

Comment from Oregon Dept of Transportation-Safety Office

How can states obtain meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities? As we consider federal grant programs designed to improve safety in underserved communities, we need to ensure non-profit community based programs can be sub-recipients for education and engagement. I am not sure if your grants allow that or not, but I think this is an effective tool to partner with someone or an entity that has already established trust within the community.

4. How can the formula grant program require practices to ensure affected communities have a meaningful voice in the highway safety planning process? Do they have equity goals? Can you look at a distribution formula similar to what other programs do that limit money spent in certain geographic areas to ensure we meet population needs? Many of the STIP formula grants have guidelines about where money can be spent and put a % towards specific target population areas. Applies to questions 9& 10

5. What varied data sources, in addition to crash-causation data, should States be required to consult as part of their Highway Safety Plan problem identification and planning processes to inform the degree to which traffic safety disparities exist on their roadways?

In addition to crash data, we need USCensus demographic data that allows the agency to understand ethnicity, income, education level, etc. This should help shape communication and engagement. Applies to questions 9&10. Annual/triennial reports should have data related to the demographics of the population, identification of projects that are in areas that are traditionally underserved. The rolling up of crash data to vehicle, peds, motorcycle, bikes is okay, but those categories needs some human characteristics added to them.

I'm not familiar enough with your planning process and documents to add much to the review, other than we need to get beyond the engineering data and incorporating the social/behavioral data. I think PTD has started some of this work for their programs and could likely be incorporated in to the ARTS work, if it isn't already incorporated.