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Transportation Safety Action Plan (TSAP) Partner Workshop #1

June 25, 2025

Zoom: Rename Yourself

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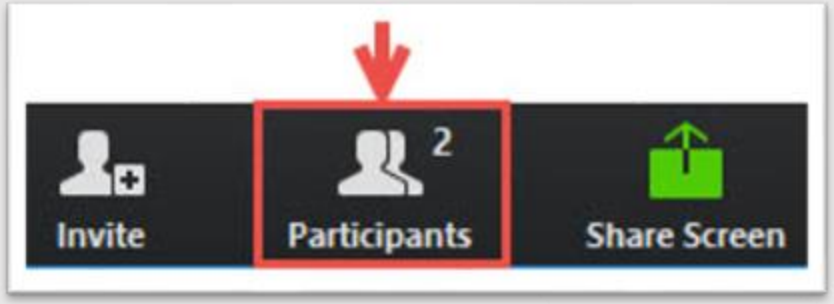

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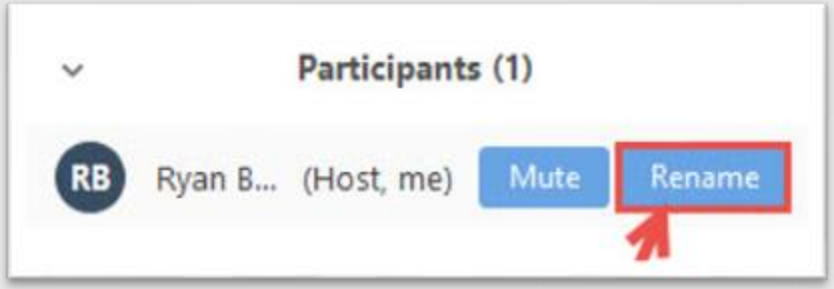

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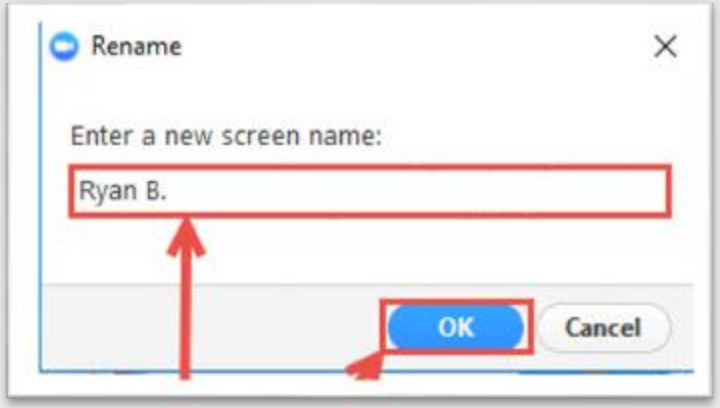

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Welcome and Opening Remarks

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Objectives, Agenda and Introductions

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Workshop Objectives

- Understand successes, challenges and lessons learned from implementation of previous planning efforts that we want to keep in mind for future planning efforts.
- Understand data trends to inform areas the plan will focus on (e.g. emphasis areas).

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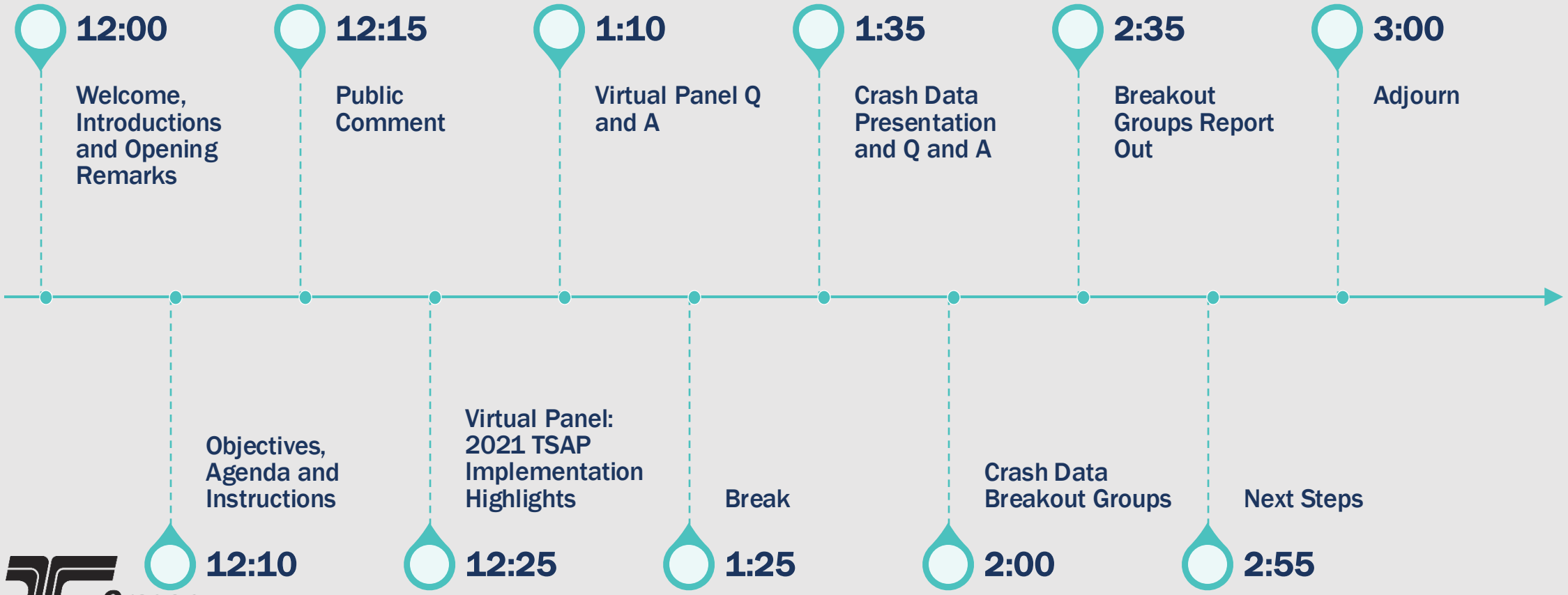
Workshop Agenda



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Introductions with Mentimeter

- Name, pronouns, organizational affiliation and role
- Respond to the question: What is your relationship to the 2021 TSAP? Or how have you implemented the 2021 TSAP.

Mentimeter.com

Code: 7679 4275

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Public Comment

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Public Comment

Format

- 2 minutes per speaker
- 10 minutes for public comment

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Public Comment

Written Comment Themes

- Cars have gotten better at protecting the people inside them, but bikes and other micro-mobility devices have not.
  - Streets and transportation infrastructure should be designed or retrofitted to increase safety for pedestrians, cyclists, and micro-mobility device users. This is especially true for rural roads.
  - Helmets and lights to make cyclists and micro-mobility users more visible should be mandatory

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Background and Context

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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 jurisdictions

The TSAP establishes the 20-year vision for transportation safety and identifies short-term actions to eliminate deaths and life-changing injuries.

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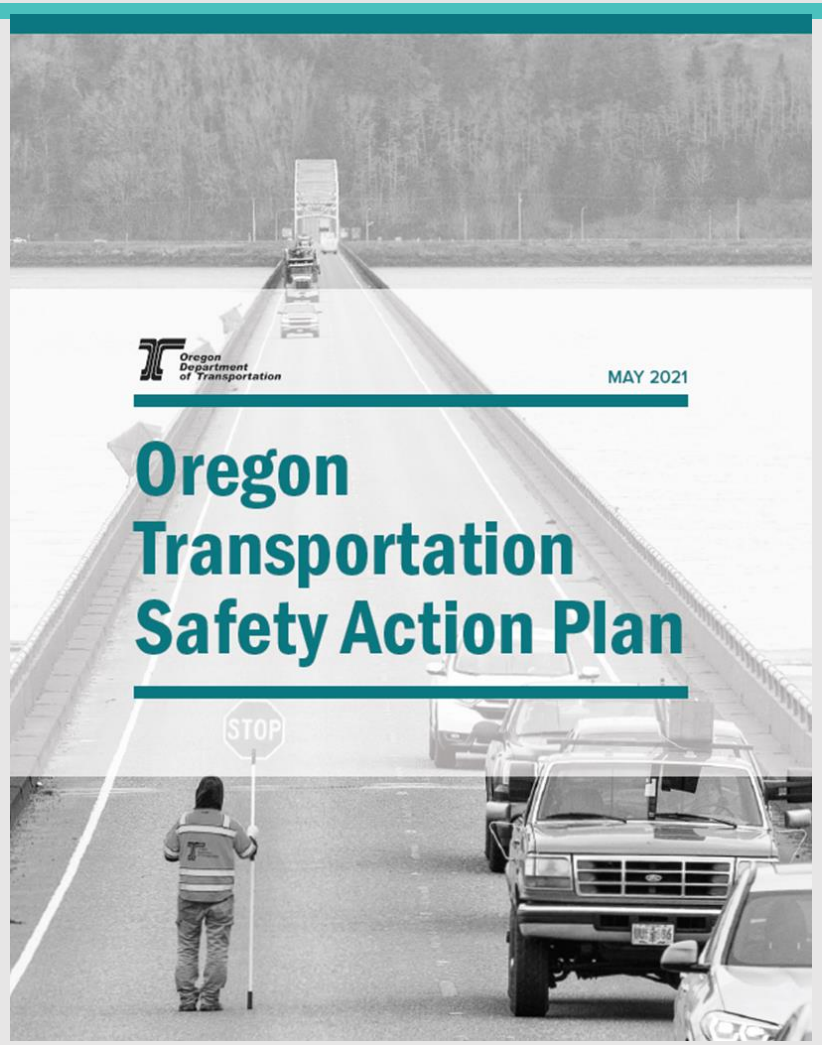

What is the TSAP?

2021 Vision and Emphasis Areas

Vision

Oregon envisions **no deaths or life-changing injuries** on Oregon's transportation system by 2035

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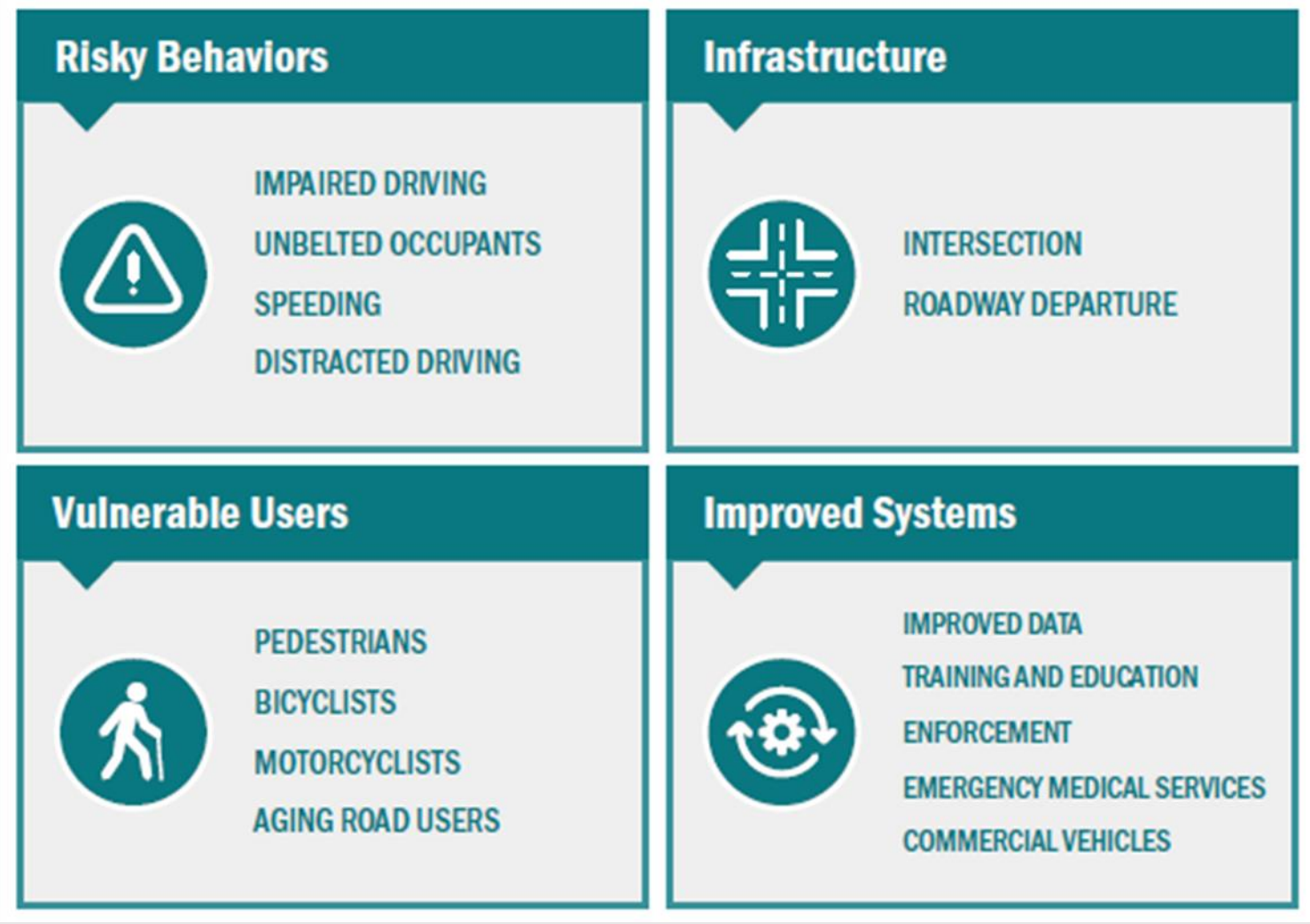

OTP Safety Goal and Objectives

OTP Safety Goal

Enable safe travel for all people, regardless of their age, ability, race, income or mode of transportation

Objectives *(How)*

- **SA.1:** Implement a holistic, proactive approach to system safety that eliminates the occurrence of people being killed or seriously injured on the transportation system by anticipating human mistakes and recognizing the vulnerability of people on the road.
- **SA.2:** Provide transportation systems and facilities that are safe and secure for people to use, maintain, and operate.
- **SA.3:** Leverage data and technology to document and eliminate fatal and serious injury crashes.

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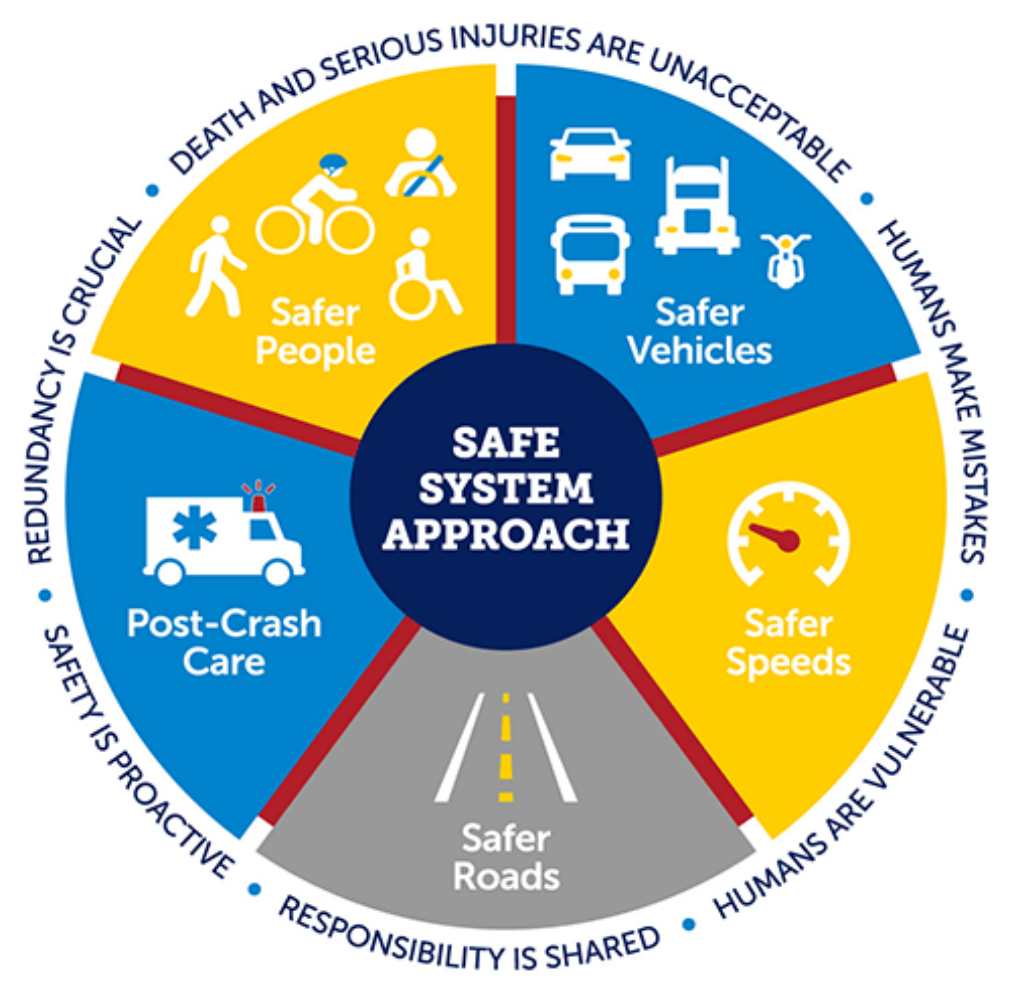
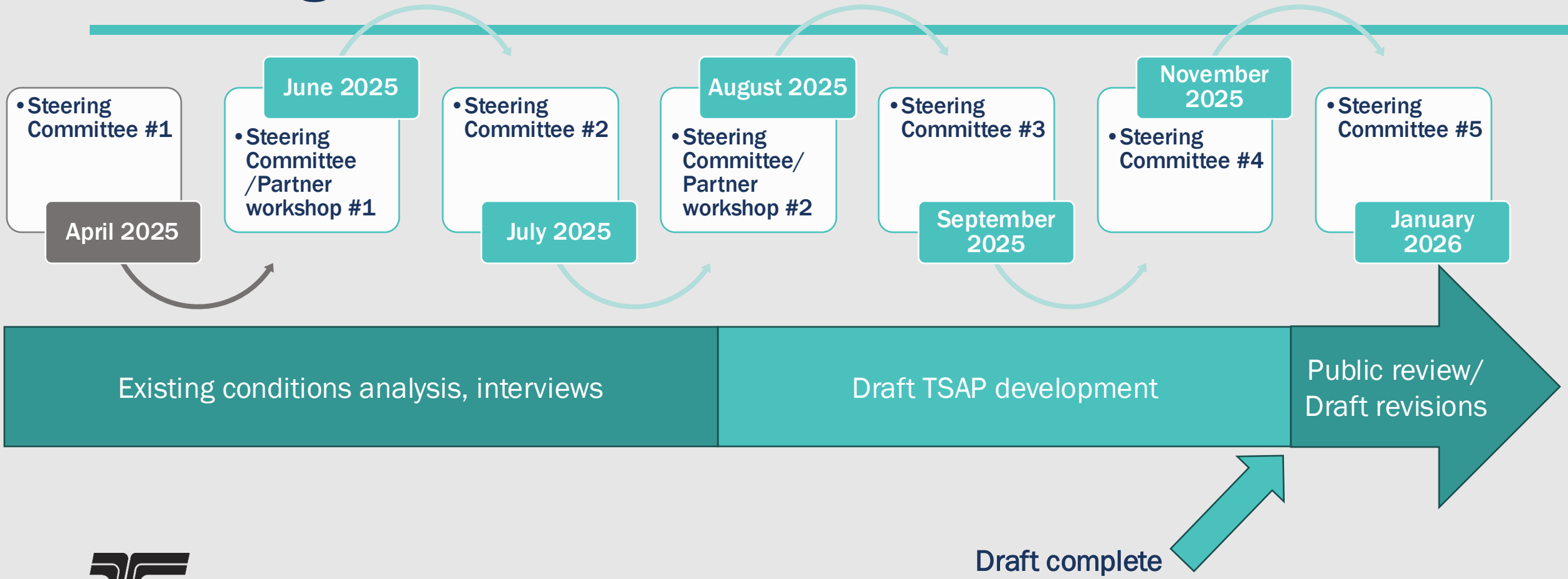
Safe System Approach



Meeting Schedule



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Virtual Panel: 2021 TSAP Implentation Highlights

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Introduction: The State of Implementation

Key takeaways

- 74 total actions

% of Actions by Emphasis Area	
Vulnerable Road Users (VRU)	32%
Risky Behaviors	30%
Infrastructure	9%
Improved Systems	28%

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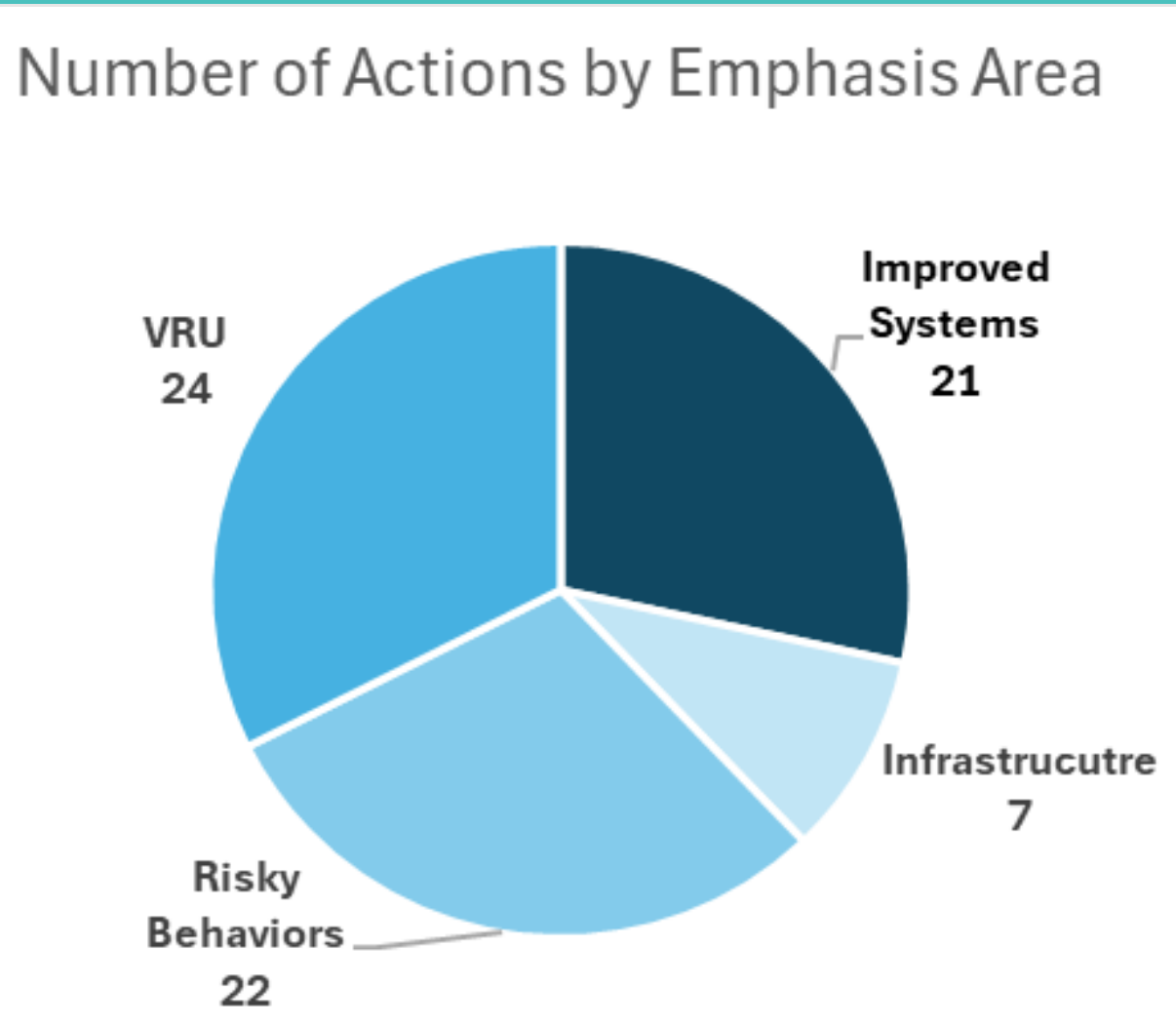
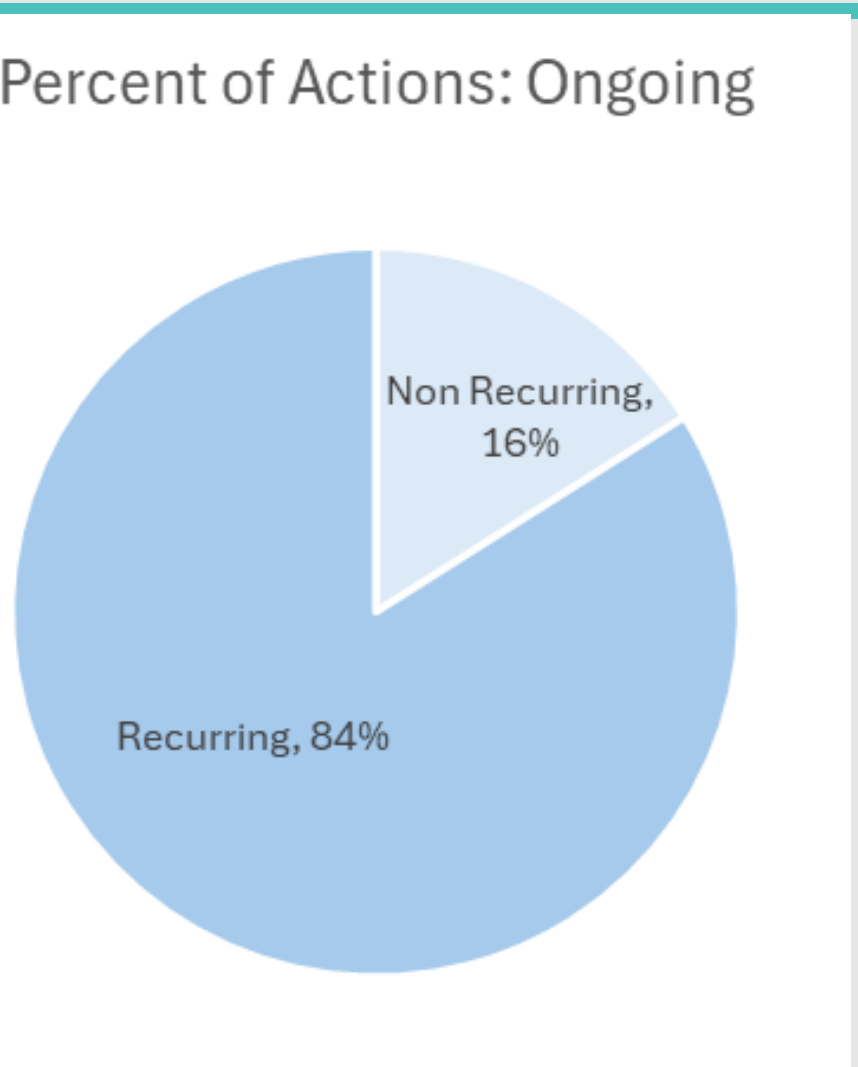


Introduction: The State of Implementation

Key takeaways

- 84% of all actions are recurring
- All actions started and zero cancelled

Number and % of Actions by Status		
Completed	2	2.7%
Substantial Progress	35	47.3%
Underway	30	40.5%
Early Progress	7	9.5%



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Panel: Emphasis Area Implementation

Jiguang Zhao, State Traffic Safety Engineer (15 min)

- Infrastructure
- Risky Behavior

Walt McAllister, Safe Communities Program Manager (10 min)

- Vulnerable Users

John Bonnett, Crash Analysis & Reporting Unit Manager (10 min)

- Improved Systems

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Infrastructure Emphasis Area Implementation Highlights

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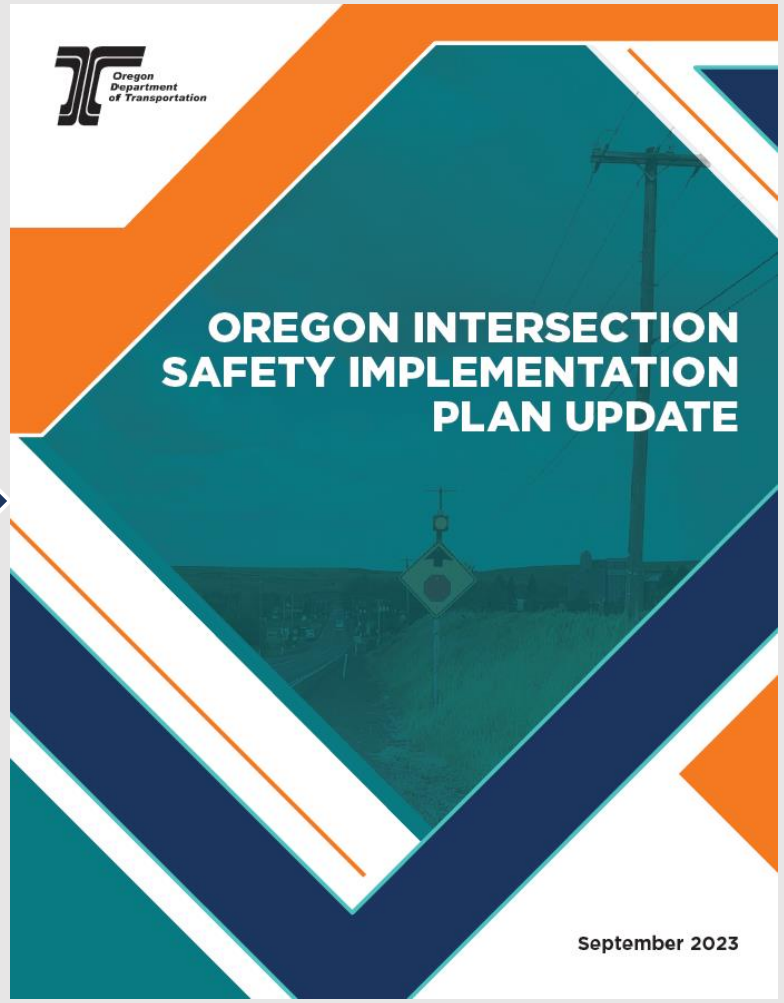
Infrastructure Emphasis Area Implementation

Emphasis Area:
Infrastructure

Subarea:
Intersection

Action:
Update the Oregon Intersection Safety Implementation Plan to reassess statewide intersection safety needs on state and local roads



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Oregon Intersection Safety Implementation Plan (updated)

- A data-driven framework for conducting systemic intersection safety analyses that is in line with the Safe System Approach

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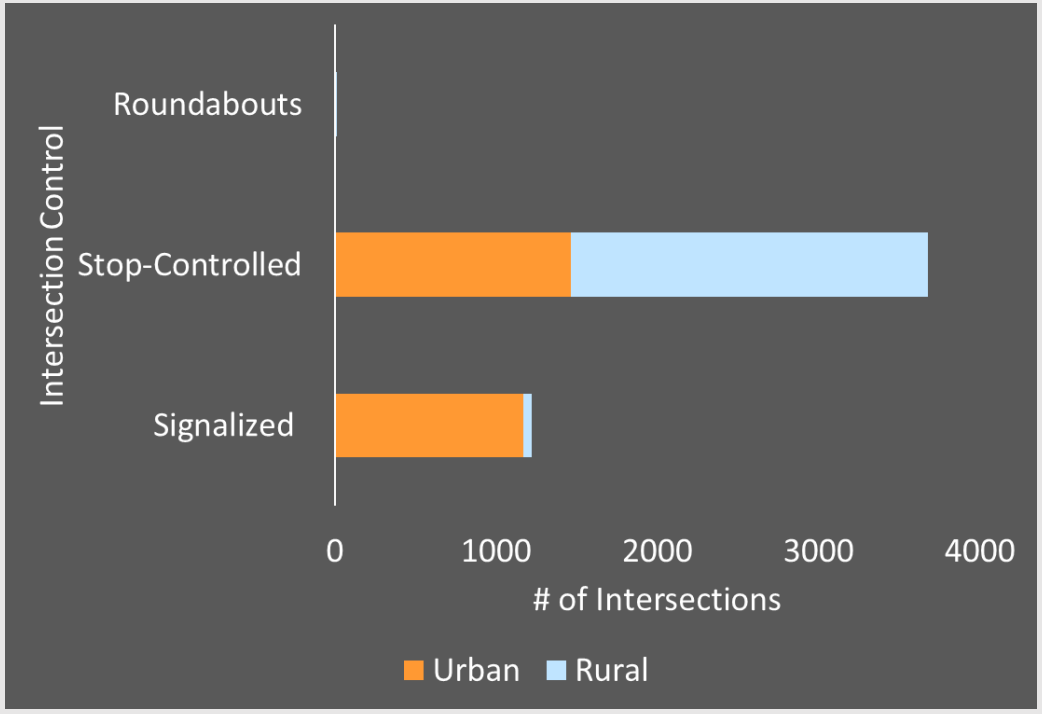
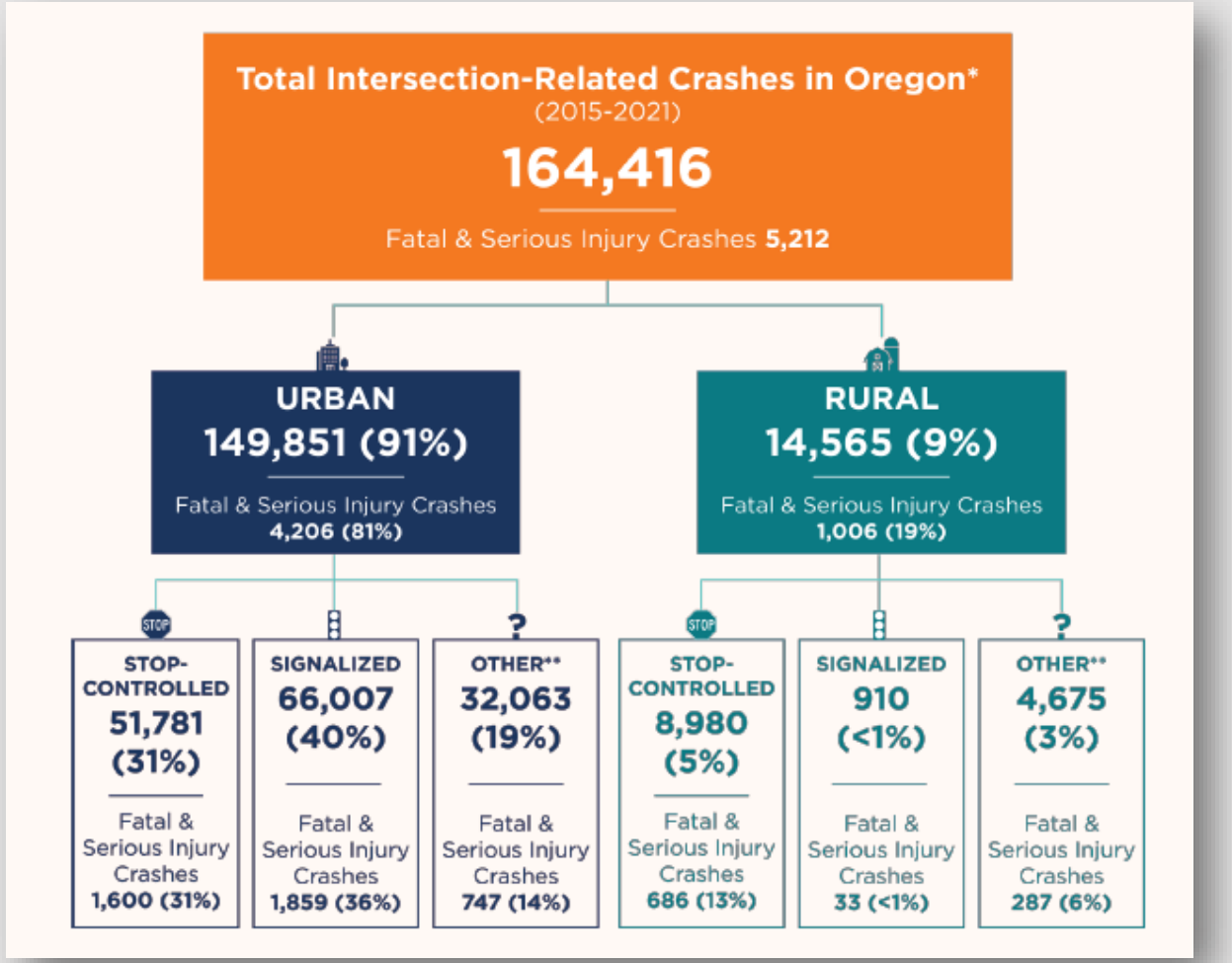
Intersections and Intersection Crashes in Oregon (2015-2021)





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Weighted Screening Characteristics for Intersection

	Signalized		Stop Controlled	
Screening Characteristic	Urban	Rural	Urban	Rural
Functional Classification				
Arterial (Principal + Minor)	1.03	-	1.25	-
Arterial (Principal)	-	1.29		1.61
Posted Speed				
35 mph	1.01	-	1.00	-
40 – 45 mph	1.09	-	1.49	-
45 – 50 mph	-	1.00	-	1.06
≥ 50 mph	1.11	-	2.04	-
≥ 55 mph	-	1.13	-	2.03
Volume (AADT)				
AADT ≥ 10,000	-	-	1.27	1.80
AADT ≥ 25,000	1.00	1.24	-	-
Approach Characteristics				
Right Turn Lane Present	-	-	1.81	2.10
Left Turn Lane Present	1.70	1.10	1.09	1.95
Number of Through Lanes ≥ 3	-	-	1.33	1.51
Number of Through Lanes ≥ 4	1.04	1.46	-	-
Equity				
Medium High or High Equity Disparity	1.16	1.20	1.05	1.65
Active Transportation				
Bicycle Volumes	1.03	1.27	1.31	1.00
Pedestrian Volumes	1.01	1.44	1.03	1.13

Infrastructure Emphasis Area Implementation

Emphasis Area:	Subarea:
Infrastructure	Roadway Departure

Action:
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

- Oregon Roadway Departure Implementation Plan
- CRF in Oregon Crash Reduction Factor Manual
- Projects for improving roadway departure crashes

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Note:
CRF: Crash Reduction Factor

Oregon Roadway Departure Implementation Plan

Strategy Matrix

Countermeasure	Threshold Crash Level (6 Years)	Number of Crashes in 6 Years (2009-14)	Estimated Number of Improvements	Construction Costs ($ Million)	Annual Targeted Crash Reduction	Annual Estimated Fatality Reduction	Annual Estimated Severe Injury Reduction	Cost/Life Saved ($ Million)
State								
Curve treatment - Level 2	3	6,810	842	$10.53	238.35	7.72	19.58	$1.36
Curve treatment - Level 3	16	861	18	$1.80	29.06	0.94	2.39	$1.91
Center Line Rumble Strips	3	2,366	249	$0.45	86.75	18.78	35.27	$0.02
Edge Rumble Strips	3	10,664	654	$1.96	191.95	6.06	14.53	$0.32
Delineation	5	1,346	164	$1.23	46.66	1.20	2.53	$1.02
High Friction Surface Treatment	11	386	12	$0.98	24.13	0.56	1.53	$1.75
Wider Shoulders (2 ft.)	10	1,395	25	$0.86	4.07	0.13	0.31	$6.62
Tree Management	4	507	21	$0.26	8.45	0.54	0.92	$0.48
Alcohol Enforcement - Rural	5	15	1	$0.02	0.20	0.05	0.05	$0.53
Alcohol Enforcement - Urban	6	25	2	$0.03	0.33	0.03	0.04	$1.05
Speed Enforcement - Rural	18	414	8	$0.15	4.14	0.09	0.23	$1.67
		State Total		**$18.27**	**634**	**36**	**77**	**$16.73**

- Approach for roadway departure crashes
  - Systemic approach
    - ❖Curve treatments
    - ❖Centerline rumble strips
    - ❖Edge rumble strips
    - ❖Delineation
    - ❖High friction surface treatment
    - ❖Wider shoulder
    - ❖Tree management
  - Comprehensive approach
    - ❖Alcohol and drug education and enforcement
    - ❖Speed education and enforcement

- CRF Manual updated regularly and by request
- Hot-spot treatments
  - Increase pavement friction on curve segment by installing high friction surface treatments (H48)
- Systemic treatments
  - Increase distance to rural roadside obstacle (RD1)
  - Install chevron signs on rural horizontal curves (RD6)
  - Install oversized, double-up and/or fluorescent yellow sheeting for advance curve warning signs (RD8)
  - Install centerline rumble strips (RD16)
  - Install shoulder rumble strips (RD18)
  - Widen paved shoulder (RD20)

Note:
H: Hot-spot; RD: Roadway Departure

Selected Projects for Roadway Departure Crashes (2021-2024 STIP)

Key Number	Project Location	Project Description	Category
K21673	I-5 from Azalea to Glendale	Remove fixed objects and add cable barrier or guardrail	Systemic
K21874	Morgan Lake Road	Install guardrail and widen roadway	Systemic
K22775	Northwest Oregon (multiple locations)	Install centerline and shoulder rumble strips on various roadway segments in northwest Oregon	Systemic
K21621	Redland Road from OR-213 to Springwater Road	Install high friction pavement surface	Hot-spot
K22562	I-5 at Sexton Mountain Pass	Install curve warning and message signs	Hot-spot

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Note:
STIP: Statewide Transportation Improvement Program

Risky Behaviors Emphasis Area Implementation Highlights

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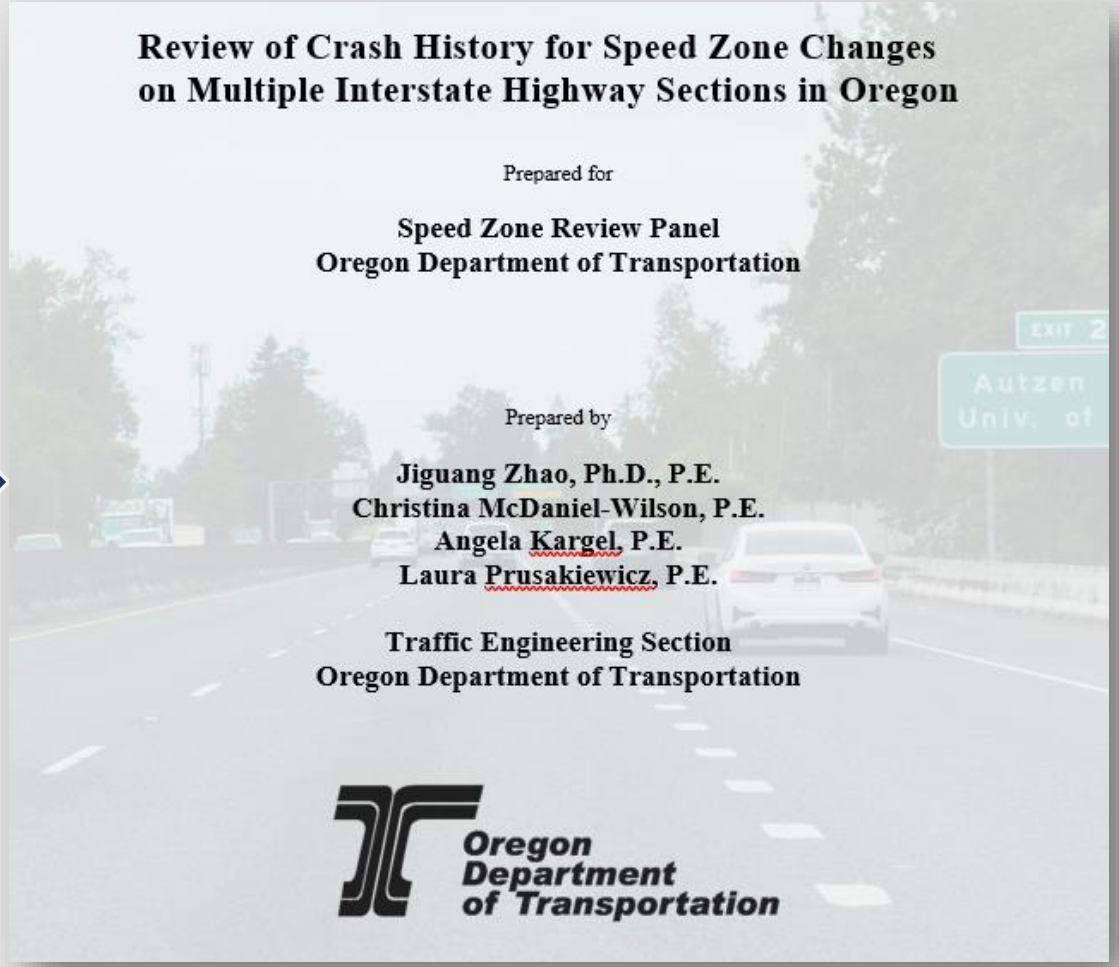
Risky Behaviors Emphasis Area Implementation

Emphasis Area:	Subarea:
Risky Behaviors	Speeding

Action:
Track and assess changes to operating speeds, crash rates, fatalities, and serious injuries on roads where posted speed limits were changed.



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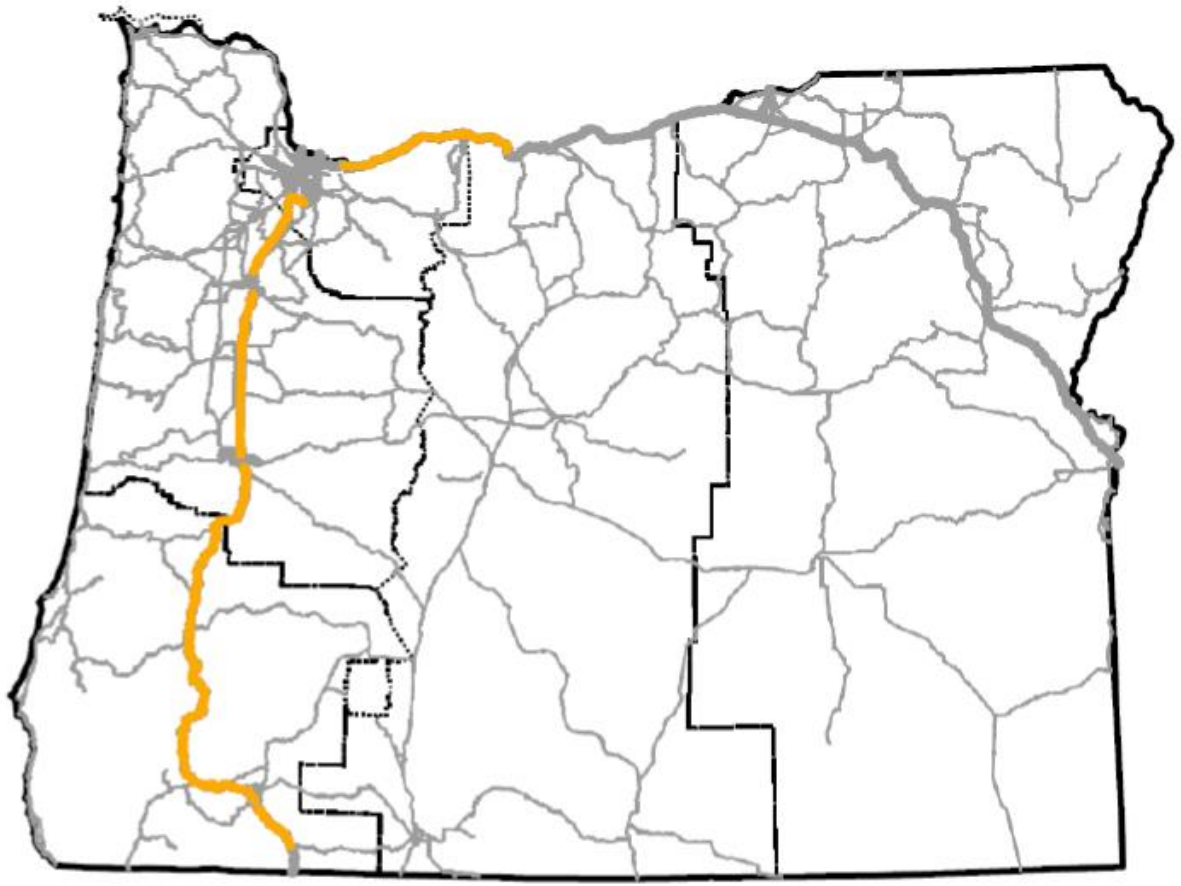
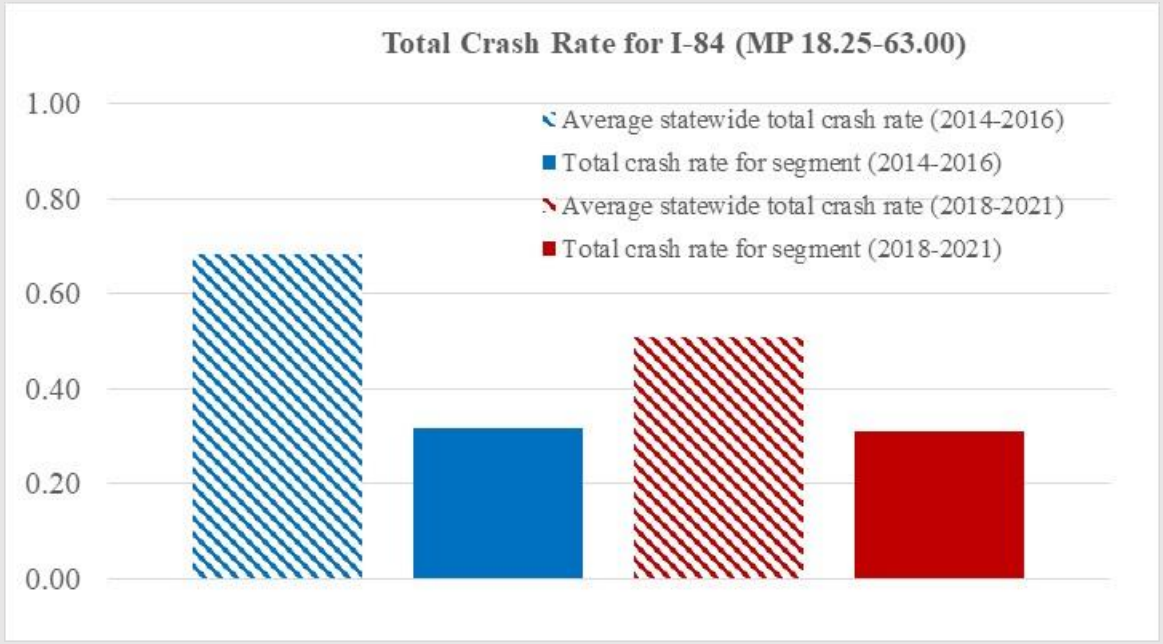
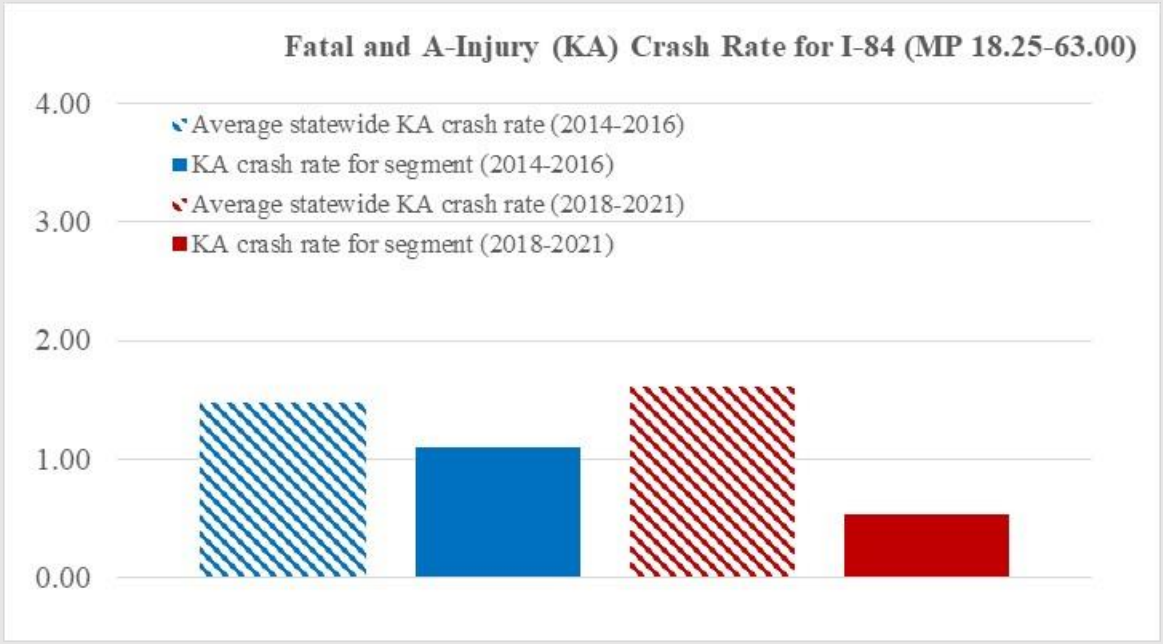
Interstate Highways with Increase on Truck Speed Limits



Highway ID	Highway Name	Beginning Mile Point	Ending Mile Point	From	To	Direction
1	I-5	10.08	27.00	Ashland	Medford	Both
2	I-5	30.85	107.83	Medford	Myrtle Creek	Northbound
3	I-5	30.85	73.18	Medford	Smith Hill Summit	Southbound
4	I-5	73.95	107.86	Smith Hill Summit	Myrtle Creek	Southbound
5	I-5	108.85	117.00	Myrtle Creek	Green	Both
6	I-5	117.00	122.64	Green	Roseburg	Both
7	I-5	127.00	190.41	Roseburg	Eugene	Both
8	I-5	196.00	202.00	Eugene	Coburg	Both
9	I-5	202.00	251.00	Coburg	Salem	Both
10	I-5	260.85	288.60	Salem	Tualatin	Northbound
11	I-5	259.86	288.60	Salem	Tualatin	Southbound
12	I-84	18.25	63.00	Troutdale	Hood River	Both
13	I-84	63.00	73.00	Hood River	Memaloose rest area	Both
14	I-84	73.00	81.75	Memaloose rest area	The Dalles	Both
15	I-205	0.00	6.00	Tualatin	West Linn	Both

Crash Rates for Example Roadway Segment





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Crash Rates Before and After Speed Increase

Highway ID	Highway Name	Beginning Mile Point	Ending Mile Point	Crash Rate from Before Period to After Period[1,2]		Crash Rate from Statewide Average to After Period[1,2]	
				Total Crashes	F+A Crashes	Total Crashes	F+A Crashes
1	I-5	10.08	27.00	↑	↑	↓	↑
2	I-5 (northbound)	30.85	107.83	↑	↑	↑	↑
3	I-5 (southbound)	30.85	73.18	↑	↓	↓	↑
4	I-5 (southbound)	73.95	107.86	↑	↓	↓	↑
5	I-5	108.85	117.00	↑	↑	↑	↑
6	I-5	117.00	122.64	↑	↑	↓	↑
7	I-5	127.00	190.41	↑	↑	↓	↑
8	I-5	196.00	202.00	↑	↑	↓	↑
9	I-5	202.00	251.00	↑	↑	↓	↑
10	I-5 (northbound)	260.85	288.60	↑	↑	↓	↓
11	I-5 (southbound)	259.86	288.60	↑	↑	↓	↓
12	I-84	18.25	63.00	↓	↓	↓	↓
13	I-84	63.00	73.00	↑	↑	↓	↑
14	I-84	73.00	81.75	↓	↑	↓	↑
15	I-205	0.00	6.00	↑	↑	↓	↓

Highway ID	Highway Name	Beginning Mile Point	Ending Mile Point	Crash Rate from Before Period to to After Period[1,2,3]		Crash Rate from Statewide Average to After Period[1,2]	
				Total Crashes	F+A Crashes	Total Crashes	F+A Crashes
1	I-5	10.08	27.00	↑	↓	↓	↓
2	I-5 (northbound)	30.85	107.83	↑	↓	↑	↑
3	I-5 (southbound)	30.85	73.18	↑	↓	↑	↓
4	I-5 (southbound)	73.95	107.86	↑	↓	↑	↓
5	I-5	108.85	117.00	↑	↔	↑	↓
6	I-5	117.00	122.64	↑	↑	↓	↑
7	I-5	127.00	190.41	↑	↓	↓	↓
8	I-5	196.00	202.00	↑	↑	↓	↓
9	I-5	202.00	251.00	↑	↑	↓	↓
10	I-5 (northbound)	260.85	288.60	↑	↑	↓	↓
11	I-5 (southbound)	259.86	288.60	↑	↑	↓	↓
12	I-84	18.25	63.00	↑	↑	↓	↓
13	I-84	63.00	73.00	↑	↔	↑	↓
14	I-84	73.00	81.75	↓	↑	↑	↑
15	I-205	0.00	6.00	↑	↑	↓	↓

Questions?

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Vulnerable Users Emphasis Area Implementation Highlights

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Vulnerable Users

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Implementation for 2021 TSAP

Emphasis Area:	Subarea:
Vulnerable Users	Older Drivers

Action:
Identify risk factors for aging road users (all travel modes) and implement near-term treatments.

- Clearview Font
- Rumble/Mumble
- Improved Striping
- Oversize signage at key locations

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Implementation for 2021 TSAP

Emphasis Area:
Vulnerable Users

Subarea:
Older Drivers

Action:
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.1

- DMV At Risk Driver Program
- Many system improvements assist older drivers.
- A plan was developed by the prior program manager, but it's already time to develop new plans that account for technology improvements such as car hailing and other mobility tools.

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Implementation for 2021 TSAP

Emphasis Area:	Subarea:
Vulnerable Users	Bicyclist

Action:
Evaluate bicyclist-involved high crash locations and risk factors through analysis of existing data and development of new data sources

- Intersection safety analytics pilot study
- Oregon Vulnerable Road Users Safety Assessment
- Research project on near-miss data for safety analysis

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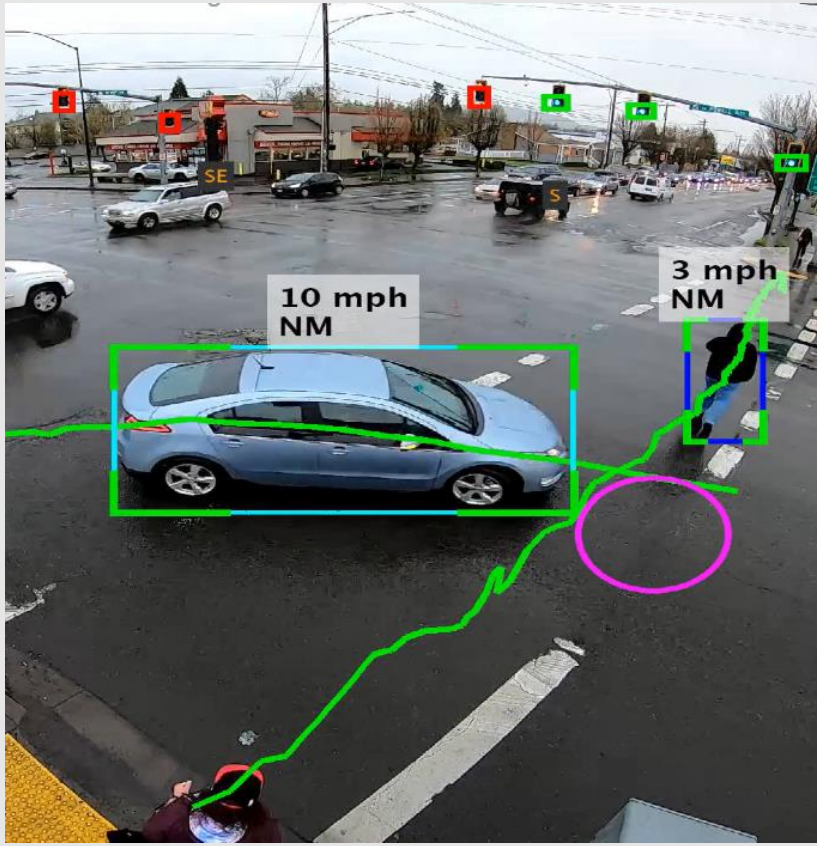
Intersection Safety Analytics Pilot Study

- A pilot study to analyze intersection safety with video data to count the near-misses by category at intersections
- 10 intersections in total with detailed near-miss data
- Special data for vulnerable roadway users including bicyclists



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Vulnerable User Risk

Vulnerable User Crossing on Don't Walk

52 Events

Vulnerable User and Thru Vehicle

29 Near Miss Events

87% Non-compliance rate

Vulnerable User and Right-turning Vehicle

21 Near Miss Events

10% Non-compliance rate

Left-turning Vehicle then Vulnerable User

8 Near Miss Events

25% Non-compliance rate

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Risk Factors for VRUs

- Functional classification
- Schools within one mile
- Posted speed limit
- Number of lanes
- Shoulder width
- Street lighting
- Transit stop within tenth miles
- Equity
- AADT
- Traffic signals
- Access density
- Bike lane
- Sidewalk

Note:
VRU: Vulnerable Road User

Research Project on Near Misses Data

- Title: Evaluation of the Relationship between Near Misses and Crash Outcomes at Intersections in Oregon
- Objective: Develop a model to demonstrate correlation between surrogate safety measures and crash outcomes
- Support TSAP strategy 2.1.3
  - support national safety research and lead state and local research to identify opportunities to enhance data analysis techniques and test countermeasures to eliminate fatalities and serious injuries
- Estimated time for completion: September 2026

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Implementation for 2021 TSAP

Emphasis Area:	Subarea:
Vulnerable Users	Pedestrian

Action:
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

- Projects for improving pedestrian safety
- CRF in Oregon Crash Reduction Factor Manual

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Selected Projects for Pedestrian Crashes (2021-2024 STIP)

Key Number	Project Location	Project Description
K21724	McAndrews Road	Install a cycle track and sidewalk behind the curbs on McAndrews Road, and reconstruct driveway and modify signal at three intersections.
K20185	OR-99 from I-5 to Scenic Avenue	Convert the 4-lane roadway to a 3-lane roadway with continuous TWLTL in the middle on OR-99, install a traffic signal at the intersection between OR-99 and Scenic Avenue intersection, reconstruct pedestrian ramps, and upgrade the railroad crossing on Scenic Avenue.

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Note:
TWLTL: Two-way Left-turn Lane

CRF for Road Reconfigurations

- BP-20 in CRF Manual for converting 4-lane roadway into 3-lane roadway with TWLTL in the middle

5.20 BP20-Convert 4-lane Roadway to 3-lane Roadway with Center Turn Lane (road diet)

Description

A road diet involves converting an undivided four-lane roadway into three lanes consisting of two through lanes and a center TWLTL. It is an FHWA Proven Safety Countermeasure. Reducing the number of through lanes and providing a TWLTL addresses crashes by:

- Separating left-turning traffic from through traffic;
- Reducing the number of oncoming lanes through which a left-turning driver must search for a gap; and
- Removing the multiple-threat situation because there is no longer an adjacent lane.

Figure 5-20. Segment before and after Road Diet

Image source: FHWA

Safety Effects

Road diets can also decrease other incidents by providing designated spaces (sidewalks and bicycle lanes) that reduce opportunities for conflicts between motor vehicles and other road users. It can reduce **29%** in **all crashes** at **all severities (including PDOs).**

Applications

Where there is a high frequency of the following crash types:

- Rear-end crashes from left turns or sideswipe overtaking;
- Left turning crashes; and
- Multiple-threat pedestrian crashes from a vehicle stopped for a pedestrian, blocking the view of the driver in the adjacent lane.

Typical candidate four-lane roadways have 20,000 ADT or less.

Considerations

Stakeholders represent a wide range of interests and needs within a community therefore it is important to involve them early in discussions to make sure a road diet is the right solution.

Special Conditions

The reduction of lanes in a road diet allows for the roadway to be reallocated for other uses such as bike lanes, pedestrian crossing islands and/or parking. Road diets can be low cost if planned in conjunction with reconstruction or simple overlay projects since a road diet mostly consists of restriping.

References

- Accident Modification Factors for Traffic Engineering and ITS Improvements (NCHRP Report 617)
- Highway Safety Manual

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Questions?

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Improved Systems Emphasis Area Implementation Highlights

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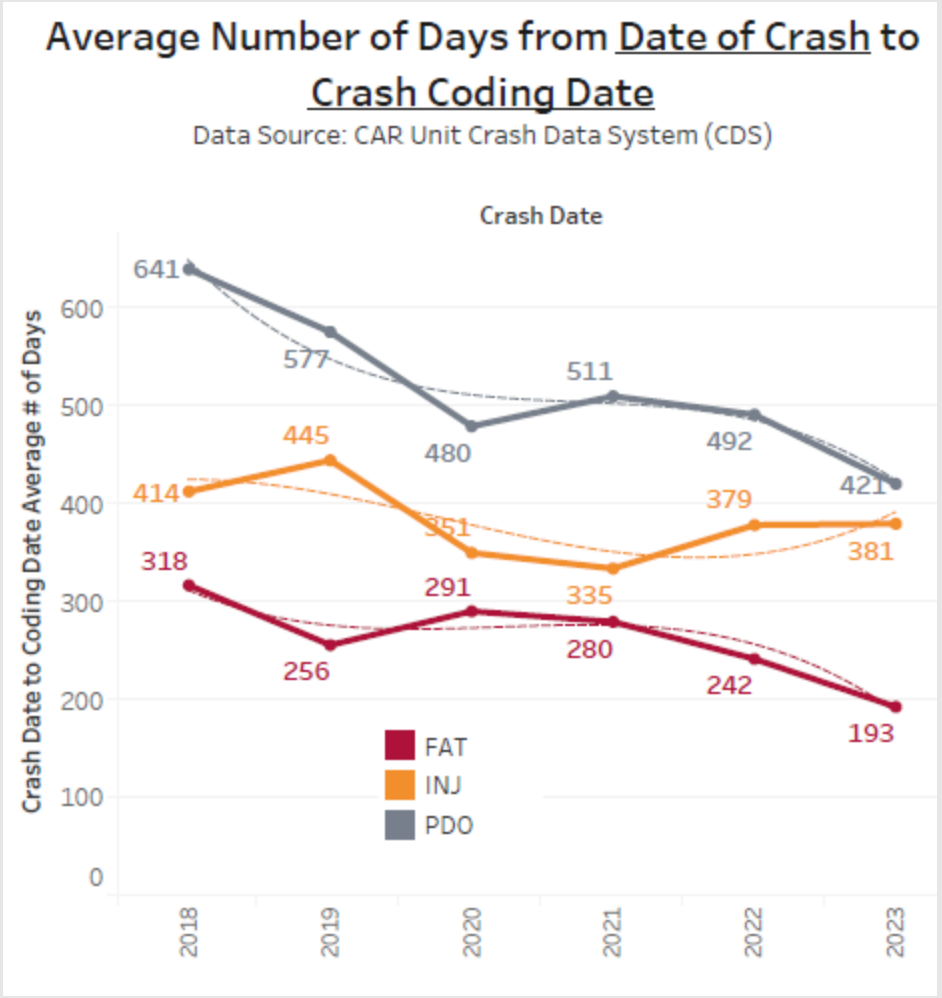
Improved Systems EA: Data Action #2 & #7

Action Status: Substantial Progress (Reoccurring)

Description(s): #2 Improve the timeliness of crash data, an example may include implementing relevant actions from the CAR Unit 5-year Strategic Business Plan.

#7 Develop and implement a Safety Dashboard to improve data sharing, accessibility, and reporting, including annual updates to data-related content in the TSAP.



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Improved Systems EA: Data Action #2 & #7

Past Activities:

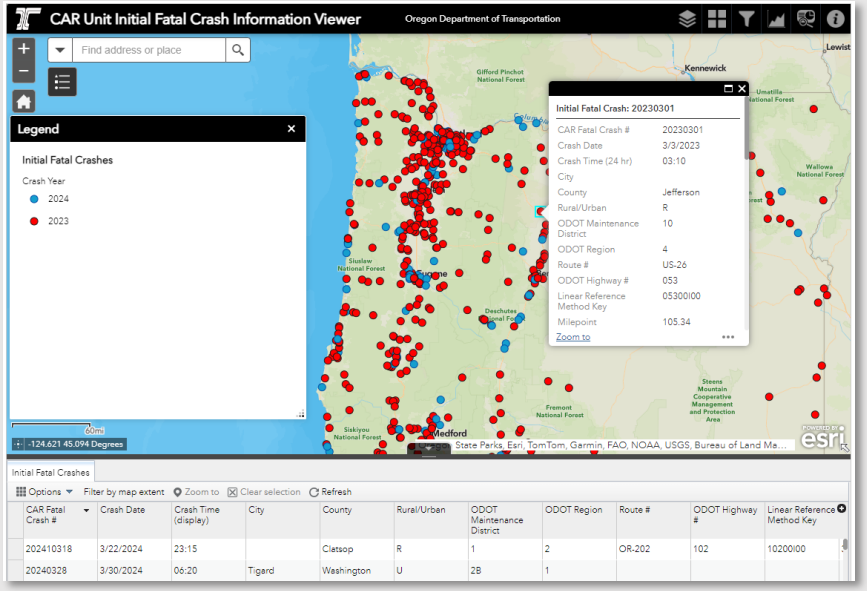
- *Scanning of paper crash reports*
- *Fast-tracking of critical reports*
- *eCollision and crash form improvements.*
- *Fatal Tracker*
- *QC*
- *Dashboards*
- *New Crash Data System.*
- *CMV crash timeliness*

Current Activities:

- *eCollision improvements*
- *Real-time crash data QC*
- *Dashboards improvements*
- *RFP for new Crash Data System*
- *Maintaining CMV crash timeliness*
- *CAR 3-year plan business plan*
- *NHTSA SEDC*
- *Safety report automation*

Future Activities (2026-2030):

- *Design and implement a new Crash Data System*
- *Implement CAR 3-year Business plan.*
- *Incorporate new data standards and data schema.*
- *Implement LE-EDC*



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Improved Systems EA: Data Action #2 & #7

Successes:

- *Data timeliness continues to improve*
- *Data quality is improving*
- *CAR and DMV working together*
- *Staff improving skills and building better processes*

Challenges:

- *Limited resources*
- *Loss of institutional knowledge*

Alignment with other Actions:

- *Crash data used for almost all the other actions*
- *Timely and accurate to the people that need it*

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Indicator	Current Production (2023)	Previous Year (2022)	% Difference (Previous Year to Current)	5-Year Average (2018-2022)	% Difference (5-Year Average to Current)
Alcohol &/or Drug Related F&A Casualties	923	924	↓ -0.11%	702	↑ 31.48%
Alcohol &/or Drug Related F&A Crashes	746	742	↑ 0.54%	584	↑ 27.74%
Alcohol Related F&A Casualties	638	676	↓ -5.62%	492	↑ 29.67%
Alcohol Related F&A Crashes	534	539	↓ -0.93%	414	↑ 28.99%
F&A Casualties	4,297	3,911	↑ 9.87%	2,738	↑ 56.94%
F&A Crashes	3,631	3,349	↑ 8.42%	2,391	↑ 51.86%
F&A Crashes Involving Drivers 15-20	548	478	↑ 14.64%	332	↑ 65.06%
F&A Crashes involving Drivers Age 65+	844	776	↑ 8.76%	557	↑ 51.53%
Intersection & Intersection-Related F&A Casualties	1,682	1,545	↑ 8.87%	1,004	↑ 67.53%
Intersection & Intersection-Related F&A Crashes	1,469	1,327	↑ 10.70%	884	↑ 66.18%
Lane/Roadway Departure F&A Casualties	1,602	1,459	↑ 9.80%	1,119	↑ 43.16%
Lane/Roadway Departure F&A Crashes	1,309	1,222	↑ 7.12%	957	↑ 36.78%
Motorcyclist F&A Casualties	472	529	↓ -10.78%	363	↑ 30.03%
All Motorcycle-Involved F&A Crashes	459	520	↓ -11.73%	351	↑ 30.77%
Pedalcyclist F&A Casualties	107	94	↑ 13.83%	67	↑ 59.70%
Pedalcyclist F&A Crashes (Pedalcyclist Injured)	107	93	↑ 15.05%	67	↑ 59.70%
Pedestrian F&A Casualties	287	289	↓ -0.69%	219	↑ 31.05%
Pedestrian F&A Crashes	286	278	↑ 2.88%	219	↑ 30.59%
F&A Crashes in School Zone, or involving Vehicle Operating as a school bus	26	20	↑ 30.00%	12	↑ 116.67%
Speed-Related F&A Casualties	1,047	982	↑ 6.62%	693	↑ 51.08%
Speed-Related F&A Crashes	853	796	↑ 7.16%	585	↑ 45.81%
Truck F&A Crashes	207	218	↓ -5.05%	148	↑ 39.86%
Unrestrained Passenger Car Occupant F&A Casualties	323	322	↑ 0.31%	249	↑ 29.72%
Unrestrained Passenger Car Occupant F&A Crashes	299	284	↑ 5.28%	225	↑ 32.89%
Work Zone F&A Crashes	43	52	↓ -17.31%	32	↑ 34.38%

Questions?

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Break (10 minutes)

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Crash Data Analysis & Emphasis Area Considerations

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Crash Data Analysis Methodology

- Summarize most recent 5 years: 2019-2023
- Compare to previous 5 years (2014-2018) used in 2021 TSAP
  - Note changes and trends over time
- Statewide focus (not location-specific) for the TSAP

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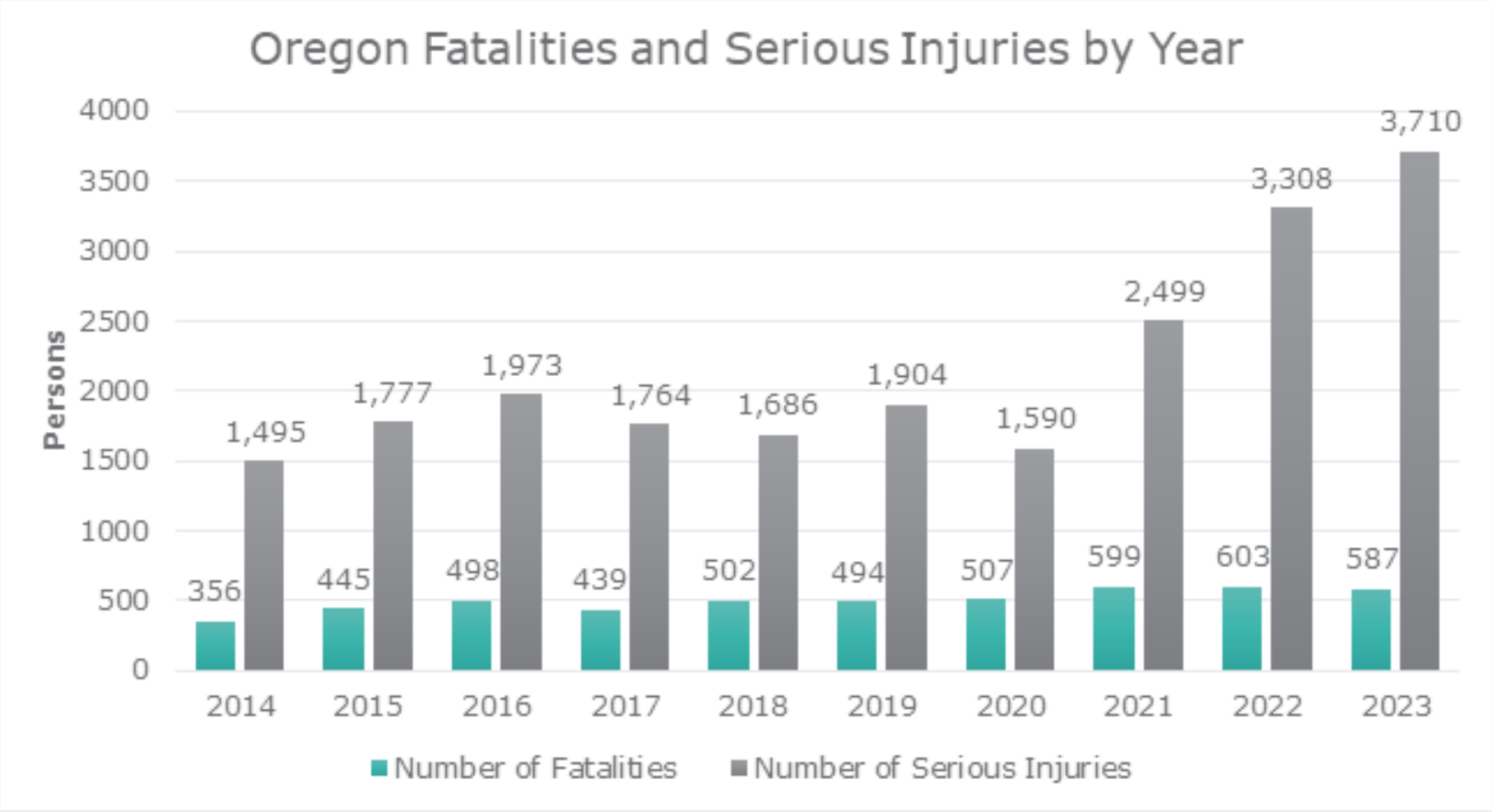
Crash Data: Trends by Year



Questions

- Why the drastic Serious Injury increase?

Crash Data: Top Contributing Factors

Proportion of Fatal and Serious Injury (FSI) Crashes

2019-23

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Crash Data: Top Contributing Factors

+44%
All FSI Crashes

Percent Increase in Number of FSI Crashes

2014-18 to 2019-23

+116%	+68%	+54%	+53%	+52%	+50%	+49%
Involving Distracted Drivers	Involving Unrestrained Occupant	Aging Drivers (65+) Involved	Commercial Motor Vehicle Involved	Intersections	Alcohol and/or Other Drugs Involved	Speed-Related

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Crash Data: Top Contributing Factors
QUESTIONS

- Is 2019 (pre-COVID) an outlier? Would it affect these findings?
- Reported **distraction** has increased a lot
  - Increased attention/reporting? Or truly more distraction?
- **Alcohol-only** (decreased) vs. **Alcohol and/or Drug** (increased)
  - True increase in drug impairment?
  - Increased attention/reporting?
    - Previously we might've gotten BAC and moved on, since that's enough to cite/arrest?

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Crash Data: Top Contributing Factors

CONTRIBUTES TO MORE THAN 20% OF FSI CRASHES	NUMBER OF FSI CRASHES INCREASED BY 50% OR MORE
• Roadway/lane departure • Intersections • Speeding • Alcohol/drug impairment • Aging drivers	• Intersections • Distracted drivers • Unrestrained occupants • Aging drivers • Commercial vehicles • Alcohol/drug impairment • Speeding

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Crash Data: Top Contributing Factors

Attributes contributing to more than 20% of FSI crashes

Urban

- Road/Lane Departure
- Intersections
- Alcohol/Drug Impairment
- Aging Drivers

Rural

- Road/Lane Departure
- Speeding
- Alcohol/Drug Impairment
- Aging Drivers

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Other questions

www.mentimeter.com

Code: 7679 4275

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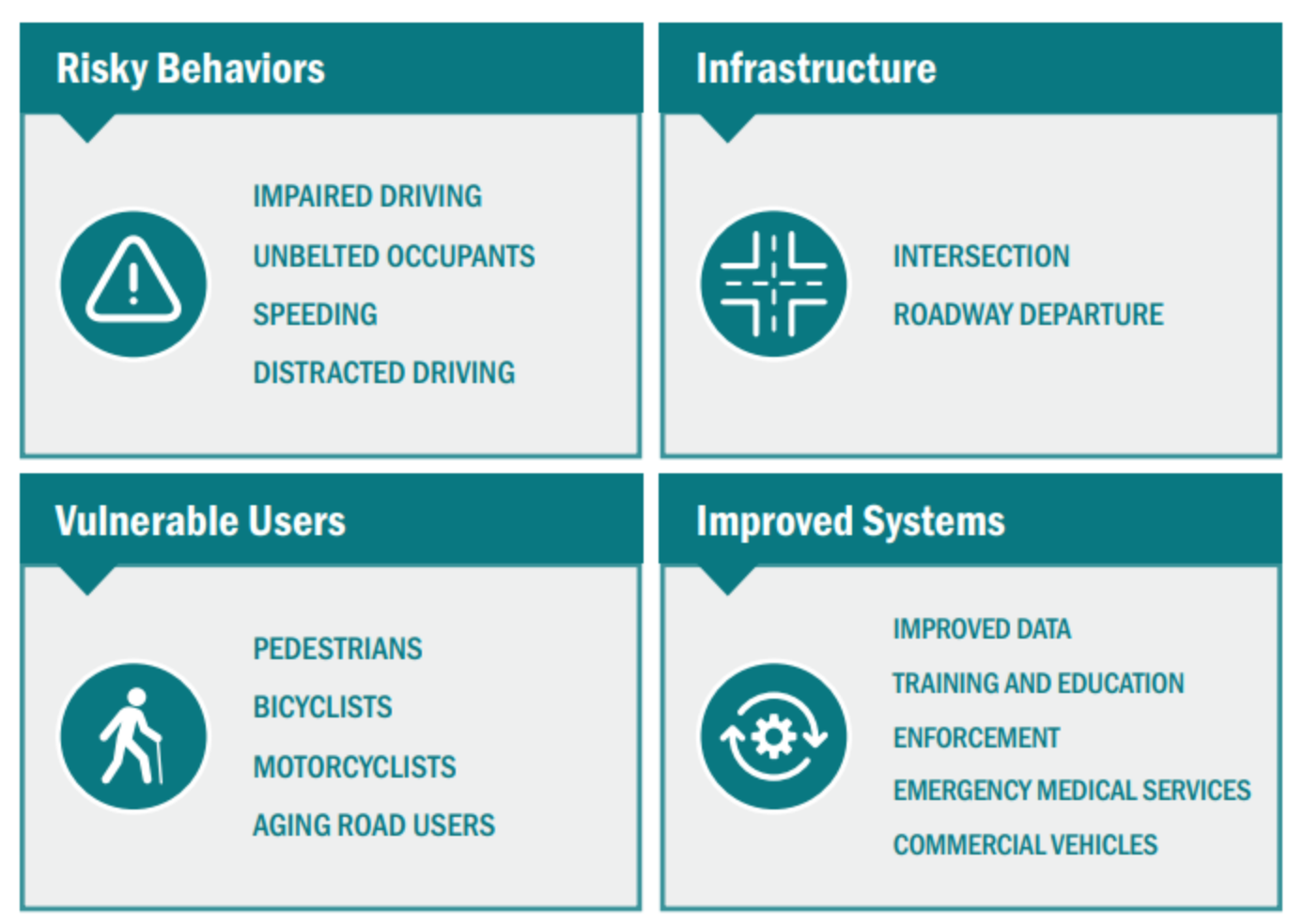
Selecting Emphasis Areas (EAs)



Are these Emphasis Areas and all these subareas of action still serving us?

For Consideration: 2026 Emphasis Areas

Based on long-term patterns and recent trends

1. Roadway/Lane Departure
2. Intersections
3. Speeding and Speed Management
4. Alcohol/Drug Impairment
5. Aging Drivers (65+)
6. Vulnerable Road Users (bike/ped, FHWA-required)

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Questions: 2026 Emphasis Areas

That would leave these out of the Emphasis Area list (but not out of the TSAP)

Consider deprioritizing these previous EAs?	Change in FSI crashes: 2014-18 to 2019-23	Other notes
Motorcyclists	+40%	Overrepresented by VMT
Unrestrained Occupants	+68%	
Distracted Driving	+116%	
Younger Drivers	+45%	Disproportionate representation in speed or impaired?

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Questions?

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Breakout Groups:
Emphasis Area Discussion

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Breakout Groups

Instructions

- In a moment, we will randomly assign you to a breakout room.
- Each room will have a facilitator from the project team to guide discussion.
- Notetakers will use a Microsoft Form to take notes. Wait to submit the form until *after* the report out.

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Discussion Questions

- What should we be prioritizing in our 2026 TSAP? Where should we be putting our resources?
- What can we be prioritizing less? Where should we NOT be putting our resources?
- Does it make sense to change how we approach the Emphasis Areas to reduce the number of subcategories to address these topics?
- What are the unintended consequences of adopting this approach to the Emphasis Areas (for example, does this mean we will reduce the number of actions? What would that lead to?)
- What are the benefits of this approach to the Emphasis Areas?

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Next Steps

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What the PMT Will be Doing in the Meantime

Interviews

Survey

- More on the next slide!

Partner Engagement

- Internal ODOT Virtual Meetings
- External Partner Virtual Meetings

Steering Committee

- July 31st (1-3pm) - Invitation to follow this meeting

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Surveys

Public Opinion Survey

- Launches July 7
- Closes
- Open to members of the public.
- Includes questions about attitudes and experiences using Oregon's roadways.

TSAP Partner Survey

- Launches July 7
- Closes August 31
- Open to those involved in the transportation industry through work, policy, enforcement or advocacy.
- Includes questions on safety actions and implementation across Oregon.

https://www.oregon.gov/odot/safety/pages/tsap.aspx

Thank You!

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