

Oregon Transportation Safety Action Plan (TSAP) Implementation Tracking Guide

Background: The 2016-2020 TSAP contains four Emphasis Areas and associated Actions. The implementation of these Actions will contribute to the success of TSAP goals, policies and strategies.

To this end, a series of TSAP Emphasis Area Group meetings were held. These meetings included key transportation safety stakeholders tasked with the goal of identifying requirements to successfully implement TSAP Tier 1 Action strategies. Three primary questions explored at these meetings were:

1. Who is the appropriate lead person or group for each Tier 1 Action Item? (*Note that the lead person or group must have the legal authority to act on any given TSAP Action.*)
2. How do we know if the work done for each Tier 1 Action Item was successful? How do we measure results?
3. How are results tracked and how are these results reported to the Oregon Transportation Safety Committee (OTSC)?

Goal: The goal of this paper is to summarize those meeting discussions and add additional clarifying data to provide a complete set of information to codify leadership, measurement and reporting requirements for TSAP Tier 1 Action Items. Emphasis Area meeting details are located at the end of this document.

Forward: There was much good discussion at these meetings that resulted in the Tier 1 Action Item determinations noted in this guidance document. In addition to these determinations the following three global items were discussed:

1. **Equity:** Stakeholders noted the need for the TSAP Actions to be implemented considering the goal of “Equity”. There was also much discussion on how to define “Equity”. (Also see Action 6.14.1)

For the purposes of this paper “Equity” is defined as...

Transportation services are in large part prioritized to achieve adopted goals through use of data driven methods such as safety analyses, facility condition review, maintenance needs analyses, crash rate analyses, socio-economic factors, etc.

To meet the objective of equity it is important to work with communities and other stakeholders to ensure that actions taken to provide the safest possible transportation system are provided equitably to address transportation-related disparities faced by people of color, people with low incomes and other historically marginalized communities.

- 2. Speed Zone Determination:** There was also much discussion regarding how speed zones are currently being set. The appropriateness of using the 85th percentile method was questioned especially in areas of high bicycle and pedestrian use. While the TSAP does not directly address this specific issue, it was noted that this issue is being discussed at the national level. ODOT's Traffic-Roadway Section is actively participating in this issue at the local, state and national levels. For more information the FHWA document "*Methods and Practices for Setting Speed Limits: An Informational Report*" can be found at https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa12004/
- 3. Action Item Progress Tracking:** A suggestion was made to place TSAP Action Item Progress reports on the TSD website. This will provide a readily available method for stakeholders to view and track implementation progress.

Action Item Summary:

Action 6.1.1: *Change social norms by increasing awareness of the types of impaired driving (e.g., drunk driving, drugged driving, and driving under the influence of prescription drugs).*

Lead: Governor's Advisory Committee (GAC) on DUII

Stakeholders include all law enforcement agencies; city, county, state agencies; Area Commissions on Transportation (ACTS); non-profits such as Oregon Impact, Clear Alliance, Mothers Against Drunk Driving (MADD); courts and the Pharmacy Board.

It was noted that success for this item requires a multi-faceted approach including:

- Purposeful lead by the GAC.
- Develop a list of all committed partners.
- Educate journalists and media to change language around impaired driving crashes. Educate them on why it's important.
- Use the National Safety Council (NSC) as a resource.
- Use a public opinion poll regarding physician or pharmacist education being provided to clients.
- Use Diversion Programs.
- Further develop the partnership with Oregon Liquor Control Commission (OLCC).
- Use a targeted approach to stakeholder and at-risk groups.
- Develop a media strategy; i.e. Twitter, Instagram; to post to key events.
- Speak to teens, in a teen friendly format, regarding roadway safety.

How is success measured for this Action Item?

- It was noted that success for this Action has different measures for each stakeholder.
- Decrease in impaired driving crashes.
- Documented prevention and education actions taken by stakeholders.

How are results tracked and reported to the OTSC?

- TSD track stakeholder activities (with the assistance of the CAR unit of ODOT-TDD).
- GAC on DUII reports to OTSC.

Action 6.1.2: *Provide training and education on marijuana impairment detection for law enforcement.*

It was suggested that the Oregon Legislature require OLCC to provide impairment training and provide safety reporting.

Lead: OSP, city and county law enforcement.

Stakeholders include the Oregon Department of Public Safety Standards and Training (DPSST).

How is success measured for this Action Item?

- Number of state and local officers receiving Drug Recognition Experts (DRE) training.
- Number of state and local officers receiving Advanced Roadside Impaired Driving Enforcement (ARIDE) training.

How are results tracked and reported to the OTSC?

- TSD track OSP and stakeholder activities.
- DPSST and OSP reports to OTSC.

Action 6.1.3: Conduct targeted impaired driving enforcement.

It was suggested to use the Oregon Law Enforcement Data System (LEDS).

Lead: OSP, city and county law enforcement.

How is success measured for this Action Item?

- Number of targeted impaired driving enforcement events; both High Visibility (HVE/saturation patrols) enforcement and sustained enforcement.
- Increased number of contacts (traffic stops) per hours worked.
- Reduction in impaired driving serious injury/fatal crashes.

How are results tracked and reported to the OTSC?

- TSD tracking of OSP and stakeholder activities (with the assistance of the CAR unit of ODOT-TDD).
- OSP reports to OTSC.

Action 6.1.4: Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.

It was noted that British Columbia and Utah have adopted 0.05 BAC. Additionally, Utah has a “Zero Tolerance” BAC range based on age and level of compromised driving.

Lead: Oregon Legislature, GAC-DUII

Stakeholders include MADD.

How is success measured for this Action Item?

- Develop and implement long term strategy to adopt 0.05.
- Oregon Legislature enacts legislation to lower BAC to 0.05.

How are results tracked and reported to the OTSC?

- TSD tracks stakeholder activities (with the assistance of the CAR unit of ODOT-TDD).
- TSD tracks data from Utah and BC.
- GAC-DUII reports to OTSC.

Action 6.1.5: *Revise DUII statutes with the objective of eliminating impaired driving as a crash cause.*

Group suggestions for achieving success in this Action include:

- Use the TSD list of public DUII comments.
- Use law enforcement sobriety checkpoints (currently not allowed by the Oregon constitution, as interpreted by the courts).
- Raise DUII fines.
- Increase DUII jail time.
- Provide education regarding restitution.
- Implement a statewide policy of “No Refusal”. Note that some local jurisdictions have implemented “No Refusal” in their jurisdiction.

Lead: Oregon Legislature, GAC-DUII

Stakeholders include MADD, Crime Victims United and other victim advocacy groups.

How is success measured for this Action Item?

- Legislature passes revised DUII statutes.

How are results tracked and reported to the OTSC?

- TSD tracks stakeholder activities (with the assistance of the CAR unit of ODOT-TDD).
- GAC-DUII reports to OTSC.

Action 6.2.1: *Conduct targeted enforcement of occupant protection laws.*

It was suggested to use the Oregon Law Enforcement Data System (LEDS).

Lead: OSP, all law enforcement agencies.

How is success measured for this Action Item?

- Number of targeted occupant protection enforcement events; both High Visibility (HVE/saturation patrols) enforcement and sustained enforcement.
- Increased number of contacts (traffic stops) per hours worked.
- Reduction in serious injury/fatal crashes involving no-seatbelt use.

How are results tracked and reported to the OTSC?

- TSD tracks OSP and stakeholder activities (with the assistance of the CAR unit of ODOT-TDD).
- OSP reports to OTSC.

Action 6.3.1: *Educate all transportation system users about the dangers of speeding.*

The group discussed the importance of including risk vs. reward information as part of any excess speeding educational efforts.

Lead: TSD

Stakeholders include DMV, OSP, and all law enforcement agencies.

How is success measured for this Action Item?

- Annual TSD opinion survey results.
- TSD performance measure results.
- Review of Public Service Announcements (PSAs) aired.
- Educational opportunities offered regarding dangers of speeding.

How are results tracked and reported to the OTSC?

- TSD reports to OTSC.

Action 6.3.2: *Continue work between ODOT, cities, and counties to consider and revise, as appropriate, regulations and programs for establishing speed limits to achieve safety goals, improve balance among multimodal interests, and support community objectives.*

It was noted that the Traffic-Roadway section is having ongoing meetings with local agencies to discuss speed zoning. There is also a Pilot Speed Zoning Project underway in Portland.

Lead: ODOT Traffic-Roadway Section, AOC, LOC, individual road authorities

Stakeholders include the Oregon Speed Zone Review Panel.

How is success measured for this Action Item?

- Recommendations from completed City of Portland pilot speed zoning project.
- Recommendations from pilot project expanded to other local agencies, as appropriate.
- Recommendations from Traffic-Roadway Section's speed zone work.

How are results tracked and reported to the OTSC?

- Traffic-Roadway Section reports to OTSC.
- AOC/LOC reports to OTSC.

Action 6.3.3: *Establish the same statutory speed limits in residential and business districts.*

Lead: Oregon Legislature (It was noted that though the Legislature is the Lead for this Action, there is no expectation that the Legislature will develop a “TSAP Action Item Completion Plan” as shown in the Conclusion Section of this document. Proposed legislation for this action could come from a variety of sources including ODOT, AOC, LOC, local agencies, state and local advocacy groups, etc.)

Stakeholders include Traffic-Roadway Section, AOC, LOC and the Oregon Speed Zone Review Panel.

How is success measured for this Action Item?

- Legislation passed and implemented.

How are results tracked and reported to the OTSC?

- TSD tracks legislation and reports to OTSC.
- Source proposing new legislation reports to OTSC.
- ODOT Annual Legislative Report that identifies new safety legislation.

Action 6.3.4: *Modify laws to allow more effective automated enforcement of traffic laws.*

It was noted that HB2409, passed in the 2017 Legislature, expanded the use of photo red light facilities to capture excessive speeding, via photo radar. It was also noted that there is a need for legislation to allow fixed photo radar speed cameras at non-photo red light locations.

Lead: Oregon Legislature (It was noted that though the Legislature is the Lead for this Action, there is no expectation that the Legislature will develop a “TSAP Action Item Completion Plan” as shown in the Conclusion Section of this document. Proposed legislation for this action could come from a variety of sources including ODOT, AOC, LOC, local agencies, state and local advocacy groups, etc.)

Stakeholders include Traffic-Roadway Section, AOC and LOC.

How is success measured for this Action Item?

Legislation passed and implemented to allow fixed photo radar speed cameras at non-photo red light locations.

How are results tracked and reported to the OTSC?

- TSD tracks legislation and reports to OTSC.
- Source proposing new legislation reports to OTSC.
- ODOT Annual Legislative Report that identifies new safety legislation.

Action 6.3.5: *Track and assess changes to crash rates, fatalities, and serious injuries on highways recently approved for higher speed limits.*

Lead: TDS and Traffic-Roadway Section

Stakeholders include local road authorities, Oregon American Public Works Association (APWA) and AOC/LOC.

How is success measured for this Action Item?

- Results in the same or lower serious injury and fatal crash rates on those highways recently approved for higher speed limits.
- Conduct a reassessment of higher speed limit area(s) if serious injury and fatal crash rates are higher, and/or in some cases the same.

How are results tracked and reported to the OTSC?

- TDS and Traffic-Roadway Section reports to OTSC.

Action 6.3.6: *Focus facility design and redesign to achieve operating speeds consistent with safety goals, context, users and land use.*

The importance was noted to think outside of the box and look both nationally and internationally for creative design concepts and ideas. Review ODOT's current Urban Design Initiative to address urban and suburban highway design issues.

Lead: ODOT Traffic-Roadway Section and all road authorities.

Stakeholders include ODOT Planning (for TSP standards), AOC and LOC.

How is success measured for this Action Item?

- Number of adopted local agency Transportation Safety Action Plans, funded by TSD and/or other sources.
- Use data driven methods and crash data as tools to identify safety hotspots with speed related serious injury and fatal crash history. Identify countermeasures and track projects designed and built.
- Use spot, corridor or systemic approach to correct identified speed related safety hot spot areas.
- Speed reductions, consistent with target objectives, are implemented and measured.
- ODOT engaging AOC, LOC, Area Commissions on Transportation (ACT) and other groups to highlight safety program and solicit feedback.
- There is an overall reduction in speed related serious injury and fatal crashes.

How are results tracked and reported to the OTSC?

- Highway Safety Improvement Program (HSIP) reports, showing decline in crash rates for built projects.
- ARTS program reports modified to meet Action Item.

- TSD report regarding agencies that have completed Transportation Safety Action Plans.
- Voluntary or required reporting from local road authorities, through groups such as AOC or LOC.

Action 6.3.7: Conduct targeted enforcement to reduce speeding.

It was suggested to use the Oregon Law Enforcement Data System (LEDS).

Lead: OSP, all law enforcement agencies.

How is success measured for this Action Item?

- Number of targeted speeding enforcement events; both High Visibility (HVE/saturation patrols) enforcement and sustained enforcement.
- Increased number of contacts (traffic stops) per hours worked.
- Reduction in serious injury/fatal crashes involving speeding.

How are results tracked and reported to the OTSC?

- TSD tracks OSP and stakeholder activities (with the assistance of the CAR unit of ODOT-TDD).
- OSP reports to OTSC.

Action 6.4.1: Support the task force on distracted driving and implement countermeasures. Note: the ODOT Distracted Driving Task Force sunset in (May) 2018.

It was noted that the ODOT Distracted Driving Task Force has completed its work and existing law, via HB2597 in 2017 and HB4116 in 2018, was amended. Countermeasures are being implemented.

Lead: TSD

How is success measured for this Action Item?

- Successful implementation of countermeasures.

How are results tracked and reported to the OTSC?

- TSD reports to OTSC.

Action 6.4.2: Decrease distracted driving through education and changing social norms.

Lead: TSD

Stakeholders include Diversion Course providers, DMV, OSP, and all law enforcement agencies.

How is success measured for this Action Item?

- Annual TSD telephone survey results.
- TSD performance measure results.
- Review of Public Service Announcements (PSAs) aired.
- Educational opportunities offered regarding dangers of distracted driving.

How are results tracked and reported to the OTSC?

- TSD reports to OTSC.

Action 6.4.3: *Work with other states on research and data development to identify the scope and scale of distracted driving and possible solutions.*

Lead: TSD

Stakeholders include ODOT Research.

How is success measured for this Action Item?

- Successful contacts with other states that result in a working relationship and sharing of information.

How are results tracked and reported to the OTSC?

- TSD reports to OTSC.

Action 6.4.4: *Adopt and revise current distracted driving law to remove loopholes and be consistent with Federal guidance. (Note: this was achieved in 2017, and fine-tuned in the 2018 Legislative Sessions with HB 2597 and HB 4116, respectively.)*

Lead: TSD

How is success measured for this Action Item?

- Monitor Federal guidance for updates.

How are results tracked and reported to the OTSC?

- TSD reports to OTSC, as needed.

Action 6.5.1: *Implement design treatments to achieve appropriate speeds and manage sight distance consistent with context, users, and community goals.*

Lead: ODOT Traffic-Roadway Section and all road authorities.

Stakeholders include ODOT Planning (for TSP standards), AOC and LOC.

How is success measured for this Action Item?

- Number of adopted local agency Transportation Safety Action Plans, funded by TSD and/or other sources.

- Use data driven methods and crash data as tools to identify safety hotspots with speed related serious injury and fatal crash history. Identify countermeasures and track projects designed and built.
- Use spot, corridor and/or systemic approaches to correct identified speed related safety hot spot areas.
- Speed reductions, consistent with target objectives, are implemented and measured.
- ODOT engaging AOC, LOC, Area Commissions on Transportation (ACT) and other groups to highlight safety program and solicit feedback.
- Overall reduction in speed related serious injury and fatal crashes.

How are results tracked and reported to the OTSC?

- Highway Safety Improvement Program (HSIP) reports, showing decline in crash rates for built projects.
- ARTS program reports modified to meet Action Item.
- TSD report regarding agencies that have completed Transportation Safety Action Plans (TSAP).
- Voluntary or required reporting from local road authorities, through groups such as AOC or LOC.

Action 6.6.1: Implement low-cost systemic safety improvements at intersections.

The ODOT ARTS program has done corridor mapping, noting where intersection crashes occur. There is an ARTS set aside of funds that can be applied for to implement low cost safety improvement measures. A recommendation was made to separate projects by mode.

It was noted that some jurisdictions, who've not received state funding, are building safety projects on their own.

Lead: ODOT Traffic-Roadway Section, all road authorities

Stakeholders include AOC and LOC.

How is success measured for this Action Item?

- State and local implementation plans are developed to prioritize locations for intersection safety improvements by mode.
- Projects completed with report that shows decreased percentage of intersection crashes.
- Safety assessments are made and low cost countermeasures are integrated into non-safety projects.

How are results tracked and reported to the OTSC?

- ODOT Traffic-Roadway Section reports to OTSC.
- AOC/LOC reports to OTSC.

Action 6.7.1: *Design and implement treatments addressing risk factors associated with roadway departure crashes.*

The ODOT ARTS program has done corridor mapping, noting where roadway departure crashes occur. There is an ARTS set aside of funds that can be applied for to implement low cost safety improvement measures. A recommendation was made to separate projects by mode.

It was noted that some jurisdictions, who've not received state funding, are building safety projects on their own.

Lead: ODOT Traffic-Roadway Section, all road authorities

Stakeholders include AOC and LOC.

How is success measured for this Action Item?

- Implementation plan is developed to prioritize locations for improvements in areas of roadway departure crashes.
- Projects are completed with reports that show a relative decrease in roadway departure crashes.

How are results tracked and reported to the OTSC?

- ODOT Traffic-Roadway reports to OTSC.
- Voluntary or required reporting from local road authorities, through groups such as AOC or LOC.

Action 6.8.1: *Evaluate the safety performance of innovative pedestrian facilities. Continue implementing the most effective.*

The group discussed the importance of engaging local agencies, having both urban and rural focus, looking for corridor/systemic solutions, providing traffic calming and implementing speed reductions. **Also noted is the need to link local safety action plans to the TSAP.**

Also discussed was the need to stay informed of 85th percentile speed zoning issues, reviewing and engaging innovative pedestrian facility research, and incorporation of innovative facility design into ODOT and other road authority design guidance.

Lead: ODOT ARTS program; ODOT Bicycle/Pedestrian Manager, Active Transportation Section, Transportation Options (ODOT divisions)

How is success measured for this Action Item?

- Increased number of innovative pedestrian facilities put in place.
- Reduction of injuries / fatalities in locations of innovative pedestrian facilities.
- Observation studies – qualitative / quantitative (pre/post).
- Public perception of safer pedestrian facilities.
- Research conducted to quantify safety performance of innovative pedestrian facilities.

How are results tracked and reported to the OTSC?

- ATS /ARTS reports to OTSC.

Action 6.8.2: *Provide safe facilities and crossings in areas where pedestrians are present or access is needed. Prioritize transit corridors, school areas, multilane streets and highways and other high risk areas and facilities.*

The group discussed the need to develop policy regarding the frequency of pedestrian crossings in urban areas. It was noted the ARTS and ATS are working on this issue.

Lead: ODOT Active Transportation Section (ATS), ODOT ARTS

Other stakeholders include ODOT Transit, SRTS, local transit authorities, all road authorities, AOC, LOC and law enforcement agencies.

How is success measured for this Action Item?

- Prioritized list of areas warranting improved pedestrian facilities.
- ODOT funding going to pedestrian facilities, e.g. ARTS, SRTS, etc.
- Corridor wide or spot location pedestrian safety projects are constructed.

How are results tracked and reported to the OTSC?

- TSD tracks stakeholder data (with the assistance of the CAR unit of ODOT-TDD).
- ATS /ARTS reports to OTSC.

Action 6.8.3: *Improve maintenance of existing pedestrian facilities.*

The importance of having the road authority maintenance plan address pedestrian facility maintenance was discussed. Important issues include; increasing the ease of reporting pedestrian facility maintenance concerns, addressing items such as ADA, tree roots, buckled sidewalks, crosswalk painting and pedestrian lighting.

A suggestion was made to consider non-traditional partners for this Action. Groups such as home inspectors, realtors, insurance companies and Department of Consumer and Business Services (DCBS) were mentioned.

Lead: ODOT Maintenance, all road authorities and maintenance groups, AOC and LOC.

Stakeholders include Oregon APWA.

How is success measured for this Action Item?

- ODOT maintenance plans include pedestrian facilities.
- Road authority maintenance plans include pedestrian facilities.

- Improved reporting processes for pedestrian facility maintenance concerns, e.g. phone app, etc.

How are results tracked and reported to the OTSC?

- TSD tracks stakeholder data (with the assistance of the CAR unit of ODOT-TDD).
- ODOT Maintenance reports to OTSC.
- AOC/LOC reports to OTSC.

Action 6.9.1: *Increase awareness among motorcycle drivers that the majority of crashes involve speed, impairment, and roadway departure.*

Lead: ODOT TSD, Governor’s Advisory Committee on Motorcycle Safety (GAC-MS)

Stakeholders include Department of Motor Vehicles (DMV), Team Oregon and other state-approved training providers, ODOT CAR Unit, Motorcycle Advocacy Groups and Law Enforcement Organizations.

How is success measured for this Action Item?

- Decrease in number of motorcycle crashes involving roadway departure.
- Decrease in number of motorcycle speeding and/or impairment convictions.
- Increase in number of riders passing Team Oregon or other state-approved motorcycle training.
- Increasing number of DMV Motorcycle Knowledge Tests completed.
- Reduction in adjudication due to reduction of citations issued for these behaviors (DMV).

How are results tracked and reported to the OTSC?

- TSD tracks stakeholder data (with the assistance of the CAR unit of ODOT-TDD).
- DMV reports to OTSC.
- TSD and GAC-MS reports to OTSC.

Action 6.9.2: *Provide education and enforcement to decrease impaired motorcycle riding.*

The education piece is covered in Action 6.9.1. **Increased enforcement** is similar to Action 6.14.2.

Lead: TSD, Local Governments/Communities

Stakeholders include the Oregon Legislature.

It was noted that successfully increasing enforcement capacity would require a coordinated grass roots effort. Key stakeholders to bring this item to the Oregon Legislature include city councils, county commissions, citizen groups, law enforcement agencies, Association of Oregon Counties (AOC) and League of Oregon Cities (LOC).

It was suggested that DMV consider periodic retesting of all licensed Oregonians with the goal of re-education. This could be done with an on-line testing process. It was also suggested the Oregon Liquor Control Commission (OLCC) report to law enforcement the top 10 servers of alcohol in the state.

How is success measured for this Action Item?

- Increased funding for traffic patrols.
- Increased number of law enforcement FTE per 1000 population.

How are results tracked and reported to the OTSC?

- TSD tracks new legislation to provide increased traffic patrol funding.
- TSD provides/tracks impaired motorcycle rider education and reports to OTSC.

Action 6.10.1: Evaluate the safety impacts of innovative bicycle facilities. Continue implementing the most effective.

The group discussed the importance of engaging local agencies, having both urban and rural focus, looking for corridor/systemic solutions, providing traffic calming, and implementing speed reductions. Also noted is the need to link local safety action plans to the TSAP.

It was suggested bicycle clubs could be surveyed regarding causes of non-motorist bike crashes.

Lead: ODOT ARTS program; ODOT Bicycle/Pedestrian Manager

Stakeholders include Bicycle Clubs and bicycle riders.

How is success measured for this Action Item?

- Increased number of innovative bicycle facilities put in place.
- Reduction of injuries / fatalities in locations of innovative bicycle facilities.
- Observation studies – qualitative / quantitative (pre/post).
- Public perception of safer bicycle facilities.

How are results tracked and reported to the OTSC?

- ATS /ARTS reports to OTSC.

Action 6.12.1: Identify risk factors for older drivers and implement treatments, within current law.

The group discussed the need to identify mitigation measures based on decreased abilities prevalent in older drivers and to utilize Public Service Announcements (PSAs).

Lead: ARTS (for Infrastructure), TSD (for Enforcement), DMV (older driver program)

How is success measured for this Action Item?

- Increased number of older driver mitigations are put into place.
- Reduction in older driver fatal and serious crashes

How are results tracked and reported to the OTSC?

- ARTS annual HSIP report
- DMV reports on older driver program – voluntary and non-voluntary turn in of licenses, contacts are made with older drivers re: training, evaluation.

Action 6.13.1: Implement the annual Commercial Motor Vehicle Safety Plan.

It was noted that a current Commercial Motor Vehicle Safety Plan is in effect and used to support MCTD's mission and goals. MCTD's annual review of crashes to determine quantity and causes is included in the plan. Also an update to current truck safety inspection information is included in the plan.

Lead: MCTD**How is success measured for this Action Item?**

- Revised completed Commercial Motor Vehicle Safety Plan.
- Plan contains updated commercial truck crash data information.
- Plan contains updated truck safety inspection information.
- Plan is used to support compliance reviews, outreach and education to industry groups.

How are results tracked and reported to the OTSC?

- Annual Commercial Motor Vehicle Safety Plan presentation to OTSC.

Action 6.14.1: Equitably enforce and prosecute traffic safety offenses for all modes.

Lead: All law enforcement agencies, courts, the Oregon Criminal Justice Commission (CJC), Oregon District Attorneys Association (ODAA) and prosecutors associations.

Stakeholders include ODOT regions, Oregon State Police (OSP), leaders from stakeholder groups and local traffic safety committees.

It was noted that equity information related to items such as racial profiling, income levels and travel modes could be obtained from the OSP Statistical Transparency of Policing (S.T.O.P.) program and the Law Enforcement Data System (LEDS). The Law Enforcement Training System (LETS) was mentioned as an education resource. Further discussion is needed in regard to defining 'equitably' or equity. (See the "Forward" section above.)

How is success measured for this Action Item?

- CJC's data analysis/reporting showing reduced or non-existent patterns and practices of profiling among Oregon law enforcement agencies.

- Oregon Department of Public Safety Standards and Training (DPSST) response to CJC reporting.
- S.T.O.P. reporting showing reduced or non-existent patterns and practices of profiling by OSP and other law enforcement agencies.
- Other stakeholder reports showing reduced or no patterns of profiling for all modes.

How are results tracked and reported to the OTSC?

- TSD compiles CJC, S.T.O.P. and other stakeholder reports.
- TSD reports to OTSC.

Action 6.14.2: Increase funding for traffic patrols to enforce traffic laws.

Lead: Oregon Legislature (It was noted that though the Legislature is the Lead for this Action, there is no expectation that the Legislature will develop a “TSAP Action Item Completion Plan” as shown in the Conclusion Section of this document. Proposed legislation for this action could come from a variety of sources including ODOT, AOC, LOC, local agencies, state and local advocacy groups, etc.)

It was noted that successfully increasing enforcement capacity would require a coordinated grass roots effort. Key stakeholders to bring this item to the Oregon Legislature include city councils, county commissions, citizen groups, law enforcement agencies, Association of Oregon Counties (AOC) and League of Oregon Cities (LOC).

How is success measured for this Action Item?

- Increased funding for traffic patrols.
- Increased number of law enforcement FTE per 1000 population.

How are results tracked and reported to the OTSC?

- TSD tracks new legislation to provide increased traffic patrol funding.
- AOC/LOC reports to OTSC.

Action 6.15.1: Recruit, train, and retain Emergency Medical Services (EMS) responders in urban, rural, and sparsely populated areas.

It was noted that OSP no longer has an OSP Emergency Medical Responder (EMR) workforce classification.

Lead: Oregon Health Authority (OHA)

How is success measured for this Action Item?

- Increased EMS scholarships and online training opportunities.
- Improved EMS response times, statewide in both urban and rural locations.
- (OHA) Workforce data including EMS retention data.

How are results tracked and reported to the OTSC?

- TSD tracks data from OHA EMS section, EMS Associations and other key stakeholders.
- OHA reports to OTSC.

Action 6.16.1: *Evaluate pedestrian and bicycle high crash locations and risk factors through analysis of existing data and development of new data sources.*

Lead: ODOT Active Transportation Section (ATS), All Roads Transportation Safety (ARTS)

Stakeholders for this action item include the Traffic Records Coordinating Committee (TRCC), Transportation Planning and Analysis Unit (TPAU), ODOT Research Section, local agencies and regional traffic safety committees.

How is success measured for this Action Item?

- Improved pedestrian and bicycle risk factors identification.
- Improved data such as pedestrian/bicycle counts and inventory on risk factors.
- Improvement projects for identified areas of high pedestrian and bicycle crashes.
- ARTS Bicycle/Pedestrian set aside funds are fully utilized.

How are results tracked and reported to the OTSC?

- TSD coordinates with ATS, ARTS and other stakeholders to track data.
- ATS and ODOT Traffic/Roadway Section (TRS) reports to OTSC.

Action 6.16.2: *Improve timeliness of crash data.*

Lead: Transportation Data Section (TDS)

It was noted that success for this item is measured by observation of leading indicators, watching trends and timeframes.

How is success measured for this Action Item?

- Improved data capture, storage and linkage resulting from TRCC “Strategic Plan for Traffic Records Improvement” Phase 2 implementations.
- Earlier availability of annual crash data file.
- Availability of advanced fatal and injury crash data before availability of annual crash data file.
- Active partnerships with TDS, TSD, law enforcement, Department of Motor Vehicles (DMV) and Transportation Incident Management System (TIMS) to discuss and improve crash data content and timeliness.

How are results tracked and reported to the OTSC?

- TDS series of standard reports and notifications that go out when data is available. Quarterly reports provided if needed.

- TRCC “Strategic Plan for Traffic Records Improvement” Phase 2 implementation reports.
- Charts from previous year(s) comparing data timeline results.
- Transportation Data Section report to OTSC.

Action 6.16.3: *Improve reliability of crash reports.*

Lead: TDS, DMV

Crash data for this action item is collected and derived from both law enforcement agency and private citizen reports. DMV owns and maintains crash report form(s). There is a difference in supplied information between law enforcement and private citizen completed crash forms.

How is success measured for this Action Item?

- Improved data capture, storage and linkage resulting from TRCC “Strategic Plan for Traffic Records Improvement” Phase 2 implementations.
- Development of electronic crash report forms, for both police and private citizen reporting, that contain mandatory fields which must be completed before the form can be saved.
- Improved accuracy and completeness of crash form information submitted to the ODOT Data Section.

How are results tracked and reported to the OTSC?

- Percent of fully completed crash forms.
- TRCC “Strategic Plan for Traffic Records Improvement” Phase 2 implementation reports.
- TDS and DMV reports to OTSC.

Action 6.16.4: *Identify data needs related to impaired driving and implement measures to address gaps. Coordinate with public health.*

It was mentioned that there is an OHA project to link the Oregon trauma registry to EMS and move the trauma registry to Image Trend. This will result in better data tracking.

Lead: OHA, TDS

Stakeholders include courts, DMV and OSP.

How is success measured for this Action Item?

- Improved data capture, storage and linkage resulting from TRCC “Strategic Plan for Traffic Records Improvement” Phase 2 implementations.
- Coordination with stakeholders that result in identified data needs and improvement measures to address needs.

- Active partnerships with OHA, TDS, TSD, law enforcement, Department of Motor Vehicles (DMV) and Transportation Incident Management System (TIMS) to discuss and improve crash data content and timeliness.
- Capturing Impaired Driving citation information from DMV.
- Capturing Impaired Driving Crash data from TDS.

How are results tracked and reported to the OTSC?

- TRCC “Strategic Plan for Traffic Records Improvement” Phase 2 implementation reports.
- TSD tracks data and reports from stakeholders.
- TDS and OHA reports to OTSC.

Action 6.16.5: *Develop and implement a new Traffic Records Strategic Plan based on the 2016 NHTSA assessment of the program, and subsequent future assessments of the traffic records system.*

Lead: TRCC

How is success measured for this Action Item?

- Annual update of the Traffic Records Strategic Plan is completed (April 2018).
- Required National Highway Traffic Safety Administration (NHTSA) five year assessments are completed (last one done in 2016).

How are results tracked and reported to the OTSC?

- TRCC coordinates with TSD and provides reports to OTSC.

Action 6.17.1: *Implement education and training related to new types of infrastructure (e.g., signal heads, safety edge, crosswalks, bike lanes, or roundabouts) and related traffic laws.*

Lead: Traffic-Roadway Section

Stakeholders include Region Traffic Safety Committees (RTSC), DMV, Oregon Impact, ODOT ARTS program, Oregon American Public Works Association (APWA) and the ODOT Technology Transfer (T2) Center, TSD.

How is success measured for this Action Item?

- Appropriate education and training is developed and provided to key target groups.

How are results tracked and reported to the OTSC?

- TSD tracks data from stakeholders (with the assistance of the CAR unit of ODOT-TDD).
- Traffic-Roadway Section reports to OTSC.

Action 6.17.2: *Encourage and support local planning for safety efforts, the formation of local government commissions and committees, and other affiliated groups that address transportation safety.*

Lead: AOC/LOC, Tribes

Stakeholders include Region Traffic Safety Committees (RTSC), Oregon Impact, ODOT Planning Section and local agency planning sections for local agency Transportation System Plans (TSPs), tribes.

How is success measured for this Action Item?

- Number of local traffic safety committees formed and active.
- Number of approved local agency Transportation Safety Action Plans.

How are results tracked and reported to the OTSC?

- TSD tracks stakeholder data (with the assistance of the CAR unit of ODOT-TDD).
- AOC/LOC, tribes reports to OTSC.

Action 6.17.3: *Implement education, training or examinations to ensure licensed drivers understand current traffic laws.*

Lead: DMV, TSD

How is success measured for this Action Item?

- Driver License examinations are provided per the requirements of the DMV Driver's Program Testing Manual, Knowledge Testing chapter.

How are results tracked and reported to the OTSC?

- TSD tracks data (with the assistance of the CAR unit of ODOT-TDD).
- DMV reports to OTSC.

Conclusion:

This paper identifies the entities responsible to implement each TSAP Tier 1 Action. Also identified is what success means, how it is tracked and how it is reported.

The next step is for all Leads to develop a "TSAP Action Completion Plan" for how its Tier 1 Action(s) will be completed and results reported to OTSC. In addition to timelines, actions to be taken, key partners, data needs, etc.; each plan should note how equity is addressed. Plans should be submitted to the ODOT Transportation Safety Division for review and concurrence.

To move forward with TSAP Action Item completion it is anticipated that "TSAP Action Completion Plans" will be submitted to TSD by March 1, 2019.

Emphasis Group Meetings Information

Improved Systems Emphasis Area Group Meetings

Time: May 21, 2018 (10:00 am – 12:00 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Jess Brown- Motor Carrier Transportation Division (MCTD); Janelle Lawrence-Oregon Impact; Victor Hoffer, Julie Brown-OTSC; Walter McAllister, Colleen O'Hogan, Dan Estes, Jody Raska, Traci Pearl, Troy Costales, Kelly Kapri, Sam Johnston - Transportation Safety Division (TSD); Chris Wright-ODOT Transportation Data Section (TDD); Darren Weaver-Incident Management; Nathan Jarrett-Oregon Health Authority (OHA).

Action Items Discussed: 6.13.1, 6.14.1, 6.14.2, 6.15.1, 6.16.1, 6.16.2, 6.16.3, 6.16.4, 6.16.5, 6.17.1, 6.17.2 & 6.17.3

Time: July 24, 2018 (1:30 pm – 3:30 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Janelle Lawrence-Oregon Impact; Victor Hoffer -OTSC; Walter McAllister, Colleen O'Hogan, Dan Estes, Jody Raska, Traci Pearl, Kelly Kapri, Kristen Twenge, Sam Johnston -Transportation Safety Division (TSD); Patrick Huskey-Oregon State Police.

Action Items Discussed: 6.13.1, 6.14.1, 6.14.2, 6.15.1, 6.16.1, 6.16.2, 6.16.3, 6.16.4, 6.16.5, 6.17.1, 6.17.2 & 6.17.3

Infrastructure Emphasis Area Group Meetings

Time: May 21, 2018 (1:30 pm – 3:30 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Doug Bish-ODOT Traffic/Roadway Section (TRS); Lake McTighe-Metro; Victor Hoffer-OTSC; Walter McAllister, Heidi Manlove, Jody Raska, Traci Pearl, Troy Costales, Sam Johnston-Transportation Safety Division (TSD); Joe Marek-Clackamas County Department of Transportation Development; Pam Barlow Lind- Confederated Tribes of Siletz Indians; Nick Fortey-FHWA

Action Items Discussed: 6.5.1, 6.6.1 & 6.7.1

Time: July 23, 2018 (1:30 pm – 3:30 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Doug Bish-ODOT Traffic/Roadway Section (TRS); Lake McTighe-Metro; Victor Hoffer, Louis Ornelas-OTSC; Walter McAllister, Jody Raska, Traci Pearl, Sam Johnston-Transportation Safety Division (TSD); Brian Ray-Kittelsohn & Associates; Jocelyn Blake-AOC; Joe Marek-Clackamas County Department of Transportation Development; Nick Fortey-FHWA

Action Items Discussed: 6.5.1, 6.6.1 & 6.7.1

Vulnerable Users Emphasis Area Group Meetings

Time: May 23, 2018 (10:00 am – 12:00 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Doug Bish-ODOT Traffic/Roadway Section (TRS); Peter Russell-Governor's Advisory Committee on Motorcycle Safety (GAC-MS); Victor Hoffer, Jerry Cooper, Marian Owens-OTSC; Walter McAllister, Heidi Manlove, Kelly Mason, Jody Raska, Traci Pearl, Jeff Greiner, Troy Costales, Sam Johnston-Transportation Safety Division (TSD); Hersch Sangster-Keizer Traffic Safety; Scott Kocher-Oregon Walks; Susan Peithman-ODOT Active Transportation Section; Lynne Mutrie-Beaverton Safe Routes to Schools

Action Items Discussed: 6.8.1, 6.8.2, 6.8.3, 6.9.1, 6.9.2, 6.10.1

Time: July 23, 2018 (10:00 am – 12:00 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Victor Hoffer, Louis Ornelas-OTSC; Walter McAllister, Kelly Mason, Kristen Twenge, Jody Raska, Traci Pearl, Jeff Greiner, Kelly Kapri, Sam Johnston-Transportation Safety Division (TSD); Hersch Sangster-Keizer Traffic Safety; Scott Kocher-Oregon Walks; Susan Peithman-ODOT Active Transportation Section; Lynne Mutrie-Beaverton Safe Routes to Schools

Action Items Discussed: 6.8.1, 6.8.2, 6.8.3, 6.9.1, 6.9.2, 6.10.1 & 6.12.1

Risky Behaviors Emphasis Area Group Meetings

Time: May 23, 2018 (1:30 pm – 3:30 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Christina McDaniel-Wilson-ODOT Traffic/Roadway Section (TRS); Nick Fortey-FHWA; Victor Hoffer, Jerry Cooper-OTSC; Walter McAllister, Kelly Kapri, Jody Raska, Kelly Mason, Traci Pearl, Jeff Greiner, Dan Estes, Troy Costales, Sam Johnston-Transportation Safety Division (TSD); Rob Inerfeld-City of Eugene; Drew Pfefferie-Lane Council of Governments (LCOG); Dana Dickman-Portland Bureau of Transportation (PBOT); Tiana Tozer (Tozer Consulting)

Action Items Discussed: 6.1.1, 6.1.2, 6.1.3, 6.1.4 & 6.1.5.

Time: July 24, 2018 (10:00 am – 12:00 pm) Meeting

Location: ODOT Technical Leadership Center

Meeting Attendees: Christina McDaniel-Wilson-ODOT Traffic/Roadway Section (TRS); Nick Fortey-FHWA; Victor Hoffer, Jerry Cooper-OTSC; Walter McAllister, Kelly Kapri, Jody Raska, Kelly Mason, Traci Pearl, Jeff Greiner, Dan Estes, Kristen Twenge, Sam Johnston-Transportation Safety Division (TSD); Rob Inerfeld-City of Eugene; Steve Duvall-Oregon State Police; Chris Cheng-Region 4 Transportation Safety Coordinator.

Action Items Discussed: 6.2.1, 6.3.1, 6.3.2, 6.3.3, 6.3.4, 6.3.5, 6.3.6, 6.3.7, 6.4.1, 6.4.2, 6.4.3 & 6.4.4.