



TRAVEL IN THE SAFE LANE

Stakeholder Committee Meeting #2 Minutes Friday, December 11, 2015

Present:

Darren Bucich, McKenzie Fire; Amanda Salyer, ODOT Traffic Safety; Emily Eng, UO Campus Planning; Bill Warner, ODOT Transportation Safety; Dan Ingram, Lane County; David Reesor, ODOT; Gordon Gill, Lane County Sheriff; Michael Liebler, Springfield Engineering; Steve Strain, Lane Fire Authority; Renee Mulligan, Lane County Public Health; Chris Henry, Eugene Transportation Engineer; Shane MacRhodes, 4J Safe Routes to Schools; Zoe Zaludek; Sasha Luftig, LTD; Rob Inerfeld, Eugene Transportation Planning; Marina Hajek; Emma Newman, Springfield Transportation Planning; Bill Bromley, MADD; Doug Mozan, Eugene Police Department; Candice Hook, Allstate Insurance

Emphasis Area Selection Process

Discussion

- *Vulnerable Users*
 - Were elderly drivers considered?
 - Should consider availability of reliable and affordable transportation to give young drivers alternatives.
 - As we age, we need more light to see. Is light an issue?
- *Speed*
 - Sometimes collisions happen when going the speed limit. The posted speed is too high to be safe.
 - Not always a “risky behavior,” but an engineering issue that favors mobility over safety.
 - Changes in policy for more flexibility in setting speeds limits local is very much in favor here.
- *Infrastructure*
 - Why aren’t minor collectors included?
 - This should eventually boil down to a benefit/cost analysis.
 - Eugene and Springfield have different approaches to street classification.
 - Eugene has very few major arterials.
 - State highways are considered Principle Arterials (could be patrolled more).
 - ODOT Freight Mobility - are any of them here? Some of the roads here are FC arterials for mobility and use, but really more like Locals’ for access management. FC is something that often blocks this.



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- *Frequency:*
 - Surprised by the fact that distracted driving doesn't rate higher. Lack of data is a function of lack of investigation (won't investigate unless a transportable injury) and self-reporting. Insurance companies are collecting more data on this, so we should know more in a couple of years.
 - Rural – Impaired Driving and speed seem higher.
 - Motorcycles seem overrepresented, especially in the rural areas.
 - Does unlicensed drivers included suspended licenses? Yes.
 - What about seasonal variations? How do various crashes vary by time of year?
 - Is there a way people can query their own data to analyze conditions? Have some tools at the MPO to do this. Maybe this should be part of the monitoring/implementation plan?
- *Severity*
 - Rural has much higher severities. Could be speed related. (Maybe reducing speed is an answer) Car safety technology has improved survivability that speed related crashes seem to be less of a problem (not so for vulnerable users). What about EMS response time? Response time is critical and this especially affects elderly people.
- *Trends*
 - Could you use HSM tools to analyze trends? Lack of data needed (like VMT).
 - Have you looked at trends through a year (seasonal)?
- *Policy Focus*
 - Need clarification on what "Policy Focus" means.
 - Explain in parentheses that they are not safety related.
 - Should be clarified to be "synergistic non-safety policy focus."
 - What about EA where we have policy that goes against safety - i.e., mobility focused policy around setting and changing speed limits.
 - Develop inventory of those "other" policies?
- *EMS*
 - Is there a time of day when more EMS services/ambulances should be on the road and available? Peak periods.
 - The hour after the "golden hour" – get to the hospital in the "platinum 10 minutes" – Doing very well in the Metro Area
 - Pedestrian/car conflicts – either can be at fault. Lane sharing between bikes and cars is dangerous – separate them to avoid conflict.
 - Ambulances can get tied up because no doctors are available at hospitals, so ambulances administer care. Capacity of the health care system is a problem.
 - Rural areas – response times vary greatly. Staffing is not always what is desired – some are volunteers. Have relocated ambulances to improve response times. Haven't looked at data well to assess if



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changes made have been effective. Could use help in that area. Doing good on training.

- Data – police often use Computer Aided Dispatch data because ODOT data doesn't come fast enough. CAD data isn't as complete, but it is available and timely.
- Foundational
 - “The Future” could be an emphasis area: changing demographics, travel behavior, technology, different performance measures, etc.
 - “Technology” -- Includes ITS, signal improvements (coordinated emergency vehicle preempt), photo-radar... could also include on-demand mobility policy decisions.

Public Outreach

SAT thoughts on level of involvement with the public:

- The SAT and the focus groups would be more collaborate
- The public open houses would be more consult.

Other comments:

- Coordinate with other planning efforts to minimize confusion and to acknowledge the safety relationship to those other efforts.
- In particular, we need to coordinate on Vision Zero-related efforts underway with Eugene and Springfield.
- Create more direct and frequent connection with elected officials throughout the process

Adoption

- MPO plan by MPC as refinement to RTP
- Lane County plan as refinement to TSP; level of “adoption” with BCC not yet determined

Stakeholder Decisions

Emphasis Areas

The following Emphasis Areas were selected:

1. **Risky Behaviors**, which includes impaired driving, speeding, inattention(distracted driving), unrestrained occupants, and unlicensed drivers
2. **Vulnerable Users**, which includes motorcycles, bicycles, pedestrians, and youth



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3. **Infrastructure**, which includes issues specific to roadway classification and intersections
4. **Foundational**, which includes Emergency Medical Services, data collection, training

Focus Groups

Focus groups will be developed for each of the four Emphasis Areas. Each focus group would be tasked with developing goals, performance measures, and countermeasures (solution strategies) which may include policy recommendations.

Next Steps

- SAT homework: review inventories “Institutional Capacity” and “TSP Transportation Safety Policies” and send edits to Becky
- Focus groups: Josh will send out more information for the formation of focus groups; focus groups will meet and those results will be presented at the next SAT meeting (in about 1.5 to 2 months)