



## IMPLEMENTATION WORK PROGRAM

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**Developed for:**

Oregon Department of Transportation

**Developed by:**

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## Oregon TSAP Implementation Work Program

Since 2013, traffic fatalities and serious injuries have generally increased in Oregon, for nearly every type of crash and in every ODOT region. More than 500 residents and visitors are killed each year on Oregon roadways, including nearly 600 in 2021.

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*Transportation Safety Action Plan Vision*  
*Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.*

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The [Oregon Transportation Safety Action Plan \(TSAP\)](#) demonstrates the State's commitment to the safety of all road users. It is a data-driven, statewide, multi-year, comprehensive plan that provides long-term goals, policies, strategies, and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. The TSAP addresses all modes of transportation on all public roads in Oregon. This Plan was developed under the leadership of ODOT, but its success depends on a large group of committed stakeholders to act including: all residents, cities, counties, metropolitan planning organizations (MPOs), Tribal governments, and affected State agencies in Oregon.

The TSAP Implementation Work Program describes a framework for implementing the Emphasis Area (EA) actions: specific programs, policies, projects, and potential future legal policy changes for implementing the EAs over the next five years.



## Background

### THE TSAP IS A STRATEGIC DOCUMENT THAT:

- ▶ DEFINES OREGON'S TRAFFIC SAFETY TRENDS AND CHALLENGES
- ▶ IDENTIFIES A VISION, GOALS, POLICIES, STRATEGIES, AND ACTIONS TO ELIMINATE FATALITIES AND SERIOUS INJURIES

The Oregon Transportation Commission (OTC) adopted the most recent update to the TSAP in October 2021.<sup>1</sup> It provides the long-term vision of zero deaths and life-changing injuries and provides goals, policies, and strategies to work toward this vision. The long-term elements of the Plan provide guidance to policymakers, planners, and designers about how to proactively develop a transportation system with fewer fatalities and serious injuries.

## Goals

To make advancements towards the vision, the six goal areas below provide specificity for ODOT, partner agencies, and the public to focus efforts and resources. These goal areas align with the Safe System Approach principles. Within each goal area, a diverse list of policies and strategies convey the mid- and long-term opportunities, programs, and activities that have the best chance of improving transportation safety for all modal users. Incorporation of the goals, policies, and strategies into all ODOT and stakeholder plans will help Oregon achieve its vision.

### GOAL AREAS

- 1 IMPROVING SAFETY CULTURE
- 2 IMPROVING INFRASTRUCTURE
- 3 FACILITATING HEALTHY AND LIVABLE COMMUNITIES
- 4 USING BEST AVAILABLE TECHNOLOGIES
- 5 COMMUNICATING AND COLLABORATING
- 6 INVESTING STRATEGICALLY

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<sup>1</sup> The TSAP must be updated every five years by federal regulation.

## Links to Other Plans

The TSAP serves as the unifying framework for transportation safety planning in Oregon. Safety efforts that are led by ODOT and are informed by the Oregon Transportation Plan (OTP) that establishes priorities to inform ODOT work and guide decision-making. The OTP also includes objectives against which ODOT will be held accountable.

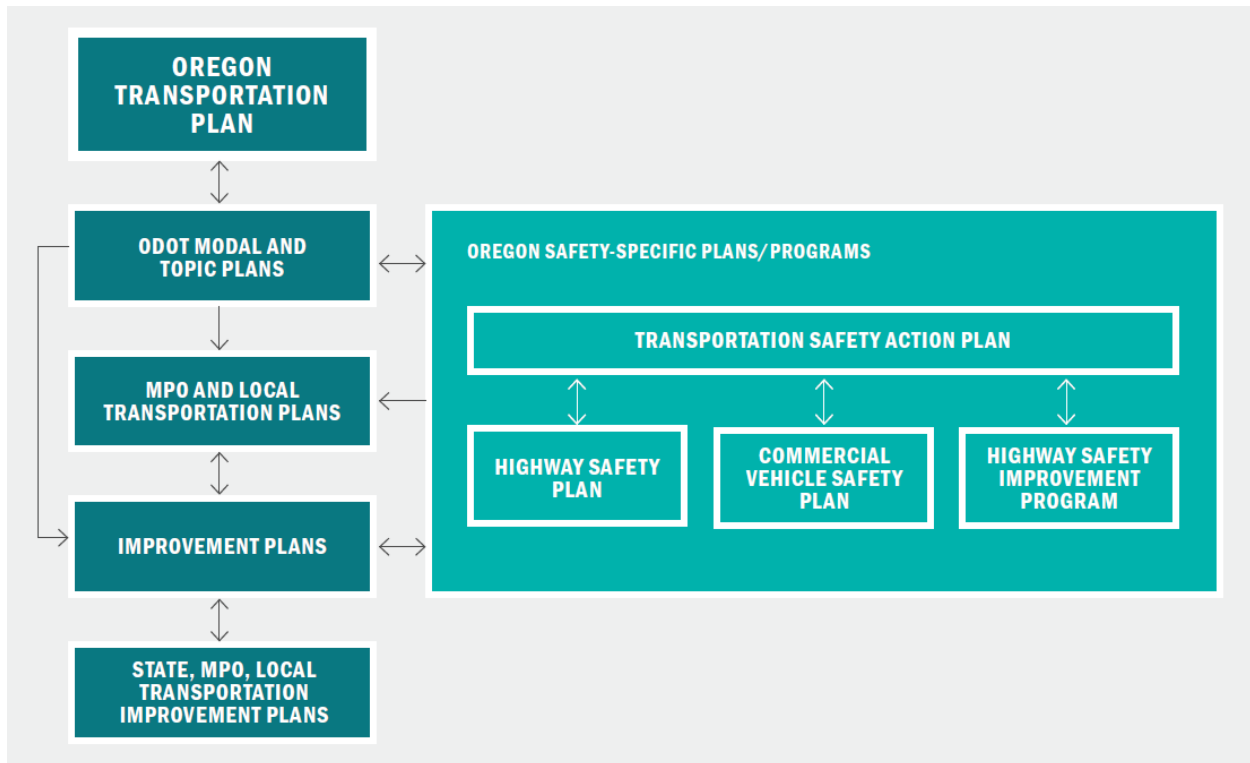


Figure 1. TSAP Relationship to other Oregon Transportation Plans

The TSAP looks at transportation safety for all modes and focuses on a data-driven approach to identify goals, policies, strategies, and actions focused on safety. Other state modal and topic plans and regional and local plans also must be considered. Consistency between plans reinforces the transportation safety message while maximizing resources available to implement solutions.

While safety-specific plans and programs are critical to achieving the vision for safety in Oregon, it is also important that traditional transportation engineering, planning, design, operations and maintenance, and programs and policies proactively integrate safety into their decision-making processes.

## Emphasis Areas

The TSAP also includes a near-term component in the form of Emphasis Areas and actions. The Emphasis Areas provide a framework for organizing and implementing near-term actions that will maximize the safety benefits of transportation investments. Emphasis Areas are flexible and adaptive to new safety challenges and opportunities that may arise during implementation of the TSAP.

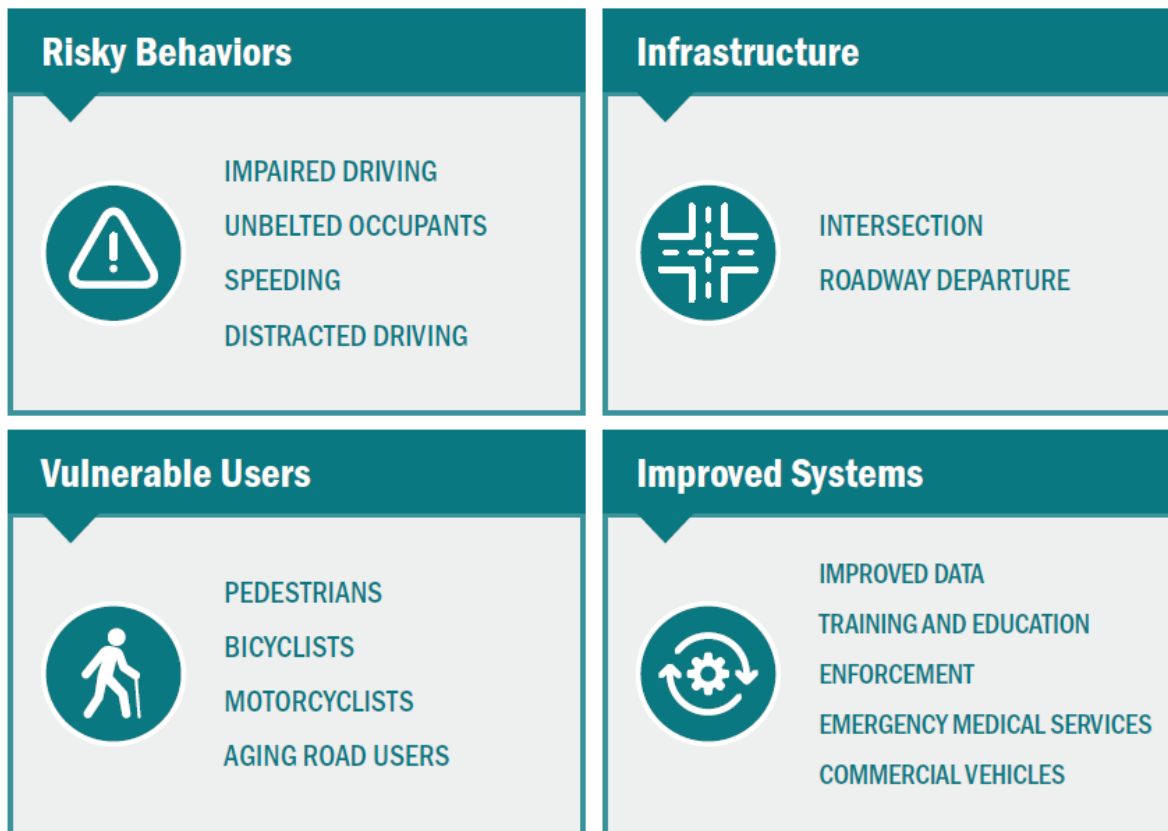


Figure 2. TSAP Emphasis Areas

### Monitoring, Evaluation, and Feedback

Emphasis Area action monitoring and evaluation helps ensure actions are being assigned to responsible parties, appropriate data are collected regarding those actions' completion, and a feedback loop is in place so that leadership and stakeholders are informed, information is regularly used to make course corrections during implementation, and TSAP updates are based on evaluation results.

This will take the form of reporting liaisons (e.g., Transportation Safety Office (TSO) Program Managers, Traffic Roadway Section Staff, etc.) gathering appropriate information from Emphasis Area Action leads, then reporting Emphasis Area Action progress to the Oregon Transportation Safety Committee (OTSC) each year.

## Implementation Roles

Multiple entities play a role in implementing the TSAP to reduce the frequency and severity of roadway crashes. Emphasis Area actions will be led and tracked by several state agencies and other stakeholders, including the following:

- Oregon Transportation Commission (OTC)
- Oregon Transportation Safety Committee (OTSC)
- ODOT Transportation Safety
- ODOT Traffic-Roadway
- ODOT Maintenance and Operations Branch and Operations
- ODOT Motor Carrier Safety Compliance
- ODOT Transportation Data
- ODOT Public Transportation
- ODOT Transportation Planning
- ODOT Government Relations
- Oregon State Police
- Department of Motor Vehicles Program Services
- Oregon Health Authority EMS and Trauma Program
- Public Health Division (Health Promotion; Chronic Disease Prevention)
- Governor's Advisory Committee on Driving under the Influence of Intoxicants
- Governor's Advisory Committee on Motorcycle Safety
- Criminal Justice Commission Statistical Transparency Of Policing

The appendix to this Implementation Work Program identifies the responsible party for each Emphasis Area action.

### Regional TSAP Implementation

Some elements of the TSAP will be most effective if implemented at the local level, rather than policy-driven statewide. Examples include Safe Communities and Local Traffic Safety Committees around the state.

Meeting the TSAP vision will require the development of locally focused safety planning and implementation of safety projects and strategies in cities and counties across Oregon. This Implementation Work Program includes the following local safety actions:

- Encourage local agency participation on Emphasis Area Teams to help set direction and conduct activities that support EA strategies.
- Increase the number of Local Transportation Safety Action Plans developed by cities, counties, Tribal governments, and regional planning organizations.
- Increase implementation of safety projects and strategies (infrastructure- and behavioral-focused) at the local level.

- Take advantage of upcoming federal grant opportunities focused on safety planning and implementation.
- Seek opportunities to connect stakeholders within regions for the sake of grass-roots level safety activities.

### Roles and Responsibilities of Emphasis Area Teams

An ODOT coordinator will be identified to provide support and facilitation of Emphasis Area Teams. Emphasis Area Teams should conduct the following activities to assign and track actions.

- Meet regularly (at least quarterly; more often if needed) to discuss the status of each action and assign tasks.
- Troubleshoot implementation challenges and adjust tasks as needed.
- Report on progress in implementing actions to the OTSC. This will occur approximately once annually by each Emphasis Area Team on a rotating schedule throughout the year.
- Track progress in addressing fatal and serious crashes related to the Emphasis Area.
- Coordinate implementation status, challenges, best practices across Emphasis Area Teams

Each Emphasis Area Team should include the following primary roles (one person may serve in more than one named role):<sup>2</sup>

- **Emphasis Area Champion** who holds leadership responsibilities for implementation of the overall Emphasis Area's set of actions that lead to TSAP goals and the overall mission.
  - It is generally assumed that an Emphasis Area Champion will be an individual who will serve this role through their daily work assignments, as the overlap will be significant and obvious.
  - The Emphasis Area Champions should coordinate amongst each other to share noteworthy practices in implementation, tracking, and reporting.
- **Emphasis Area Action Lead Agency/Agencies** who hold responsibility for the completion of tasks to make progress on each action.
- **Reporting Liaison (TSO)** reports to OTSC and conducts reporting activities so all action progress is tracked for the state.
- **Emphasis Area Members** who are technical experts and other stakeholders responsible for tasks that lead to progress on each Emphasis Area action.

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<sup>2</sup> The Improved Systems Emphasis Area includes sub-areas that are more disparate in nature. This Emphasis Area will be organized differently, with details to be determined.

### Communicating Progress

ODOT should develop and oversee a clear and robust communication plan to inform stakeholders and the public of the status of safety (e.g., in recent years crashes have increased), and sharing the work that planners, engineers, enforcement, and other advocates are doing to address safety needs. It is anticipated that the Transportation Safety Office (TSO) Public Information Officer (PIO) will lead this effort.

TSAP Emphasis Area action progress should be tracked and shared via a dashboard that includes quantified estimated progress for each action.

### Emphasis Area Action Details

The pages below introduce each Emphasis Area and provide representative actions for each subarea. The full list of Emphasis Area Actions and responsible agencies is provided as an appendix to this Implementation Work Program.

Progress tracking and evaluation of Emphasis Area Actions is described in the Performance Measures and Evaluation section below.





## Risky Behaviors

IMPAIRED DRIVING

SPEEDING

UNBELTED OCCUPANTS

DISTRACTED DRIVING

### Emphasis Area Champion: ODOT Transportation Safety Office

Reductions in fatalities and serious injuries can be accomplished by deterring unsafe or risky behaviors made by drivers and other transportation users.

#### Sample Actions

<b>Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.</b>	<b>Conduct focused education that encourages increased use of seat belts and child safety seats, particularly in rural areas.</b>
<b>Track and assess changes to operating speeds, crash rates, fatalities, and serious injuries on roads where posted speed limits were changed.</b>	<b>Increase statewide media campaigns, high visibility enforcement, awareness presentations, and court-required courses on distracted driving awareness.</b>



**Emphasis Area Champion: ODOT Traffic-Roadway Section**

Transportation assets in Oregon can be constructed or retrofitted to reduce fatal and serious injury crashes. Opportunities to do this include implementing the Safe System elements that includes safety treatments at intersections and along and across roadways.

**Sample Actions**

<p><b>Update the Oregon Intersection Safety Implementation Plan to reassess statewide intersection safety needs on state and local roads.</b></p>	<p><b>Implement hot spot and systemic intersection safety improvements consistent with the updated Intersection Safety Implementation Plan.</b></p>
<p><b>Design and implement cost-effective hotspot and systemic roadway departure improvements addressing risk factors associated with run-off-road crashes.</b></p>	



## Vulnerable Users

PEDESTRIANS  
BICYCLISTS

MOTORCYCLISTS  
AGING ROAD USERS

### Emphasis Area Champion(s):

- ODOT Public Transportation Division
- ODOT Transportation Safety Office
- ODOT Traffic Roadway Section

Vulnerable road users can be characterized by the amount of protection they have when using the transportation system – pedestrians, bicyclists, and motorcyclists of all abilities are more exposed than the drivers operating motor vehicles, making them more susceptible to injury in the event of an incident. Aging system users can be vulnerable due to health conditions that may come with aging such as decreasing visual acuity, perception-reaction time to events, and other conditions. Oregon neighborhoods with people experiencing low wages or people of color experience a higher number of pedestrian fatalities and serious injuries per capita compared to the statewide average.

### Sample Actions

<p><b>Prioritize multimodal safety investments in areas with a high concentration of historically underserved communities (e.g., low income, BIPOC).</b></p>	<p><b>Train engineers, planners, and maintenance personnel to adopt and implement maintenance practices that reduce hazards for motorcyclists.</b></p>
<p><b>Design and construct corridors and facilities for pedestrians and bicyclists of all abilities, based on land use along corridors to accommodate active transportation user needs.</b></p>	<p><b>Develop and implement an Oregon Aging Road Users Implementation Plan based on recent research.</b></p>



## Improved Systems

IMPROVED DATA  
TRAINING AND EDUCATION  
ENFORCEMENT

EMERGENCY  
MEDICAL SERVICES  
COMMERCIAL VEHICLES

**Improved Systems will not have an established single Emphasis Area Champion.** Instead, other Emphasis Areas will be asked to identify overlap within their areas and the systems used for support, and to coordinate with sub-area leaders within this Area.

Opportunities to address and improve transportation safety come in several forms. The quality, timeliness, and integration of crash and other safety-related data can be advanced to better understand crashes. Fully staffed and funded law enforcement agencies can direct their efforts towards keeping users safe. When crashes do occur, ensuring emergency medical services are available to respond is essential. Commercial vehicle safety relies on licensing, training, and vehicle safety to decrease the frequency and severity of crashes.

### Sample Actions

<p><b>Increase training and education for passenger vehicle drivers about how to interact with larger commercial vehicles.</b></p>	<p><b>Recruit, train, and retain EMS responders, and increase EMS equipment funding, in rural and frontier areas.</b></p>
<p><b>Develop and implement an electronic reporting system to improve crash report timeliness, uniformity, accuracy, completeness, accessibility, and integration with related data sets.</b></p>	<p><b>Continuously improve the education system for new automobile drivers and motorcycle riders, including Driver's Education cost and access barriers.</b></p>

## Performance Measurement and Evaluation

Implementing and evaluating the TSAP will require leadership from ODOT and communication with and amongst other state agencies and regulatory bodies, regional, county, and local planners and engineers, stakeholder agencies, and advocates as well as employers and private citizens. The partnerships developed in creating this plan provide an understanding of the roles everyone can play to address safety and build ownership of the TSAP. The result will be a coordinated, multidisciplinary approach to implementing and evaluating transportation safety improvements that reduce injuries and save lives. Measurement and evaluation will be structured as follows:

- The [Oregon Traffic Safety Performance Plan](#) is the Transportation Safety Office's core monitoring activity. It uses the most up-to-date data to set performance goals for the upcoming year. It is updated annually.
- The [Highway Safety Improvement Program Annual Report](#) describes the progress being made to implement safety projects, assesses the effectiveness of these projects, and describes the extent to which the improvements have contributed to reducing fatalities and serious injuries.
- **Safety Performance Measures<sup>3</sup>** are required to be tracked and updated annually, per the TSAP, focused on five performance targets (5-year average):
  1. Number of fatalities
  2. Fatality rate per 100 million vehicle miles traveled
  3. Number of serious injuries
  4. Serious injury rate per 100 million vehicle miles traveled
  5. Number of nonmotorized fatalities and serious injuries

ODOT and its safety partners will convene annually to review the most recent crash data, assess progress achieved, and confirm the target setting approach and new targets for the next year. This effort will be integrated with the annual Highway Safety Plan (HSP) revision, which involves ODOT Traffic Safety Office and the OTSC. The new targets will also be integrated into the annual Highway Safety Improvement Program (HSIP) report.

MPOs will be invited to participate in the annual target setting exercise, per the federal Safety Performance Measure requirements and they are required to establish targets by either agreeing to plan and program projects to contribute toward the accomplishment of the statewide safety performance targets or committing to quantifiable targets for the metropolitan planning area.

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<sup>3</sup> Performance Targets are detailed in the 2021 TSAP.

## Calendar of Activities

Following is a typical annual calendar that provides structure to TSAP implementation and addresses required federal due dates for reporting.

DATE	ACTIVITIES	
<b>JANUARY</b>		
<b>FEBRUARY</b>	Safety Performance Targets Stakeholder Workshop	
<b>MARCH</b>	EA Action Team Reports Due (2023) State Traffic Safety Conference	
<b>APRIL</b>		
<b>MAY</b>	OTSC Review and Approval: Safety Performance Targets	
<b>JUNE</b>	MPOs adopt State method or develop their own for the year	
<b>JULY</b>	7/1: HSP Update due to NHTSA	
<b>AUGUST</b>	8/31: HSIP Report due to FHWA	
<b>SEPTEMBER</b>		
<b>OCTOBER</b>		
<b>NOVEMBER</b>		
<b>DECEMBER</b>		

Emphasis Area Team Meetings (Year-round)

Reporting Liaison Reports to the OTSC  
(Revolves Year-round)

## Next Steps

TSAP implementation is underway. ODOT and its partner stakeholders have begun implementing Emphasis Area actions and will continue to do so through the life of the 2021-2025 TSAP. Ongoing coordination and collaboration will enhance implementation efforts and set the stage to evaluate progress on policies, programs, and projects.

For more information, contact:

- **ODOT Transportation Safety Office**
  - **Amy Joyce**, Department of Motor Vehicles Division Administrator, Amy.B.Joyce@odot.oregon.gov, 503-945-5101
  - **Traci Pearl**, Transportation Safety Office Manager, Traci.Pearl@odot.oregon.gov, 503-986-6718
  - **Walt McAllister**, Transportation Safety Office Safe Communities / Traffic Records Program Manager, Walter.J.McAllister@odot.oregon.gov, 971-283-0980
- **ODOT Transportation Planning**
  - **Michael Rock**, Statewide Planning Unit Manager, Michael.D.Rock@odot.oregon.gov, 971-304-5187
  - **Mary McGowan**, Statewide Senior Transportation Planner, Mary.M.McGowan@odot.oregon.gov, 503-986-7140

## Appendix: TSAP Emphasis Area Action Leads

Action		Action Lead(s)	Reporting Liaison to OTSC
<b>RISKY BEHAVIORS: Impaired Driving Actions</b>			
1	Provide education and outreach about the effects of and types of impaired driving, including alcohol-involved, other-drug-involved (prescription, legal, and/or illegal), and combinations.	GAC on DUII	ODOT TSO Impaired Driving Program
2	Identify data needs related to impaired driving and implement measures to address gaps in coordination with public health.	GAC on DUII	ODOT TSO Impaired Driving Program
3	Provide training and education on drug (e.g., cannabis, methamphetamine) impairment detection for law enforcement.	Oregon State Police	Oregon State Police
4	Promote policies to reduce alcohol overconsumption, including sales tax, limited service hours/days, and accountability for overserving. Increase support of related mental health and addiction services.	Oregon Health Authority	Oregon Health Authority
5	Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05. (Legislative Action)	GAC on DUII, Government Relations	ODOT TSO Impaired Driving Program
6	Revise DUII statutes and related statutes for other impairing substances. (Legislative Action)	GAC on DUII, Government Relations	ODOT TSO Impaired Driving Program
7	Strengthen laws aimed at reducing repeat DUII offenders. (Legislative Action)	GAC on DUII, Government Relations	ODOT TSO Impaired Driving Program
8	Streamline the DUII arrest and adjudication processes. (Legislative Action)	GAC on DUII, Government Relations	ODOT TSO Impaired Driving Program
9	Conduct unbiased enforcement to reduce impaired driving crashes.	Oregon State Police; Oregon State Sheriffs' Association; Oregon State Chiefs of Police Association	Criminal Justice Commission (STOP program)
<b>RISKY BEHAVIORS: Occupant Protection Actions</b>			
1	Conduct enforcement of occupant protection laws.	Oregon State Police; Oregon State Sheriffs' Association; Oregon State Chiefs of Police Association	ODOT TSO Occupant Protection Program



Action		Action Lead(s)	Reporting Liaison to OTSC
2	Conduct focused education that encourages increased use of seat belts and child safety seats, particularly in rural areas.	ODOT TSO Occupant Protection Program, Region Transportation Safety Coordinators	ODOT TSO Occupant Protection Program
3	Provide youth safety equipment (e.g., child safety seats, bicycle helmets) and education to address identified safety concerns	ODOT TSO Occupant Protection Program	ODOT TSO Occupant Protection Program
4	Recruit and train certified child passenger safety (CPS) technicians as needed.	ODOT TSO Occupant Protection Program	ODOT TSO Occupant Protection Program
<b>RISKY BEHAVIORS: Speeding Actions</b>			
1	Provide education and outreach about the safety risks of speeding.	ODOT TSO Speed and Police Traffic Services Program, TSO Communications	ODOT TSO Speed and Police Traffic Services Program
2	Continue speed management efforts among ODOT, cities, and counties to consider and revise regulations and programs for establishing speed limits to achieve safety goals, improve balance among multimodal interests, and support community objectives.	ODOT Traffic-Roadway Section; Association of Oregon Counties; League of Oregon Cities	ODOT Traffic Roadway Section
3	Modify or extend laws to continue automated enforcement of traffic violations, including exceeding the speed limit. Implementation must incorporate equity concerns.	Association of Oregon Counties; Government Relations; League of Oregon Cities; ODOT TSO Speed and Police Traffic Services Program	ODOT Traffic Roadway Section;
4	Track and assess changes to operating speeds, crash rates, fatalities, and serious injuries on roads where posted speed limits were changed.	ODOT TSO Roadway Safety; ODOT Traffic Roadway Section	ODOT Traffic Roadway Section
5	Establish target speeds consistent with facility design, safety goals, context, users, and land use. Apply the Blueprint for Urban Design in urban contexts.	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities	ODOT Traffic Roadway Section
6	Conduct unbiased enforcement to reduce speeding-related crashes.	Oregon State Police; Criminal Justice Commission Statistical Transparency Of Policing; ODOT TSO Speed and Police Traffic Services Program	ODOT TSO Speed and Police Traffic Services Program; Criminal Justice Commission Statistical Transparency Of Policing

<b>RISKY BEHAVIORS: Distracted Driving Actions</b>			
1	Increase statewide media campaigns, high visibility enforcement, awareness presentations, and court-required courses on distracted driving awareness.	ODOT TSO Distracted Driving Program Manager; State Court Administrators Office	ODOT TSO Distracted Driving Program
2	Work with other states on research and data development to identify the scope and scale of distracted driving and possible solutions.	ODOT TSO Distracted Driving Program	ODOT TSO Distracted Driving Program
3	Conduct enforcement of the mobile electronic device laws.	Oregon State Police; Oregon State Sheriff's Association; Oregon State Chiefs of Police Association	ODOT TSO Distracted Driving Program
<b>INFRASTRUCTURE: Intersection Actions</b>			
1	Update the Oregon Intersection Safety Implementation Plan to reassess statewide intersection safety needs on state and local roads.	ODOT Traffic Roadway Section; League of Oregon Cities; Association of Oregon Counties	ODOT Traffic Roadway Section
2	Implement hot spot and systemic intersection safety improvements consistent with the updated Intersection Safety Implementation Plan.	ODOT Traffic Roadway Section; League of Oregon Cities; Association of Oregon Counties	ODOT Traffic Roadway Section
3	Implement intersection design treatments to reduce conflicts between all users, increase awareness, and improve compliance.	ODOT Traffic Roadway Section; League of Oregon Cities; Association of Oregon Counties	ODOT Traffic Roadway Section
4	Implement access management on high-volume roads and/or around intersections to reduce the number and severity of crashes.	ODOT Traffic Roadway Section; League of Oregon Cities; Association of Oregon Counties	ODOT Traffic Roadway Section
5	Improve the visibility of vehicles and pedestrians and bicycles along corridors and at intersections with lighting and unobstructed sightlines.	ODOT Traffic Roadway Section; ODOT Maintenance and Operations Branch; League of Oregon Cities; Association of Oregon Counties	ODOT Traffic Roadway Section

<b>INFRASTRUCTURE: Roadway Departure Actions</b>			
1	Design and implement cost-effective hot spot and systemic roadway departure improvements addressing risk factors associated with lane departure (e.g., head-on) and run-off-road crashes on state and local facilities.	ODOT Traffic Roadway Section; ODOT Maintenance and Operations Branch; League of Oregon Cities; Association of Oregon Counties	ODOT Traffic Roadway Section
2	Improve road delineation to improve the visibility of road edges in rural areas, including at horizontal curves.	ODOT Traffic Roadway Section; ODOT Maintenance and Operations Branch; League of Oregon Cities; Association of Oregon Counties	ODOT Traffic Roadway Section
<b>VULNERABLE USERS: Pedestrian Actions</b>			
1	Identify high risk pedestrian safety locations on state and local networks using a data-driven systemic approach described in the NCHRP 20-44(13) Oregon DOT Statewide Pedestrian and Bicycle Plan (2020).	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Public Transportation Division	ODOT Traffic Roadway Section
2	Evaluate pedestrian-involved high crash locations and risk factors through analysis of existing data and development of new data sources.	ODOT Traffic Roadway Section; ODOT TSO Pedestrian Safety Program; Association of Oregon Counties; League of Oregon Cities; Public Transportation Division	ODOT TSO Pedestrian Safety Program
3	Continue to identify effective pedestrian safety countermeasures by testing new treatments, conducting before and after evaluations, and supporting research to refine crash modification factors. Replicate the most effective treatments at additional locations.	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; Public Transportation Division	ODOT Traffic Roadway Section
4	Apply proven, cost effective systemic and hotspot pedestrian safety countermeasures for all abilities in project design (e.g., lighting, striping).	ODOT Traffic Roadway Section; ODOT Maintenance and Operations Branch; Association of Oregon Counties; League of Oregon Cities; ODOT Public Transportation Division	ODOT Traffic Roadway Section
5	Prioritize safety investments on identified high crash and high risk pedestrian locations per NCHRP 20-44(13) methodology, including transit corridors, school areas, multilane roads, urban state highways and other high-risk areas.	ODOT Traffic Roadway Section; Association of Oregon Counties;	ODOT Traffic Roadway Section

		League of Oregon Cities; ODOT Public Transportation Division	
6	Design for appropriate road capacity to reduce crosswalk length and crosswalk conflicts and utilize proven safety countermeasures such as road reconfigurations (4-lane to 3-lane conversions) where appropriate.	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Public Transportation Division	ODOT Traffic Roadway
7	Design and construct corridors and facilities for pedestrians of all abilities, consistent with the Blueprint for Urban Design, based on land use and provide appropriate safe pedestrian crossings along corridors to accommodate pedestrian needs (i.e., crossing type, placement, and lighting).	ODOT Traffic Roadway Section; ODOT Maintenance and Operations Branch and Operations Branch; Association of Oregon Counties; League of Oregon Cities; ODOT Public Transportation Division	ODOT Traffic Roadway Section
8	Pursue additional funding, partnerships, and innovative strategies for the maintenance of existing pedestrian facilities, including crossings at signalized intersections.	ODOT Maintenance and Operations Branch and Operations Branch	ODOT Traffic Roadway Section
9	Prioritize multimodal safety investments in areas with a high concentration of historically underserved communities, such as low income and BIPOC communities.	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Public Transportation Division	ODOT Traffic Roadway Section
<b>VULNERABLE USERS: Motorcycle Actions</b>			
1	Provide information to increase awareness among motorcycle drivers that the majority of motorcyclist-involved crashes involve speed, impairment, and roadway departure.	GAC on Motorcycle Safety; ODOT TSO Motorcycle Safety Program	ODOT TSO Motorcycle Safety Program
2	Provide education and enforcement focused on impaired motorcycle riding and its impact on all road users.	GAC on Motorcycle Safety; ODOT TSO Motorcycle Safety Program	ODOT TSO Motorcycle Safety Program
3	Increase awareness of motorcycles among the general public through education and outreach	GAC on Motorcycle Safety; ODOT TSO Highway Safety Section	ODOT TSO Motorcycle Safety Program

4	Train engineers, planners, and maintenance personnel to adopt and implement road surface maintenance practices across jurisdictions that reduce hazards for people operating motorcycles.	ODOT Maintenance and Operations Branch and Operations Branch; Traffic Roadway Section	ODOT TSO Motorcycle Safety Program
5	Modify Oregon's helmet definition to match Federal regulations. (Legislative Action)	GAC on Motorcycle Safety; ODOT TSO Highway Safety Section; Government Relations	ODOT TSO Motorcycle Safety Program

<b>VULNERABLE USERS: Bicycle Actions</b>			
1	Identify high risk bicycle safety locations using a data-driven systemic approach as outlined in the NCHRP 20-44(13) Oregon DOT Statewide Pedestrian and Bicycle Plan (2020).	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Active Transportation Section	ODOT Traffic Roadway Section
2	Evaluate bicyclist-involved high crash locations and risk factors through analysis of existing data and development of new data sources.	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Active Transportation Section; ODOT TSO Bicycle Safety Program	ODOT Traffic Roadway Section
3	Continue to identify effective bicycle safety countermeasures by testing new treatments, conducting before and after evaluations, and supporting research to refine crash modification factors. Replicate the most effective treatments at additional locations.	ODOT Traffic Roadway Section; ODOT Active Transportation Section	ODOT Traffic Roadway Section
4	Apply proven, cost effective systemic and hotspot bicycle safety countermeasures in project design (e.g., lighting, striping).	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Active Transportation Section	ODOT Traffic Roadway Section
5	Prioritize safety investments on identified high crash and high risk bicycle locations per NCHRP 20-44(13) methodology, including transit corridors, school areas, multilane roads, urban and state highways, and other high-risk areas.	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Active Transportation Section	ODOT Traffic Roadway Section
6	Design and construct corridors and abilities for bicyclists consistent with the Blueprint for Urban Design, based on land use along corridors to accommodate bicycle needs (e.g., placement, lighting).	ODOT Traffic Roadway Section; ODOT Maintenance and Operations Branch and Operations Branch; Association of Oregon Counties; League of Oregon Cities; ODOT Active Transportation Section	ODOT Traffic Roadway Section
7	Adopt and implement maintenance practices that reduce hazards for people riding bicycles.	ODOT Traffic Roadway Section; Association of Oregon Counties; League of Oregon Cities; ODOT Active Transportation Section	ODOT Maintenance and Operations Branch and Operations Branch

8	Implement and promote increased funding for bicycle safety training in the Safe Routes to School program.	Public Transit Division; Safe Routes to School Program	ODOT TSO Bicycle and Pedestrian Safety Program
<b>VULNERABLE USERS: Aging Road User Actions</b>			
1	Identify risk factors for aging road users (all travel modes) and implement near-term treatments.	ODOT DMV At Risk Driving Program; TSO Aging Road Users Program; Traffic Roadway Section	ODOT Traffic Roadway Section
2	Develop and implement an Oregon Aging Road Users Implementation Plan based on the Addressing Oregon's Rise in Deaths and Serious Injuries for Senior Drivers and Pedestrians research report	TSO Aging Road Users Program, DMV At Risk Driving Program	TSO Aging Road User Program
<b>IMPROVED SYSTEMS: Commercial Vehicle Actions</b>			
1	Coordinate TSAP activities with the annual ODOT Commerce and Compliance Division Safety Action Plan	Motor Carrier Safety Compliance Program ODOT TSO Safety Planning	Motor Carrier Safety Compliance Program
2	Increase training and education for passenger vehicle drivers about how to interact with larger commercial vehicles.	Motor Carrier Safety Compliance Program; ODOT TSO Driving Education Program	Motor Carrier Safety Compliance Program
<b>IMPROVED SYSTEMS: Enforcement Actions</b>			
1	Increase training on unbiased law enforcement and prosecution of traffic safety offenses.	Oregon Criminal Justice Commission; Oregon State Police	Oregon State Police
2	Increase funding for traffic patrols to conduct unbiased enforcement of traffic laws.	ODOT TSO Speed and Police Traffic Services Program; Oregon State Police	Oregon State Police
3	Evaluate resource deployment including the use of automated enforcement.	ODOT TSO Speed and Police Traffic Services Program; Oregon State Police	Oregon State Police
<b>IMPROVED SYSTEMS: EMS Actions</b>			
1	Recruit, train, and retain EMS responders in rural and frontier areas (per current funding availability).	OHA EMS and Trauma Program, OHA State Emergency Medical Services, ODOT TSO EMS Program	ODOT TSO EMS Program

2	Promote Traffic Incident Management (TIM) Responder Training for EMS officials.	ODOT Traffic Incident Management Program; ODOT TSO EMS Program, OHA EMS and Trauma Program	ODOT TSO EMS Program
3	Address EMS equipment shortfalls through increased funding in rural and frontier areas.	ODOT TSO EMS Program	ODOT TSO EMS Program
<b>IMPROVED SYSTEMS: Data Actions</b>			
1	Analyze existing safety-related data and collect and analyze new data sources to evaluate pedestrian and bicycle safety risk factors on all public roads.	ODOT Traffic Roadway Section; ODOT Research Section	ODOT Traffic Roadway Section
2	Improve the timeliness of crash data, an example may include implementing relevant actions from the CAR Unit 5-year Strategic Business Plan.	ODOT Transportation Data Section	ODOT Transportation Data Section
3	Develop and implement an electronic reporting system to improve crash report timeliness, uniformity, accuracy, completeness, accessibility, and integration with related data sets (e.g., roadway inventory, traffic, public health, etc.).	Traffic Records Coordinating Committee; ODOT Transportation Data Section	ODOT Transportation Data Section
4	Revise and implement a new Traffic Records Strategic Plan based on the most recent Traffic Records Assessment recommendations.	ODOT TSO Traffic Records Program	ODOT TSO Traffic Records Program
5	Evaluate type and extent of crash underreporting. Implement necessary actions to address the issue.	ODOT TSO Traffic Records Coordinating Committee; ODOT Transportation Data Section	ODOT TSO Traffic Records Program
6	Collect data that helps safety data analysts and policy makers evaluate transportation safety equity.	Traffic Records Coordinating Committee; ODOT Transportation Data Section	ODOT Traffic Roadway Section
7	Develop and implement a Safety Dashboard to improve data sharing, accessibility, and reporting, including annual updates to data-related content in the TSAP.	Traffic Records Coordinating Committee; ODOT Transportation Data Section	ODOT Traffic Roadway Section
8	Provide transportation safety data analytical support to local agencies and Tribal governments	Traffic Records Coordinating Committee; ODOT Transportation Data Section	ODOT Traffic Roadway Section
<b>IMPROVED SYSTEMS: Training and Education Actions</b>			
1	Implement education, training, or examinations to ensure all licensed drivers understand current traffic laws.	ODOT TSO Driver Education Program; DMV Program Services	ODOT TSO Driver Education Program



2	Conduct training on traffic safety laws for law enforcement officers, attorneys, and judges to improve consistent and unbiased enforcement and adjudication processes.	Law Enforcement for Traffic Safety Committee; Oregon State Court Administrators Office; ODOT TSO Judicial, and Police Traffic Services Program; Oregon State Sheriffs' Association; Oregon State Court Administrators Office; Oregon Association of Chiefs of Police; Oregon Justice of the Peace Association; Oregon Judges Association	ODOT TSO Judicial, and Police Traffic Services Program
3	Continuously improve the education system for new automobile drivers and motorcycle riders, including Driver's Education cost and access barriers. Evaluate requiring driver training for new operators.	Law Enforcement for Traffic Safety Committee; ODOT TSO Speed and Police Traffic Services Program; Oregon State Sheriffs Association; Oregon Association of Chiefs of Police; Oregon Justice of the Peace Association; Oregon Judges Association; Oregon State Court Administrators Office; Governor's Advisory Committee on Motorcycle Safety	ODOT Driver Education Program Manager; ODOT TSO Motorcycle Safety Program
4	Provide education and other countermeasures to improve work zone safety for workers and the traveling public.	Statewide Work Zone Groups; ODOT TSO Region Safety Coordinators	ODOT TSO Roadway Safety Program
5	Develop training for local agency and consultant engineers and planners in transportation safety basics (e.g., safety investigations, road safety assessments, speed zoning, data analysis).	Association of Oregon Counties; ODOT TSO Traffic Records Program; ODOT TSO Roadway Safety Program; ODOT Traffic Roadway Section	Traffic Records Program