

The Oregon Department of Transportation (ODOT) is conducting an update of the Transportation Safety Action Plan (TSAP). The TSAP unifies transportation safety planning in Oregon by providing long-term goals, policies, strategies, and near-term actions to eliminate deaths and life-changing injuries.

OREGON SAFETY TRENDS BY THE NUMBERS

Analysis of crash trends for all reported crashes, comparing 2009–2013 to 2014–2018 data:

- Fatal and serious injury crashes have risen more than 23%.
- The urban portion of fatal and serious injury crashes increased from 48% to 56%.
- Roadway departure (41%) and intersections (36%) are the most common attributes in fatal and serious injury crashes.
- Pedestrians seriously injured or killed increased by 20%, from 791 to 953.
- Bicyclists seriously injured or killed increased by less than 1%, from 332 to 334.
- Motorcyclists seriously injured or killed increased by 16%, from 1,216 to 1,412.
- Fatal and serious injury crashes involving an older driver increased by more than 38%, from 1,498 to 2,082.

The full Crash Trend Analysis Report is available on the [TSAP Update Project Website](#) »

Fatal and Serious Injury Crashes in Oregon



WHAT WE LEARNED

ODOT staff and the consultant team solicited feedback from safety stakeholders to inform the 2021 TSAP update. Many safety-related issues have been discussed over the past few months of outreach that supplement the crash trend analysis. The following have stood out as continuing or emerging safety issues.

- **Zero continues to be the state’s vision.** Even though fatalities and serious injuries have increased in Oregon the only reasonable goal is to have no deaths or life-changing injuries on Oregon’s transportation system.
- **Transportation safety must be provided equitably.** When implementing safety strategies, Oregon must act to ensure equitable benefits for all travelers.
- **Local agencies need safety support.** The process for local agencies to seek funding for safety planning, including Local Road Safety Plans, should be clarified.
- **Increases in impaired driving are anticipated.** Oregon’s recent drug-related policies have affected impaired driving numbers, and upcoming changes may result in even more impaired road users.
- **TSAP implementation can improve.** The 2016 TSAP includes more than 100 strategies and actions, making it difficult to prioritize and implement. Reducing and combining actions may help safety partners progress toward our shared goals.

ODOT NEEDS YOUR VOICE!

Help the Oregon TSAP team update the plan to meet your transportation safety needs. Email your questions or comments to: safety@odot.state.or.us

Visit the [TSAP Update Project Website](#) for resources on the past and future of the TSAP.

OPPORTUNITIES TO STAY ENGAGED

- Receive the [TSAP update e-newsletter](#) for the latest information to ensure your needs are heard.
- In Summer 2021 ODOT will provide a public comment period for the draft TSAP.