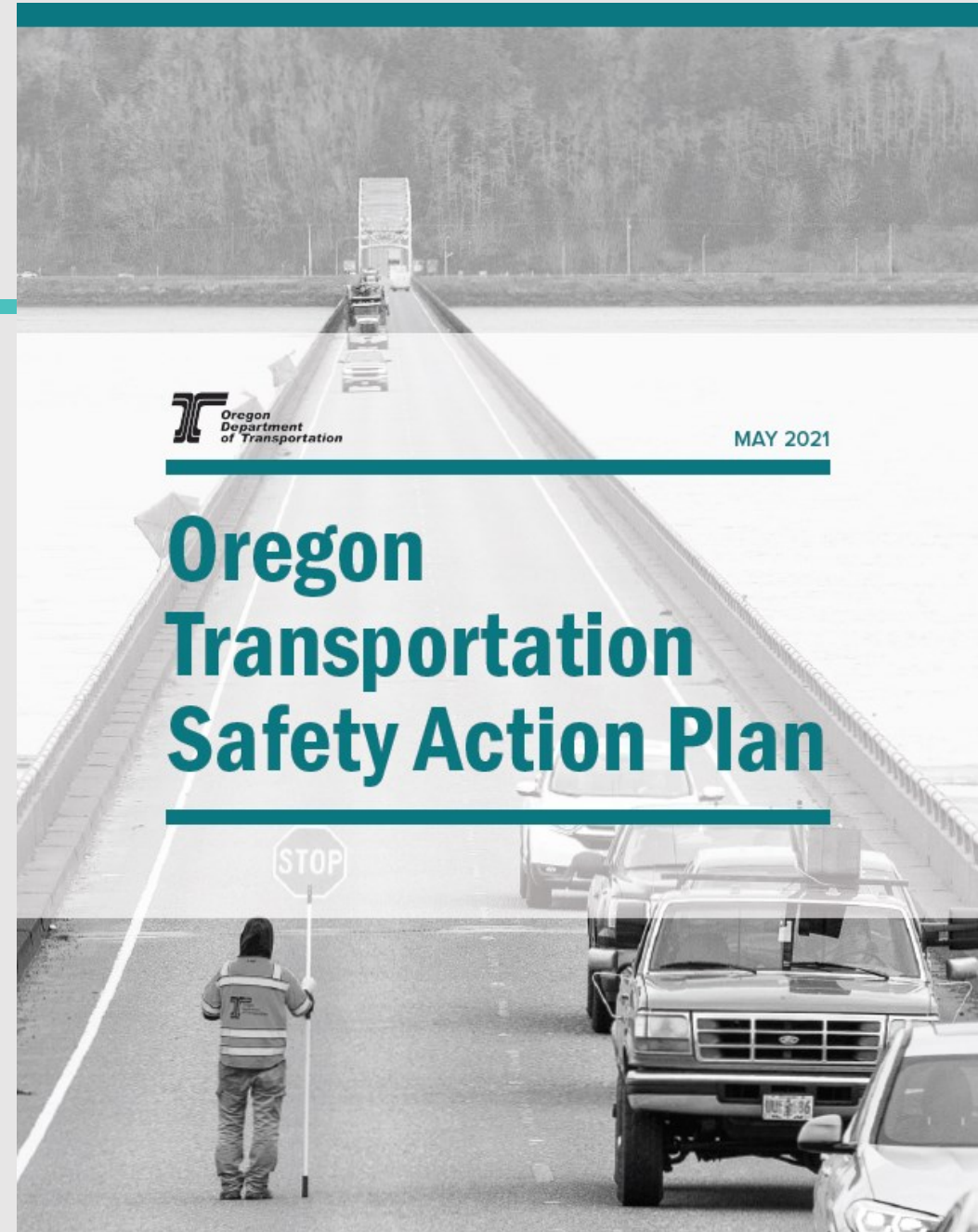


# What is the TSAP?

The Transportation Safety Action Plan (TSAP) unifies transportation safety planning in Oregon; providing long-term goals, policies, and strategies, as well as, near-term actions to eliminate deaths and life-changing injuries.

The TSAP applies to the entire state of Oregon, involving agencies statewide.



# Oregon's Vision for Safety



Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

-2021 Oregon Transportation Safety Action Plan

## Risky Behaviors



IMPAIRED DRIVING  
UNBELTED OCCUPANTS  
SPEEDING  
DISTRACTED DRIVING

## Infrastructure



INTERSECTION  
ROADWAY DEPARTURE

## Vulnerable Users



PEDESTRIANS  
BICYCLISTS  
MOTORCYCLISTS  
AGING ROAD USERS

## Improved Systems

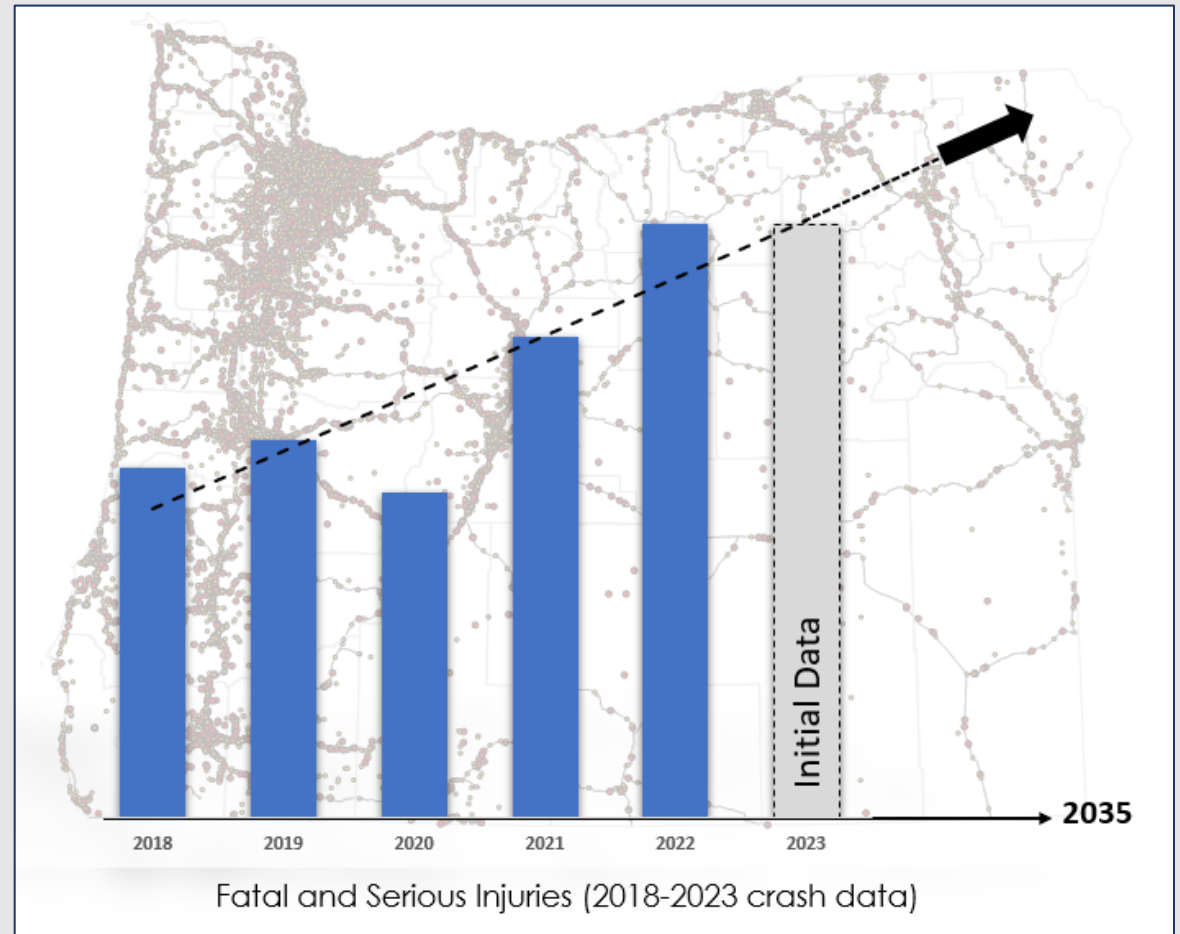


IMPROVED DATA  
TRAINING AND EDUCATION  
ENFORCEMENT  
EMERGENCY MEDICAL SERVICES  
COMMERCIAL VEHICLES

# Current Status

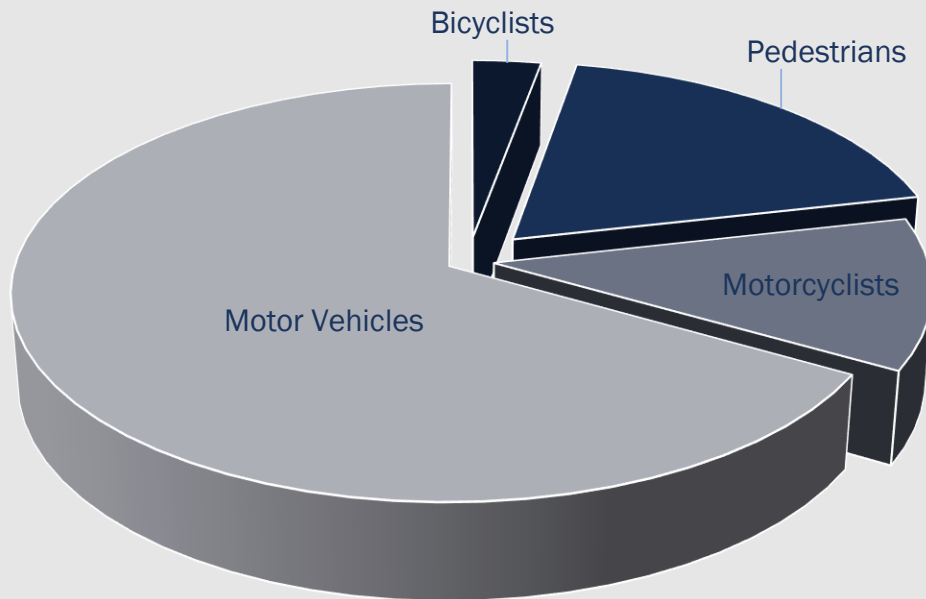
The number of people killed or seriously injured on Oregon's roads is too high

- Fatality rates are the highest in three decades
- In 2022, 602 people were killed, making Oregon the 26<sup>th</sup> top state for traffic deaths
- In 2023, 587 people were killed
- Today's funding addresses only a fraction of the most unsafe locations; more funding is needed



# Overview of Data and Trends

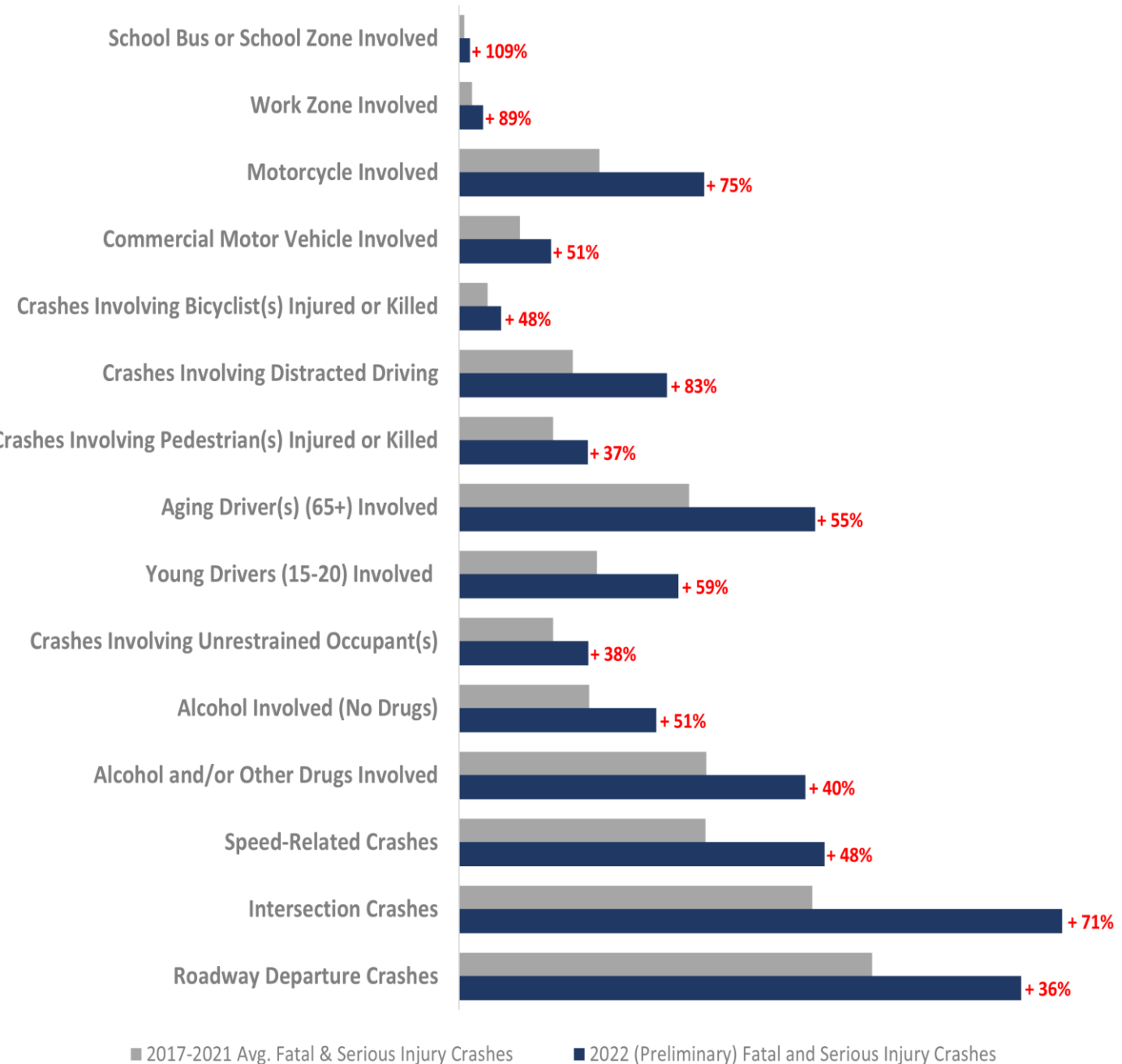
Fatalities (2023)



## Pedestrian safety continues to be a pressing issue

- There were 1.5 times more people killed walking in 2022 than the previous five-year average: 126 vs 80. That dropped slightly to 109 in 2023.
- More than  $\frac{1}{4}$  of fatal & serious injury crashes each year involve vulnerable users.
- ODOT research finds that Black people are four-times more likely to be killed walking than a White person and rates are also high for Indigenous populations.
- ODOT is updating how we identify and select projects to help close identified disparity gaps.
- ODOT is creating a new program focused on people who walk or bike (vulnerable road users)

## 2022 Comparison of Fatal and Serious Injury Crashes



# Overview: Data and Trends

## All types of crashes have increased

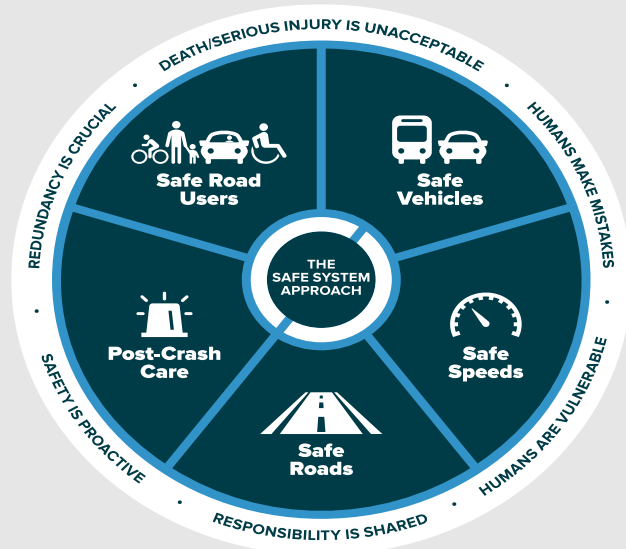
- 47% of deaths and serious injuries occurred on ODOT roads
- Driver distraction, impairment, and speeding account for most of Oregon’s traffic deaths or serious injuries.
- Most urban crashes occur at intersections, many involve people who walk or bike.
- Most rural crashes occur when a vehicle crosses the centerline or runs off the road
  - ODOT makes statewide investments in rumble strips to address this issue but roads in poor condition cannot get this important safety treatment.

# Oregon Transportation Plan: Safety Elements

## The Goal



Eliminate fatalities and serious injuries on roadways in Oregon



- Adopts Safe System approach
- Sets zero deaths target
- Establishes safety as one of the three lenses by which to make all transportation decisions
- Clarifies that safety takes precedence over other goals
- Recognizes disproportionate safety risks and bias in enforcement
- Leverages data and technology to identify and help address safety issues

# Safe System Approach



Death/Serious Injury is unacceptable



Responsibility is shared



Humans make mistakes



Safety is proactive



Humans are vulnerable



Redundancy is crucial





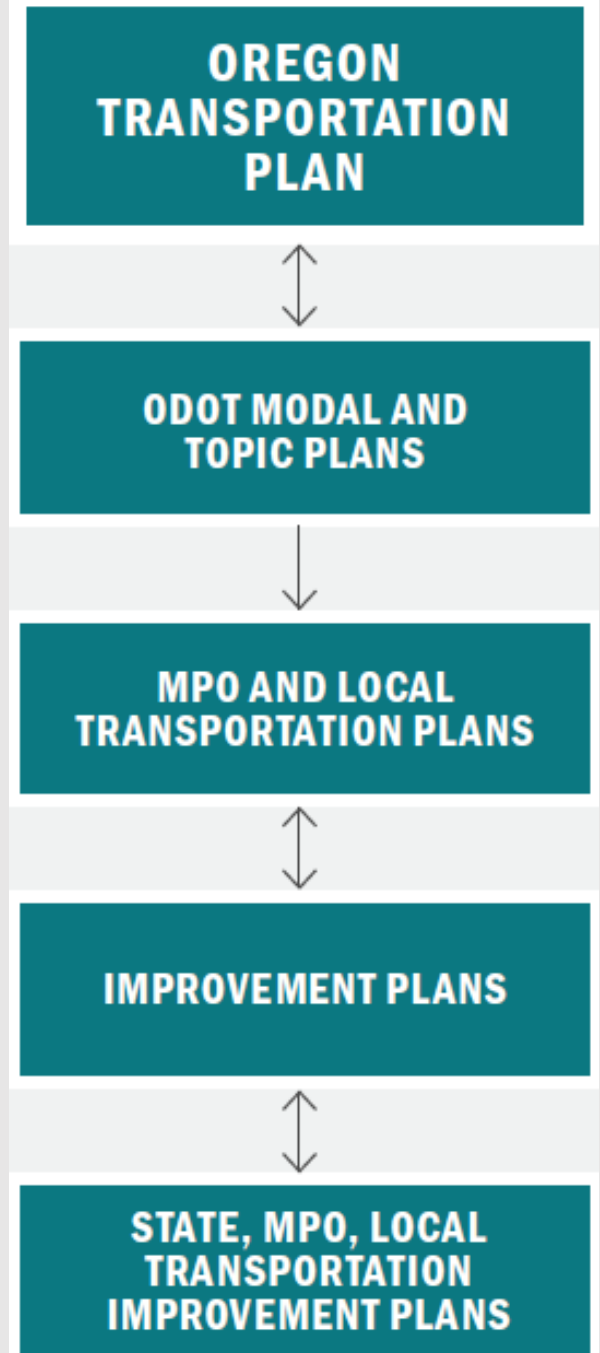
## Recent OTC Direction/Discussion

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- Safety is a statewide collaborative issue
- Focus efforts based on what the data shows, that are within scope of authority, effectiveness, and cost to implement.
- Rapid response is critical to addressing safety issues in both rural and urban areas
- Support accountability via policy and statutory action (e.g. speeding, DUII, etc.)

## Looking Forward to the 2026 TSAP Update

- Review and update vision, goals and policy framework in consultation with safety partners
- Integrate updated crash data
- Identify emerging safety trends and challenges
- Evaluate the success of recent safety programs and projects, and attainment of safety performance targets
- Identify solutions and actions to address safety needs
- Advance the OTP & Strategic Action Plan
- Meet federal requirements



# Question #1

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- As we begin engaging partners to inform the 2026 TSAP, what information should the project team be sharing and with whom? Why?

## Question #2

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- How do you think we can help improve the understanding of what the TSAP is and how it works?

## Question #3

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- Fatalities and serious injuries on our roads have been on an upward trend in recent years. What emerging issues are you seeing/experiencing that we should be aware of as we begin the TSAP?

# For More TSAP Information:

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## Contacts:

Michael Rock, Statewide Transportation Planning Unit Manager

Michael.D.ROCK@odot.oregon.gov

Mary McGowan, Project Manager

Mary.M.MCGOWAN@odot.oregon.gov

Stacey Goldstein, Deputy Project Manager

Stacey.S.GOLDSTEIN@odot.oregon.gov

To be added to our TSAP mailing list, please email Stacey Goldstein