

Oregon Transportation Safety Action Plan (TSAP)
Steering Committee Meeting #1 Agenda



Date/Time	Tuesday, April 29, 10:00 a.m. – 12:00 p.m.		
Join the Meeting	https://us02web.zoom.us/j/81520066299?pwd=zVZV4VYzRuZ3ft1aVLkT504REop63P.1		
	Meeting ID: 815 2006 6299	Passcode: 930847	Dial in: +1 253 215 8782
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. April 28. If you submit your comment after the deadline, we'll include it at the committee's next scheduled meeting in July 2025.		
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).		
Invitees	<u>Steering Committee Members</u>	Nick Fortey, Federal Highway Administration Tova Peltz, ODOT Delivery and Operations Darrin Neavol, ODOT Region 3	
	Victor Hoffer, Oregon Transportation Safety Committee Andre Lightsey-Walker, Oregon Bicycle and Pedestrian Advisory Committee Cosette Rees, Public Transportation Advisory Committee Sarah Iannarone, The Street Trust Mark Gibson, Statewide Mobility Advisory Committee Chris Henry, Governor's Advisory Committee on Motorcycle Safety Sgt Christopher Petrov, Portland Police Bureau Captain Evan Sether, Oregon State Police Dagan Wright, Oregon Health Authority Kimberly Rose, Office of the State Court Administrator Mark Willrett, City of Klamath Falls Becky Taylor, Lane County Joseph Marek, Clackamas County Tyler Deke, Bend Metropolitan Planning Organization Brian Worley, Association of Oregon Counties Beth Wemple, Retired Safety Consultant Terry Hendryx, Clatsop County Public Works Scott Fleury, City of Ashland Public Works	<u>Special Guests</u> Amy Joyce, ODOT Amanda Pietz, ODOT	
		<u>Project Managers</u> Walt McAllister, ODOT Mary McGowan, ODOT Stacey Goldstein, ODOT	
		<u>PMT Resources</u> Traci Pearl, ODOT Ryan Stone, ODOT Jody Raska, ODOT Michael Rock, ODOT Angela Kargel, ODOT Jiguang Zhao, ODOT	
		<u>Consultant Support</u> Brian Chandler, DKS Associates Lacy Brown, DKS Associates Jenny Thacker, PRR Kristen Bishop, PRR Zachary Johnson, PRR	

Meeting objectives

- Steering Committee members understand
 - the transportation planning landscape in Oregon and the place of the TSAP in that landscape
 - the alignment between the Oregon Transportation Plan (OTP) and the TSAP (the TSAP refines the policy direction established by the OTP)
 - their role as advisors to the TSAP and their responsibilities and expectations as members
- PMT hears Steering Committee members' views on Safe System Approach elements
- Steering Committee members provide lessons learned from previous plans/initiatives/projects

10:00 a.m.	Welcome, Introductions, and Opening Remarks	Jenny Thacker, PRR Amy Joyce and Amanda Pietz, ODOT
10:20 a.m.	Meeting Objectives and Agenda Review	Jenny Thacker
10:25 a.m.	Public Comment	Jenny Thacker
10:35 a.m.	Steering Committee Roles and Responsibilities/Expectations <ul style="list-style-type: none"> • Charter • Project Schedule 	Jenny Thacker Brian Chandler, DKS Associates
10:45 a.m.	TSAP Project Background	Mary McGowan, ODOT
10:50 a.m.	Alignment with OTP and Other Plans	Mary McGowan
10:55 a.m.	Safe System Approach	Brian Chandler, DKS Associates
11:05 a.m.	Current Safety Status and Initiatives	Walt McAllister, ODOT
11:15 a.m.	Discussion Breakout Groups	Jenny Thacker
11:55 a.m.	Next Steps	Mary McGowan
12:00 p.m.	Adjourn	Amanda Pietz

Oregon Transportation Safety Action Plan Steering Committee

Draft Charter

PROJECT NAME	Oregon Transportation Safety Action Plan	DATE	April 25, 2025
BACKGROUND	<p>Oregon’s 2026 Transportation Safety Action Plan (TSAP) will guide decisions and investments to reduce roadway crashes and eliminate traffic fatalities and serious injuries throughout Oregon. The TSAP outlines how to improve roadway safety for all users, on all roads, across all jurisdictions.</p> <p>The plan’s goal is to create a transportation system where everyone can travel safely, whether they drive, walk, roll, bike, or take public transportation.</p> <p>By law, ODOT must update the TSAP every five years; the current plan was approved in 2021.</p> <p>The update approach includes the following key objectives:</p> <ul style="list-style-type: none"> • Analyze safety data to identify trends and solutions for all public roads and users, including vulnerable users like pedestrians and bicyclists. • Identify actions based on input from partner feedback and data trends that will be implemented in the next five-years • Evaluate progress toward eliminating fatalities and serious injuries. • Integrate the safe system approach to guide future safety decisions and investments. <p>The TSAP serves as Oregon’s long-range safety topic plan and will implement the 2023 Oregon Transportation Plan, by refining the key safety direction. This will include adopting a Safe System Approach, setting a zero death target, and establishing safety as one of the three lenses through which to make all transportation decisions.</p>		
STEERING COMMITTEE PURPOSE	<p>The 2026 TSAP Steering Committee brings diverse interests and insights from across the state to advise the project team, the Oregon Transportation Commission and the Oregon Transportation Safety Committee throughout the TSAP process. The Steering Committee serves an important role in assuring that the TSAP accurately reflects the issues, opportunities and challenges that Oregon needs to address as a state.</p>		
STEERING COMMITTEE MEMBERS	<ul style="list-style-type: none"> • Victor Hoffer, Oregon Transportation Safety Committee • Andre Lightsey-Walker, Oregon Bicycle and Pedestrian Advisory Committee • Cosette Rees, Public Transportation Advisory Committee • Sarah Iannarone, The Street Trust • Mark Gibson, Statewide Mobility Advisory Committee • Chris Henry, Governor’s Advisory Committee on Motorcycle Safety • Sgt Christopher Petrov, Portland Police Bureau • Captain Evan Sether, Oregon State Police • Dagan Wright, Oregon Health Authority 		

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STEERING COMMITTEE SCOPE	<p>Serve as an advisory body to the project team, Oregon Transportation Safety Committee and Oregon Transportation Commission sharing diverse interests and insights from across the state.</p>
MEETING EXPECTATIONS	<ul style="list-style-type: none"> • Members should come prepared to actively participate and contribute ideas, and if unable to attend should send a representative. • Meetings will be held virtually over Zoom. The facilitation team will send invitations with Zoom links ahead of every meeting. • Steering Committee meetings are open to the public and each will include time for public comment. • The meetings will be recorded and available on the project website within one week of the meeting. • The facilitation team will provide meeting summaries. • Action items will be documented, and members/project team staff are expected to follow through on their commitments.
TIMELINE	<p>The Steering Committee will hold up to seven (7) meetings total, between the first meeting in April 2025 and Fall 2026. The meetings are estimated to be up to two (2) and three (3) hours in length.</p>
PROJECT DECISION STRUCTURE	<ul style="list-style-type: none"> • Members understand that the Steering Committee is an advisory body to the project team. Oregon Transportation Safety Committee and Oregon Transportation Commission • Members understand that they are informing the overall plan development process and will provide input within the structure of the overall work scope.

TSAP Steering Committee Meeting #1
Public Comment Summary



Date Received	First Name	Last Name	Comment
4/22/2025	Roger	Kuhlman	Explore ways to construct safe crosswalks without having to bring unimproved roadways up to current ADA requirements until future development occurs
4/22/2025	Gavin	Leslie	The simple answer to greater safety on our roads is to reduce speed limits and enforce them with automated surveillance. If all traffic were restricted to 5 mph, all road users would enjoy almost perfect safety. Absurd, of course. But if all speed limits were abolished then road danger would be extreme. Somewhere in-between there is a sweet spot where practicality meets safety for all road users. Road safety is a behavioral problem and so surveillance is key. If road users know that they are being watched, then behavior changes dramatically. Widespread adoption of camera technology is the key to safer roads.
4/24/2025	Michael	Harrison	<p>I'm not able to attend the steering committee meeting online or in person. I prefer to meet in person instead of online when I can. Perhaps Portland is a better location for these meetings instead of Salem? I'm proposing a raised bicycle infrastructure system for Portland. links below</p> <p>I have given public testimony to local governments Portland City Council specific testimony begins at the 18:00 mark https://www.youtube.com/watch?v=Cf5izCroTvM</p> <p>(a bit amateurish only eight minutes includes video testimony of petition signers) https://www.youtube.com/watch?v=5aygALNYqiQ</p>
4/24/2025	Doug	Parrow	Having read a number of the safety related plans and documents produced by ODOT staff, it appears that they all reflect a blind spot as it relates to the role of roadway design in the carnage on our roads, particularly among pedestrians and bicyclists. All I see coming from ODOT are wider, straighter, faster roads constructed in the name of safety. There is a plethora of information now available demonstrating how design affects motorist behavior and how the roadway designs that have and are being used encourage reckless driving behaviors. Despite that information, I am confident that this next new iteration of the safety action plan will focus on the same old, tired, failed approaches that previous plans have used and that the casualty goals contained in the plan will actually be higher than in previous iterations.

Comments from ODOT Staff

- Consider e-bike rules and facility design and how this interacts with other active transportation modes (e.g. persons walking and bicycling).
- Include a workplan for implementing the Safe System Approach, including how proven safety countermeasures will be considered in project selection prioritization.

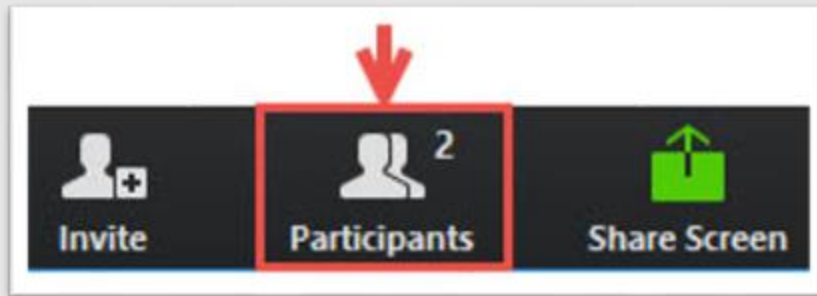


Transportation Safety Action Plan (TSAP) Steering Committee Meeting #1

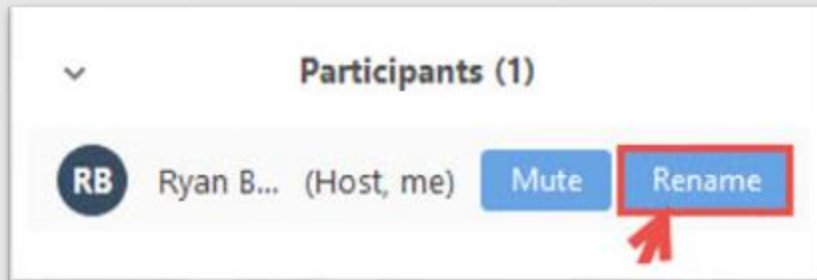
April 29, 2025

Zoom: Rename Yourself

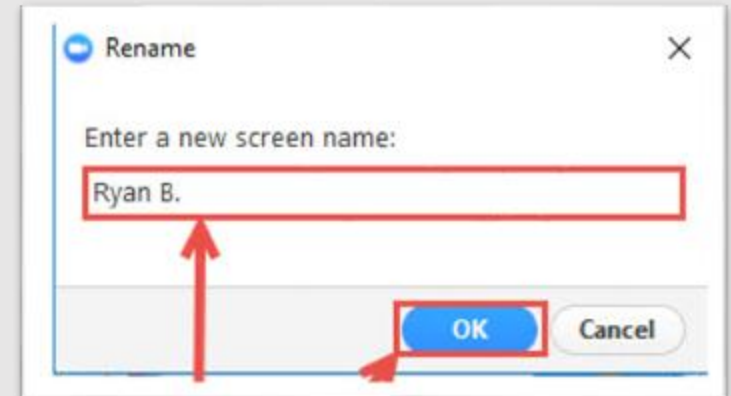
1.



2.



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Technical Assistance

- If you need help during the meeting, please send Parker Bowen a private message using the Zoom chat feature, or, if you don't have access to the chat, please email pbowen@prrbiz.com

Introductions and Icebreaker

- Name
- Organizational affiliation
- And for project staff, your role in the planning effort



Welcome Goals Agenda

By the End of this Meeting

- Steering Committee members will understand their role as advisors to the TSAP and their responsibilities and expectations as members
- Steering Committee members will understand the transportation planning landscape in Oregon and the place of the TSAP in that landscape
- Steering Committee members will understand the alignment between the OTP and the TSAP (the TSAP refines the direction established by the OTP)
- Project management team will hear from Steering Committee members about their experience with previous plans

Meeting Agenda



A worker in a blue safety suit is positioned on a blue lift bucket, working on a steel bridge structure. The background is a dense forest of evergreen trees. The scene is dimly lit, suggesting dusk or dawn. The text "Public Comment" is overlaid in white on the center of the image.

Public Comment

Public Comment

Format

- 2 minutes per speaker
- 10 minutes for public comment

Public Comment

Written Comment Themes

- There are regulatory barriers to creating safety-related road improvements.
- Automated surveillance can encourage safer behavior from drivers.
- Roadway design influences driver behavior and safety of active transportation users.
- The plan should consider how Safe System Approach will factor into how projects are selected.

A worker in a red safety suit and hard hat is positioned on a blue aerial lift bucket, working on the steel structure of a bridge. The background is a dense forest of evergreen trees. The entire image has a dark blue overlay.

Roles, Responsibilities and Expectations

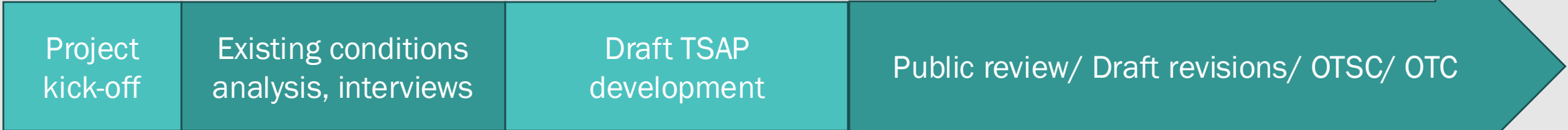
Roles, Responsibilities and Expectations

Group	Affiliation	Role
Project Management Team (PMT), supported by Consultant Team	ODOT	Subject matter experts. Conduct analysis, solicit and consider input, draft plan.
Oregon Transportation Commission (OTC)	ODOT	Decision-making authority. Approve TSAP.
Oregon Transportation Safety Committee (OTSC)	ODOT	Make recommendations to OTC regarding TSAP approval.
Steering Committee	Diverse interests and expertise	Provide input into TSAP throughout the development process.
Safety Partners	Diverse interests and expertise	Provide input into TSAP at key points.

Project Schedule



Steering Committee meetings and partner workshops



Draft complete



A worker in a red safety suit and hard hat is positioned on a blue scissor lift, working on a steel bridge structure. The background is a dense forest of evergreen trees. The entire image has a blue tint.

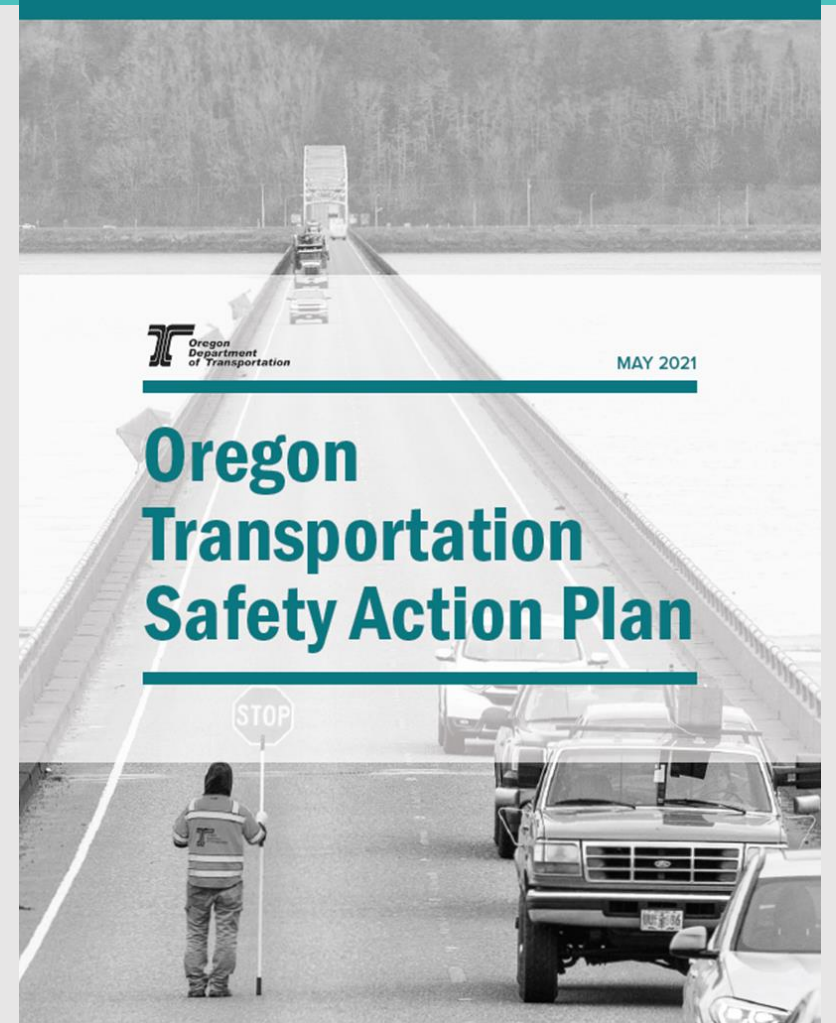
Background and Context

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.



What is the TSAP?

Federal Requirements

- Required to be updated every 5 years
- Required to be eligible for critical safety funding

Planning Must Include

- Data driven approach
- Performance-based plan
- Evaluation
- Action selection

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

Risky Behaviors



IMPAIRED DRIVING
UNBELTED OCCUPANTS
SPEEDING
DISTRACTED DRIVING

Infrastructure



INTERSECTION
ROADWAY DEPARTURE

Vulnerable Users



PEDESTRIANS
BICYCLISTS
MOTORCYCLISTS
AGING ROAD USERS

Improved Systems



IMPROVED DATA
TRAINING AND EDUCATION
ENFORCEMENT
EMERGENCY MEDICAL SERVICES
COMMERCIAL VEHICLES

TSAP Partners

- State, regional, county and city agencies
- Tribal governments
- Transportation planning and engineering organizations
- Enforcement agencies
- Emergency medical service providers
- Public health agencies
- Safety advocacy groups
- Private employers
- All travelers!

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Alignment with OTP and Other Plans

What Other Planning Efforts are Happening?

Oregon Transportation Plan

Mode Plans

- Aviation
- Bicycle & Pedestrian
- **Highway**
- Rail
- Public Transportation

Topic Plans

- **Freight**
- Safety
- Transportation Options
- *Statewide Transportation Strategy

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.

OTP Safety Elements Summary

- Sets zero deaths target
- Establishes safety as one of the three lenses by which to make all transportation decisions – ***safety takes precedent over other goals***
- Adopts Safe System approach
- Leverages data and technology to identify and help address safety issues
- Supports improving active and public transportation security
- Recognizes disproportionate safety risks and historical bias in enforcement

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Safe System Approach

What is the Safe System Approach?

Purpose and Need

- National Roadway Safety Strategy
- Some new, some repackaged

Principles

- What do we believe to be true?

Elements

- Evokes “4 Es” with some additions



A Sixth Element Appeared!

Safe Land Use Planning

- Road safety policy should be integrated into broader community planning
- Enable reduced travel by private cars
- Create safe conditions for vulnerable users
- Support effective transit service

VISION ZERO

The philosophy that road fatalities and serious injuries can and should be eliminated while providing safe, healthy and equitable mobility for all road users

WHAT
HOW

SAFE SYSTEM APPROACH

An integrated and comprehensive process to improve the safety performance of the transportation system that makes allowance for errors, and eliminates predictable and preventable serious injuries and fatalities



How Will We Apply Safe Systems Approach in Oregon?

Incorporate into TSAP

- Introduce SSA into the introduction
- Weave it into all aspects of the plan itself
- Identify strategies for all SS4A elements

SSA Principles Affecting TSAP

- Humans make mistakes and are vulnerable
 - Reduce large forces (speed, angles)
- Safety is proactive
 - Statistics and technology to predict future safety risk

SSA Elements in the TSAP

- Safer Vehicles: Safer agency fleets
- Post Crash Care: Response time, coordination
- Introduce Land Use Planning

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Current Safety Status and Initiatives

Current State of Roadway Safety

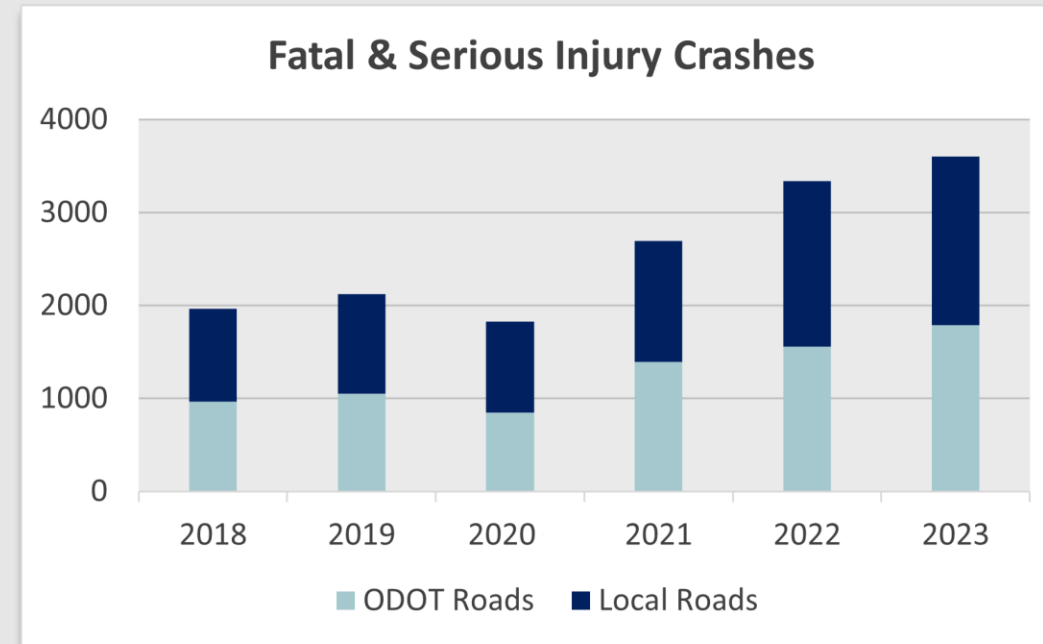
Fatalities and Serious Injuries

- Traffic deaths have decreased since 2022, but up from 2018

2022	2023	2024
603	587	540*

*Preliminary 2024 data

- Serious injuries remain high (around 3,300)
- Approx. 3% reduction in fatalities on all roads (2022-2023), trend is continuing in 2024.



Visit ODOT's [State of the System](#) for more safety data and information

Key Safety Efforts

What Have We Been up to Since the 2021 TSAP?

- Vulnerable Road User Safety Assessment
- Crash data upgrade
- All Roads Transportation Safety (ARTS) Program implementation
- 2027-2030 STIP project selection



Regional and Local Safety Initiatives

Leverage Work at the Regional and Local levels – Your Expertise!

- Safe Communities Programs
- Safe Streets and Roads for All: Safety Action Plans
 - Metropolitan Planning Organization Safety Plans
 - County Safety Plans
 - City Safety Plans
 - Local EMS Safety Plans (New!)

A worker wearing a bright red safety suit and a hard hat is positioned on a blue aerial lift bucket. The worker is facing away from the camera, working on a large steel truss bridge structure. The background consists of a dense forest of evergreen trees. The entire image has a dark blue overlay.

Discussion

Discussion Questions

- Have you been involved in state, region or local safety planning/initiatives/projects? What are the successes and lessons learned from these efforts that the TSAP team should learn from?
- What Safe System Approach elements are the most important to be addressed in the TSAP? (Safe speeds, safe road users, safe vehicles, safe road design, post crash care, land use planning)
 - Why do you think this is important?
 - What does successfully doing that look like?
- What reactions do you have to the background and context that was presented?

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Next Steps

Meeting Schedule



Next: June Steering Committee 2/ Safety Partner Workshop

- Assess 2021 TSAP and implementation efforts
- Review data trends, including crash trend analysis
- Confirm emphasis areas
- Vision and Guiding Principles for 2026 TSAP

What the PMT Will be Doing in the Meantime

- Online Survey
- Partner Interviews and Consultation
- Partner Presentations
- Crash Data Trend Analysis

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Questions?

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Thank You!