

Date/Time	Thursday, February 12 9:00 am. – 11:00 a.m.	
Join the Meeting	Register to attend the meeting by filling out this form . You will receive information on how to join the virtual meeting.	
Public Comment	How to submit a comment: You may submit written comments prior to the meeting by completing this online form or emailing your comment to safety@odot.oregon.gov . You may also deliver your comment in person at the meeting.	
	Written comments are due by 10 a.m., February 11.	
ADA Accessibility	A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Alexis Bocanegra at 503-986-2845 (or statewide relay 711).	
Meeting objectives	<ul style="list-style-type: none"> • Provide feedback on proposed safety actions 	
9:00 a.m.	Welcome	Mary McGowan
9:05 a.m.	Meeting Objectives and Agenda Review	Zach Johnson
9:10 a.m.	Introductions	Zach Johnson
9:15 a.m.	Public Comment	Zach Johnson
9:20 a.m.	Legislative Update	Amanda Pietz
9:25 a.m.	TSAP Process Update	Mary McGowan
9:30 a.m.	2026 TSAP Focus on Actions	Lacy Brown
9:40 a.m.	Breakout Discussion Groups	
	A. Roadway Departures/Speeding/Intersections (1)	
	B. Roadway Departures/Speeding/Intersections (2)	
	C. Impairment/Distracted/Unrestrained Occupants	
	D. Pedestrians/Bikes (1)	
	E. Pedestrians/Bikes (2)	
	F. Aging Drivers/Young Drivers	
	G. Motorcycles/Medium and Heavy Vehicles	
10:15 a.m.	Break	
10:20 a.m.	Breakout Discussion Groups Continue	
10:50 a.m.	Next Steps	Mary McGowan
11:00 a.m.	Adjourn	Jenny Thacker

2026 TSAP Update

Proposed Safety Actions (**Draft**)

Actions are numbered for ease of reference, not by priority.

1. Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
2. Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
3. Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
4. Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
5. Expand the use of Intersection Control Evaluations that prioritize roundabouts.
6. Expand infrastructure design policies related to speed management.
7. Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
8. Support Local Safe Communities Programs, and similar state level program/focus.
9. Expand access to safe travel options through land use, transit, ride share, and other programs.
10. Partner with interested organizations to support aging driver programs.
11. Streamline the DUII arrest processes by developing consistent protocols for electronic search warrant procedures.
12. Expand use of and compliance with ignition interlock devices as part of the DUII adjudication process.
13. Expand law enforcement training and education on drug impairment detection.
14. Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
15. Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
16. Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
17. Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
18. Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
19. Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
20. Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.

21. Establish a statewide task force to craft policy and guidance regarding e-motos.
 22. Encourage distraction-free driving policies for public and private employers.
 23. Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
 24. Enforce, enhance, and extend graduated drivers license (GDL) restrictions.
 25. Develop a resource that describes how construction and maintenance practices can impact motorcyclist safety.
 26. Maintain and upgrade rest areas to ensure safety for all travelers."
 27. Recruit and train certified child passenger safety technicians.
 28. Incorporate safety as a criteria for capital improvement project selection.
 29. Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
 30. Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.
-

Small Group A: Roadway Departures/Speeding/Intersections (1)

Members: Captain Evan Sether, Mark Willrett, Tova Peltz, Darrin Neavol, Marlow Stanton, Mark Barrett, Jeff Shambaugh, Aaron Smith, Jamie Schmidt

Primary actions for discussion:

- | |
|--|
| Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden. |
| Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts. |
| Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc. |
| Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history. |
| Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user. |
| Action #7: Incorporate safety as a criteria for capital improvement project selection. |
| Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds. |
| Action #9: Expand infrastructure design policies related to speed management. |
| Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc. |

Secondary actions (if time allows):

- | |
|---|
| Action #6: Support Local Safe Communities Programs, and similar state level program/focus. |
| Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers. |
| Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs. |
| Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders. |
| Action #15: Streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures. |
| Action #16: Expand use of and compliance with ignition interlock devices as part of the DUI adjudication process. |
| Action #17: Expand law enforcement training and education on drug impairment detection. |
| Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies. |
| Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes. |
| Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives. |
| Action #27: Maintain and upgrade rest areas to ensure safety for all travelers. |
| Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives. |

Small Group B: Roadway Departures/Speeding/Intersections (2)

Members: Joseph Marek, Terry Hendryx, Scott Fleury, Jeremy Doze, David Hurwitz, Brian Worley, Peter Schuytema, Kelly Rodgers

Primary actions for discussion:

Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Secondary actions (if time allows):

Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
Action #15: Streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures.
Action #16: Expand use of and compliance with ignition interlock devices as part of the DUI adjudication process.
Action #17: Expand law enforcement training and education on drug impairment detection.
Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
Action #27: Maintain and upgrade rest areas to ensure safety for all travelers.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group C: Impairment/Distracted/Unrestrained Occupants

Members: Sgt. Christopher Petrov, Kimberly Rose, Chuck Hayes, Billie-Joe Nickens, Angel Pairan, Tim Svenson, Chief Marcia Harnden, Tyler Deke, John Bonnett

Primary actions for discussion:

Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #14: Revise statutes for alcohol and other impairing substances, including 0.05% BAC and a focus on repeat offenders.
Action #15: Streamline the DUI arrest processes by developing consistent protocols for electronic search warrant procedures.
Action #16: Expand use of and compliance with ignition interlock devices as part of the DUI adjudication process.
Action #17: Expand law enforcement training and education on drug impairment detection.
Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
Action #20: Recruit and train certified child passenger safety technicians.
Action #21: Encourage distraction-free driving policies for public and private employers.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Secondary actions (if time allows):

Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Small Group D: Pedestrians/Bikes (1)

Members: Andrea Lightsey-Walker, Dave Roth, Sarah Iannarone, Zachary Lauritzen, Andrea Durbin, Xao Posadas, Chris Cheng, Brian Hurley

Primary actions for discussion:

Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
Action #24: Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
Action #28: Establish a statewide task force to craft policy and guidance regarding e-motos.

Secondary actions (if time allows):

Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group E: Pedestrians/Bikes (2)

Members: Taundra Mortensen, Bill Holmstrom, Clay Veka, Jenny Lee, Theresa Conley, Josh Roll, Michael Duncan, Dagan Wright

Primary actions for discussion:

Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #4: Prioritize low-cost systemic and proactive countermeasures based on crash risk in lieu of or in addition to crash history.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #9: Expand infrastructure design policies related to speed management.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #23: Prioritize and secure federal, state, and local funding for VRU-focused safety countermeasures and initiatives.
Action #24: Refine and combine findings from multiple statewide assessments to consistently identify VRU safety needs on local roads and state highways.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
Action #28: Establish a statewide task force to craft policy and guidance regarding e-motos.

Secondary actions (if time allows):

Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group F: Aging/Young Drivers

Members: Janelle Lawrence, Becky Taylor, Marie Dodds, Diana Hansen, Arla Miller, Patrick Herman, Ethan Stuckmayer, Teresa Cisneros, Susie Ashenfelter, MaryJo Anderson, Colleen O'Hogan

Primary actions for discussion:

Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #11: Enforce, enhance, and extend graduated drivers license (GDL) restrictions.
Action #12: Partner with interested organizations to support aging driver programs.
Action #13: Expand access to safe travel options through land use, transit, ride share, and other programs.
Action #21: Encourage distraction-free driving policies for public and private employers.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
Action# 27: Maintain and upgrade rest areas to ensure safety for all travelers.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.

Secondary actions (if time allows):

Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #22: Prioritize implementation of context sensitive design elements on arterial roadways with the highest risk of fatal and serious injury crashes.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Small Group G: Motorcycles/Medium and Heavy Vehicles

Members: Chris Henry, Cameron Bennett, Victor Hoffer, Mark Gibson, Nikki Messenger, Beth Wemple, Sara Cole, Nick Fortey, Andrew Brown, Mindy McCart

Primary actions for discussion:

Action #5: Maintain devices, markings, and signs related to safety at the highest level required to meet the need of the least able road user.
Action #8: Implement infrastructure countermeasures aimed at reducing motor vehicle speeds.
Action #19: Provide safety equipment for youth and low income (child safety seats, bicycle helmets, reflective gear).
Action #25: Develop a resource that describes how construction and maintenance practices can impact motorcyclist safety.
Action #26: Increase training and education for passenger vehicle drivers about how to safely interact with other vehicle types, including large commercial vehicles, motorcycles, scooters, and e-motos.
Action #27: Maintain and upgrade rest areas to ensure safety for all travelers.
Action #29: Develop a communication guide for local agencies and partners when reporting on crashes, traffic safety efforts, proven safety countermeasures, etc.
Action #30: Monitor trends, current events, and political interest to capitalize on changes which could lead to increased support for transportation safety initiatives.

Secondary actions (if time allows):

Action #1: Advocate for legislation to expand automated enforcement into rural areas and reduce administrative burden.
Action #2: Expand the use of Intersection Control Evaluations that prioritize roundabouts.
Action #3: Develop policies and implement operational strategies for signalized intersection safety: leading pedestrian interval, protected turns, no turn on red, etc.
Action #6: Support Local Safe Communities Programs, and similar state level program/focus.
Action #7: Incorporate safety as a criteria for capital improvement project selection.
Action #10: Develop and expand education, awareness, and advocacy programs to improve safe driving by young and novice drivers.
Action #16: Expand use of and compliance with ignition interlock devices as part of the DUII adjudication process.
Action #18: Prioritize funding and programs aimed at prevention for substance misuse and dependency across agencies.