

**DATE:** April 28, 2003  
**TO:** Senate Transportation and Economic Development Committee  
**FROM:** Troy Costales, Manager  
ODOT Traffic Safety Division  
**SUBJECT:** House Bill 2933

### **Introduction**

House Bill 2933 increases the threshold of property damage that requires vehicle accident reporting and provides that a driver need not report an accident unless the damage exceeds \$2,500.

### **Background**

HB 2933 would affect statewide crash data availability and quality by changing two important reporting requirements. HB 2933 would: (1) raise the property damage reporting threshold from \$1,000 to \$2,500 and (2) change the reporting requirement to only the driver of the vehicle experiencing damage, instead of all drivers who are involved in the crash.

The Oregon Department of Transportation (ODOT) collects information on approximately 50,000 crash cases annually on Oregon's roads. Increasing the reporting threshold to \$2,500 would remove approximately 3,500 property damage only (PDO) crashes per year from the annual crash file. Attachment A lists examples of the agencies and businesses that rely on this information.

Changing the reporting requirement to just the driver or drivers with \$2,500 or more damage would eliminate the availability of important information currently gathered from all drivers involved in multiple vehicle crashes. Much of this information supported the development of child restraint and graduated driver license safety legislation and continues to be important in measuring compliance. Other information that would not be available if HB 2933 were adopted are listed in Attachment B.

### **Summary**

HB 2933 changes the crash data quality and quantity and would have an adverse impact on Oregon's public roadways and driver and vehicle occupant safety initiatives.

Attachments

## **ATTACHMENT A**

**Local Governmental Jurisdictions** (cities and counties) – crash location and trend analysis, safety device justification, project planning and design.

**Law Enforcement Agencies** – crash location analysis, workforce and traffic patrol planning.

**Private Engineering Companies** - safety problem identification and project design.

**Private Safety Advocacy Groups** – safety problem identification, program design and performance measurement.

**ODOT Engineers** - safety problem identification and project design.

**ODOT Transportation Safety Program Staff** – safety problem identification, seat belt use, child restraint use, issues related to graduated licenses, program design and performance measurement.

## ATTACHMENT B

- Number of passengers
- Passenger sex
- Passenger age
- Passenger safety equipment and use:
  - No seat belt available
  - Seat belt available but not used
  - Seat belt available and in use
  - Child restraint device available but not used
  - Child restraint device in use
  - Helmet not in use
  - Helmet in use
  - Air bag deployed
  - Airbag available – not deployed
  - Airbag not available
- Passenger injury severity – if any
- Narrative information (description of circumstances leading up to and during the collision) Examples of items available exclusively in this section include:
  - Driver distractions – cell phone use, illness, passenger, radio, food
  - Driver actions – falling asleep, loss of control, skidding, avoidance maneuver, failure to yield
  - Driver errors – following too close, improper turns, disobeying traffic control devices, failure to yield right-of-way, disregarding school and/or work/construction zones, unsafe passing, improper parking, failure to stop for school bus, running off road
  - Vehicle failures – tire, steering, brake, lights, trailer connections, other mechanical failure, shifting/overhanging load
  - Contributing circumstances – Inattention, unpredicted bicycle or pedestrian movements, thrown objects, roadway debris, phantom vehicles
  - Hazard identification - malfunctioning or damaged traffic control devices, view obscured by vegetation or other objects, high water, insufficient clearance