

Agenda

Mid-Willamette Valley Area Commission on Transportation (MWACT)

This meeting is a “hybrid” meeting: Staff and Committee members can choose to attend in person or over MS TEAMS.

The public may also attend in person or via your computer or smartphone (software install is required) or via a phone call. The information to join the meeting is:

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Phone conference ID: 869 031 638#
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Date: Thursday, June 4, 2026
Time: 3:30 p.m.
Place: City of Aumsville – Community Center
555 Main St
Aumsville, OR 97325
Online: See Information above for MS TEAMS meeting

Times listed below are approximate. Agenda items may be considered at any time or in any order per discretion of the MWACT Chair and/or member of the Commission, in order for the Commission to conduct the business of the Commission efficiently. Persons wishing to be present for a particular item are advised to arrive prior to the scheduled beginning of the meeting in order to avoid missing the presentation of items of interest.

3:30 p.m. Item 1. Call MWACT Meeting To Order Chair

Welcome and Introductions
Approval of April 2, 2026, Meeting Summary
Public Comment
Comments from the Legislative Delegation
OTC Comments
Commission Discussion/Area Updates

3:40 p.m. Item 2. Chair report on Statewide ACT/Modal Chair Meeting.....Chair

No Action: informational only

3:45 p.m. Item 3. Transportation Happenings in Aumsville..... City Staff

No Action: informational only

**4:00 pm Item 4. HB 2154 County Designated Safety Corridors.....Brian Worley, AOC
and Lani Radtke, Marion County**

No Action: informational only

4:30 pm Item 5. Safety Data Coordination.....ODOT Staff

No Action: informational only

4:45 pm Item 6. Transportation Safety Action Plan Mary McGowan, ODOT
ODOT is currently updating our TSAP to create a safer transportation system for everyone. The plan will guide decisions and investments to reduce crashes and eliminate traffic fatalities and serious injuries on Oregon roads. See attached fact sheet.

No Action: informational only

5:25 pm Item 7. Information for MWACT Members..... ODOT Staff

- Next Meeting August 6th – location?
- Agenda Build Brainstorm (full ACT input requested)

5:30 p.m. Item 8. Adjournment Chair

Parking Lot for Future Agenda items

DRAFT

Meeting Summary

Mid-Willamette Valley Area Commission on Transportation (MWACT)

ODOT Hybrid Meeting

City of Silverton

410 N. Water St, Silverton, OR

Thursday, April 2, 2026

This meeting was a hybrid meeting with people attending virtually. Attendance is listed as follows:

MWACT Members Present

Lyle Mordhorst, Polk County Board of Commissioners, 2025 Chair

Chris Chenoweth, McMinnville City Council, 2025 Vice Chair

Anna Henson, ODOT Region 2 Area 3 Manager

Kit Johnston, Yamhill County Board of Commissioners- Virtual

Kyle Juran, Keizer City Council

Michael Schilling, Dallas City Council, Hwy 22W/99W/51 corridor

Tom Hammer, Yamhill County Private Sector

Chris Mercier, Confederated Tribes of the Grand Ronde- Virtual

Kevin Cameron, Marion County Board of Commissioners - Virtual

April Newton, 99E/213 Corridor, Silverton City Council

Chris Patoine, Polk County Private Sector - Virtual

Della Seney, Hwy. 22E Corridor, Aumsville City Council

Cynthia Thompson, Yamhill County Transit Association

MWACT Members Absent

Sara Duncan, SAMTD Board of Directors

Mai Vang, Salem City Council Ward 6

Gary Bullock, Marion County Private Sector

Angelica Ceja, Hwy. 22E Corridor, Aumsville City Council (Alternante for Della Seney)

Alma Grijalva, City of Woodburn, I-5 Corridor

VACANT Membership for 99W/18/47 Corridor (formerly Yvette Potter)

Others Present

Brandon Williams, ODOT

Anna McEwen, City of Jefferson - Virtual

Kristine Everetz, Yamhill Parkway Committee – Virtual

Jenna Berman, ODOT – Virtual

Tammy Kunz, Keizer Community Diversity Engagement Committee

Corey Misley, City of Silverton Manager

Jason Freiling, City of Silverton Mayor

Ahmad Qayoumi, City of Newberg, Public Works Director

Agenda Item 1. Call to Order and Introductions – 3:30pm

Chair Mordhorst called the hybrid meeting to order at 3:30p.m. A quorum was established, and introductions were made.

Approval of Feb 5th and March 5th, 2026 Meeting Summaries:

The summaries of both meetings were approved by consensus of the members in-person and online.

Public Comment:

There were no comments from the public.

Comments from the Legislative Delegation:

There were no comments from the legislative delegation. Anna reported that during the short session HB 5204 and SB 1601 were passed to address ODOT’s budget gap for operations and maintenance. These solutions include making further budget reductions and a one-time redirection of state funds from a variety of programs. See attached document “Closing ODOT’s budget gap” for additional details.

OTC Comments:

No OTC Commissioner present.

Commission Discussion/Area Updates:

Anna gave brief updates/announcements:

Statewide ACT/Modal Chair meeting scheduled to meet with OTC on May 6th in Corvallis 1:30-5:00 pm

OR18/Lafayette Roundabout project – if approved by OTC in June, ODOT will be kicking off design this summer.

W. Main St (Carlton) – bid opening 4/9

OR99 at Bethel Road – bid opening 4/23

Center St Bridge Project – bid date being re-scheduled to early Fall, 2026. Project is going to OTC for final approval in May. With Fed shutdown of DHS, we are at risk of not having our USCG permit in time for work in river in Summer 2027.

Construction Updates: the following projects are on schedule and within budget:

I-5 Aurora Donald Interchange

ND Bypass Phase 2A (OR 219 interchange)

I-5 Kuebler to Delaney (widening)

Agenda Item 2. Nominations and Election of Chair and Vice Chair

Chair Nominations – sitting Chair Lyle Mordhorst, Polk Co Commissioner was nominated. No other nominations were brought forward. Approved by consensus.

Vice Chair Nominations – sitting Vice Chair, Chris Chenoweth, City of McMinnville councilor was nominated. No other nominations were brought forward. Approved by consensus.

Agenda Item 3. City of Silverton Presentation “Transportation Happenings”

Corey Misley, City of Silverton Manager discussed improvements and efforts in the city. Mentioned were the following:

- “20 is Plenty” program implemented – bringing local streets down to 20 mph
- Pedestrian crossing flags: 7-8 intersections (city, county and state) equipped with pedestrian crossing flags that peds pick up and carry as they cross the road. Low tech and low budget solution for priority intersections that have low lighting, not good stop control, wide distances to cross.
- Pedestrian traffic safety audit was conducted – evaluated 10 intersections where improvements could be made and ranked those.
- Pettit Trail – \$550K to develop a 3.5 mi trail around Pettit Lake that will start at Oregon Gardens and loop around the lake
- Trails Master plan will be developed
- Small transit system “Silver Trolley” in operation; looking at expanding this service
- EV busses purchased through Carbon Reduction Program for trolley service
- Exploring possibility of “Mobility Hub” through Statewide Transportation Improvement Fund (STIF) – EV charging, Way Finding, bike/ped amenities, park n ride
 - o <https://www.oregon.gov/odot/rptd/pages/statewide-transportation-improvement-fund.aspx>
- Main St East – revamping Main St water, sewer, stormwater, underground utilities – upgrading pedestrian facilities. Construction starts in Jan 2027
- Working with ODOT on an intersection analysis completed for OR214/Hobart intersection.
- Urban Design Verification study– bike and ped safety improvements for a 10-block section (C St to Lewis) in coordination with ODOT

Agenda Item 4 - Capital Investment Plan (CIP) Development and ACT Input:

As a follow up to the February and March MWACT we completed a review of the list of projects developed during the February and March MWACT meetings and confirmed the list developed during those meetings are the projects the ACT members want to include for consideration for inclusion in the CIP. MWACT members decided the top projects would be limited to three, all of which have regional significance. The remaining projects listed include 14 projects of interest with the same considerations. See attached document, MWACT CIP Projects, for projects lists.

Brandon, ODOT Region 2 Planning, spoke about the importance of CIP projects having an appropriate level of planning work completed in order to understand scope and magnitude; the importance of including these projects in local Transportation System Plans (TSP)s. Brandon provided observations that MWACT’s CIP lists primarily address projects already included in adopted TSPs however, not all of the candidate projects are included in one.

A copy of the presentation was sent to the attendees who provided their email addresses.

Agenda Item 5 Information for MWACT Members

Federal Lands FLAP grant is open for applications. Deadline date: Friday June 12, 2026.

<https://highways.dot.gov/federal-lands/flap/or>

Agenda Build Brainstorm (full ACT input requested):

Upcoming agenda items include the following:

HB 2154 County Designated Safety Corridor Information June 2026 [Update from Marion Co. & Association of Counties (AOC) in June]

Safety Data Coordination – lag between accidents and data (Update from Brandon, ODOT, in June)

NEXT MWACT MEETING:

June 4, 2026, 3:30 pm - 4:30 pm

City of Aumsville

Community Center

Closing ODOT's budget gap

The Oregon Legislature passed House Bill 5204 and Senate Bill 1601 during the 2026 short session to address ODOT's budget gap for operations and maintenance. These solutions include making further budget reductions and a one-time redirection of state funds from a variety of programs. This will cover the agency's current \$242 million funding gap and provide roughly \$54 million in addition to support maintenance and operations budget into the next budget cycle.

Closing this gap prevents more than 450 layoffs and deep service reductions that would impact the safety of all travelers in Oregon. This is a critical step forward for Oregon's transportation system. Long-term, sustainable, and reliable solutions are still needed to preserve and maintain this system into the future.

Budget Reductions

The amendment to [HB 5204](#) reduces ODOT's legislatively approved budget by \$78.2 million in State Highway Fund resources across operations and maintenance functions. This builds on more than \$150 million in reduced spending this budget cycle. These reductions will be met by holding more than 130 vacancies and reducing spending on services and supplies.

Redirection of Funds

The amendment to [SB 1601](#) temporarily redirects state funds from a number of programs within ODOT's budget to provide \$218 million in additional funding for operations and maintenance for the 2025-2027 budget cycle.

For grant programs, only funds that haven't been identified for specific projects are impacted. If a project has received approval for grant funds, those funds are protected and not impacted by redirection.

Funding Source	Amount Redirected	Program/Project Impacted
House Bill 2017 ODOT Highway Funds	\$91 million	Named projects
	\$35 million	Fix-It projects
Safe Routes to School	\$17 million	Safe Routes to School construction projects
Vehicle Privilege Tax	\$42 million	Connect Oregon
	\$8 million	Oregon Community Paths
Transportation Operating Fund	\$8 million	Community Charging Rebates Program
	\$5 million	Innovative Mobility Program
	\$3 million	Passenger rail operations
	\$2 million	Passenger rail grant match
	\$2 million	Transportation Operating Fund reserves
Student Driver Training Fund	\$5 million	Student driver training provider reimbursement
TOTAL	\$218 million	

HB 2017 Named Projects: \$91 million

House Bill 2017 was passed in 2017 to invest in Oregon's transportation system. Projects across the state were identified in the bill.

- Redirects \$6 million from a Highway 58 passing lane project that proved infeasible.
- Redirects \$85 million in state funds from projects that can be replaced by federal funds from the Federal Highway Administration's annual redistribution of remaining funds. The Oregon Transportation Commission has already provided direction to ODOT to use redistribution for other purposes, so redirecting these funds will impact our ability to use these funds for those purposes.

HB 2017 Fix-It Funding: \$35 million

House Bill 2017 was passed in 2017 to invest in Oregon's transportation system. "Fix-it" funding is designated for projects that preserve bridges, pavement, and culverts.

- Redirects \$35 million from bridge, seismic, paving, and other funds.
- ODOT will seek to replace these funds with unallocated HB 2017 funds rather than delay these projects.

Safe Routes to School: \$17 million

Provides grants for communities to build sidewalks, safe crossings, and bikeways near K-12 schools to allow students to walk and roll to school safely. Funded at \$15 million annually from the State Highway Fund.

- Redirects a one-time amount of \$17 million.
- The next round of grants will be delayed by a year, and the funding amount will be reduced.
- Education grants and technical assistance are federally funded and will continue this year.
- There will be no impacts to projects that have already been selected.

Connect Oregon: \$42 million

Funds aviation, rail, and marine projects via competitive grants and matching funds for federal grant programs. Funded by the vehicle privilege tax paid on the sale of new vehicles in Oregon.

- Redirects \$42 million balances and future revenue not promised to projects.
- The current grant solicitation will be reduced in size.
- There will be no impacts to projects that have already been selected.

Oregon Community Paths: \$8 million

Provides grants to build paved paths for bicyclists and pedestrians that are separated from car traffic. Funded in part by vehicle privilege tax paid by auto dealers when selling new vehicles in Oregon.

- Redirects \$8 million, eliminating existing balances not promised to projects, of the vehicle dealer privilege tax revenue.
- This will reduce funding for the Oregon Community Paths program, but funding remains from federal dollars and the bike excise tax.
- There will be no impacts to projects that have already been selected.

Transportation Operating Fund: \$20 million

Fund supports ODOT-authorized functions that can't constitutionally be paid for by the State Highway Fund. Funded by gas tax used in off-road equipment such as lawnmowers.

- **Redirects \$8 million from Community Charging Rebates Program.** This will eliminate state funding for rebates to construct charging stations for this budget cycle. Federal grant funds to support this program still exist and will fund future cycles, in addition to NEVI (National Electric Vehicle Infrastructure) dollars that support EV fast-charging station construction statewide. There will be no impacts to projects that have already been selected.
- **Redirects \$5 million from Innovative Mobility Program.** This will reduce grants to improve access to public and active transportation for historically underserved communities. Limited state and federal funds are still available. There will be no impacts to projects that have already been selected.
- **Redirects \$3 million from passenger rail.** This will have no impact on Amtrak Cascades service due to budget adjustments and other available funds.
- **Redirects \$2 million from passenger rail grant match.** These funds were no longer needed because the match for federal grants was shifted to the new Connect Oregon match program.
- **Redirects \$2 million from reserves.** This will limit ODOT's ability to cover unexpected costs for non-highway programs.

Student Driver Training Fund: \$5 million

Enhances transportation safety through the education of teen drivers before they get their license.

Sweeping a portion of the balance will reduce funding available for reimbursements to student driver training providers in the coming years.

MWACT CIP Project Lists

Top Priority Investments (in no particular order)

Top Priority Investments (in no particular order)								
	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information
1	OR 22/Hwy 51 Interchange	1st project identified in corridor: Install an interchange to improve safety and reduce crashes at the intersection of OR 22 and OR 51. Realign OR 51 and the on-ramp to OR 22 and realign 55th Ave to connect to the new interchange.	High	This intersection is a priority due to the history of a high number of crashes and severity of crashes. The primary crash or collision type are turning crashes for WB vehicles on OR 22 turning left onto OR 51. SPIS site 2019-2023	This area of OR 22 is a critical east-west route in the mid-Willamette Valley. It serves vehicles and freight from all parts of Polk, Marion and Yamhill counties as well as other counties in western Oregon whose destinations include Independence, Dallas, Monmouth, Spruit Mt Casino and the coast.	Safety	This project will increase the safety at this intersection by removing some of the major conflict points and reducing the frequency of fatal and serious injury crashes.	Project is supported by local plans and identified in ODOT's OR 22W Expressway Management Plan (2010), which was adopted into the Polk County TSP. This project has support from the cities of Dallas and Independence as well as Polk, Marion and Yamhill county officials. This project will also improve Mobility in the area.
2	ND Bypass Completion	Install a two lane bypass with associated bridges, soundwalls and bike and pedestrian connections between OR 219 and OR 99W. Design is currently at 50%; Right of way purchase is currently active.	High	Completion of this bypass project will increase safety and mobility on OR 99W through Newberg and Dundee.	This area of Yamhill experiences a high volume of traffic from travelers moving through the area to access the coast, tourist attractions and the casino. It also serves as a major truck route.	Safety	This project will address the increasing traffic congestion by improving the safety and mobility through Newberg and Dundee.	Project is supported by local plans and identified in the Yamhill County TSP and ODOT's Newberg Dundee Bypass/New Oregon Highway 18 Facility Plan (2006). This project has support from the cities of Newberg, McMinnville, Dundee and Yamhill, Polk and Marion county officials. This project will also improve Mobility in the area.
3	I-5 Brooks Interchange	Improve safety and mobility in the area by implementing long term and interim improvements identified in the 2022 IAMP. Long term - new interchange; Interim improvements include lengthening/widening off ramps and installing traffic signals at ramp terminals.	High	NB ramp has been a top 10% SPIS site with most common crashes being turning and rear end collisions.	This area of Marion County serves the travelers on I-5 as an access point to northern Marion Co and Yamhill County, supporting interregional travel as well as regional travel around the Salem-Keizer area. This interchange area also serves freight with 2 truck stops in the vicinity.	Safety	This project will increase safety on the ramp terminals and relieve congestion by improving mobility.	I-5: Brooks IAMP, 2022 . Project is supported by Marion, Polk and Yamhill County officials.

Other Priority Investments

(List projects here that are reasonably likely, not in any prioritized order)

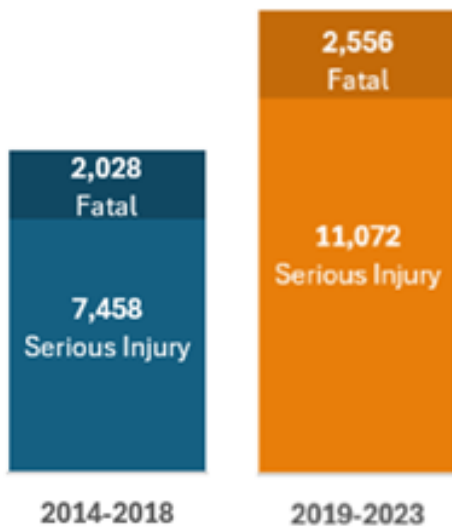
ID	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information
1	OR 18 / OR 22 Valley Junction	Long term solution is an interchange and associated connector roads at Valley Junction (OR 22 and OR 18 intersection) Interim safety solutions could be considered.	Medium		Supporting East-West regional mobility for commercial and tourist travel, including trips to/from the casino. OHP desingates these highways as having "Statewide" significance.	Safety	SPIS site	Can phase with interim safety improvelents. Needs coordination between ODOT, Tribe, and County. Consistent with Polk County TSP.
2	OR 18 Grand Ronde Rd Intersection	Safety improvments needed	Medium		Supporting East-West regional mobility for commercial and tourist travel, including trips to/from the casino.	Safety	SPIS site	Need is consistent with Polk County TSP.
3	Phase 2 of Kings Valley Hwy Safety Improvements - Perrydale Realignment	Realign existing Perrydale Rd to remove connection to OR 22 and reconnect to roundabout at OR 22/Smithfield.	Medium		Supporting regional mobility for commuter, commercial and tourist travel, including trips to/from the Salem Area and coastal region.	Safety	High frequency of fatal and serious crashes in this area . SPIS site	Supported by Perrydale schoold district, Polk County officials and residents in the area. Project is consistent with Polk County TSP.
4	OR 22 Butler Hill	Culvert Replacement needed. Failing and causing road bed to wash out.	Low			State of Good Repair		A project here is will help reduce maintenace in this area of OR22
5	3rd Bridge over Willamette	3rd bridge across the Willamette River	Low		Supporting regional mobility for commuter, commercial and tourist travel. Reduce congestion in downtown Salem and W. Salem area.	Mobility		
6	OR 99 Pavement and Culvert repair - McMinnville	active slide in southbound lane of hwy. Between MP 37.81 and 37.93. Fix/stablize slide and repair pavement	Medium	Active slide		State of Good Repair	active slide is causing sinking area on highway; pavement needs repair	A project here is will help reduce maintenace in this area of OR 99
7	OR 214/OR 211/OR 99E - Pavement repair - Woodburn	Repave OR214, 211 and OR 99E through Woodburn	Low			State of Good Repair		Increases safety to deter vehicles from swerving into opposite lane to avoid potholes
8	OR 214 Cascade Hwy Roundabout	current intersection is scewed causing site distance issues. History of high number of crashes.	Medium			Safety		See Project # MV-03 in Silverton TSP: "Install a Roundabout or Traffic Signal (at Jefferson)".
9	OR 214/Hobart Rd - Roundabout Silverton	Roudabout would help travelers slow speed as they enter the city of Silverton.	Low			Safety		See Project # MV-02 in Silverton TSP: "Install a Roundabout or Traffic Signal (at Hobart)".
10	OR 18 Frontage Rds - McMinnville	Frontage Roads along OR 18 to access Three Mile Development Area	Low			Mobility	lessen congestion and increase safety along OR 18 by providing frontage rds to access development	OR Hwy 18 Corridor Refinement Plan, 1996 McMinnville TSP, 2010 Three Mile Lane Area Plan, 2022 , more planning work desired
11	Three Mile Lane Interchange - Hwy 18 McMinnville	Improve interchange operations.	Low	Pull to work plan projects list?		Mobility	lessen congestion and increase safety along OR 18 by improving mobiilty	OR Hwy 18 Corridor Refinement Plan, 1996 McMinnville TSP, 2010 Three Mile Lane Area Plan, 2022
12	OR22 / Golf Club Rd Interchange	Improve interchange operations	Low	History of crashes		Safety		Consistent with Marion Co TSP
13	OR213 / Mt Angel Rd Scotts Mills Rd	Improve intersection operations	Medium	History of crashes - SPIS site		Safety		Confirm: in Marion Co TSP?
14	OR219 / French Prairie Rd	Improve intersection operations	Low	History of crashes - SPIS site		Safety		Confirm: in Marion Co TSP?

Oregon Transportation Safety Action Plan 2026 Update



The Oregon Department of Transportation is updating the [Transportation Safety Action Plan](#) to create a safer transportation system for everyone. This plan will guide decisions and investments to reduce crashes and eliminate traffic fatalities and serious injuries on Oregon roads.

Fatal and Serious Injury Crashes in Oregon



Oregon Safety Trends

Total crashes have declined since 2014, but crash severity has increased.

- Fatal and serious injury crashes rose 44% from 2014–2018 to 2019–2023, with notable increases involving speeding, impairment, distraction, unrestrained occupants, aging drivers, trucks, and intersections.
- Lane or roadway departures (39%) and intersections (38%) are the most common contributing factors in fatal and serious injury crashes.
- Speeding is a factor in 25% of fatal and serious injury crashes, and about one-third of those also involve impairment.
- Fatal and serious injury crashes are evenly split between state (49%) and local (51%) roads.
- Most fatal and serious injury crashes (62%) occur on arterial roads statewide.
- More crashes occur in urban areas (58%) than rural areas (42%), with roadway departure, impairment, and aging drivers common in both.

What We Heard

Input from safety partners and recent outreach informed the 2026 update to the plan, complementing the crash trend analysis. Several key safety issues emerged consistently:

Safety Vision: Zero fatalities and serious injuries is the shared and only acceptable goal for Oregon's transportation system.

Targeted Investment: Limited resources must be strategically invested in proven countermeasures that have high impact on crash reduction and are supported by effective implementation and ongoing monitoring.

Enforcement Capacity: Limited staffing constrains traffic enforcement, heightening the need for solutions that address risky behaviors.

System Maintenance: Aging infrastructure and decreased funding amplify long-term safety risks.

Land Use and Safety: Coordinated land use and transportation planning improves safety by reducing speeds and trip lengths, supporting walking, biking, and transit, and separating travel modes to reduce exposure to high-risk behaviors.

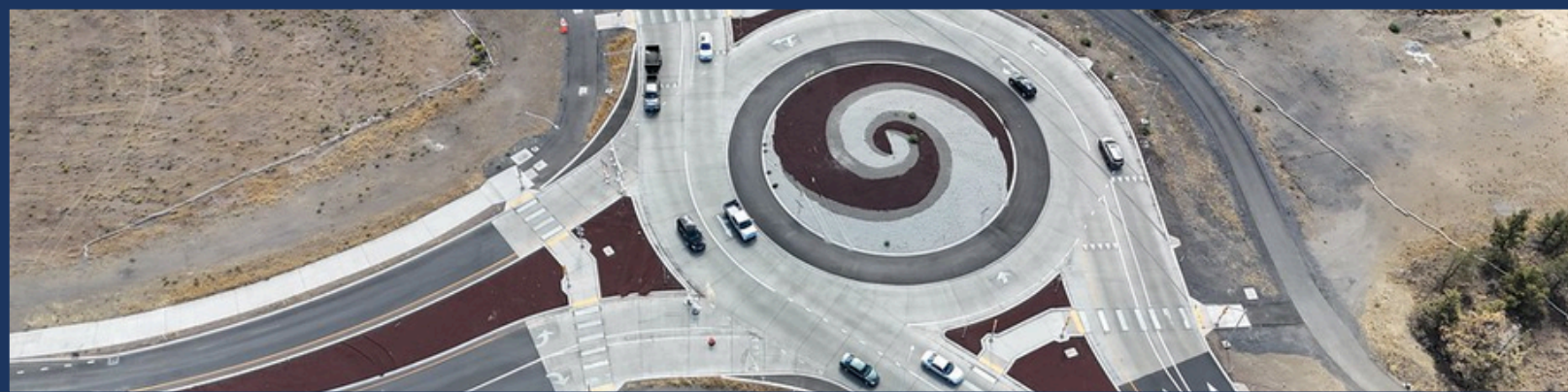
Project Timeline

Winter
2025:
Project
kick off

Spring
2025-2026:
Prepare plan,
data analysis,
action
selection

Summer
2026:
Partner
draft
reviews

Fall
2026:
Adoption



Additional Information

For more information visit the [project website](#) and [State of the System](#).

[Sign up](#) to receive the project update newsletter for the latest information.

For Americans with Disabilities Act or Civil Rights Title VI accommodations, translation/interpretation services, or more information call 503-731-4128, TTY (800) 735-2900 or Oregon Relay Service 7-1-1

Contact

Email your questions or comments to:
safety@odot.oregon.gov

Draft 2026 Transportation Safety Action Plan

Mary McGowan, TSAP Project Manager/Transportation Planner
Walt McAllister, Safe Communities Program Manager

June 4, 2026



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Presentation Objectives

- Highlight key elements of the TSAP
- Review what we learned from safety partners & crash data
- Discuss approval process and opportunities for input

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What is the TSAP?

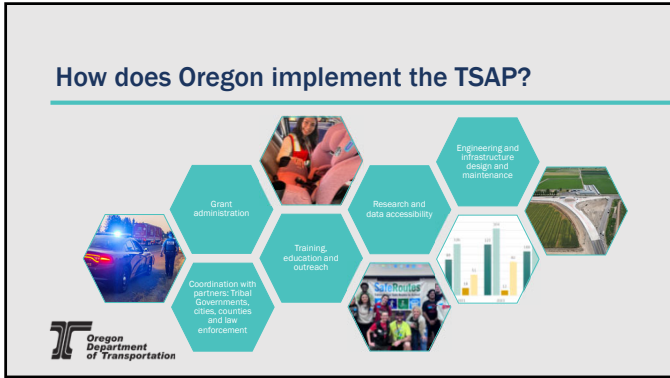
The **Transportation Safety Action Plan** unifies transportation safety planning in Oregon for:

- All users
- On all roads
- Across all agencies & jurisdictions

The TSAP establishes the vision of **zero** deaths and life changing injuries on Oregon's transportation system.




3



4

- ### Key elements of the draft 2026 TSAP
- Advances Oregon Transportation Plan policy direction – Safe System Approach
 - Sets clear safety targets – 30% reduction of fatal and serious injuries by 2035, Zero by 2050
 - Uses data to focus on the most important safety issues, making the total system safer for all
 - Addresses main causes and behaviors that lead to fatal and serious injury crashes
 - Identifies updated strategic actions to implement over the next 5-years, in alignment with other safety plans

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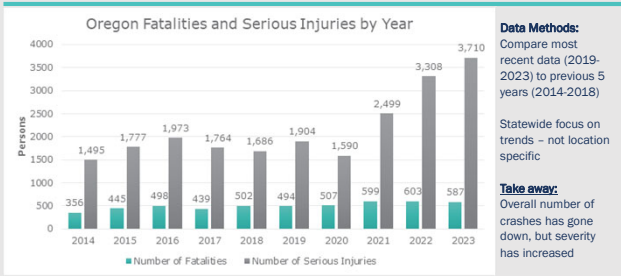
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What we learned from partners

- **Safety Vision:** zero fatalities and serious injuries is the only acceptable goal.
- **Targeted Investment:** Strategically invest limited resources in proven countermeasures that have high impact.
- **Enforcement Capacity:** Limited staff constrains traffic enforcement to address risky behaviors.
- **System Maintenance:** Aging infrastructure and decreased funding amplify long-term safety risks.
- **Land Use and Safety:** Transportation solutions are context sensitive to the surrounding community – need to support transportation options and reduce multi-modal risk.

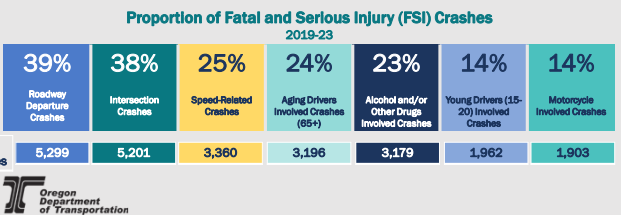
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What we learned from safety data: Trends by year

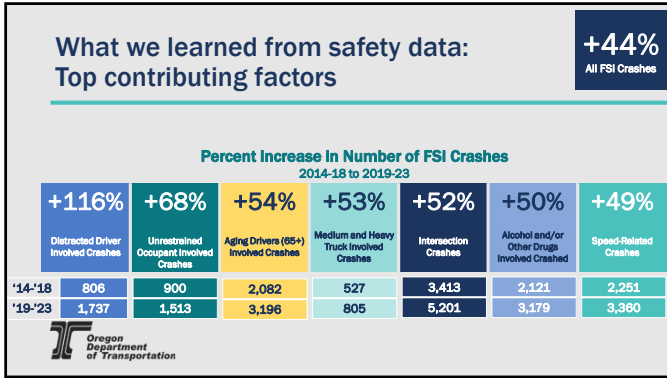


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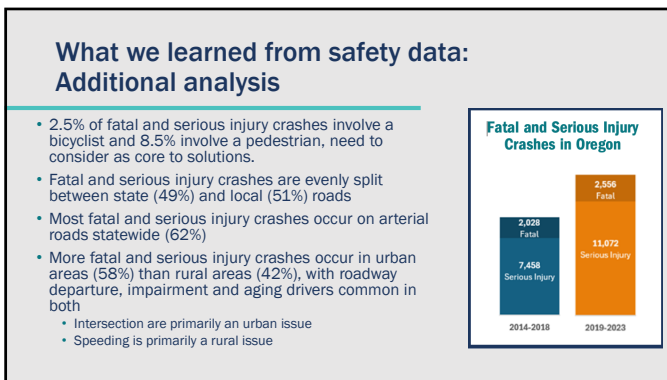
What we learned from safety data: Top contributing factors



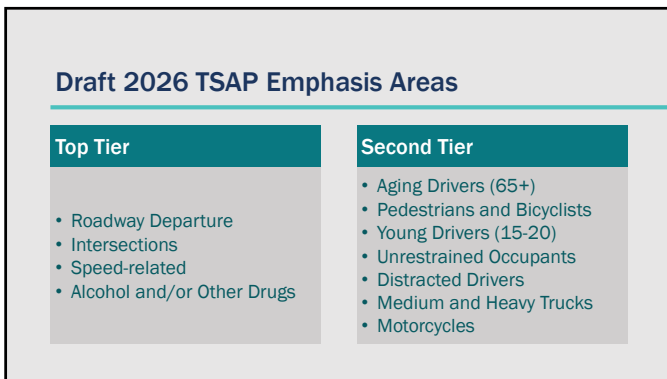
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Project Schedule and Approval Timeline

- **June-July 2026**
 - Public review of draft TSAP: June 15th - July 31st
 - Public hearing: July 8th with the OTSC
- **August 2026**
 - Refinement of the draft TSAP to incorporate public comment and testimony
- **September 2021**
 - Recommend TSAP adoption by OTSC
- **October 2026**
 - TSAP adoption by OTC

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Discussion

- Feedback or questions on the draft TSAP?
- What are the key safety topics and/or Emphasis Areas you think we should focus on for implementation?



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Opportunities to Stay Informed and Engaged

- Project Website at <https://www.oregon.gov/odot/Safety/Pages/TSAP.aspx>
- Receive e-mail [newsletter](#)
- Email comments/questions to safety@odot.Oregon.gov

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Walt McAllister, TSO Safe Communities Program Manager
Walter.J.McAllister@odot.Oregon.gov

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