



June 16, 2021

To: Metropolitan Policy Committee  
From: Drew Pfefferle, LCOG  
Subject: Item 7.b: Oregon Transportation Safety Action Plan Draft Input

**Action Recommended:** Presentation and discussion; approve comments to ODOT on draft TSAP.

### **Issue Statement**

The Metropolitan Policy Committee received a presentation from the Oregon Department of Transportation about the current Transportation Safety Action Plan update on April 1, 2021. The committee requested staff to provide written comment on the draft plan.

### **Background and Discussion**

The Federal Highway Administration (FHWA) requires every state to have a Strategic Highway Safety Plan (SHSP). In Oregon it is recognized as the Oregon Transportation Safety Action Plan (TSAP). The TSAP is a data-driven multi-year statewide coordinated safety plan that delivers a comprehensive framework for reducing fatalities and serious injuries. The TSAP provides the long-term vision of zero deaths and life-changing injuries and provides goals, policies, and strategies to work toward this vision.

At the April 1, 2021, MPC Meeting, Walt McAllister and Josh Roll of Oregon Department of Transportation presented on ODOT's Transportation Safety Action Plan for 2021. Public review and comment period of the Draft 2021 Oregon Transportation Safety Action is open from May 24th - July 9th.

Staff has coordinated with partner agencies to provide input for the draft TSAP.

### **Draft TSAP Considerations for ODOT**

- Identify and provide lessons learned from 2016 TSAP.
  - Which strategies and actions from the 2016 plan worked effectively and which ones did not? What should be dropped, and which actions should be further prioritized and invested in?
  - Provide an explanation of the 2016 TSAP results to address why the safety outcomes are not improving.

- Provide an overview of successfully implemented actions from the previous plan.
- Provide an appendix that highlights differences from 2016 TSAP and how new actions will address the increase in fatal and severe injuries in Oregon.
- To meet stated safety goals in the plan, ODOT should include a funding and implementation assessment in the TSAP to illustrate the overall needs and potential sources of funding.
- Given that many safety programs are funded through Federal programs that have less flexibility, ODOT should direct more state funds to programs that would impact the type of issues our state is facing.
- Recommend that ODOT take the lead in expansion of automated enforcement statewide.
- Recommend major overhaul for 2026 TSAP.
  - ODOT recognizes all the trends are going in the wrong directions but continues to use similar safety action plan.
- More emphasis on equity consideration
  - The plan identifies transportation safety equity as a key area of focus, however the reliance and emphasis on enforcement is more notable throughout the plan. Consider further adjustments and possible integration of engagement to reach ODOT equity goals.
- Impact of Covid
  - Include a section on the anticipated/observed impacts of Covid-19 on transportation safety in Oregon.