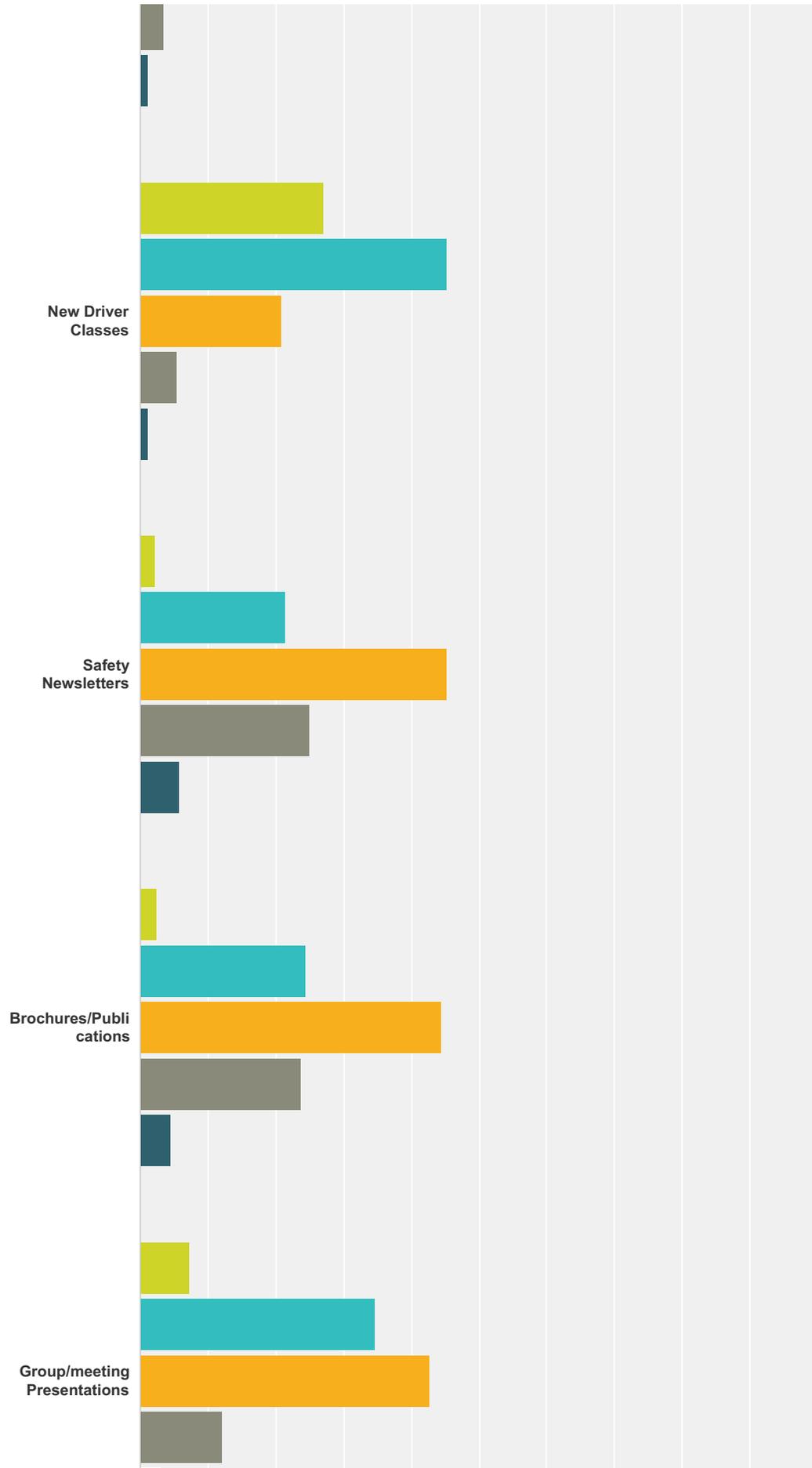
44	It does not include a strong Vision Zero policy. How we have been building our transportation system across Oregon clearly isn't working since so many people die each year due to transportation related fatalities. We need to take a serious look at priorities, put safety first, and get down to zero. 7 lane highways with speeds of 40-45mph through the middle of towns (such as Springfield, OR) are not appropriate and need to be reworked. We know 32 mph is a magic number for safety and 20 mph for pedestrian survival when hit by a person driving a motor vehicle, but we don't seem to be building our design speeds with those pieces of knowledge in mind.	3/20/2015 9:55 AM
45	address contributing factors to bicycle and pedestrian and transit crashes with motor vehicles and without motor vehicle interaction such as conflicts between bikes/peds on sidewalks	3/20/2015 9:47 AM
46	Health, education and the benefits of active transportation	3/20/2015 9:40 AM
47	I believe the root cause of most safety issues are related to designing the roadway environment for motor vehicle thru put over all other values.	3/20/2015 9:37 AM
48	We need to be more explicit about the inherent risk of driving. Drinking and driving was once an accepted practice and many efforts helped change the culture but we still see a tremendous number of people die from alcohol related collisions each year. Dealing with distracted driving in the same way has only just begun. Changing the cultural expectation that driving is the only way to travel could reduce fatalities by reducing the amount of driving. ODOT has created multiple plans now that aim to reduce the amount of driving and we need to be bolder about communicating these plans and how they interface with safety.	3/19/2015 4:07 PM
49	The plan should be broadened to include (or at least acknowledge) more of the engineering elements, like design speed that have significant impacts on safety. It is not clear that safety should be the top priority when design speed is selected and it is not clear that selection of a high design speed in an urban area has negative safety impacts for all modes.	3/19/2015 9:41 AM
50	more enforcement	3/19/2015 5:16 AM
51	Perhaps I would need to review more thoroughly, but seems there could be an increased connection between transportation safety and public health.	3/18/2015 2:47 PM
52	The plan addresses the issues but when it comes down to implementing it becomes political and can often times be impossible to implement.	3/18/2015 11:33 AM
53	1. Safety performance measures and targets that are applicable to transportation system plans, corridor plans, project development, and development review. 2. guidance for addressing pedestrian and bicycle safety in TSPs 3. guidance for how to balance safety for all roadway users and modes, and how to balance safety and vehicle mobility. 4. policy or recommended statutory change allowing target vehicle design speeds to be set below the 85% observed speed to allow design features that improve real and perceived pedestrian and bicycle safety.	3/17/2015 5:21 PM
54	Require Safety Edge treatments on rural highways; more emphasis on considering pedestrians in ODOT's construction projects and operations and maintenance practices, particularly in winter.	3/11/2015 3:40 PM
55	Provide additional focus on educational outreach and alternatives (bike diversion court) to help influence behavior and increase overall safety knowledge.	3/11/2015 11:18 AM

Q6 2. Indicate how effective you believe transportation safety education activities are in Oregon, on a scale of one to five

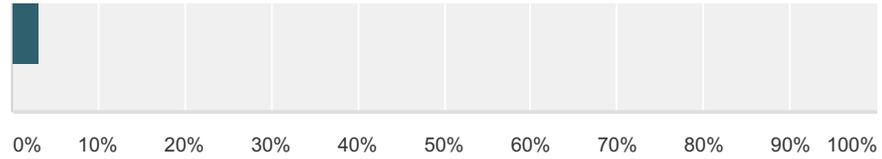
Answered: 440 Skipped: 52



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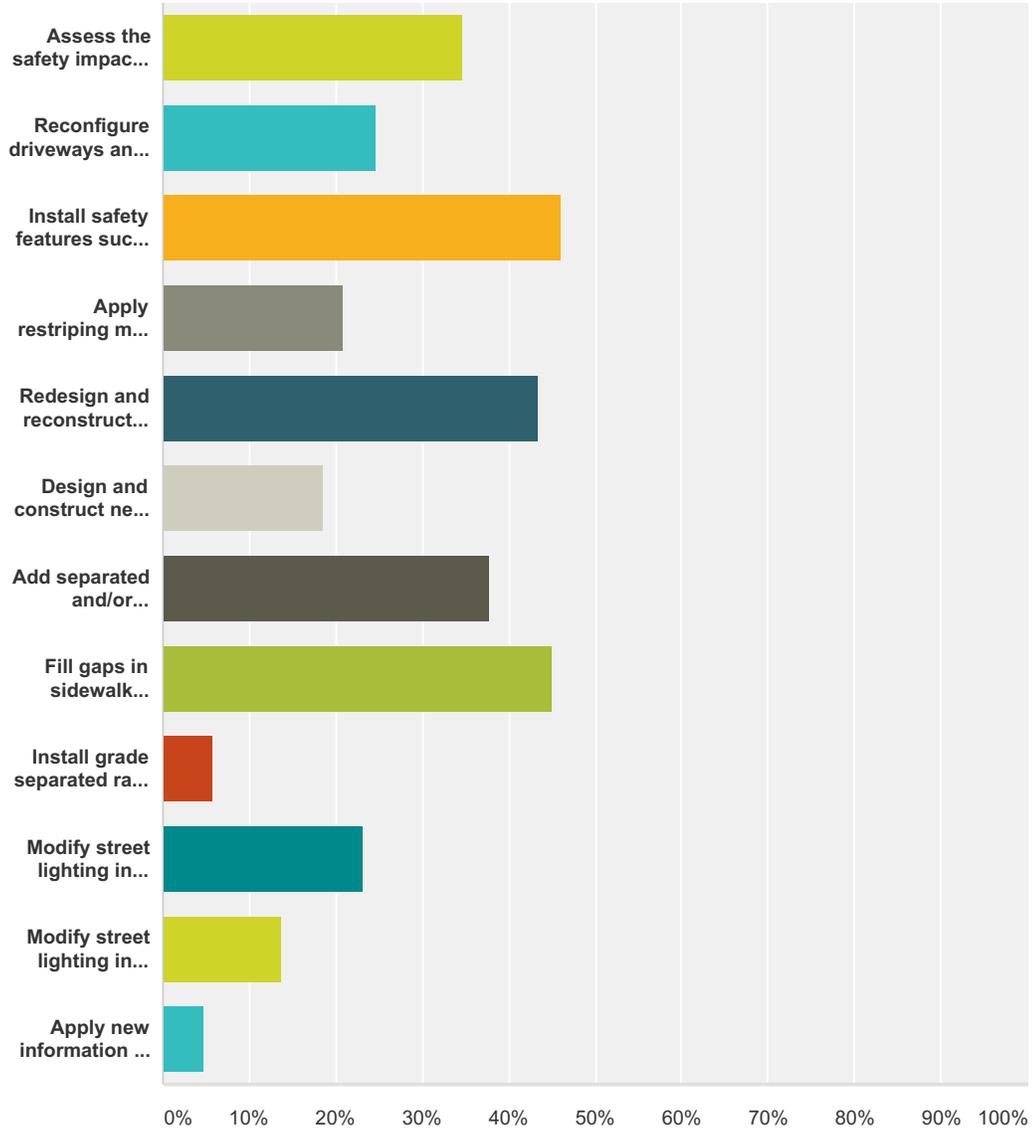
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	1 Very Effective	2 Effective	3 Neutral	4 Not Very Effective	5 Not at All Effective	Total
Motorcycle Class	27.48% 119	36.72% 159	31.64% 137	3.70% 16	0.46% 2	433
DUII Diversion Class	7.23% 31	33.33% 143	44.99% 193	13.05% 56	1.40% 6	429
Display at Fair or Other Public Event	3.28% 14	24.82% 106	47.54% 203	20.14% 86	4.22% 18	427
Child Safety Seat Workshop	23.90% 103	45.71% 197	25.75% 111	3.48% 15	1.16% 5	431
New Driver Classes	27.13% 118	45.29% 197	20.92% 91	5.52% 24	1.15% 5	435
Safety Newsletters	2.34% 10	21.50% 92	45.33% 194	25.00% 107	5.84% 25	428
Brochures/Publications	2.56% 11	24.48% 105	44.52% 191	23.78% 102	4.66% 20	429
Group/meeting Presentations	7.26% 31	34.66% 148	42.86% 183	12.18% 52	3.04% 13	427

Q7 What do you think are the most effective engineering approaches to transportation safety? (select up to three)

Answered: 435 Skipped: 57



Answer Choices	Responses
Assess the safety impacts of new facilities during the design phase of transportation construction projects	34.71% 151
Reconfigure driveways and cross streets on high volume and high crash rate roadways	24.60% 107
Install safety features such as rumble strips, raised medians, guardrail and cable barrier.	46.21% 201
Apply restriping more frequently	20.92% 91
Redesign and reconstruct crash-prone intersections	43.45% 189
Design and construct new lane configurations for transit to provide safer stops and merges into traffic	18.62% 81

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Add separated and/or well-delineated bicycle lanes in commute corridors and between residential areas and recreation sites.	37.70%	164
Fill gaps in sidewalk systems and improving the visibility of pedestrian crossings	45.06%	196
Install grade separated rail crossings in congested areas	5.75%	25
Modify street lighting in high usage pedestrian areas	23.22%	101
Modify street lighting in high crash areas	13.79%	60
Apply new information to signing decisions	4.83%	21
Total Respondents: 435		

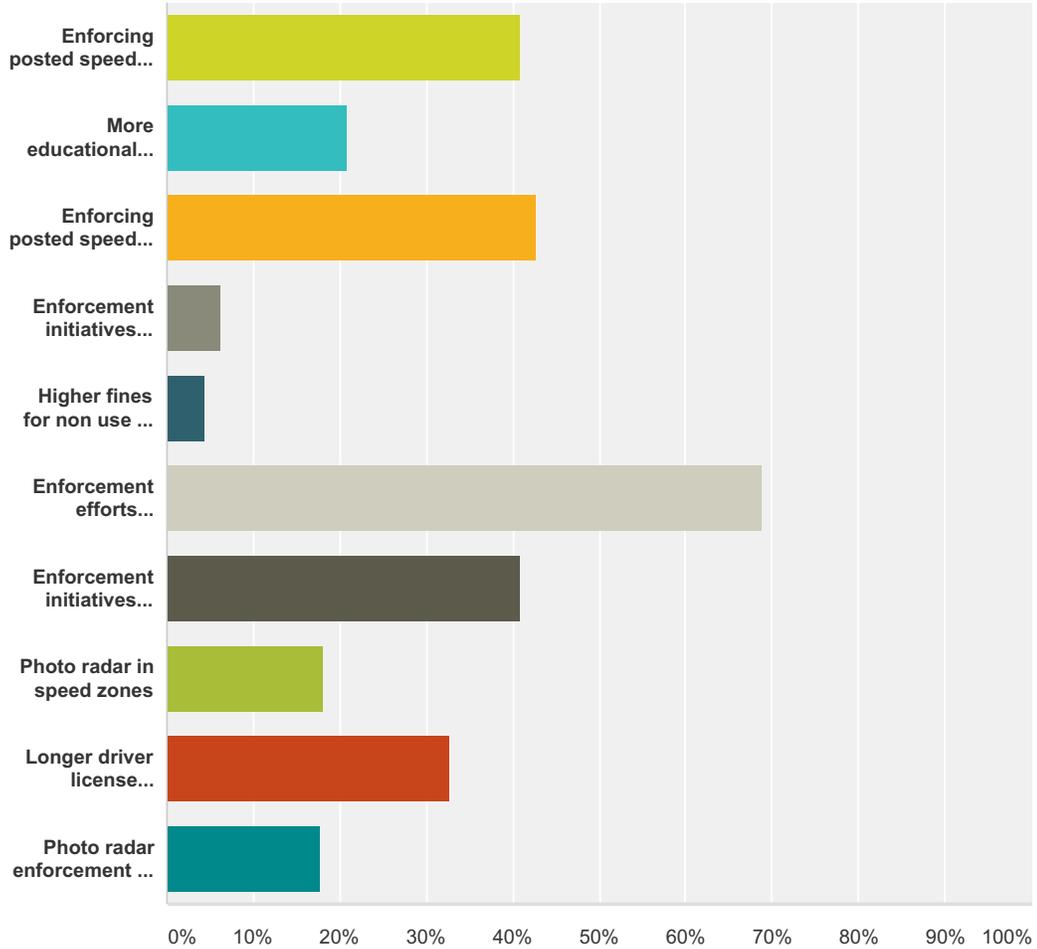
#	Other (please specify)	Date
1	Reduce auto lane widths (and lane width requirements) on all roads except for major arterials and freeways. Reduced lane widths will serve to increase safety for all users by reducing speeding traffic, reducing crashes, and allowing for additional ROW for bike/ped.	4/28/2015 9:54 AM
2	This should not be a public opinion question. This should be answered using data of where, when, and how crashes occur, and proven measures to reduce fatalities. For example, new lane configurations that force transit vehicles to leave the traffic lanes on 82nd actually increased crashes. And the best thing from an engineering standpoint would be to redesign roads so that they don't encourage high speeds, since speed is one of the most common contributing factors to crashes and fatalities.	4/15/2015 11:13 AM
3	redesign major arterials so they don't look like freeways.	4/13/2015 12:07 PM
4	Intersection Repair (e.g. street painting)	4/8/2015 11:07 PM
5	in small towns too, and safety features are important	4/8/2015 12:31 PM
6	I don't really know and would decide based on the data	4/6/2015 5:12 PM
7	Roundabouts!	4/1/2015 12:40 PM
8	Install centerline reflectors to improve safety	4/1/2015 10:07 AM
9	Assess health impact of traffic systems	3/30/2015 4:00 PM
10	TURN LANES	3/30/2015 1:56 PM
11	Reduce barriers between local and state agencies. I live/work in Clackamas County and a lot of the issues are on state hwys but the local agencies are sometimes difficult. Sometimes ODOT staff won't attend community meetings for issues that are on state hwys so their input is essential.	3/30/2015 10:30 AM
12	I'm sure all of these are safe; however, I have seen reconfigurations lead to more crashes. I live in Hood River and use Central Vale Road to access Hwy 35. The reconfiguration opened up the intersection to allow better merging. the reconfiguration also moved the stop sign to the far right. Locals are familiar; however, visitors frequently run these stop signs as they don't even realize they are crossing hwy 35. A certain number of nonstops at the intersection lead to tremendous wrecks and fatalities. The reconfiguration has not helped as much as it could have. Painting STOP AHEAD on the roadway could be an inexpensive solution that could reduce non-stops at this intersection.	3/30/2015 9:51 AM
13	Add paved shoulders where none exist	3/30/2015 9:31 AM
14	Public awareness campaigns	3/30/2015 8:01 AM
15	decrease separation - engineered separation presents the illusion of safety and increase risk taking	3/26/2015 6:26 PM
16	Address needs of seniors and mobility impaired individuals	3/26/2015 11:50 AM
17	its hard to pick three, however, even at non lighted pedestrian crossing often parked cars block drivers view of people ready to cross.	3/26/2015 7:43 AM
18	Reducing conflict points on Roadways	3/25/2015 7:22 PM
19	I have enjoyed the newly installed advisory boards on the freeways. Thank you!	3/25/2015 6:01 PM

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20	Enforce DUI and cell phone laws	3/25/2015 3:43 PM
21	keep the God Damn bikes off streets	3/25/2015 1:41 PM
22	On highways/interstates, add distance markers on the road to designate spaces between cars to prevent tailgating.	3/25/2015 12:15 PM
23	More delineation, such as reflective pavement markers and shoulder delineators	3/25/2015 10:44 AM
24	Remove the designated bike lanes in urban areas - reroute bikes to less travelled roads.	3/25/2015 9:52 AM
25	Cross access between neighboring developments	3/24/2015 8:39 AM
26	In residential areas use more speed bumps too	3/23/2015 11:12 AM
27	Cars need to know to look out for peds and bikes. I walked to work today, and every time I crossed a busy street, no one would stop for me, and the cars turning onto the busy street seemed not to see me. Cars need to be more educated and there needs to be more enforcement of the rules on watching for peds!	3/20/2015 1:48 PM
28	Reduce vehicle to vehicle, and vehicle to pedestrian conflict points while reducing vehicle speeds and simplifying decision making at intersections by building roundabouts.	3/20/2015 12:28 PM
29	Landscape medians, narrower lanes	3/20/2015 10:02 AM
30	We need safe and comfortable biking options throughout all communities as well as connecting communities. A bike lane next to fast paced motor vehicle traffic is better than no space at all, but it is not sufficient. The networks for pedestrian and bicycle facilities need to be continuous (no more "sidwalk ends, use other side" signs with no crossings to get to the other side or "bike lane ends" signs, those are obvious system failures).	3/20/2015 10:00 AM
31	Utilize risk criteria to identify and address safety problems that don't show up yet because no actual crash has occurred (near misses not counted today)	3/20/2015 9:55 AM
32	Access management - driveway consolidation on arterial/collectors	3/20/2015 9:50 AM
33	zero emission transportation solutions	3/20/2015 9:42 AM
34	Stop prioritizing motor vehicle operations which lead to negligent driver behavior - speeding, poor stopping compliance for pedestrians, red light running, high speed right turning.	3/20/2015 9:39 AM
35	Water Drainage and icy conditions	3/19/2015 12:10 PM
36	Redesign street for slower speeds	3/19/2015 9:45 AM
37	Safety should be considered as a qualifying elements for project selection.	3/18/2015 2:49 PM
38	Traffic Calming	3/18/2015 2:17 PM
39	narrow lanes and street widths so people will naturally drive more slowly	3/18/2015 12:57 PM
40	road diets in urban areas	3/18/2015 11:32 AM
41	Better driver training and stiffer penalties for distracted/impaired drivers	3/18/2015 9:21 AM
42	Lower design speeds of facilities	3/17/2015 5:00 PM
43	Use Shared Space concepts instead of 1940-street engineering methods that segregate the public right of way from the community. If you need a sign to tell drivers to slow down, you designed the street wrong!	3/12/2015 5:56 PM

Q8 What enforcement measures do you believe would most improve transportation safety Oregon? (select up to three)

Answered: 425 Skipped: 67



Answer Choices	Responses
Enforcing posted speeds in high-crash areas	40.94% 174
More educational classes for traffic law offenders	20.94% 89
Enforcing posted speeds in active pedestrian areas	42.82% 182
Enforcement initiatives targeting those not wearing seatbelts	6.35% 27
Higher fines for non use of seatbelts;	4.47% 19
Enforcement efforts targeting distracted driving	68.94% 293
Enforcement initiatives targeting impaired driving	40.94% 174
Photo radar in speed zones	18.12% 77
Longer driver license suspensions for multiple offenses	32.71% 139

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Photo radar enforcement at signalized intersections	17.65%	75
Total Respondents: 425		

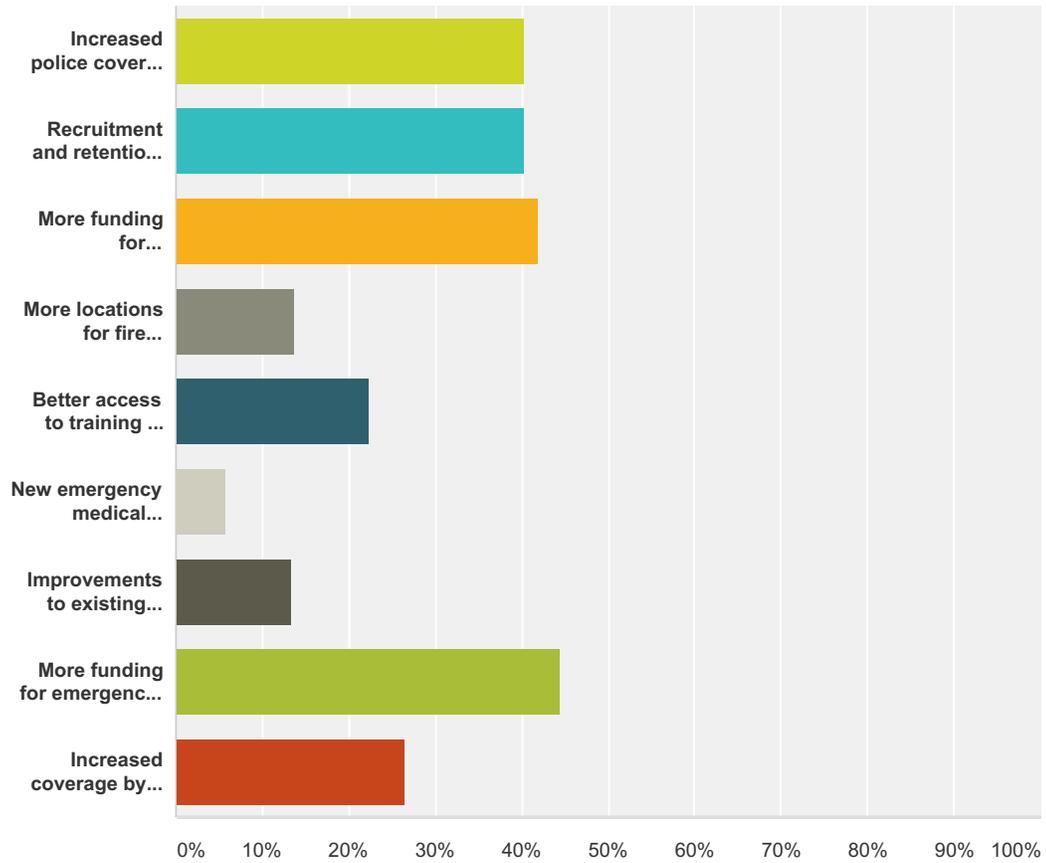
#	Other (please specify)	Date
1	More enforcement of bicycle rules of road. Soft measures but still need more interaction with police.	4/20/2015 10:35 AM
2	Tough choices, all would assist in improving transportation safety.	4/20/2015 9:11 AM
3	Again, we need to use data to determine what sort of speed enforcement works best.	4/15/2015 11:13 AM
4	Enforcement initiatives targeting aggressive driving	4/14/2015 8:10 AM
5	education classes to offenders/new drivers	4/13/2015 10:07 AM
6	Court system needs to enforce laws already enacted.	4/10/2015 11:25 AM
7	Distracted and impaired drivers are pretty much the same thing and should be treated the same. Really, the most important measures were not listed: installing technological fixes (at the expense of the driver) to keep suspended drivers from driving, effective license requirements (more than the current "can you see straight and wait out the DMV lines?" Instead, requiring drivers to show driving proficiency), and requiring local police departments to actually enforce traffic laws.	4/9/2015 9:57 AM
8	Engineer cars so that cellphones don't work when cars are in motion	4/8/2015 11:08 PM
9	in small towns too	4/8/2015 12:31 PM
10	especially school zones	4/8/2015 12:14 PM
11	emerging inhalant delivery devices make DUII enforcement problematic	4/2/2015 11:19 AM
12	enforcing All posted speeds	4/2/2015 9:44 AM
13	Publizing random rewards for good driving practices.	3/31/2015 11:13 AM
14	More education for K-12	3/31/2015 10:41 AM
15	Higher fines and stricter enforcement for pedestrians and bicyclist for non compliance to roadway laws.	3/30/2015 3:52 PM
16	more numeric countdowns at intersections	3/30/2015 3:07 PM
17	TAILGATORS	3/30/2015 1:57 PM
18	have police talk to people about the laws, maybe a PSA campaign? Not just tickets. educaiton changes behavior	3/30/2015 10:30 AM
19	I recently drove Hwy 84 through the Lime area east of Baker City. Good signage, speed indicators and warning must be helping - it makes me more aware of a dangerous area and leads to speed reduction - this must work but is not an option. HWY 26 has some bad corners with shadows and ice - better signage could help. I don't feel speed enforcement alone reduces accident rates. Idaho has 80 limit on interstate where appropriate. Safer driving leads to less accidents and fewer crashes.	3/30/2015 9:58 AM
20	Increased licensure qualification / competency testing	3/30/2015 8:04 AM
21	Higher fines for traffic violations	3/29/2015 1:35 PM
22	allow for fixed site photo speed enforcement on all roadways, including interstate	3/28/2015 10:52 AM
23	higher fines for misuse of/lack of child safety seats and booster seats.. more awareness for parents and caregivers	3/27/2015 8:33 PM
24	ODOT's obsession with engineered safety for motorists actually results in higher speeds and decreased safety for ALL other users.	3/27/2015 10:32 AM
25	Enforce passing lane laws	3/26/2015 4:28 PM
26	when we only focus on photo radar for speed we miss many other infractions that are causing problems. also finding out what you did wrong a week later doesn't make the road safe today.	3/26/2015 7:49 AM
27	target enforcement in blind spots	3/25/2015 7:25 PM
28	CPS law mandating rear facing until age 2	3/25/2015 6:19 PM

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29	I am very concerned with the lack of compliance from bicyclists who ignore stop lights in downtown Portland; ride their bicycles between two motorists in traffic; and are just "above the law" in their behavior. It makes me nervous because if I'm driving a vehicle I can almost hear their bones crush if there's a slip up of some kind and I don't want to be responsible for their risk-taking behavior. I think they should be fined more often for reckless driving.	3/25/2015 6:04 PM
30	all areas including impaired, distracted or improper restraint use need greater inforcement as well as speed and wreckless driving	3/25/2015 4:51 PM
31	more severe penalties for offences	3/25/2015 1:42 PM
32	Enforcement efforts regarding tailgating which seems to create most single and multicar collisions; or at a minimum help drivers to be able to stop in time.	3/25/2015 12:18 PM
33	Enforcement of child car seat laws	3/25/2015 10:45 AM
34	enforce bike helmet law	3/25/2015 10:26 AM
35	Tougher laws for children passengers on motorcycles	3/25/2015 10:17 AM
36	Higher fines for impeding traffic flow.	3/25/2015 9:55 AM
37	Educating non-motorists to be responsible for their own safety, and enforcement of laws for cyclists and pedestrians	3/25/2015 9:51 AM
38	Target cell phone use. Look at the safety cooridor sections, it seems to be a way to charge double on tickets even though I really don't see anyone enforcing those areas.	3/24/2015 12:07 PM
39	Permanent flashing speed signs in speed transition zones and at schools when in session.	3/23/2015 3:12 PM
40	requiring that all drivers take the written test every five years and include questoins on bicycle and ped laws	3/22/2015 8:40 PM
41	More education on the rules. More expensive fines. More enforcement on any one breaking the traffic laws.	3/20/2015 1:50 PM
42	Enforcement of pedestrian laws, like not crossing at cross walks;bikes riding wrong way; vehicles following to close. Speeding is not the major problem on interstate and rural highways it's the other violations.	3/20/2015 12:33 PM
43	Higher fines for work zone violations	3/20/2015 10:41 AM
44	Lower design speeds, not just posted speeds.	3/20/2015 10:01 AM
45	increase the cost of transport by motorized vehicles to capture the socail costs of trnsportation	3/20/2015 9:43 AM
46	Enforcemtn is a peice of the puzzle but i have yet to see any work done to understand long term behavior changes from targeted enforcement	3/19/2015 4:10 PM
47	Requiring drivers training for new drivers, rather than making it an option, make it a requirement.	3/19/2015 4:06 PM
48	Bicyclists not obeying rules that drivers need to.	3/19/2015 12:13 PM
49	None of these	3/18/2015 9:45 PM
50	Harsher punishment for traffic violaters so they learn their lesson.	3/18/2015 4:15 PM
51	I think the passive enforcement strategy of placing speed signs that tell you how fast you are going is very effective and much more well-received than giving tickets for speeding or strategically stationing a police officer to catch and ticket as many drivers as possible. I think photo radar is dangerous. It can blind drivers and it can scare drivers, particularly at night. I've had both experiences. Also, they often don't work well, and flash when they're not supposed to (when no one is doing anything wrong), frightening drivers and causing confusion.	3/18/2015 1:38 PM
52	More educational outreach for ALL drivers	3/18/2015 9:19 AM
53	Winter Driver Training	3/17/2015 2:39 AM
54	Redesigning streets so that you don't need enforcement.	3/12/2015 5:56 PM
55	Immediate seizure of vehicles from drivers who are either driving without a license or have been convicted of a previous DUII, followed by mandatory prison time.	3/11/2015 3:46 PM
56	stronger enforcement efforts in crossing zones	3/11/2015 12:22 PM

Q9 In your community, what are the greatest needs to ensure 24-hour emergency response system coverage? (select up to three)

Answered: 389 Skipped: 103



Answer Choices	Responses
Increased police coverage of transportation facilities	40.36% 157
Recruitment and retention of volunteer firefighters and EMTs	40.36% 157
More funding for professional firefighters and EMTs	41.90% 163
More locations for fire stations and/or response equipment	13.88% 54
Better access to training for emergency responders	22.37% 87
New emergency medical facilities	5.91% 23
Improvements to existing medical facilities	13.37% 52
More funding for emergency medical practitioners in rural communities	44.47% 173
Increased coverage by ODOT incident response units	26.48% 103

Total Respondents: 389	
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Q10 If you work for an organization that collects or creates data related to meeting transportation safety performance standards, please identify the organization and list what data is collected and how is it used.

Answered: 93 Skipped: 399

#	Responses	Date
1	City of Eugene. Unfamiliar with what is reported.	4/28/2015 2:26 PM
2	Clackamas County - use count and crash data to evaluate the road system.	4/23/2015 2:25 PM
3	Injury and Violence Prevention Section, Oregon Public Health Unintentional Injury data from fatalities and hospitalizations Used for focus of efforts to reduce injuries.	4/22/2015 2:59 PM
4	Salem-Keizer Transit District- Our primary safety standard is accidents and preventable accidents per 100,000 miles driven. this data is used to determine trends in driver safety.	4/22/2015 9:43 AM
5	I do not work for an organization that collects data for standards.	4/20/2015 3:58 PM
6	Transit agency- collisions are tracked through the Safety Committee. You can contact Scott Eason s.eason@rvtd.org for more information.	4/20/2015 10:38 AM
7	Our program reports safety information to the NTD (National Transit Database) on an annual basis. This data should be used to assist with safety performance standards but I am not sure how or if the Feds use this information to improve safety standards.	4/20/2015 9:28 AM
8	N/A	4/16/2015 10:39 AM
9	I am not an organization that collects transportation safety data.	4/16/2015 10:21 AM
10	n/a	4/16/2015 9:52 AM
11	Crash data used for MPO safety plan.	4/16/2015 9:26 AM
12	N/A	4/14/2015 7:57 AM
13	The Albany Area MPO will be incorporating Bicycle Level of Stress information into Regional Transportation Plan. Apart from that, we primarily utilize ODOT crash data for planning efforts. This includes the Regional Transportation Plan, Transportation Safety Plan, and project prioritization.	4/13/2015 11:01 AM
14	I am not involved in data collection, other than reporting during an accident.	4/10/2015 11:30 AM
15	n/a	4/8/2015 7:00 PM
16	NA	4/8/2015 12:36 PM
17	safe routes to school - car counts/bike counts at schools - #'s of people walking/biking/driving	4/8/2015 12:15 PM
18	ODOT	4/6/2015 9:57 AM
19	Safe Routes to School collects data on how students travel to and from school, and what safety barriers exist that prevent them from safely walking or bicycling. This information is used to focus resources on overcoming barriers.	4/3/2015 4:13 PM
20	Don't know.	4/3/2015 3:52 PM
21	Southern Oregon Driver Education	4/3/2015 5:54 AM
22	ODOT TSM unit traffic counting Volumes, Flows and projected increases in traffic	4/2/2015 9:48 AM
23	ODOT: I am a Roadway Designer using DMV crash report history database in an attempt to predict the frequency & severity of future crashes.	3/31/2015 11:35 AM

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24	For planning and program development	3/30/2015 4:52 PM
25	ODOT. Traffic Safety Education	3/30/2015 3:55 PM
26	Driver Ed records are maintained during course. Then sent to State for review	3/30/2015 3:14 PM
27	ODOT - used in design of safety projects.	3/30/2015 2:28 PM
28	n/a	3/30/2015 12:34 PM
29	I work for Clackamas County and collect data from 9-1-1 reports, ODOT and county data	3/30/2015 10:30 AM
30	Washington County Department of Land Use and Transportation - uses SPIS and other crash data to prioritize safety improvement project candidates (Minor Betterments) and to identify other infrastructure needs	3/30/2015 10:17 AM
31	ODOT. Crash data. For all sorts of things.	3/30/2015 10:08 AM
32	The organization is kind of irrelevant. The big problem is that there really is no data, but lots of interest groups peddling proposed solutions in the name of "safety". Safety is left broadly undefined so that it is used as a buzzword to justify whatever road diet, bike lane project is determined to politically necessary meat to be thrown to the active transportation lobby.	3/30/2015 9:43 AM
33	n/a	3/30/2015 8:12 AM
34	ODOT, crash data, ensuring all agencies report the same as to not skew stats. Some respond to non injury collisions and take reports, some do not.	3/28/2015 10:54 AM
35	Coos Bay Police Department. Crash reports, traffic violations, traffic crime data. Used to support traffic grant funding requests, and to help identify areas for targeted enforcement	3/28/2015 10:19 AM
36	NA	3/27/2015 4:33 PM
37	As a DE instructor, I put into SDES the student names, driver permit numbers and if they have successfully completed the DE program for traffic crash studies between students who have and have not completed a certified DE program.	3/27/2015 2:43 PM
38	None	3/27/2015 10:33 AM
39	We collect data but I am not directly involved with it.	3/26/2015 9:51 AM
40	GAC-Motorcycle Safety-Fatal accident incident review	3/26/2015 8:53 AM
41	Driver Education: Transportation Safety Division Student Skill Assessment Driver Evaluations Rogue Community College	3/26/2015 7:58 AM
42	none	3/26/2015 7:57 AM
43	ODOT crash data, traffic counts selecting, planning, and evaluating projects and programs	3/26/2015 7:50 AM
44	N/A	3/26/2015 5:28 AM
45	I am medically retired Oregon State Police and patrolled the metro area east of I-205 and the department captured by radio codes what type of traffic stop was done, DUUI enforcement, as well as seatbelt usage, cell phone usage and other distractors. I am currently on the Clackamas County Traffic Safety Commission and we definitely use the information that Joe Marek gives to us at our monthly meetings. It helps us understand (somewhat) why crashes occur, where they occur and what we need to do to make the public safer while accessing our roads, bike paths and pedestrian traffic.	3/25/2015 11:54 PM
46	Teen driver education; DEAC committee; % of teens taking driver education courses and crash/citation statistics for teen drivers.	3/25/2015 10:17 PM
47	Driveway inventory management	3/25/2015 7:29 PM
48	Scappoose Police Department	3/25/2015 6:26 PM
49	Newport Police Department -- review crash data from crash reports for EEE uses.	3/25/2015 5:20 PM
50	Oregon State Police - DRE Program Collect data on drug evaluations, frequency of drug categories, involvement of ARIDE-trained officers in the DUUI arrest, OMMP patient/caregiver involvement, commercial motor vehicle involvement, crash frequency and level of severity, and toxicology results.	3/25/2015 4:36 PM
51	Oregon Health Authority - Public Health Division - EMS and Trauma	3/25/2015 2:36 PM

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52	We collect crash data from ODOT's database and cross check it with local reports and hospital admissions associated with injuries resulting from motor vehicle accidents.	3/25/2015 2:12 PM
53	I work with ABATE of Oregon, Inc. and BikePAC of Oregon, Inc. relating to motorcycle safety and impact with relation to liberty issues and crash data. We utilize all data and not just parts of it that make us look good. All data collected must be accurate and applicable to be empirical.	3/25/2015 1:19 PM
54	Sherwood Police Department - Traffic/Crash stats	3/25/2015 1:19 PM
55	ODOT	3/25/2015 1:19 PM
56	We just collect MVC data in District	3/25/2015 12:25 PM
57	x	3/25/2015 12:15 PM
58	n/a	3/25/2015 11:40 AM
59	City of Union We are required to have a transportation system plan	3/25/2015 10:41 AM
60	COOS BAY POLICE DEPARTMENT. DATA COLLECTED IS DUII, SEAT BELT, FELONY TRAFFIC CRIMES, ETC FOR HIGH VISIBILITY EVENTS THAT ARE LAUNCHED TO EVALUATE COOS COUNTY'S ENFORCEMENT EFFECTIVENESS.	3/25/2015 10:36 AM
61	In the past I worked with child safety seat coalition, now with safe kids in the gorge, also help with walk/bike to school	3/25/2015 10:29 AM
62	Child Safety Seat Coalition - continued studies to update laws concerning child safety in the event of a vehicle crash.	3/25/2015 10:28 AM
63	No	3/25/2015 10:23 AM
64	Not able to collect this data	3/25/2015 10:06 AM
65	We collect DUII recidivism statistics	3/25/2015 9:55 AM
66	Instructor: TEAM OREGON Motorcycle Safety Program	3/25/2015 9:34 AM
67	Requirements for Transportation Systems Plan	3/24/2015 3:03 PM
68	Clackamas County Dept of Transportation Crash data, Serious injuries and fatalities	3/24/2015 7:38 AM
69	ODOT, lots of crash and safety data, for safety investment prioritization and more	3/23/2015 4:40 PM
70	n/a	3/23/2015 3:15 PM
71	ODOT	3/23/2015 1:04 PM
72	Sustainability Committee for Lincoln City Oregon walking and biking plan	3/21/2015 9:47 PM
73	BI/DW team as part of TAD. Wide variety of transportation and travel metrics. Too many ways to list.	3/20/2015 5:17 PM
74	ODOT. They collect everything!	3/20/2015 1:52 PM
75	Bend Metropolitan Planning Organization (BMPO) collects crash and volume data and documents crash trends.	3/20/2015 10:31 AM
76	Safe Routes to School - school transportation mode data, school transportation parent surveys, school bus safety reports, pre and post surveys in bike safety education classes. We are thinking about doing observational data collection student helmet use rates.	3/20/2015 10:05 AM
77	ODOT	3/20/2015 10:02 AM
78	I am an ODOT employee.	3/19/2015 5:10 PM
79	Rogue Valley Council of Governments. Crash data used in updating safety portion of Regional Transportation Plan.	3/19/2015 2:20 PM
80	ODOT Bike and Ped counts	3/19/2015 8:53 AM
81	ODOT	3/19/2015 5:24 AM
82	Central Lane MPO, collects crash data reported through ODOT.	3/18/2015 2:52 PM

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83	ODOT-Transportation Data I am the Executive Assistant to the Manager of TDS. Our section is incorporated the CAR Unit which collect crash data.	3/18/2015 2:13 PM
84	N/A	3/18/2015 1:39 PM
85	Traffic enforcement is based on high crash locations or corridors.	3/18/2015 9:26 AM
86	Eugene Police Department uses crash reports to prioritize enforcement areas.	3/18/2015 9:19 AM
87	ODOT - crash data, roadway geometrics, SPIS analysis, risk factors - used to prioritize safety investments, in system and corridor planning and project design	3/17/2015 5:33 PM
88	Another real concern I have is; repeat drunk drivers. I want random traffic stops. To hell with drunk's rights, What about mine?????	3/17/2015 2:47 AM
89	COACT	3/16/2015 1:13 PM
90	NA	3/13/2015 3:43 PM
91	Local government and we submit our crash data to ODOT.	3/11/2015 3:48 PM
92	Bend Fire Department response data for motor vehicle crashes in our response districts. Used to adjust staffing and to plan future fire station locations	3/11/2015 12:27 PM
93	I work for the Bend MPO. We collect crash data from ODOT, regional police agencies, and the 911 call center. We use the data to generate a safety report. We also use the data to assess crash issues and identify solutions (engineering, education, enforcement). We also provide crash data to local agency staff for use in their planning projects and engineering projects.	3/11/2015 11:25 AM

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Q11 Please note any unmet data needs related to assessing safety performance that you think would help with ongoing transportation safety planning.

Answered: 119 Skipped: 373

#	Responses	Date
1	Portable scale location between Madras and Prineville. This is used by trucks to go around the scales at juniper butte southbound.	4/26/2015 12:04 PM
2	Funding for road safety audits	4/23/2015 2:25 PM
3	Investigation of pedestrian and bike crashes that include serious injury in addition to fatalities.	4/22/2015 2:59 PM
4	More data on our non-preventable accidents would help; such as distracted drivers (cell phone usage) and age of drivers.	4/22/2015 9:43 AM
5	None at this time.	4/20/2015 3:58 PM
6	Access to transit and whether choices about travel on transit is a decision made partly because of last mile first mile perceived safety.	4/20/2015 10:38 AM
7	Perhaps getting more detailed information on accidents reported on our required NTD reports could expose issues that could then be worked on improvement.	4/20/2015 9:28 AM
8	N/A	4/16/2015 10:39 AM
9	Better Planning and stakeholder inclusion so that input can be considered. Especially for public transit facilities.	4/16/2015 10:21 AM
10	n/a	4/16/2015 9:52 AM
11	Many bicycle and pedestrian-related collisions go unreported, as do virtually all near misses. The effort by ODOT Region 1 to inventory active transportation needs is helpful and should be expanded to all regions. We also need better data about the roughly 1/3 of Oregonians who don't drive, and how safe they are and feel on our roads.	4/15/2015 11:17 AM
12	speeding on major arterials	4/13/2015 12:12 PM
13	Note that bike/ped +car near misses often go unreported. Focus on active transportation. It's safer in the long run (and cheaper!) if we can get more people out of cars and transporting themselves. This also addresses longer-term health issues, not just the immediacy of collision.	4/13/2015 11:57 AM
14	Data for bicycle and pedestrian crashes. Improved and consistent reporting from local agencies. Information about Level of Stress for system users and their perception of safety.	4/13/2015 11:01 AM
15	Urgent need for bicycle safety training, and law enforcement of unsafe bicyclists.	4/11/2015 9:04 AM
16	There are times when data is incorrectly entered into the wrong field, or not correctly encoded.	4/10/2015 11:30 AM
17	Two way verses one way streets in small towns.	4/10/2015 9:32 AM
18	Near-crashes	4/9/2015 9:26 AM
19	n/a	4/8/2015 7:00 PM
20	NA	4/8/2015 12:36 PM
21	we need more adult re-education	4/8/2015 12:32 PM
22	amount of people speeding in school zones	4/8/2015 12:15 PM
23	Traffic created in areas where there is an older traffic infrastructure, but where new developments (people/businesses) are creating high traffic counts. Care in planning traffic safety/calming (when possible) new developments are being proposed.	4/7/2015 11:01 PM
24	Documenting all vehicle/bicycle crashes.	4/6/2015 9:57 AM

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25	State-wide data collection of all Oregon student travel activities, via Household, Health or Education department surveys, would identify safety needs throughout Oregon, not just in those places that have been through a Safe Routes to School program.	4/3/2015 4:13 PM
26	Don't know.	4/3/2015 3:52 PM
27	Tracking of who is getting iinto collisions - why- when -where	4/3/2015 5:54 AM
28	Ticketing drivers using cell phones!!	4/2/2015 3:14 PM
29	More accessible mapping of crash locations would be helpful both for professionals and the public. The Central Lane MPO has developed a map-based crash location too that is a good model.	4/2/2015 11:03 AM
30	Funding and personel for studies.	4/2/2015 9:48 AM
31	Generally, GIS software is not user-friendly; specifically, FACS-STIP tool & ARC GIS.	3/31/2015 11:35 AM
32	DUII's related to prescription drugs, inhalants, marijuana use Worker safety near misses due to speed or impaired driving	3/30/2015 4:52 PM
33	Identify ped and bike safety needs (section or intersection) Develop safety profiles for each road in the state and publish them along with planned strategies to improve performance	3/30/2015 3:18 PM
34	1) Slightly longer Yellow lights as per MUTCD; 2) Way to prevent drivers from using center lane as a driving lane up to the next traffic light.	3/30/2015 3:14 PM
35	none that i know of	3/30/2015 2:28 PM
36	don't know	3/30/2015 12:34 PM
37	I have heard about a new method that will allow people to get immediate crash data but have not been able to get more information or demo about it. Need to get serious injury crash data faster.	3/30/2015 10:30 AM
38	Am aware that our Engineering and Construction Services Division (Kim Haughn, Program Educator) plans to develop a TSAP. Need more resources to move that initiative forward.	3/30/2015 10:17 AM
39	Crashes with bicyclists and pedestrians that do no directly involve a motorist. These are under reported but would be very helpful in determining conflict areas b/t bikes and peds or spots where bicyclists are crashing by themselves.	3/30/2015 10:08 AM
40	The data needs to be disseminated to more people. A couple of years back I saw a map of all the fatalities on the hwy 26 corridor - shocking! Later I took the Mt. Hood area feedback on planning - I saw a bunch of areas that need attention - of course I did not even know these were problem areas - some of the things that made the list. The public needs to learn about these areas more and be engaged as stake holders. They also travel in the area and may actually see other issues and solutions.	3/30/2015 10:03 AM
41	The big problem is that there really is no data, but lots of interest groups peddling proposed solutions in the name of "safety". Safety is left broadly undefined so that it is used as a buzzword to justify whatever road diet, bike lane project is determined to politically necessary meat to be thrown to the active transportation lobby.	3/30/2015 9:43 AM
42	I've had my license for almost 30 years. I think I've had two vision test when renewing my license. I believe it would be an improvement to public safety to be required to retest driver skills and knowledge every 10 years if not more often. Increase fines and punishment for driving without a license.	3/30/2015 8:12 AM
43	Unknown.	3/28/2015 10:19 AM
44	More analysis of accident data.	3/27/2015 4:33 PM
45	Systematic ongoing counting of bikes and pedestrians to show how many there are and plan for them accordingly	3/27/2015 4:28 PM
46	Bicycle and pedestrian volumes. These is hardly any data on these populations.	3/27/2015 4:05 PM
47	None	3/27/2015 10:33 AM
48	I think Child car seat clinics are very important. However, the schedule is very poor and it is almost impossible to get to a clinic! Our baby was almost 4 months old before we could actually make it in to get our car seat checked!!	3/26/2015 4:49 PM
49	We have been unable to get maps of traffic wrecks in Roseburg, particularly those involving pedestrians and bicycles.	3/26/2015 4:10 PM

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50	automated 24 hour bike and ped counts crash data for bike and ped bike and ped facility data (e.g. sidewalk gaps)	3/26/2015 3:04 PM
51	Break young drivers into more age categories, such as 16 to 18 and 18 to 25.	3/26/2015 11:49 AM
52	Major injury review; better DMV to target active MC endorsement holders	3/26/2015 8:53 AM
53	i believe that actual police and not cameras focused on the varied problems and infractions combined with some engieneering solutions looking at the responsibility of all involved pedestrians, cyclists, as well as drivers.	3/26/2015 7:57 AM
54	bicycle and pedestrian volume counts crash data available in more timely manner, previous year by end of 1st quarter following	3/26/2015 7:50 AM
55	I would like statistics on what percentage of the population uses bike lanes and if the cost to tax payers of bike lanes is worth the small percentage of people who use them.	3/26/2015 7:38 AM
56	N/A	3/26/2015 5:28 AM
57	I wish I was still working so I could be part of the solution, doing the enforcement and education part.	3/25/2015 11:54 PM
58	Not sure if this is available: # of drivers (teen and otherwise) ticketed for hand-held cell phone use while driving.	3/25/2015 10:17 PM
59	Land uses (coffee stands) using roadways and sidewalks to manage overflow traffic	3/25/2015 7:29 PM
60	Involving local and county law enforcement when considering traffic safety changes and needs.	3/25/2015 6:26 PM
61	Car seat use rates	3/25/2015 6:20 PM
62	It would be nice to have a software program that could collect the data and prepare reports.	3/25/2015 5:20 PM
63	The year and make of vehicle involved in a crash	3/25/2015 4:47 PM
64	Estimates of crash rates for bicycles per hour on the road (rather than by trip or by trip-mile).	3/25/2015 4:41 PM
65	Total DUII arrests involving inhalants, controlled substances, alcohol & controlled substances.	3/25/2015 4:36 PM
66	Currently police officers have little time available for traffic enforcement. What data is available to show the effect of increased enforcement regarding safer driving.	3/25/2015 4:18 PM
67	Further support in sustained (not just grant funds) general funds for state EMS, Trauma and ED systems both for collection and reporting in information or all agency and public use. In addition move to a vision of linkage of datasets from multiple agencies. No one dataset has all needed information to help make informed decisions or evaluation. A linked dataset of the events can provide a more complete understanding for better interventions as well as evaluation of the interventions.	3/25/2015 2:36 PM
68	Better training by law enforcement when documenting the details of a crash. Currently, many of the reports are vague and don't explain enough about a particular incident, which makes it tough to accurately record the details.	3/25/2015 2:12 PM
69	The unmet resources available and unused in relating to increased environmental issues that relate to the increase in motorcycle usage. Such as the safety aspects inherent to motorcycling in urban/metropolitan in relieving congestion and pollution and deterioration of the transportation infrastructure.	3/25/2015 1:19 PM
70	n/a	3/25/2015 1:19 PM
71	Hire more crash data analysts and raise the level of position. Crash data is used for so many efforts at ODOT and local jurisdictions in planning and yet the crash data folks are always in need of more people and better pay.	3/25/2015 1:19 PM
72	The effectiveness of retroreflective paint for lines on pavement markings. Does it reduce lane departure and make it easier to delineate lane of travel.	3/25/2015 1:16 PM
73	Long range planning and more seasonal data required to make ODOT decisions practical and safe	3/25/2015 12:25 PM
74	n/a	3/25/2015 11:40 AM
75	gdreater funding and use of solar powered safety warning devices such as push button flashing lights at high volume or very hazardous pedestrian crossings.	3/25/2015 11:29 AM
76	Funding and knowledge (education of citizens)	3/25/2015 10:41 AM
77	UNKNOWN AS THIS TIME.	3/25/2015 10:36 AM
78	helmet use by children on bikes, scooters, skateboards. And then enforcing THE LAW.	3/25/2015 10:29 AM

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79	Making laws for child safety on motorcycles. Laws in effect for child safety in cars is long & strict. Children riding on motorcycles only need a helmet, which puts children at incredible risk for injury. Stricter age limits, safety gear, and child passenger laws need to be enhanced to meet or even exceed the same safety standards in place today for passenger vehicles.	3/25/2015 10:28 AM
80	Study high traffic/congested areas. Put in more effort to get funding to improve traffic flow. Poor traffic control and flow creates high risk for accidents through risk taking by drivers.	3/25/2015 10:04 AM
81	Too much emphasis on bicycle facilities is causing congestion and conflict in Portland. Emphasis should be rebalanced to better serve the majority of citizens.	3/25/2015 9:57 AM
82	The state should track repeat DUII offenders	3/25/2015 9:55 AM
83	Have been retired for 10 years, and unaware of distracted driver information that is available to TSD, but if that is not adequate, enforcement of cell phone use while driving really needs addressed in Central Oregon's Bend and Redmond area.	3/25/2015 9:34 AM
84	Connectivity of origin-destination trips -- can you get there on all modes? Safe arrival at one's destination is a key driver of use of a particular mode choice.	3/24/2015 3:03 PM
85	The public cannot easily provide feedback about safety issues (upload pictures, comments). An app or website will be very useful.	3/24/2015 11:37 AM
86	More data on distracted driving. I believe that cell phone use while driving is the biggest threat to transportation safety.	3/24/2015 8:42 AM
87	Quicker compiling and sharing of crash data. We are trying to be quickly responsive to trends and problems. 9 month lags in data makes this difficult. In today's wired world, it seems like this can be greatly improved.	3/24/2015 7:38 AM
88	Do vehicles with passengers have a lower accident rate? If so, we should do more to encourage sharing rides.	3/23/2015 11:07 PM
89	better information on ped and bike safety issues and incidents, and better information on safety concerns of pedestrians, cyclists, transit providers and riders	3/23/2015 4:40 PM
90	n/a	3/23/2015 3:15 PM
91	More pedestrian and bicycle counts. We appear to put a significant effort into counting cars, and on my street in an unincorporated but suburban area, a lot of people walk and ride bikes and never get counted. And our street remains without sidewalks or bike lanes, and drivers often drive well over the 30 mph limit because the design of the street allows it.	3/23/2015 1:28 PM
92	Apply more budget \$ for safety issues.	3/23/2015 11:20 AM
93	Consistant existing infrastructure data for all modes	3/23/2015 10:19 AM
94	bicycle/motorized vehicle crashes where there was not a fatality are not often counted and tickets are almost never issued to the driver.	3/22/2015 8:41 PM
95	Always provide web-based publishing of safety metrics.	3/20/2015 5:17 PM
96	I think we have the data, we just need to know how to process it!	3/20/2015 1:52 PM
97	volume data for all modes (truck, car, bike, walk). Boardings and alightings for transit/bus. Hard to prioritize without volume data.	3/20/2015 10:31 AM
98	More pedestrian and bicycle counts - especially in areas without easy to count facilities (i.e. Glenwood where Franklin Blvd is super wide, doesn't have dedicated bike facilities, and lots of people ride in the parking lots and on sidewalks). More before/after pedestrian and bicycle count data for construction projects.	3/20/2015 10:05 AM
99	Near misses for bikes and peds	3/20/2015 10:02 AM
100	Near misses, collaboration with the various data sources.. . one stop shop of current data	3/20/2015 9:46 AM
101	sustainable transportation indicators	3/20/2015 9:45 AM
102	Enforcing more of the pedestrain cross walks. I walk a lot and drivers don't pay attention to the pedestrains and it scares me.	3/20/2015 9:33 AM

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103	Continue to develop analytic methods for identifying corridors that present high risks to vulnerable road users (cyclists, pedestrians, transit riders). Continue to work with OHA to access good quality trauma data to identify high-risk locations on the system where crashes/near misses may be under-reported. Identify locations where cyclists and pedestrians may be using the roadways without walkways and bikeways because the network does not offer other direct alternatives. Evaluate how many safety curricula provide information on how motorists can limit the risks they present to vulnerable road users by driving in a safer, more attentive manner.	3/19/2015 5:10 PM
104	Enforcement data for local and state police including citations for speed, seat belt and DUI offenses.	3/19/2015 4:11 PM
105	Improved access to non-state crash data.	3/19/2015 2:20 PM
106	We don't have good data on bike or pedestrian usage on either a large scale or for specific locations, so we can't account for exposure when spending safety dollars.	3/19/2015 9:50 AM
107	none	3/19/2015 8:53 AM
108	Headlight use during inclement weather.	3/19/2015 5:24 AM
109	Many crashes between cars and bikes/peds are probably not reported, which results in poor data in high risk areas.	3/18/2015 2:21 PM
110	I have no way of knowing.	3/18/2015 1:39 PM
111	Better crash reporting. What is working well is the All Roads Transportation Safety program.	3/18/2015 9:26 AM
112	Pedestrian crash rates (and to some extent bicycle crashes) are under reported. If a person walking or biking is hit by a car there is no crash report unless the victim is transported to a hospital or the responding officer thinks \$1500 of damage has occurred. THis makes our data incomplete.	3/18/2015 9:19 AM
113	bike and ped crashes and near misses are severely underreported. Perceived safety or lack thereof is not reflected in crash data, yet is important in system and corridor planning applications, including bike/ped. network design	3/17/2015 5:33 PM
114	Safer transit stops.	3/17/2015 2:47 AM
115	data on intermodal connections related to safety	3/16/2015 9:31 AM
116	NA	3/13/2015 3:43 PM
117	Good community planning starts with integrated street design.	3/12/2015 5:57 PM
118	For motorcycle crashes, the type of helmet worn (full face, 3/4, beanie, DOT-compliant, etc)	3/11/2015 3:48 PM
119	Our biggest issue is related to data storage and management. Having a uniform software platform statewide would be helpful.	3/11/2015 11:25 AM

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Q12 Is there anything else you would like to add (optional)?

Answered: 120 Skipped: 372

#	Responses	Date
1	I don't understand why officials attempt to pass laws prohibiting travel in left lanes of freeways except when drivers are keeping up with flow of traffic. Such laws seem to imply that it's lawful to exceed posted limits. Ample enforcement of posted limits should mitigate left lane issues.	4/28/2015 2:31 PM
2	Road maintenance was better in the 70-80's. To bad it seems that you forgot how to do it right. The published ways to make and maintain a road from the 50s was pushed aside, and forgotten. The years of education didn't make any of the leaders in the department better. To bad they can't even read the instruction of use on the deicer. It says NOT TO APPLY if it is going to be below a certain temperature. And it is getting applied way below that temperature. When it freezes as it hits the road, your not doing it right!!	4/26/2015 12:11 PM
3	Bring OHA into the discussions with the new plan and include a TZD goal	4/23/2015 2:26 PM
4	Increasing focus on safety for bikes, pedestrians, skateboards, transit, trains and other non-single vehicle modes of transportation should improve their usage. Continued use of cell phones and distracted driving needs to be focused on.	4/22/2015 9:47 AM
5	I am pleased to see the ongoing efforts of ODOT in the area of Transportation Safety Action Planning.	4/20/2015 9:30 AM
6	I would like to see beeter enforcement and stricter penalties related to aggressive driving	4/20/2015 7:59 AM
7	I believe that the safety measures that best serve the pedestrian benefits many other modes of travel.	4/16/2015 5:04 PM
8	Two things that I think would be extremely beneficial to increase Transportation safety: 1) have Driver's Education Classes provided at all high schools throughout the state. 2) have "Aging" Car Fit events- to ensure that seniors are properly seated in their cars to ensure safety for themselves as well as the community.	4/16/2015 10:42 AM
9	No. thanks	4/16/2015 10:21 AM
10	Rural transit providers need more resources to establish comprehensive transit driver training programs throughout Oregon	4/16/2015 9:58 AM
11	no	4/16/2015 9:52 AM
12	NO	4/16/2015 9:26 AM
13	Drivers with dogs in their laps should be against the law, just as much, if not more, than cell phone usage.	4/16/2015 8:16 AM
14	Please adopt Vision Zero and start using data-based approaches to eliminate traffic fatalities on our roads. Driving more, further, and faster should never be the goal and mobility should never be prioritized above safety.	4/15/2015 11:18 AM
15	The most important thing that ODOT can do to increase safety overall is to decrease motor vehicle speeds. Anything that accomplishes that is worthwhile.	4/14/2015 1:28 PM
16	Kudos to ODOT for a concerted effort of keeping Oregonians safe on our highways.	4/14/2015 7:59 AM
17	Since there is a close connection between speed and safety, reduce and enforce speed limits. There should be better training for drivers new and old in learning to be more aware of vulnerable road users especially at unmarked intersections.	4/13/2015 12:15 PM
18	Thank you	4/13/2015 11:57 AM
19	Move more state highway one way street systems in small towns to two way streets. Lower speed limits on state highways inside small town city limits.	4/10/2015 9:33 AM
20	I strongly support reduced speeds and road diets as two means to improve safety.	4/9/2015 4:22 PM
21	Unsafe drivers will not stop driving until there are other options available to them. Stricter requirements to start driving (i.e., you should be required to know the rules of the road) needs to be combined with pressure put on local agencies to set up effective public transportation systems.	4/9/2015 10:01 AM

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22	For bike safety, should not group separated corridors with striped lanes. Separate facilities are far safer and are much-needed.	4/8/2015 11:10 PM
23	Where state has jurisdiction of roadways to respond to local jurisdiction's request for safety improvements in their city. Often time there are small projects such as signing and striping that could help. City is not allowed to make improvements unless in some cases they agree to take over jurisdiction and thus maintenance of that section of road.	4/8/2015 4:10 PM
24	The pedestrian tactile pads located at intersections are a huge hazard to both bicyclists and pedestrians. They need to be eliminated and a better solution found for the (probably) less than 1% of visually impaired users. Another big hazard to cyclists and pedestrians is the striping paint. It is very slick, especially when wet and is often allowed to build up to a very thick layer. Very dangerous to navigate on a bike.	4/8/2015 12:43 PM
25	I would like to see smart metering installed on highway on-ramps. Sensors in the roadway and ramp should be able to determine the loads. There are times when roadway traffic is flowing well and on-ramp loads are low but metering lights are still active. This creates a more risky merge when the vehicle entering from the on ramp is moving more slowly than hi-way traffic. Changing to a smart system would allow metering lights to cycle on and off as needed, allowing greater safety and efficiency.	4/7/2015 12:00 PM
26	Oregon should expand the Vulnerable User Law, including a wider definiton of 'vulnerable road users' – i.e. bicyclists, pedestrians, people on motorized wheelchairs or scooters and others – are provided with a higher level of protection by the simple fact that drivers who commit a negligent traffic infraction and injure a vulnerable user will face much stricter fines and punishments. Update with elements of Washington's new Vulerable User Law (RCW 46.61.526) and TRAIN ENFORCEMENT PERSONNEL to apply the law. Thanks!	4/6/2015 10:02 AM
27	I would like to require all teens to take the ODOT traffic safety cours	4/3/2015 5:57 AM
28	Develop a Vision Zero policy for ODOT.	4/2/2015 11:03 AM
29	We need to be upping penalties for crash collisions to get the attention of the 'driving culture' in this country	4/1/2015 12:43 PM
30	Require testing and licensing for bike riders who choose to share the roadway with cars.	3/31/2015 10:04 PM
31	encouraging non-automobile (and non-interstate-trucking) uses of transportation is the future. things like pedestrians, bicycling, motorcycling have more than recreational uses.	3/31/2015 2:15 PM
32	Billboards are effective as public education tools.	3/31/2015 11:37 AM
33	Byciclist need to be more responsible on the roads and they should get fined for not following the rules. they take all the road and won't move even though they see you coming.	3/31/2015 10:39 AM
34	Help the use of trains ,less cars and trucks	3/30/2015 10:24 PM
35	The brightness of signs and emergency vehicle flashing lights has, in many cases, exceeded a safe standard. For example, some black on white speed signs are now so bright at night they are actually a 'lighting hazard' for approaching vehicles - drivers a temporarily blinded by the bright light reflecting. Similarly, many emergency vehicles now have such high-intensity emergency light (particularly law enforcement it seems) that it is very difficult to see anything other than the flashing red/blue light bars - again hampering safety by temporarily blinding motorists passing by. Please consider setting standards which should NOT be exceeded. The concept of 'higher visibility' has reached an extreme which I feel is now hampering safety. Thank you.	3/30/2015 4:21 PM
36	like to see somethihng on the actual effectiveness of various programs	3/30/2015 3:19 PM
37	As a engineer, I look at matching road design standards to the situation.	3/30/2015 2:22 PM
38	ODOT does an admirable job with the funds available. Increased funding would allow for greater implementation of the action plan.	3/30/2015 12:37 PM
39	Education is not called out as well as I think it should be. Fund more education as behavior is the primary reason for crashes. People often complain that there is no one central spot to find out about new laws. The ODOT site is not easy to navigate. Fund local Transportation Safety Action Plans.	3/30/2015 10:30 AM
40	Increase the amount of time a new driver can not have a passenger to one year.	3/30/2015 10:03 AM
41	This cart before horse nature of this survey is confusing. It starts out by asking what projects and programs are best suited to fix safety problems. It then asks what performance measures are needed to measure safety. If we don't have the measures, how can we know what the problem is and fix it? Admit to yourselves, this survey is only a check off box on your program to initiate whatever so called safety enhancements you have already decided need to be made.	3/30/2015 9:49 AM

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42	I've had my license for almost 30 years. I think I've had two vision test when renewing my license. I believe it would be an improvement to public safety to be required to retest driver skills and knowledge every 10 years if not more often. Increase fines and punishment for driving without a license.	3/30/2015 8:12 AM
43	No	3/28/2015 10:19 AM
44	In our area it would be beneficial for our traffic lights to be staggered at intersections. We have too many people running red lights.	3/28/2015 9:05 AM
45	Thanks for the opportunity.	3/28/2015 8:32 AM
46	Consider technologies to improve traffic flow and safety. More consideration of encouraging autonomous vehicle use on state roads.	3/27/2015 4:34 PM
47	In regards to emergency response, I think that emergency vehicles should be getting smaller, not larger. It is such a waste to have firetrucks repsonding to medical emergencies. Fire departments should have a larger number of smaller vehicles for EMT emergencies. This trend towards larger emergency vehicles also makes it more difficult for transportation agencies to address the problem of preventing traffic emergencies/crashes in the first place, such as traffic calming measures.	3/27/2015 4:14 PM
48	I would like to see state-wide TV ads regarding safe driving practices, much like the 60 second driver that Canada does. These would include anything from proper following distances, to the proper procedures for complex traffic lights or bike boxes. I love the "you don't walk like this, why would you drive like this?" ad in the Oregon DE Risk prevention curriculum.	3/27/2015 2:49 PM
49	This survey is totally nerdy and makes no sense to a normal person...or even someone who is a transportation professional, but doesn't deal with these issues on a daily intensive basis.	3/27/2015 1:00 PM
50	Give equal importance to all modes of transport instead of the historic priorities of motor vehicles and freight. Engineer LOWER SPEEDS into design.	3/27/2015 10:37 AM
51	Enforce passing lane and tailgating laws on highways	3/26/2015 4:29 PM
52	I like this. First few months of becoming familiar with this information that is worked into the class I facilitate.	3/26/2015 2:06 PM
53	Review how older drivers get their licenses re-newals. Ask if we are making sure they know new situations, such as blinking yellow arrows in left turn lanes that are proliferating in congested areas.	3/26/2015 11:51 AM
54	Nope.	3/26/2015 9:51 AM
55	1.Speed restriction to vehicles. 2. Phone disconnect for all vehicles while in motion. 3. Mandatory Traffic Education for all Oregon Drivers.	3/26/2015 8:10 AM
56	Please do an analysis of the cost effectiveness of bike lanes in comparison to the number of bikers who use them..also bike riders should have specified colors that they have to wear to be visible to drivers it should be mandatory and universal to be easily seen at all times of day or night	3/26/2015 7:42 AM
57	Enforcement is a key to safety. We have police parked alongside the road with a radar gun nailing people doing 10 MPH over. The real hazard is the guy travelling at 10 MPH under in the fast lane with his phone in his hand. Get the police out into traffic and start citing distracted drivers and drivers impeding the flow of traffic.	3/26/2015 7:07 AM
58	It is legal to drive up to a stop sign at posted speeds and unsafely stop in an instant. Posted speed policies do not take into account the physical requirement to deaccelerate before stopping.	3/25/2015 7:32 PM
59	Keep plugging away.	3/25/2015 5:20 PM
60	Child passenger safety clinics and education are working well but there are not enough techs, instructors or funding for outreach in some key demographics such as English language learners, teen parents and other socioeconomically challenged groups.	3/25/2015 4:57 PM
61	Ignition interlock enforcement is woefully inadequate. There is no system in place to increase compliance or effectively monitor and enforce IID violations.	3/25/2015 4:37 PM
62	the Oregon Traffic Safety operation is the top in the USA, well managed and effective. You guys rock.	3/25/2015 4:05 PM
63	thank you for staying involved and for mini grants for local rural projects	3/25/2015 4:04 PM
64	Repairing the roadways and having visible striping would help a lot	3/25/2015 3:37 PM

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65	Funding for programs that we know are successful in preventing crashes, serious injuries, etc. is critical. It's time we all paid more whether in the urban area or rural area to ensure a safer environment for pedestrians, cyclists and motorists.	3/25/2015 2:07 PM
66	stop making bike lanes until riders are licensed and bike fees are implimented - also give tickets for breaking rules of the road	3/25/2015 1:45 PM
67	To adopt a realistic and positive approach to utilization of all modes of transportation and the interaction thereof is essential to meet the needs of now and the future.	3/25/2015 1:20 PM
68	n/a	3/25/2015 1:19 PM
69	Enforce impeding traffic laws and distracted driver laws, and vehicle lighting intensity regulations	3/25/2015 1:09 PM
70	The restructuring of deliver of Child Passenger Safety Educations is a big positive. Working to develop local instructors and resources is positive.	3/25/2015 1:04 PM
71	More mass transit in urban areas, better planning and repairs on rural Hwy system (Hwy 18 and 101)	3/25/2015 12:26 PM
72	Increased enforcement of posted speeds. A lot of crashes occur in my area due to officers allowing drivers to drive at least 5 miles over the posted speed limit and sometimes up to 10 miles.	3/25/2015 12:10 PM
73	Yes, ODOT has provided "free" educational materials which we have utilized constantly for our "Safety City" - child pedestrian/life safety course here in Brookings, OR. We ask that you continue to help our program as well as all other non-profit groups such as ours. One child's life saved is "worth it all" Keep seeking new materials and keep the ones you already provide. Thank you ODOT you do so much for all of us - young and old....	3/25/2015 11:45 AM
74	Change designs to require complete separation of bicycle and pedestrian facilities from roads and streets that have greater than 25mph speed limit.	3/25/2015 11:34 AM
75	If there is one thing I would identify as having the biggest shortcoming, it is enforcement.	3/25/2015 11:33 AM
76	greater sidewalk funding for rural communities that have major higways as primary streets	3/25/2015 11:31 AM
77	Consider requiring periodic motor vehicle safety inspections.	3/25/2015 11:21 AM
78	i live in coos county. tor our saftey on highway 241 the ditches could be dug deeper as we have many overflowing areas that create hazzards with diffrent weather. I think that roads soulod have lines painted every 18th months.	3/25/2015 11:13 AM
79	Laws involving distracted driving need to be more strict. Especially cell phone use while driving; ipods, gps units and so on. It should be illegal to hold any electronic device in your hand while operating a motor vehicle. As a police officer, I've heard all the excuses. "I was checking the time", "I wasn't using it, I was just holding it", "I was using navigation", "I was changing my music", "I was dialing a number, I'm using a blue tooth device" and on and on and on. Some of these excuses (most likely lies) have earned these distracted drivers "not guilty" verdicts in court. As an officer, it's difficult to enforce these laws when the worst offenders are also the most dishonest. I see more and more articles in the paper regarding fatal accidents where one of the drivers left their lane for no apparent reason. My guess is cell phone use. When I drive my personal truck, the use of cell phones is so blatant, it's like people have no clue others are watching. When I'm in uniform, people often hide the use of the phone when I'm in view. I can most likely guess what they are doing, but they are holding the phone so low, down around the car seat level, it isn't visible. I can't stop someone based on speculation, I have to see the phone. Not to mention, this is even more dangerous than if they were texting at steering wheel level, at least their eyes are up and have a better chance of seeing another vehicle, bicyclist or pedestrian. I also believe crashes involving cell phone use are grossly underreported. If someone rear ends another vehicle, I doubt they will admit they were on their phone. The last thing I will mention, is this behavior has directly effected me. I was struck by a vehicle on my police motorcycle in December of 2014 while I was stopping a second vehicle. The involved driver was distracted by cell phone use. The law needs to be changed and the penalties need to be stiffer. It easily should be a class A or B violation.	3/25/2015 10:33 AM
80	lack of helmet use seems huge here, but no enforcement leads to lack of use.	3/25/2015 10:31 AM
81	Safety laws for children should be implemented on ALL modes of transportation, not just motor vehicles.	3/25/2015 10:30 AM
82	There needs to be more active enforcement on the parkways to decrease speeders. Most of the parkways I have been on in Oregon have a 45 mph limit that is rarely followed.	3/25/2015 10:29 AM
83	We need more streetlights, I live in a very residential area and driving at night is difficult. Cyclists are riding without headlamps and pedestrians wear dark clothes. The streets are way too dark at night.	3/25/2015 10:24 AM
84	Traffic lanes that are narrower than city buses and bicycle facilities that eliminate traffic lanes are causing congestion, delay and pollution.	3/25/2015 9:59 AM

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85	Need more traffic enforcement officers or other means like photo radar, photo red light cameras, etc. to make sure drivers respect and obey traffic laws.	3/25/2015 9:37 AM
86	The DMV accident reporting form and process is ridiculous. There is no need to require by law several parties to fill out impossible forms when law enforcement does it electronically.	3/25/2015 9:37 AM
87	Restrict new access to the highway system. Force dedication of right of way for new developments for frontage and backage road projects or collect money to contribute to new facilities to relieve the highway system from direct access, particularly high use accesses.	3/24/2015 2:09 PM
88	During AARs it is okay to admit that additional work needs to be done. First Responders would be willing to cover the freeway if funding was available to help them respond since there is a lot of area to cover	3/24/2015 12:11 PM
89	I would like to participate more. This survey is good but it would be great to have a website or app to easily provide feedback about safety issues (upload photos, videos, comments about specific locations).	3/24/2015 11:40 AM
90	I believe that in order to combat distracted driving, there needs to be stronger enforcement and stiff fines. Using a cell phone, etc. while driving should be heavily punished. That is the only way that people will take the law seriously. I drive a lot for work and more than half of all drivers I see are interacting with a phone while driving.	3/24/2015 8:44 AM
91	Adopt the Vision Zero program--an integrated approach that has been demonstrated to significantly reduce accidents.	3/23/2015 11:08 PM
92	Flashing yellow left-turn signals are great, but if installed on a curved roadway, they can cause accidents. Higher standards of analysis should be applied before installing blinking yellow left-turn signals on intersections where visibility of oncoming traffic is obscured.	3/23/2015 3:20 PM
93	ODOT should be open to using more safe design options (i.e. not just limited to rumble strips) especially in places where an ODOT highway has residents along it or connects with an urban area. In many places we have roads with lane widths and other design "features" that encourage people to drive well over the speed limit.	3/23/2015 1:30 PM
94	Please add stiffer laws to people who text, use cell phones, etc while driving. "Dirty looks" don't phase drivers who abuse & are blatant about the law.	3/23/2015 11:23 AM
95	This is a real problem here. We have a tourist town that has a highway running through it. People are hit and killed often here. We need some real help. It would be a great study if someone in ODOT would make a study here and see if they could make it work.	3/21/2015 9:50 PM
96	Better training for new and out of state drivers on bike and peds.	3/20/2015 2:57 PM
97	I am really worried about bills in the legislature about raising the speed limit and letting bikes and motorcycles run red lights. Both of these bills are a recipe for crashes!!!!	3/20/2015 1:53 PM
98	Providing sidewalks and off road bike lanes would be very helpful in encouraging safe walking and biking	3/20/2015 12:38 PM
99	Funding is difficult for safety. Most cities in Oregon use SDCs to fund projects - capacity. No dedicated safety funding exists locally - ODOT has the new ARTS program which allows jurisdictionally blind allocation of funding to safety issues. There needs to be more funding for that and allow it to go deeper (heavily focused on low cost crash reduction methods - sometimes the needed fix is costly and there is no program to fund those. Could still be data driven so it does not just do intersection re-builds in towns without having the safety benefit/competition aspects.	3/20/2015 10:34 AM
100	A lot of improvements can be made in "maintenance projects" by re-striping and other similar small changes. We should invest more in inexpensive, but effective improvements. We especially need more Safe Routes to School funding to build effective, inexpensive connectors to and from neighborhoods and schools, which benefit the broader community mobility, provide safe walking and biking facilities for our youth and elders, and increase the health of Oregonians.	3/20/2015 10:07 AM
101	survey design needs to include more options for do not know, other	3/20/2015 9:46 AM
102	A large majority of crashes involve impairment. Years and years of messaging on this front and still drinking and traveling, by car or on foot, are at the top of the list for crash causes. Also - I've seen a frightening increase in cell phone use. Hands free laws now mean the cell is in the lap - as are the eyes of the driver. I'm not sure how to address this but it's unacceptable.	3/20/2015 9:42 AM
103	Use plain, simple language. Also, it took 4 clicks of the mouse to get to the actual survey. Seems 2 of the screens were redundant.	3/20/2015 7:53 AM

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104	Am very pleased that this update is occurring. I hope it will result in enforcement and education campaigns targeted to some particular issues -- safe driving later in life, preventing distracted traveling (device use by anyone on the roads can put them/others at risk), facts about the threats created by speeding. Would also like to ensure that the tone in documents puts more of the onus on drivers as they create the biggest risks to others, rather than on pedestrians and cyclists due to their vulnerability. Yes, all must take responsibility, but we should try to change the behavior of those creating the biggest threats.	3/19/2015 5:15 PM
105	I will reiterate the need to integrate statewide planning efforts and communicate the inherent risks that come with motorized travel. This is not a war on cars or driving but an open conversation about the number of people that die and get injured each year from vehicle crashes. Vehicle technology will continue to advance and make surviving vehicle crashes more likely and reduce the possibility of crashes altogether but these things are a ways off and in the meantime immense public benefits can be realized by reducing the amount of driving. ODOT needs to be bold and find a way to bring all of this to the conversation.	3/19/2015 4:16 PM
106	no	3/19/2015 5:25 AM
107	I would support a full driver test including vision every 5 years.	3/18/2015 2:21 PM
108	I don't know what the emergency response needs are in my area so I couldn't answer that questions and there was no opportunity to say "I don't know." I support bicycling as a transportation mode but I find that many bicyclists I encounter don't obey traffic laws and don't wear helmets. They don't like to stop, so they will cross streets when they shouldn't or continue moving slowly in erratic ways that disrupt traffic and could potentially cause accidents. I was at an intersection when such a situation occurred very recently. The accident didn't happen because the driver with the right of way stopped short in the middle of the intersection to avoid hitting 2 wayward bicyclists. I applaud those who obey traffic laws and equip themselves and their bikes with safety gear and use it. I don't know what the most effective way to change other bicyclists' behavior is.	3/18/2015 1:46 PM
109	Measures to slow traffic down should be primary. These include posted speed enforcement and designing roadways in a way that makes driving the posted speed natural (i.e., narrowing street widths, installing roundabouts, tightening curb radii, etc.). If the design speed of roadways is higher than the posted speed, no amount of enforcement will get people to drive the posted speed. High speed deaths make our transportation facilities dangerous for everyone: drivers, pedestrians, cyclists, etc.	3/18/2015 1:04 PM
110	I feel that there should be more "requirements" such as access management. To close driveways, install landscaped medians, etc. to improve safety on a State Highway through a City seems nearly impossible politically. Roundabouts should be a huge consideration at improving safety at intersections.	3/18/2015 11:37 AM
111	Education and outreach on safety for Bike/Peds and Transit Users can be done with a small amount of additional funding through transportation options staff throughout the state, partner with them already include Safe Routes to Schools Staff	3/18/2015 9:49 AM
112	The community workshops was a good method for professionals and citizens to provide input. Impressed with the number that ODOT held. I look forward to reviewing the draft plan.	3/18/2015 9:27 AM
113	I think a long, sustained education component is needed to focus attention on pedestrian safety and rights, to get bicyclists to better obey traffic laws, and generally to get everybody to respect other modes. This needs to be done on teh scale of the MADD drunk driver campaign to change Oregon culture.	3/18/2015 9:23 AM
114	We can't have a conversation about safety unless we also have a conversation about design. ODOT standards create highways through urban areas that are very dangerous. There should be different standards in developed communities.	3/18/2015 9:20 AM
115	Broaden the scope of the TSAP to provide direction to ODOT as well as local jurisdictions on how to PLAN for safety for all modes, and how to prioritize roadway improvements ("mod. projects") to meet multiple objectives, including safety, not just how to spend limited HSIP dollars and where to focus education and enforcement efforts.make this a truly multi-disciplinary plan that has relevance outside TSD - for ODOT Regions and Districts and local jurisdictions.	3/17/2015 5:40 PM
116	Driving while texting/talking is one of the biggest issues. Are the laws even being enforced???	3/17/2015 5:06 PM
117	State sponsored Winter/skid-car training like the Deschutes County Sheriff's Office has.	3/17/2015 2:50 AM
118	Rapidly changing speed zones, or unnecessarily complex speed zone transitions (e.g., Redmond bypass; 40mph-50mph-55mph) increase risk of accidents because of differential compliance and greater variance in individual vehicle speeds. Keep it simple.	3/13/2015 3:45 PM
119	Put the public back in the Public ROW!	3/12/2015 5:58 PM
120	I would prefer to see realistic speed limits set on Oregon's rural highways, rather than the absurdly low 55 mph.	3/11/2015 3:51 PM