
AGENDA
Bend Metropolitan Planning Organization
Policy Board

Date: July 19, 2022
Time: 12:00 pm – 1:30 pm
Location: Hybrid meeting

In-Person Location: Deschutes Services Center, 1300 NW Wall Street, Bend, DeArmond Room (1st Floor)

Virtual Option: Register for this meeting using the following link:
https://bendoregon-gov.zoom.us/webinar/register/WN_RCzBD9DTa2QmigkNx3KOA

After registering, you will receive a confirmation email with a link to joining the meeting

To join by Phone: 888-788-0099 (Toll Free), Enter webinar ID: 891 9909 2821 and Event Passcode: bmpo. *The ID and password are not typically required.*

To comment, use the "raise hand" feature and staff will call on you. Phone participants use *9

YouTube Stream Option: https://youtu.be/WaYwr_jBggA

Contact: Tyler Deke, BMPO Manager (541) 693-2113 or tdeke@bendoregon.gov

1. Call to Order & Introductions Barb Campbell
2. Hybrid Meeting Guidelines Jovi Anderson
3. Public Comment Barb Campbell

Action Items

4. Meeting Minutes Barb Campbell
Review and approve the June 21, 2022 Policy Board (**Attachment A**) draft meeting minutes.

Recommended Language for Motion: I move approval of the June 21, 2022 Policy Board draft meeting minutes as presented.

5. 2022 STBG Competitive Project Application Process, Project Criteria and Scoring Review Andrea Napoli

Background: Beginning in September, the Bend MPO will be conducting its second competitive project application process using its Surface Transportation Block Grant (STBG) funds for fiscal years 2022-2027. Review and confirmation to continue (or revise) the existing project application criteria and scoring system approved in 2020, with or without the recent TAC suggested equity-related criterion addition is needed for this application cycle.

Attachments: Memo: MPO Competitive Project Application Process - Project Criteria and Scoring Review (**Attachment B**)

Action Requested: Policy Board approval for 2022 project application criteria and scoring.

Recommended Language for Motion: *"I move to approve the project application criteria and scoring for the 2022 call for projects, as (presented / revised)."*

6. Bend MPO/City of Bend Promissory Note Jovi Anderson

Background: Staff is seeking post approval for a year-end operating loan from the City of Bend to the Bend MPO Fund to maintain a positive year-end balance for fiscal year 2021-22. The loan amount not to exceed \$150,000 is related to expenses in the 2021-22 fiscal year that are eligible for reimbursement from grants and intergovernmental agreements.

Attachments: Promissory Note (**Attachment C**)

Action Requested: Policy Board approval of the promissory note from the City of Bend to the Bend MPO.

Recommended Language for Motion: *"I move to authorize the Bend MPO Chair to sign the Promissory Note from the City of Bend to the Bend MPO".*

Information Items

7. Bike Share Update Tobi Marx, City of Bend

Background: The bikeshare system relaunched in early June. City staff will provide an update on the status of the program.

Attachments: None. Information about the system is available on the following site: <https://www.bendoregon.gov/government/departments/streets/mobility>

Action Requested: None. Information item.

8. Safety Performance Measures Update Jovi Anderson

Background: The MAP-21 legislation implemented a national roadway safety goal “To achieve a significant reduction in traffic fatalities and serious injuries on all public roads”, and prompted safety performance targets to be tracked by states and MPOs. In 2018, the Policy Board adopted ODOT’s statewide safety performance targets as established in the 2016 Oregon Transportation Safety Plan. The 5 safety performance measures include the number of fatalities, fatality rate, number of serious injuries, rate of serious injuries, and number of non-motorized crashes. Staff will review the 5-year cycle of updated crash data.

Attachments: July 2022 Bend MPO Safety Performance Measures Update (**Attachment D**)

Action Requested: None. Information item.

9. 2021-24 Metropolitan Transportation Improvement Program (MTIP) Administrative Amendment Jovi Anderson and Bob Townsend, ODOT

Background: An administrative amendment to the 2021-2024 MTIP was recently processed for the US20: Tumalo to Cooley Road project. MPO and ODOT staff will review the amendment and provide a brief update on the project.

Attachments: None. Information about the project is available on the following site: <https://www.oregon.gov/odot/projects/pages/project-details.aspx?project=20011> The Amendment Announcement is available on the following site: <https://www.bendoregon.gov/Home/Components/News/News/5242/29?backlist=%2fgovernment%2fdepartments%2fbend-metro-planning-organization>

Action Requested: None. Information item.

10. Other Business Barb Campbell

11. Public Comment Barb Campbell

12. Next Policy Board Meeting

The next regular meeting of the Policy Board is scheduled for August 16 at 12 noon

13. Adjourn



Accessible Meeting/Alternate Format Notification

This meeting event/location is accessible. Sign or other language interpreter service, assistive listening devices, materials in alternate format, such as Braille, large print, electronic formats, or any other accommodations are available upon advance request at no cost. Please contact Andrea Napoli no later than 24 hours in advance of the meeting at (541) 323-8545 or anapoli@bendoregon.gov. Providing at least 2 days-notice prior to the event will help ensure availability.

DRAFT
BEND METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD
Hybrid Meeting – MINUTES
June 21, 2022

YouTube link: <https://youtu.be/Z5VKf1FNyeg>

Present during the meeting were:

Policy Board Members: **Chair** Barb Campbell, *Megan Perkins absent, 1 vacancy*, Bend City Councilors; Phil Chang, Deschutes County Commissioner; Bob Townsend, Oregon Department of Transportation (ODOT) Region 4 Area Manager

Policy Board Alternates: David Abbas, *City of Bend Transportation and Mobility Director*; Rick Williams, *ODOT Region 4 Principal Planner*; David Amiton, *ODOT Region 4 Planning Manager*

MPO Staff: Tyler Deke, *Manager*; Andrea Napoli, *Senior Planner*; Jovi Anderson, *Program Coordinator*

Visitors: Cameron Prow, *TYPE-Write II (minutes consultant)*; Brian Potwin, *Commute Options*; Casey Bergh, *OSU-Cascades*; Derek Hofbauer, *Central Oregon Intergovernmental Council (COIC)/Cascades East Transit (CET)*; Robin Vora; Tobias Marx, *City of Bend Parking Services Manager*

Media: None

(The 3 digits after a motion title show the number of member jurisdictions voting in favor/opposed/abstaining.)

1. Call to Order & Introductions

Chair Campbell called the regular meeting of the Bend Metropolitan Planning Organization (Bend MPO) Policy Board to order at 12:08 noon, Tuesday, June 21, 2022, with a quorum of member jurisdictions present (3 of 3).

2. Virtual Meeting Guidelines

Ms. Anderson reviewed the meeting guidelines.

3. Public Comment

None.

ACTION ITEMS

4. Meeting Minutes

Data: May 17, 2022, Policy Board draft meeting minutes (Agenda Attachment A)

Motion 1 (3/0/0): Ms. Chang moved approval of the May 17, 2022, Policy Board draft meeting minutes as presented. Mr. Townsend seconded the motion which passed unanimously.

5. 2021-24 Metropolitan Transportation Improvement Program (MTIP) Amendments

Data: Summary of proposed MTIP amendments (Agenda Attachment B)

Ms. Anderson provided an overview of one of the proposed full amendments which would add a new project (Key 22606 – Juniper Elementary School: accessible route). Mr. Amiton

outlined the other full amendment which would also add a new project (Key 22607 – Revere Avenue: rail crossing).

Policy Board concerns included adding the increased length of the new trail in Key 22606 to the map, buffered bike lanes, and the importance of east-west connections (including Olney Avenue and Revere Avenue).

Motion 2 (3/0/0): Mr. Abbas moved approval of the proposed amendments to the 2021-2024 MTIP as presented. Mr. Chang seconded the motion which passed unanimously.

6. Bend MPO-Central Oregon Intergovernmental Council Transit Planning Agreement

Data: Issue Summary (Agenda Attachment E) and draft Agreement (Agenda Attachment D)

Mr. Deke provided an overview of the need to update the MPO/COIC transit planning agreement. COIC and MPO staff have worked together to clarify roles and responsibilities and to shorten the agreement.

Motion 3 (3/0/0): Mr. Townsend moved approval of the revised planning agreement between the Bend MPO and COIC. Mr. Chang seconded the motion which passed unanimously.

7. Surface Transportation Block Grant (STBG) Funds for Upcoming Competitive Application Process

Data: Memo (Agenda Attachment E)

Ms. Napoli summarized the Policy Board's May 2022 approval of the STBG funding distribution. Included in her summary were STBG funds available for the competitive application process, "additional" STBG funds available for MPO use during Fiscal Years (FY) 2022-2024, future allocations remaining with the MPO for FY 2025-2027, and possible funding amounts for the fall 2022 competitive application process. Next steps:

- July 2022 – Technical Advisory Committee and Policy Board meetings: Review past (2020) STBG competitive application process for potential changes to criteria for the fall 2022 application process.
- September 2022 – STBG project application submittal to open

Policy Board members discussed how to leverage MPO funding effectively.

Motion 4 (3/0/0): Mr. Chang moved to approve funding to the Bend MPO competitive project application process for fiscal years 2022-2027 as presented. Mr. Abbas seconded the motion which passed unanimously.

INFORMATIONAL ITEMS

8. Ride Bend Microtransit Pilot Project

Bend Parking Services Manager Tobi Marx provided an update on the Ride Bend microtransit pilot project. His summary covered plans/goals/ideas, circle of change, impact of Bend's climate goals, partners/supporters, routes, and estimated budget. He asked if the Bend MPO would be interested in funding part of this project. He noted the current transit system targeted "need" riders, not "choice" riders. OSU-Cascades Transportation Program Manager Casey Bergh discussed the potential to increase transit efficiency by operating an on-demand transit model in lower-density areas.

Policy Board concerns included reality of the expected demand, number of drivers needed, impact of the hiring environment, ridership data from 2018-2019 pilot study, potential to use shuttle busses for community events, and funding sources.

Ms. Napoli asked which funding sources could be used for microtransit operations.

9. Cascades East Transit Update

Data: Information about CET services available at: <https://cascadeseasttransit.com/>

COIC/CET Outreach and Engagement Administrator Derek Hofbauer provided an update on current services and future planning initiatives of Cascades East Transit (CET). Included in his summary were fixed-route ridership data, impact of the hiring environment on customer service levels, new ADA-compliant bus stops in Bend for Routes 8 and 9, CET recreation service updates (Ride the River and Lava Butte recreation services started June 18), ODOT discretionary grant awards, and mobility hub feasibility study (public engagement activities, preliminary survey data).

10. Other Business

Chair Campbell reported all BirdBikes (pedal-assist electric) in the Bend bike share “pilot” program will have stickers with individual identifying numbers. Anyone seeing a bike where it should not be or used in a way it shouldn’t be, please report these incidents with the bike number to the BirdBike company (phone 1-866-205-2442, e-mail hello@bird.co, or through Community Mode on your app). Riders using BirdBike e-bikes incorrectly will be fined. (ridership behavior identification/modification) in the pilot program. She encouraged public feedback on this program to help make it better.

11. Public Comment

None.

12. Next Policy Board Meeting

- July 19, 2022, 12 noon (3rd Tuesday) – hybrid meeting (in-person and online)

13. Adjourn

With no further business, Chair Campbell adjourned the meeting at 1:35 p.m.



MEMO

TO: BEND MPO POLICY BOARD

FROM: ANDREA NAPOLI, SENIOR PLANNER

DATE: JULY 12, 2022

RE: MPO COMPETITIVE PROJECT APPLICATION PROCESS - PROJECT CRITERIA AND SCORING REVIEW

Topic

The Bend MPO will be conducting its second competitive project application process using Surface Transportation Block Grant (STBG) funding amounts approved by the Policy Board at their June 2022 meeting. The funds are applicable to fiscal years 2022-2027 with the application submittal beginning in September. Review and confirmation to continue or revise the existing project application criteria and scoring system approved in 2020 is needed for this application cycle.

Request

Policy Board approval for 2022 project application criteria and scoring.

Background

In 2020, a TAC work-group was formed to develop a set of project application criteria and a score-based ranking system. The criteria and scoring were then finalized by the full TAC and approved by Policy Board to be used as a tool in the MPO's first competitive project application process later that year. The criteria topics were based off of the goals adopted by the joint City/MPO Transportation System Plan (TSP) / Metropolitan Transportation Plan (MTP) Steering Committee in 2018. The criteria are broken into "Higher" and "Lower" levels of priority, with a corresponding number of points available (max. 6 vs. max. 3) for an overall score. *(Note that the resultant criteria scoring is **simply one tool** that the TAC uses with consideration to other factors when developing their project funding recommendation to the Policy Board.)*

Current Situation

Staff is currently making necessary updates to the 2020 application and instructions documents ahead of the next call for projects later this summer. Approval of one of the following is needed to finalize the 2022 application and instructions:

- 1) Continue use of the original 2020 criteria and scoring (excludes highlighted criterion #6 shown in Table 1);
- 2) Continue use of the original 2020 criteria and scoring, and include 2022 TAC criterion #6 addition (highlighted in Table 1);
- 3) Other revisions as the Board sees fit.

Note that consensus from the July TAC meeting was to add in an equity-based criterion, “Project provides benefit to transportation disadvantaged populations” shown highlighted as #6 in Table 1, below. When applicable, the new [equity-focused mapping tool](#) that the MPO has recently developed is expected to be used by applicants when describing how their project supports this new criterion.

Table 1: 2020 Project Application Criteria and Scoring/Ranking System with 2022 TAC Suggested Addition (Highlighted)

Criteria Language		Level of Priority & Max. Points
1	Project addresses a known safety concern, or enhances safety	Higher 6 Points Max. Each
2	Project increases system capacity, quality, and/or connectivity for multiple users (<i>drivers, cyclists, pedestrians, transit users</i>)	
3	Project increases system efficiency (<i>without increasing capacity or at lower cost</i>)	
4	Project improves transportation system or provides transportation-related benefit to those that do not drive	
5	Project reduces VMT and/or emissions	
6	Project provides benefit to transportation disadvantaged populations	Lower 3 Points Max. Each
7	Project includes cost sharing beyond match and/or includes investment from other funding sources	
8	Project supports economic development	
9	Project encourages freight movement on appropriate routes (designated routes/arterials)	

Suggested Language for Motion: “I move to approve the project application criteria and scoring for the 2022 call for projects, as _____ (presented / revised).”

Anticipated STBG Competitive Project Application Schedule, 2022

JULY TAC & POLICY BOARD MEETINGS	REVIEW PREVIOUS STBG COMPETITIVE PROJECT APPLICATION CRITERIA DEVELOPED IN 2020 FOR POTENTIAL CHANGES/ADJUSTMENTS FOR UPCOMING CALL FOR PROJECTS
SEPTEMBER 1	STBG PROJECT APPLICATION SUBMITTAL TO OPEN
OCTOBER 21	APPLICATION SUBMITTAL DEADLINE
NOVEMBER 2	TAC APPLICATION WORKSHOP; APPLICANTS TO PRESENT PROJECTS
DECEMBER 7	TAC TO REVIEW APPLICATIONS, EVALUATE PROJECTS, MAKE FUNDING RECOMMENDATION
DECEMBER 20	APPLICANT PRESENTATIONS TO POLICY BOARD; BOARD TO AWARD FUNDS

CITY OF BEND

PROMISSORY NOTE

For value received, the **Bend Metropolitan Planning Organization** promises to pay to the **City of Bend, Oregon** the amounts described below according to the terms and conditions of this Promissory Note:

Loan Amount: The amount advanced by the City of Bend not to exceed One Hundred Fifty Thousand Dollars (\$150,000.00).

Interest: Interest will not be charged.

Repayment: Sources of repayment will be grant funds to be received in July 2022. The Loan Amount described above is payable in one lump sum to the City of Bend General Fund immediately upon receipt of the grant funds but no later than July 31, 2022.

Remedies: The City of Bend may exercise any right or remedy available by law. All remedies under this promissory note are cumulative and not exclusive. Any election to pursue one remedy shall not preclude the exercise of any other remedy.

Security Agreement: The Bend Metropolitan Planning Organization agrees to the following:

1. Bend Metropolitan Planning Organization owes the City of Bend the Loan Amount shown above for current operations in advance of grant revenues being available. The City shall have a secured interest in the grant funds to be received by the Bend Metropolitan Planning Organization to secure repayment of funds advanced pursuant to this Promissory Note.
2. The amount owed by the Bend Metropolitan Planning Organization shall be paid according to the terms and conditions stated above.

DATED: June 15, 2022

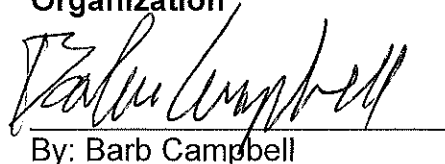
CITY OF BEND, OREGON



By: Eric King

City Manager

**Bend Metropolitan Planning
Organization**

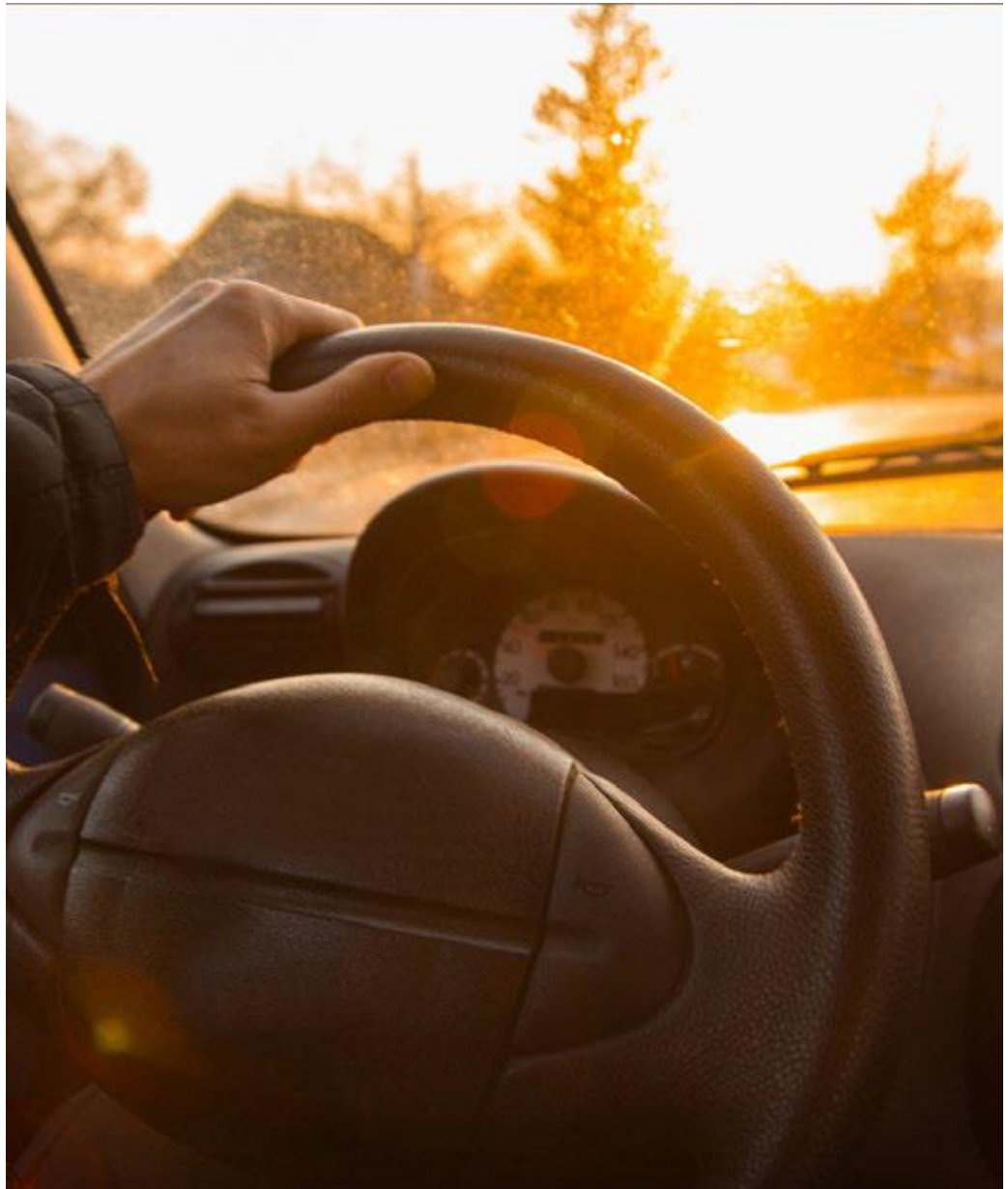


By: Barb Campbell

Chair



SAFETY PERFORMANCE MEASURES UPDATE



July 2022

Bend MPO Safety Performance
Measures

Overview of Performance Measures

FEDERAL LEGISLATION REQUIREMENT

MAP-21 established a performance-based planning framework intended to improve transparency and hold state transportation departments, transit agencies and metropolitan planning organizations (MPOs) accountable for the effectiveness of their transportation planning and investment choices. The objective of the new framework was to ensure States and MPOs invest federal resources in projects that collectively will make progress toward the achievement of the national goals identified in MAP-21 and the current legislation adopted in 2021. Federal performance management as a key action is emphasized in this national policy.

“Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through [§1203; 23 USC 150(a)]”.

National Roadway Safety Goal

To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Timeline for Roadway Safety Target-Setting

Table 1 National Roadway Safety Goal Timeline

Measure	Oregon Department of Transportation (ODOT) Action	MPO Adoption Date	MPO Plan or Program with Performance Measures	Target Date for Review & Action Planned
Roadway Safety	ODOT initial adoption <ul style="list-style-type: none"> • 10/14/16 ODOT Safety Action Plan <ul style="list-style-type: none"> • 9/9/21 	October 2018, update in Metropolitan Transportation Plan (MTP) 9/2019	Bend Transportation Safety Action Plan, 2021-2024 MTIP, 2040 MTP	2022-2023 target setting with ODOT

Safety Performance Measures

FEDERAL LEGISLATION REQUIREMENT

The Federal Highway Administration (FHWA) Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures (PM's) by August 31, 2017. MPOs must establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the State targets, or establish their own targets within 180 days of the State doing so.

Bend MPO Adopted Safety PM's on February 20, 2018

- Bend MPO adopted ODOT's safety performance targets as established in the 2016 Oregon Transportation Safety Plan via Bend MPO Resolution 2018-02. This report is the first review of the next 5-year cycle of updated crash data. In the following tables and figures, the rates and targets are shown for crashes within the Bend MPO boundary: number of fatalities, fatality rate, number of serious injuries, rate of serious injuries, and number of non-motorized crashes.

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries

HOW ARE WE DOING?

Any fatality or injury is not progress toward the goal of safer transportation systems. Table 2 shows the summary of Oregon statewide crash baseline and first-year targets. The state safety targets and rates were updated in the [Oregon Transportation Safety Action iPlan](#) adopted in September 2021. The federal rules also requires MPOs to establish performance targets. Bend MPO adopted the state-established targets in October 2018 and in the adoption of the Bend Metropolitan Transportation Plan in September of 2019. Table 3 shows Oregon statewide and Bend MPO crash data and rates as available through 2020 from crashes reported to ODOT. Twenty-twenty (2020) is the most current data available for crashes statewide from the ODOT Crash Analysis and Reporting Unit. Bend MPO will continue to work closely with ODOT and FHWA to coordinate these safety data and targets.

Table 2 Oregon Statewide Roadway Safety Targets

Oregon Targets (5-year total)	Fatalities	Fatality Rate per 100 Million VMT	Serious Injuries	Serious Injury Rate Per 100 Million VMT	Non-motorized fatalities and serious injuries
2018 Initial Targets (2014-2018)	350	0.89	1,461	4.33	234
2021 Baseline Crash Targets (2014-2018)	448	1.48	1,739	5.03	257
2022 First Year Targets (2015-2019)	444	1.46	1,722	4.98	254

Table 2 statewide target rates were updated in the latest [Oregon Transportation Safety Action Plan](#) adopted in September 2021. 2018 Initial targets can be referenced in the [FHWA Performance Management Areas, Measures, and Targets for Oregon DOT](#) adopted 8/16/2018.

Table 3 Bend MPO Reported Crash Data and Rates



Reported Crash Data (5-year rolling average)	Average Fatalities per year	Fatality rate per 100 Million VMT	Serious Injuries	Serious injury rate per 100 Million VMT	Non-motorist fatalities and serious injuries
Oregon Statewide					
Statewide Data and Rates (2015-2019)	475.0	 2.58	1820.8	 11.58	260.0
Statewide Data and Rates (2016-2020)	488.0	 2.60	1708.0	 10.29	258.8
Bend MPO					
Bend MPO Data and Rates (2015-2019)	4.8	 1.77	23.8	 4.01	4.4
Bend MPO Data and Rates (2016-2020)	4.8	 1.84	23.0	 3.81	4.0

Table 3 details for icons: Red x indicates measure not met, Green check mark indicates met target.

MPO REPORTING REQUIREMENT

The Bend MPO supports ODOT’s safety performance targets as established. To view the ODOT targets see www.oregon.gov/ODOT/PerformMang. Bend MPO will work with ODOT to review and

Performance Measures

verify our safety performance measures annually. Each graph shows BMPO progress toward meeting ODOTs Roadway safety targets for the following three categories through 2035.

1. Zero by 2035 (Blue line) shows the trend if using a straight calculation of 5 year rolling averages.
2. 3% per year (Yellow line) shows the trend of 3% reduction each year.
3. S-Curve (Red line) shows a flat rate in the near timeframe and a sharper decrease in later years.

Table 4 Bend MPO Fatalities by Year

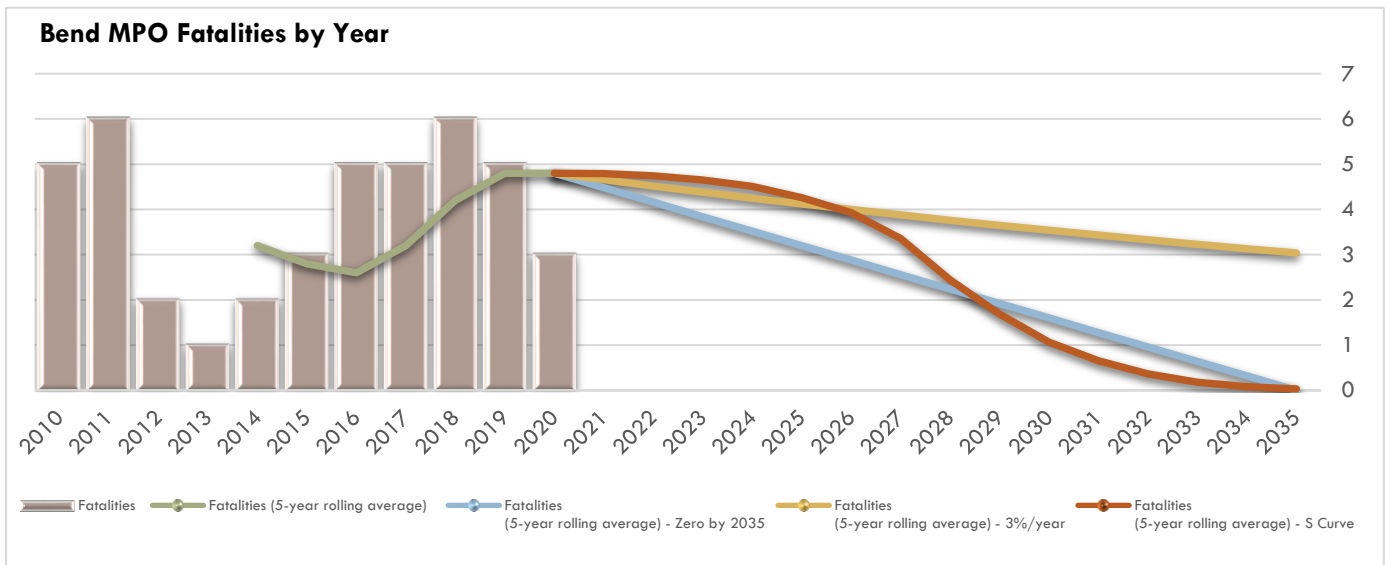
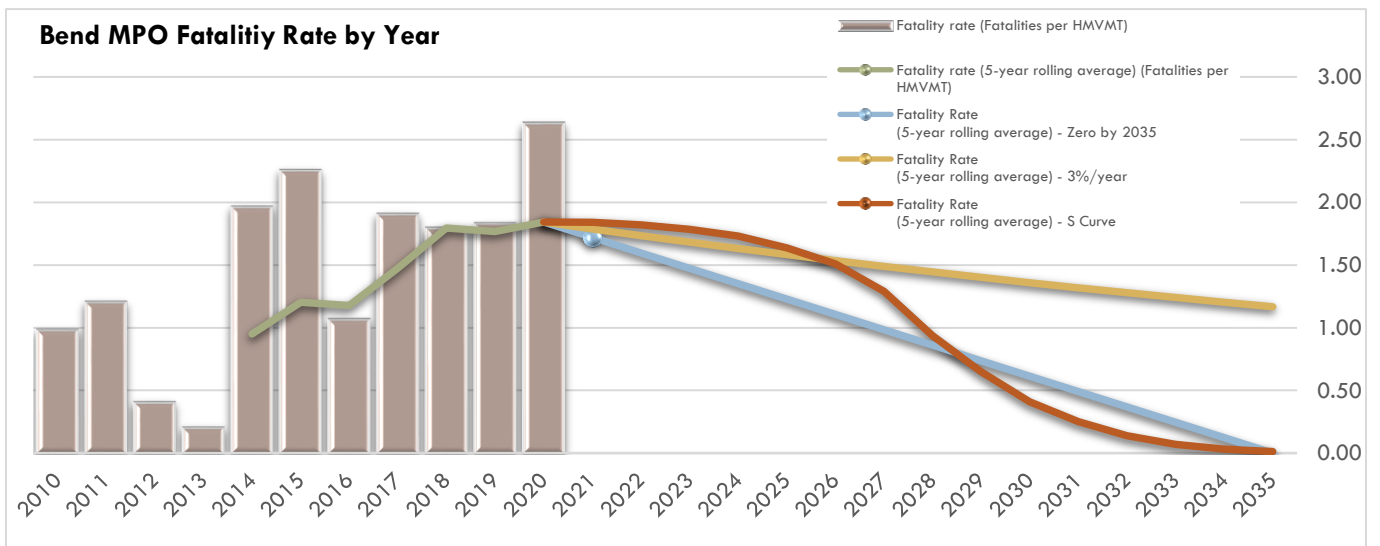


Table 5 Bend MPO Fatality Rate by Year



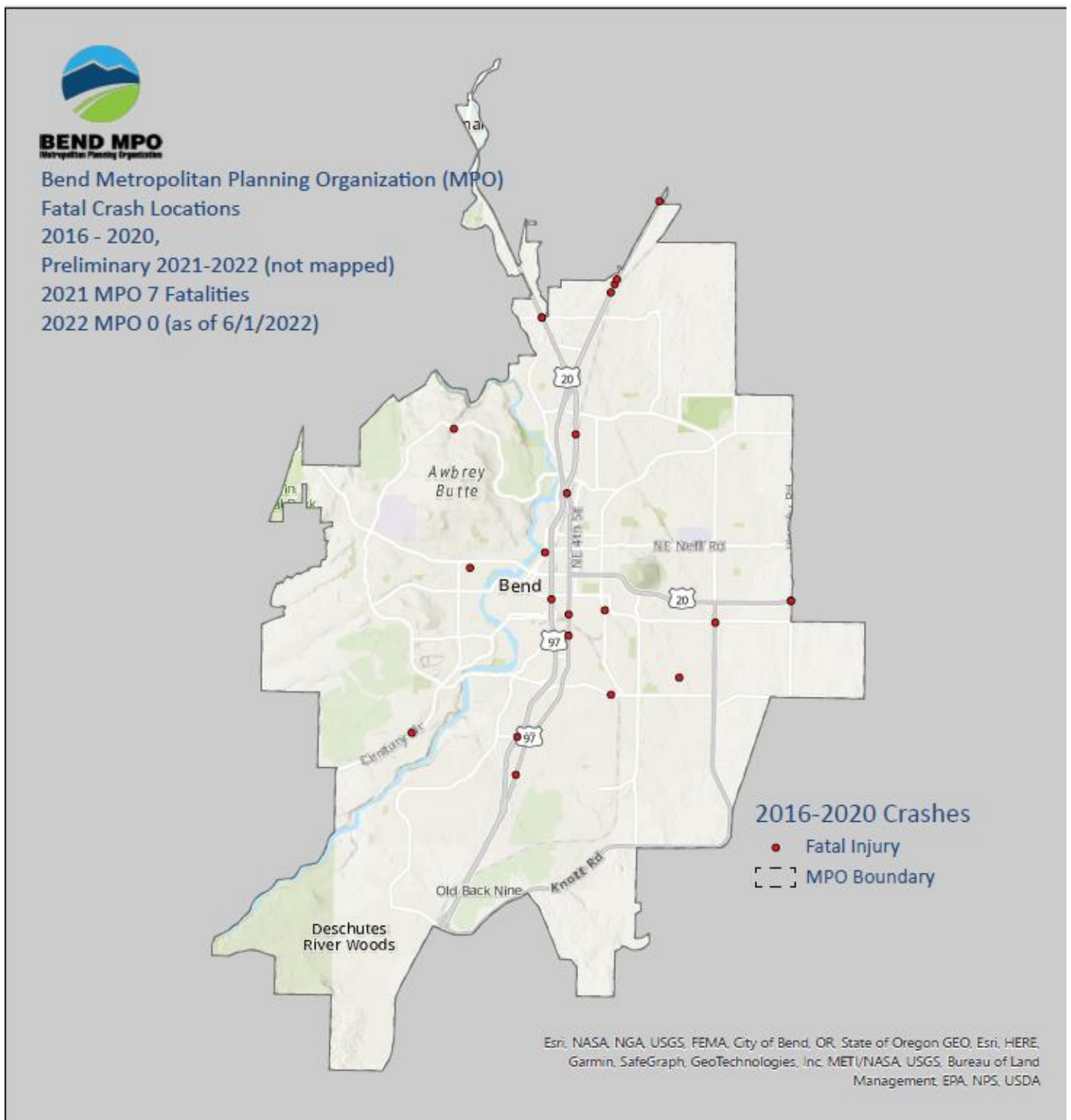


Figure 1 Bend MPO Fatality Map of Crash Locations 2016-2020

Performance Measures

Table 6 Bend MPO Serious Injuries by Year

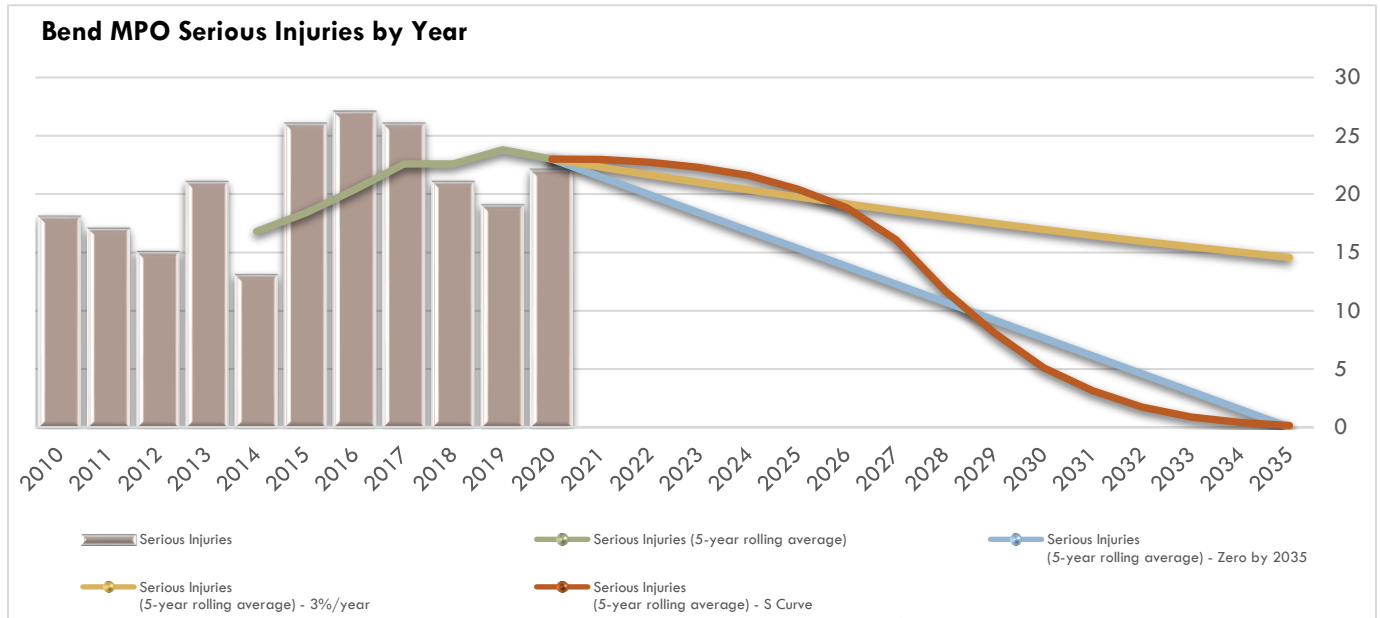
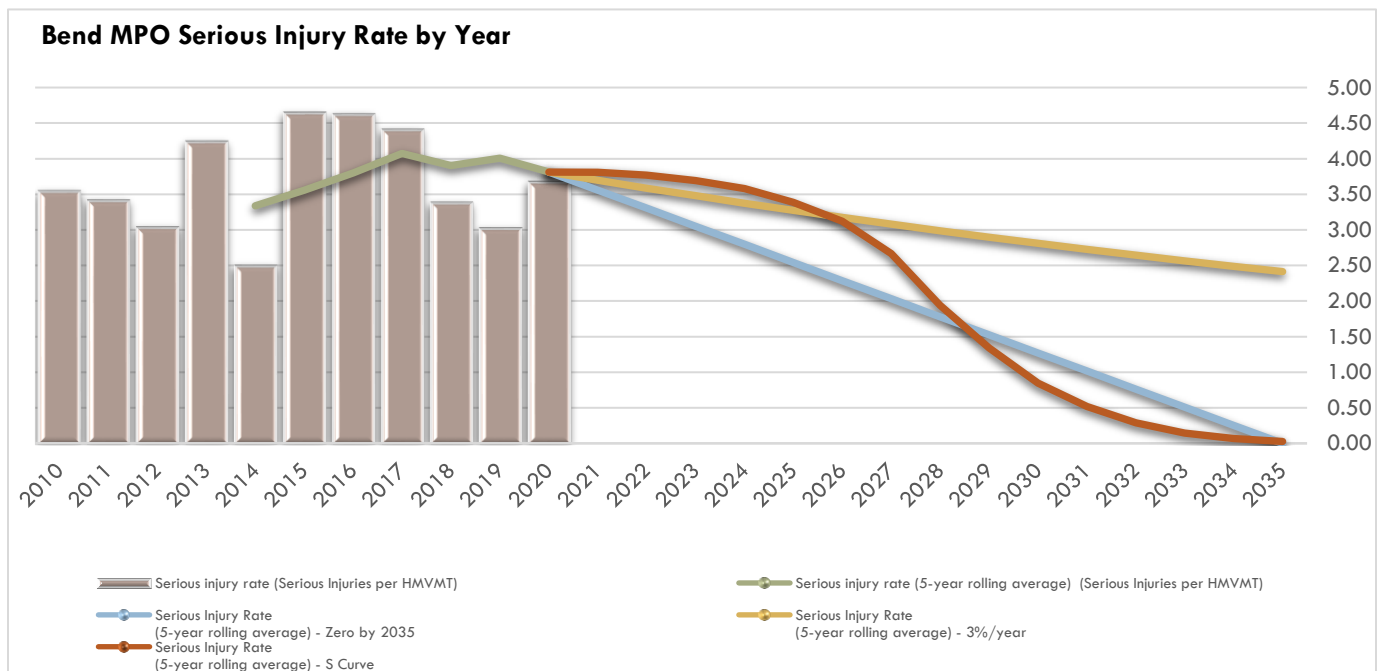


Table 7 Bend MPO Serious Injury Rate by Year



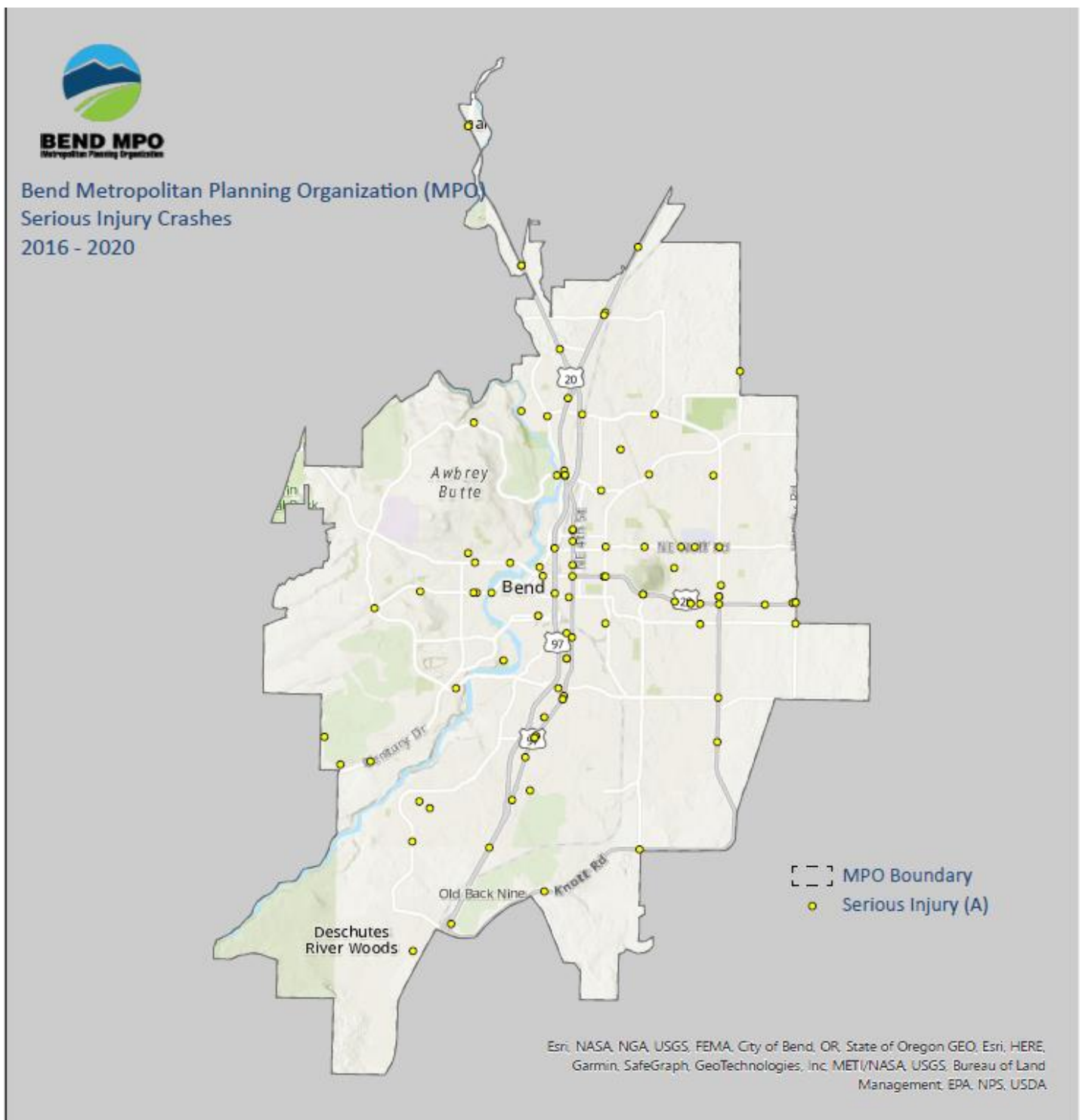
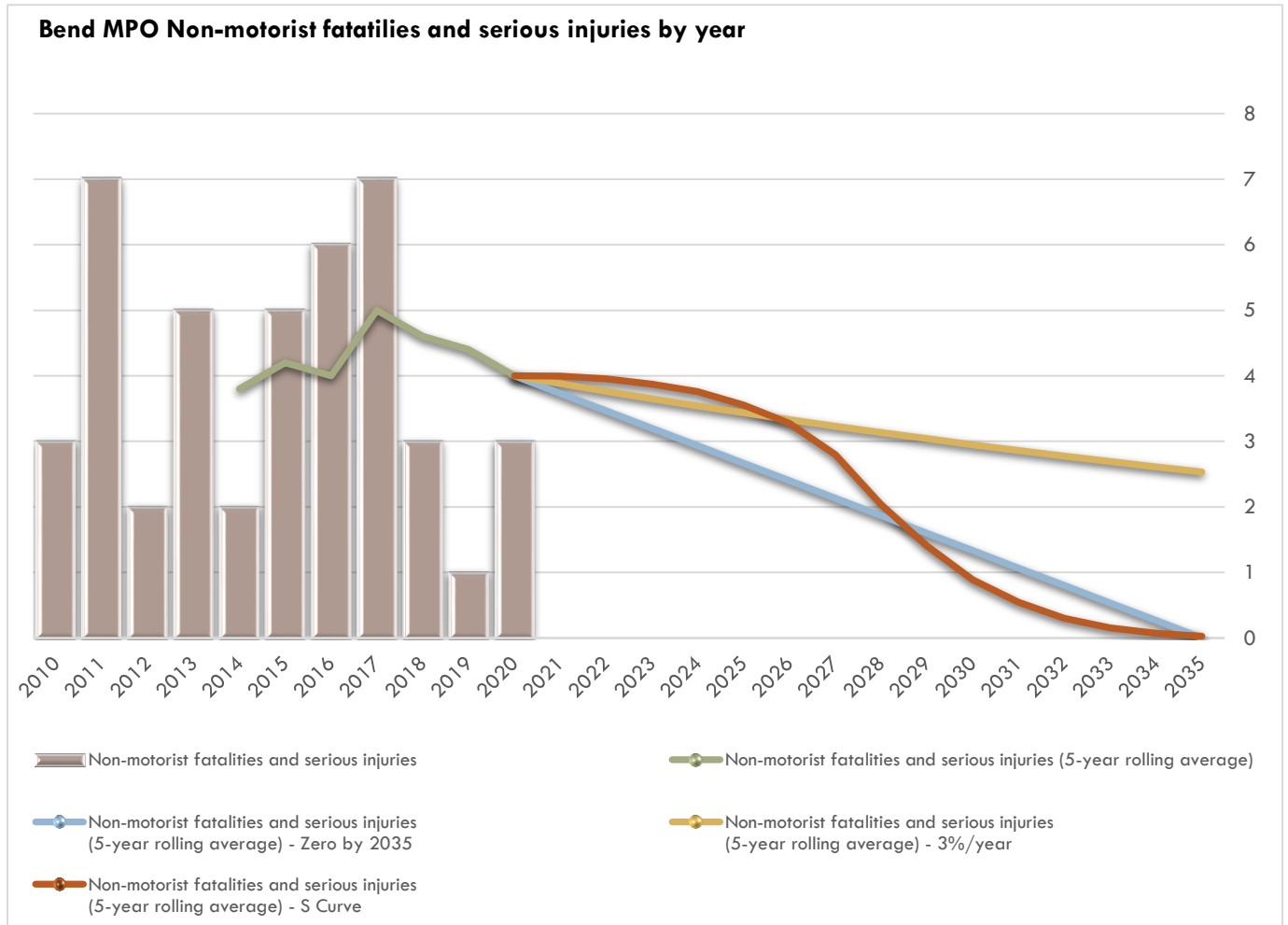


Figure 2 Bend MPO Serious Injury Map of Crash Locations 2016-2020

Performance Measures

Table 8 Bend MPO Non-motorist fatalities and serious injuries



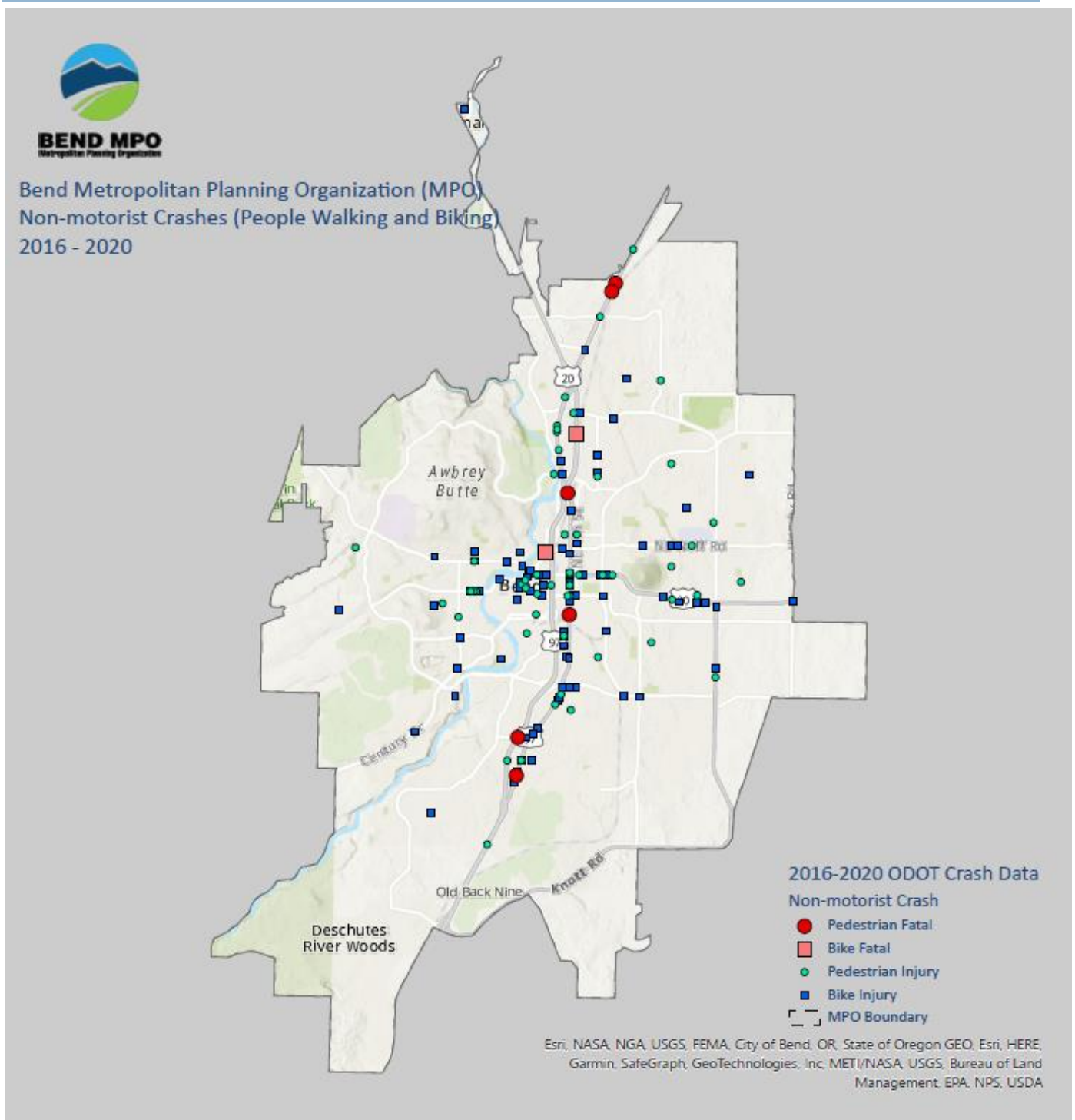


Figure 3 Bend MPO Non-motorist Crash Locations, all injury levels shown, 2016-2020

Performance Measures

EMPHASIS AREAS AND NEXT STEPS

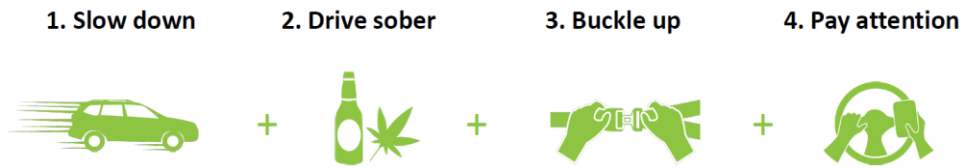


Figure 4 Infomational message regarding 2020 Fatal crashes in Deschutes County. These four emphasis areas (Slow down, Drive sober, Buckle up, and Pay attention) were shared in the public campaign. In 2020, two-thirds of fatal crashes (20) were due to one or more of these behaviours; Speeding, Impairment; Seat belt usage and/of; Distracted driving.

Bend MPO will be working on these emphasis areas and action items to continue safety efforts as shown in the region's Transportation Safety Action Plans. In 2022-2023, Bend MPO will expand data efforts to include more data resources for Central Oregon such as Table 9 to show total Deschutes County crashes and fatalities by year. Table 10 to show Vehicle Miles of Travelled (VMT) in Deschutes County. VMT is the sum of distances traveled by all motor vehicles in a specified system of roadways for a given period of time. VMT is used for crash rates referenced in this report. Visit www.centraloregonsafetravel.org for details plans and actions regarding roadway safety.

Table 9 Deschutes County total crashes and fatalities by year

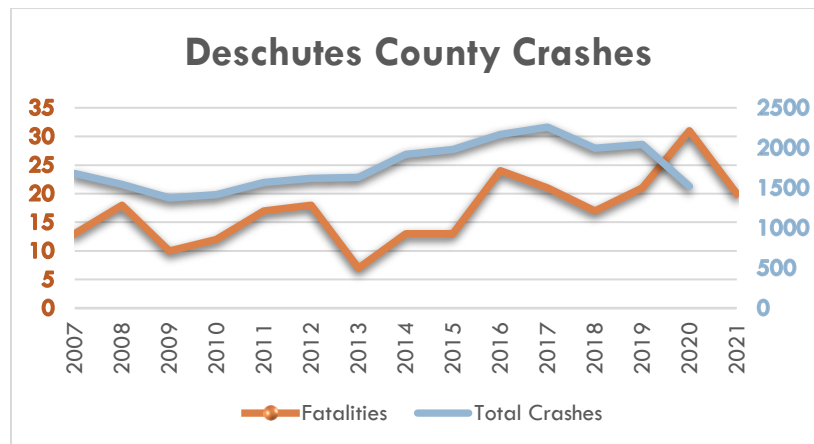
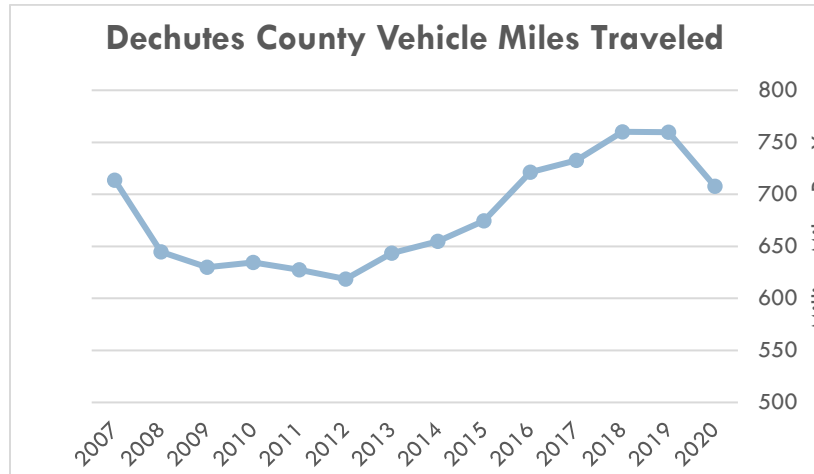


Table 9 includes Deschutes County crashes (blue line) and fatalities (brown line) by year. 2021 Fatality data is preliminary.

Table 9 Deschutes County Vehicle Miles Traveled by year [Source: ODOT]



MONITORING PROGRESS

Bend MPO will continually monitor progress on the performance of transportation programs and measures with annual reporting of the roadway safety performance measures as data becomes available. The latest crash data is typically 18-20 months behind the current date to verify and confirm crash data with ODOT Crash Analysis and Reporting Unit. More on ODOT crash data can be found at: www.oregon.gov/odot/data/pages/crash.aspx

ⁱ <https://www.oregon.gov/ODOT/Safety/Pages/TSAP.aspx>