
OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2008

ANNUAL EVALUATION



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Produced: December 2008

**Transportation Safety Division
Oregon Department of Transportation
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Foreword

The purpose of this document is to show the effectiveness of the broad collaboration that takes place in Oregon's highway safety community. We are also able to show the significant impact our funds, time, and programs are having on the safety of the traveling public. This report has been prepared to satisfy federal reporting and provide documentation for the 2008 federal grant year.

The 2008 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 17, 2007 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 16, 2007. The majority of the projects occurred from October 2007 through September 2008.

The process for identification of problems, establishing performance goals, and developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 4, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.
2. Problem statements are presented for each topical area.
3. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.
4. Goal statements remain aimed at 2010 and performance measures for 2008. The bolded entry contained within brackets [] directly following the performance measure supplies a response to the measure based on the latest data available (i.e., To reduce the fatality rate of 1.35 per hundred million vehicle miles traveled, the 2006 level, to 1.20 per hundred million vehicles miles traveled, 423 fatalities, through December 31, 2008. **[In 2007, the traffic fatality rate was 1.31 and there were 455 fatalities.]**)
5. Project summaries are listed by individual project, by funding source, for each topical area. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2008 fiscal year the following funds were expended (financial figures represent the latest grant and match expenses reported through December 1, 2008):

Federal funds:	\$13,788,700
State/local match:	<u>[\$14,279,152]</u>
Grand Total	\$28,067,852

Copies of this report are available and may be requested by contacting the Transportation Safety Division at (503) 986-4190 or (800) 922-2022.

Process Description

Below is a summary of the process currently followed by the Transportation Safety Division (TSD) to plan and implement its grant program. The program is based on a complete and detailed problem analysis prior to the selection of projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation. In addition, grants are awarded to TSD so we can, in turn, award contracts to private agencies or manage multiple mini-grants. Self-awarded TSD grants help us supplement our basic program to provide more effective statewide services involving a variety of agencies and groups working with traffic safety programs that are not eligible for direct grants.

Process for Identifying Problems

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2006 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

Process for Establishing Performance Goals

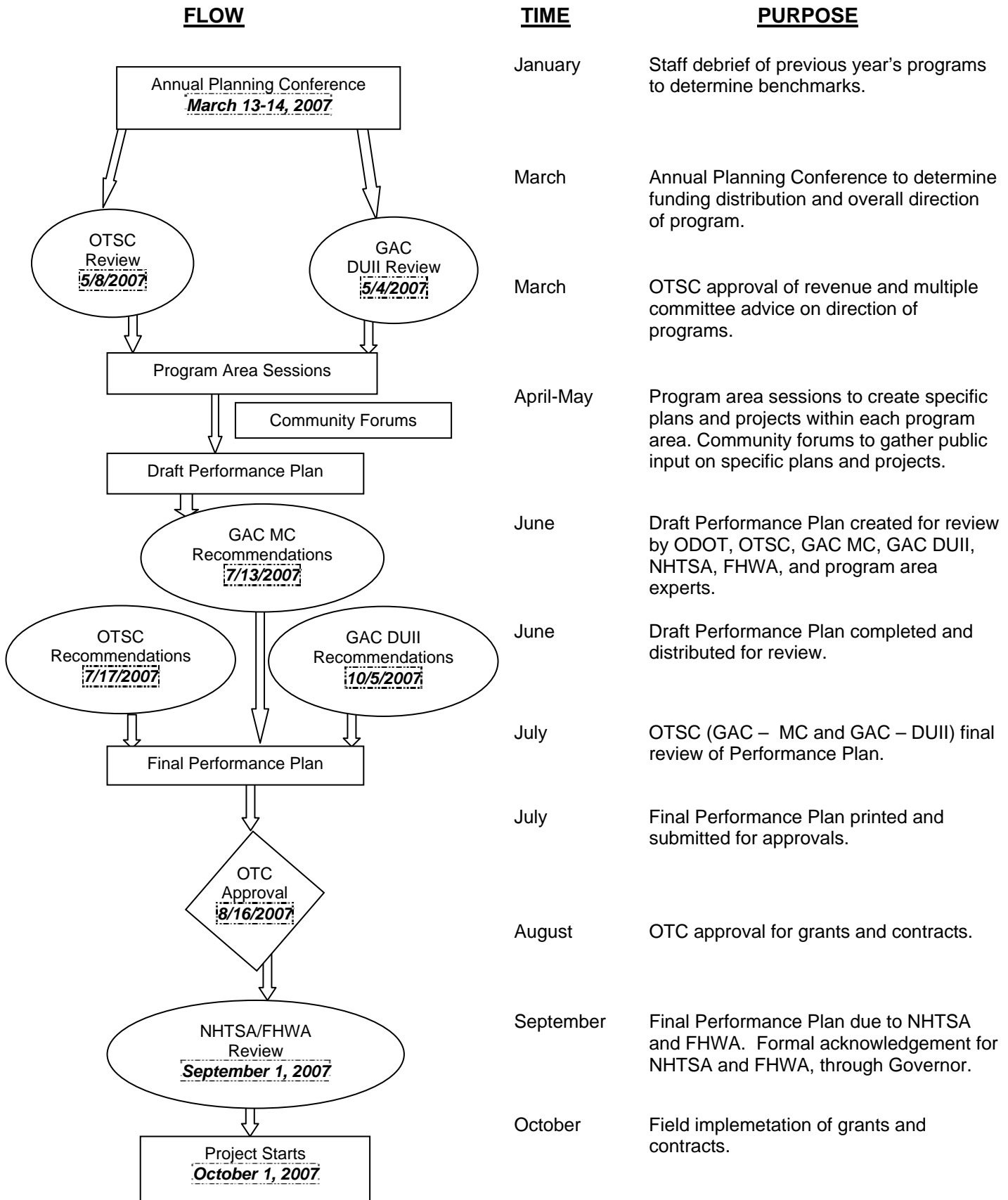
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, *Oregon Transportation Safety Action Plan*, the Safety Management System, and nationally recognized measures. Both long-range (by the year 2010) and short-range (current year) measures are utilized and updated annually.

Process for Developing Programs and Projects

Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program-specific planning meetings that involve professionals who work in various aspects of the specific program. A series of public meetings are held around the state to obtain the input of the general public (types of projects to be funded are selected based on problem identification). Specific geographic areas are chosen from among these jurisdictions determined to have a significant problem based on jurisdictional problem analysis. Project selection begins with proposed projects requested from eligible state and local public agencies and non-profit groups involved in traffic safety. Selection panels may be used to complement TSD staff work in order to identify the best projects for the coming year. Past panels have been comprised of OTSC Members, the Oregon Transportation Commission, statewide associations, and other traffic safety professionals. Projects are selected using criteria that includes: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. These projects ranked the highest are included in Oregon's funding plan.

The flow chart on the following page presents the grant program planning process in detail.

Overview of Highway Safety Planning Process



Acronyms and Definitions

AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All Terrain Vehicles
BAC	Blood Alcohol Content
CFAA	Criminal Fine and Assessment Account
CTSP	Community Traffic Safety Program
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
F & I	Fatal and injury crashes
FARS	Fatal Analysis Reporting System, U.S. Department of Transportation
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GR	Governor's Representative
GAC-DUII	Governor's Advisory Committee on DUII
GAC-Motorcycle	Governor's Advisory Committee on Motorcycle Safety
GHSA	Governor's Highway Safety Association
HSP	Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IRIS	Integrated Road Information System
ISTEA	The federal Intermodal Surface Transportation Efficiency Act of 1991 that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions. It requires states and MPOs to cooperate in long-range planning. It requires states to develop six management systems, one of which is the Highway Safety Management System (SMS).
LCDC	Land Conservation and Development Commission
MADD	Mothers Against Drunk Driving
MPO	Metropolitan Planning Organization. MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OBDU	Oregon Bridge Delivery Unit
OBDP	Oregon Bridge Development Partners
OBM	Oregon Benchmark
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education

ODOT	Oregon Department of Transportation
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
OMHAS	Office of Mental Health and Addiction Services
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSAP	Oregon Transportation Safety Action Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PUC	Oregon Public Utility Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
TRCC	Traffic Records Coordinating Committee
TSD	Transportation Safety Division, Oregon Department of Transportation
TSRP	Traffic Safety Resource Prosecutor
TEA21	Transportation Efficiency Act for the 21st Century. Federal legislation that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions.
VMT	Vehicle Miles Traveled
"4-E"	Education, Engineering, Enforcement and Emergency Medical Services

Statewide

Link to the Transportation Safety Action Plan: Action #14, 16

Action #14

Continue efforts to maintain the Transportation Safety Division, Oregon Department of Transportation, as the Transportation Safety Resource Center for Oregon, and actively encourage greater use of public information materials and research reports by local agencies.

Action #16

Advocate modifying federal standards and guidelines to continuously improve the ability of the Oregon Department of Transportation to allocate resources to the highest priority safety needs.

The Problem

- In 2006, 478 people were killed and 29,552 were injured in traffic crashes in Oregon.
- In 2006, the VMT increased approximately 0.6% compared to 2005.
- In 2006, 23% of Oregon's citizens do not believe the transportation system is safe or as safe as the prior year, the smallest percentage ever received for this question.

Oregon Traffic Crash Data and Measures of Exposure, 2003 – 2006

	1998-2002	2003	2004	2005	2006	% Change 2003-2006
Total Crashes	48,723	48,282	51,707	44,878	45,017	-6.8%
Fatal Crashes	415	429	384	444	417	-2.8%
Injury Crashes	18,925	19,101	18,264	19,446	19,749	3.4%
Property Damage Crashes	29,384	32,177	22,746	24,988	24,851	-22.8%
Fatalities	465	512	456	488	478	-6.6%
Fatalities per 100 Million VMT	1.35	1.46	1.31	1.38	1.35	-7.5%
Injuries	28,620	28,256	27,314	29,022	29,552	4.6%
Injuries per 100 Million VMT	83.24	80.50	78.63	82.26	83.29	3.5%
Population (in thousands)	3,396	3,542	3,583	3,631	3,691	4.2%
Vehicle Miles Traveled (in millions)	34,423	35,103	34,739	35,280	35,481	1.1%
No. Licensed Drivers (in thousands)	2,682	2,887	2,909	2,955	3,031	5.0%
No. Registered Vehicles (in thousands)	3,720	3,980	3,943	4,005	4,063	2.1%
% Who Think Transportation System is as Safe or Safer than Last Year	70.0%	71.0%	75.0%	72.0%	69.0%	-2.8%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Federal Highway Administration
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University
Public Opinion Survey, Executive Summary; Intercept Research Corporation

Fatal and Injury Crash Involvement by Age of Driver, 2006

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
14 & Younger	7	0.02%	N/A	0.00%	0.00
15	43	0.11%	14,567	0.48%	0.23
16	658	1.81%	28,335	0.93%	1.95
17	1,076	2.97%	34,725	1.15%	2.58
18	1,288	3.56%	39,634	1.31%	2.72
19	1,182	2.97%	42,971	1.42%	2.01
20	1,091	3.02%	46,349	1.53%	1.97
21	1,038	2.87%	50,030	1.65%	1.74
22-24	2,648	7.32%	165,577	5.46%	1.34
25-34	7,132	19.72%	588,142	19.41%	1.02
35-44	6,418	17.75%	547,713	18.07%	0.98
45-54	6,176	17.08%	568,724	18.77%	0.91
55-64	4,272	11.81%	458,945	15.14%	0.78
65-74	1,800	4.98%	247,697	8.17%	0.61
75 & Older	1,337	3.70%	197,113	6.5%	0.57
Total	36,166	100.00%	3,030,522	100.00%	

*Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Driver and Motor Vehicle Services, Oregon Department of Transportation

Goal

- Reduce the traffic fatality rate to 0.99 per hundred million vehicle miles traveled, 350 fatalities, by the year 2010.

Performance Measures

- Reduce the fatality rate of 1.35 per hundred million vehicle miles traveled, the 2006 level, to 1.20 per hundred million vehicles miles traveled, 423 fatalities, through December 31, 2008.
[In 2007, the traffic fatality rate was 1.31 and there were 455 fatalities.]
- Reduce the traffic injury rate of 83.29 per hundred million miles traveled, the 2006 level, to 72.0 per hundred million vehicle miles traveled, 25,400 injuries, through December 31, 2008.
[In 2007, the traffic injury rate was 80.14 and there were 27,850 injuries.]

Strategies

- A comprehensive traffic safety public information and education program that is designed to impact a change in the public's behavior concerning the issues of safe driving, DUII, safety belts, child safety seats, speed, motorcycle safety, bicycle safety, equipment standards, driver education and traffic laws.
- An annual traffic safety conference designed to reach 250 citizens and professionals with up-to-date information on various traffic safety issues.
- Implement 2007 law changes.
- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2007 law changes.

Bicyclist Safety

Link to the Transportation Safety Action Plan: Action #66, 67

Action #66

Increase public education and enforcement efforts regarding the rules of operation for bicycles, scooters, skates, skateboards, personal assistive devices and any new device that is legally permitted on roadways of Oregon.

Action #67

Increase emphasis on programs that will encourage bicycle and other alternative mode travel and improve safety for these modes.

The Problem

- In 2006, 466 bicyclists age 20+ years were injured in motor vehicle crashes compared to 475 in 2005.
- In 2006, motorists failed to yield right-of-way to bicyclists in 312 crashes compared to 328 in 2005.
- In 2006, 21% of all bicyclist crashes were at dusk, dawn or low light conditions.
- In 2006, correct helmet use decreased to 47%, compared to 50% in 2005.
- A review of crash data shows that the most common errors in bicyclists vs. motor vehicle crashes are the errors at intersections: failure to yield, turning in front of oncoming traffic, disregarding a traffic sign or signal. Data shows that responsibility for these errors are equally shared between bicyclists and motorists.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Injuries (crashes w/ motor vehicles)						
Number	655	685	678	779	746	8.9%
Percent of total Oregon injuries	2.3%	2.4%	2.5%	2.7%	2.5%	4.2%
Fatalities (crashes w/ motor vehicles)						
Number	7	8	9	11	14	75.0%
Percent of total Oregon fatalities	1.6%	1.6%	2.0%	2.3%	2.9%	81.2%
Percent Helmet Use (children)	47.6%	48.0%	58.0%	50.0%	47.0%	-2.1%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Bicycle Helmet Observation Study, Intercept Research Corporation

Goals

- Reduce bicyclists killed or injured in motor vehicle crashes from 746 in 2006 to 661, an 11% reduction by 2010.

PS-08-60-08 Bicyclist Safety Education Training \$44,700

This grant provided funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue the institutionalization of its Bicycle Safety Education Program in Oregon. This program, which has well over 50 percent match funds, logged over 2000 volunteer hours, served 25 schools in the City of Portland's Safe Routes to School pilot program, partnered with Giant Bicycles for a fourth year to coordinate resources and implement a group purchase of bicycles, provided their program in 71 schools across the state and took the lead as the statewide promoter and organizer of Walk and Bike to School Day.

PS-08-60-09 Community Cycling Center Safety Clinics \$9,901

The Community Cycling Center refurbished 30 bicycles for participating youth and conducted Bike Safety Clubs in the fall of 2007 at Marysville Elementary School. CCC administered pre and post evaluations that were initially created in the Spring of 2007 through a partnership with Portland State University's Center for Science Education to evaluate learning objectives among participating children.

Community Traffic Safety Programs

Link to the Transportation Safety Action Plan: Action #12, 14, 17, 24, 31, 32, 53, 67

Action #32

Continue to improve Oregon Department of Transportation internal and external communication on issues related to local safety needs. Improve local input to ODOT planning and decision making. Help to translate federal and state requirements to improve local agency understanding and efficiency.

Jurisdictional Data for Oregon Counties, 2006

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes	
Baker	*	16,470	4	1	88	5.34	21
Benton		84,125	6	2	343	4.08	47
Clackamas	*	367,040	28	13	1,777	4.84	257
Clatsop		37,045	8	2	233	6.29	19
Columbia	*	46,965	8	1	171	3.64	31
Coos		62,905	9	2	269	4.28	41
Crook		24,525	4	2	86	3.51	11
Curry		21,365	3	1	68	3.18	11
Deschutes		152,615	36	19	787	5.16	111
Douglas	*	103,815	31	16	633	6.10	92
Gilliam	#	1,885	1	0	22	11.67	7
Grant	!	7,630	2	1	42	5.50	8
Harney		7,670	2	1	51	6.65	9
Hood River		21,335	5	1	107	5.02	15
Jackson	!	198,615	19	9	1,094	5.51	145
Jefferson		21,410	4	3	86	4.02	31
Josephine	*	81,125	17	7	552	6.80	89
Klamath	*	65,455	29	9	389	5.94	72
Lake	*	7,540	5	0	32	4.24	9
Lane		339,740	50	18	1,419	4.18	205
Lincoln		44,520	10	4	275	6.18	52
Linn		108,250	31	9	605	5.59	77
Malheur	*	31,725	2	1	183	5.77	42
Marion		306,665	28	9	1,788	5.83	269
Morrow		12,125	3	0	31	2.56	8
Multnomah		701,545	41	14	4,795	6.83	701
Polk		66,670	9	4	366	5.49	50
Sherman	#	1,865	1	1	23	12.33	5
Tillamook	*	25,530	4	1	147	5.76	16
Umatilla		72,190	9	1	286	3.96	41
Union	!	25,110	4	1	97	3.86	23
Wallowa	*	7,140	2	2	19	2.66	5
Wasco	#	24,070	9	3	125	5.19	24
Washington		500,585	37	17	2,662	5.32	381
Wheeler	#	1,565	1	1	16	10.22	2
Yamhill		91,675	16	3	499	5.44	66
Statewide Total		3,690,505	478	179	20,166	5.46	2,993

Sources: Crash Analysis and Reporting, Oregon Department of Transportation;
 Fatality Analysis Reporting System, U.S. Department of Transportation;
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

*= Local Traffic Safety Group

!= Safe Community Site

#= City/County Group

Jurisdictional Data for Oregon Cities over 10,000 Population, 2006

City	Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes	
Albany	*	46,610	5	2	250	5.36	18
Ashland	*	21,430	0	0	78	3.64	8
<i>Baker City</i>		<i>10,035</i>	<i>0</i>	<i>0</i>	<i>21</i>	<i>2.09</i>	<i>2</i>
Beaverton	*	84,270	6	3	748	8.88	99
Bend	!	75,290	8	3	366	4.86	40
Canby	*	14,705	0	0	39	2.65	3
Central Point		16,550	2	0	50	3.02	8
Coos Bay	*	16,005	0	0	65	4.06	6
Cornelius		10,785	0	0	25	2.32	4
Corvallis		53,900	0	0	187	3.47	19
Dallas		14,585	0	0	38	2.61	2
Eugene	!	148,595	5	2	740	4.98	82
Forest Grove		20,380	1	1	55	2.70	10
Gladstone	*	12,210	0	0	54	4.42	5
Grants Pass		30,930	2	1	296	9.57	34
Gresham		97,745	8	1	486	4.97	70
Hermiston		15,410	0	0	46	2.99	5
Hillsboro		84,445	7	5	546	6.47	73
Keizer	*	34,880	0	0	99	2.84	11
Klamath Falls	*	20,720	3	1	85	4.10	12
La Grande	*	12,540	0	0	17	1.36	0
Lake Oswego	*	36,350	0	0	93	2.56	8
Lebanon		14,355	1	1	53	3.69	4
McMinnville		30,950	3	1	128	4.14	8
Medford	*	73,960	2	1	491	6.64	40
Milwaukie	*	20,835	0	0	93	4.46	13
Newberg	*	20,570	1	0	80	3.89	5
<i>Newport</i>		<i>10,240</i>	<i>0</i>	<i>0</i>	<i>51</i>	<i>4.98</i>	<i>5</i>
Ontario	*	11,325	0	0	54	4.77	5
Oregon City		29,540	1	1	215	7.28	28
Pendleton		17,310	0	0	74	4.27	4
Portland	*	562,690	27	11	4,064	7.22	569
Redmond	*	23,500	1	0	132	5.62	15
Roseburg		21,050	2	0	177	8.41	18
Salem	*	149,305	5	0	1,043	6.99	141
Sherwood		16,115	0	0	53	3.29	8
Springfield		57,065	10	8	214	3.75	34
St. Helens		11,940	0	0	41	3.43	4
The Dalles	*	12,625	0	0	52	4.12	8
Tigard		46,300	3	2	361	7.80	44
Troutdale		15,110	0	0	53	3.51	12
Tualatin		25,650	0	0	187	7.29	17
West Linn		24,180	2	1	91	3.76	10
Wilsonville		16,885	1	0	58	3.44	7
Woodburn		22,615	2	2	97	4.29	10
Total		2,112,485	108	47	12,246	5.80	1,528

Sources: Crash Analysis and Reporting, Oregon Department of Transportation;
 Fatality Analysis Reporting System, U.S. Department of Transportation;
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University
 Text in italics based on urban boundary changes per national census.

*= Local Traffic Safety Group

!= Safe Community Site

#= City/County Group

The Problem

- More than 60% of Oregon cities and counties do not have a systematic approach addressing transportation related injury and death.
- While a volunteer work force exists, often there is no local mechanism for mobilizing and motivating these volunteers.

Goal

- Increase the number of Oregonians represented by a community-level transportation safety program to 70 percent by 2010 compared to 61 percent, the 2002 figure.

Performance Measures

- Increase the number of local transportation safety committees in Oregon from 54 to 60 by December 31, 2008.
[In 2007, there were 54 local transportation safety committees in Oregon.]
- Increase the number of documented neighborhood associations addressing traffic safety from 130 to 140 by December 31, 2008.
[In 2007, there were 130 documented neighborhood associations addressing traffic safety.]
- Reduce the per-capita fatal and injury crash rate, in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 208 persons by December 31, 2008.
[In 2007, the per capita fatal and injury crash rate in counties with a traffic safety group was one crash per 206 persons. The 2007 per capita fatal and injury crash rate was one per 185 persons. The statewide fatal and injury crash rate for 2007 is one crash per 198 persons.]
- Maintain or increase the number of active Safe Community programs by December 31, 2008. (As of federal fiscal year 2006, there were ten Safe Community programs in Oregon: Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Tillamook County, Union County, Wallowa County, City of Eugene, and City of Portland.)
[In 2007, there were ten active Safe Community programs.]

Strategies

- Continue the development of Safe Communities Programs, addressing both fatal and injury prevention and cost issues in targeted communities.
- Continue Comprehensive Community Traffic Safety Programs, emphasizing projects in targeted communities.
- Expand the number of Oregonians who participate in transportation injury prevention at the community level, through projects that create innovative opportunities for citizens to become involved. Track these individuals by increasing the number of documented traffic safety groups.
- Include region representatives in community-level traffic safety programs by providing opportunity to have substantive input into Safe Community and other projects, including grants management and on-site assistance of local groups.

- Provide print materials and technical tools designed to foster community-level approaches to traffic safety issues.
- Encourage local level partnerships that cross traditional program, group, and topical divisions through training and hands-on technical assistance provided by both region representatives and centralized offerings. Develop activities that act as a catalyst for expanded safety activity.
- Evaluate opportunities to increase employer participation in traffic safety programs. Implement at least one employer based strategy.

Project Summaries

SECTION 402

SA-08-25-01 Statewide Services – Driver Education \$0

This grant was split funded along with Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety (these other areas contribute additional funds over and above the Driver Education funding portion). This grant funded Public Information and Education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, mini-grants and special events. This year the grant provided funding for Oregon attendees and state participation in the national Lifesaver convention. *[This project funding was rolled into project HN1-08-20-01 listed in the Statewide chapter.]*

DE-08-20-03 At Risk Driver Information/Education \$0

This project will provide funds to allow Driver and Motor Vehicle Services to develop and distribute messages and/or countermeasures targeted to reduce the instance and severity of crashes that result in injury and death. The efforts will specifically target the behaviors of medically or otherwise at risk drivers. This project will provide for development of countermeasures designed to reach at-risk populations and their influence groups. Examples of influence groups include family members, peers, and service providers. *[This project was not initiated during the grant year.]*

DE-08-20-04 Oregon State Police Community Education \$0

This project will provide funds to allow the Oregon State Police to raise awareness of traffic safety issues that affect the communities where they patrol. The funds will make media materials available to the general public, to increase awareness of the need for voluntary compliance and/or enforcement of laws relating to specific traffic safety behaviors that result in crash related injury and death. *[This project was not initiated during the grant year.]*

DE-08-20-05 Employer Education Project \$10,000

This project provided training and coordination targeted at reducing the incidence and severity of crashes which cause injury and death to Oregonians who are engaged in travel related to work. The project provided training, education and materials including a newsletter and employer’s transportation safety conference.

SA-08-25-05 Portland Safe Community \$100,000

This project used the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities. The project staff worked to develop and expand the Safe Community coalition, developed data gathering and sharing processes, further developed and integrated safety plans, and implemented a planning process for the 82nd avenue of Roses project as identified through the Safe Community model.

- SA-08-25-08** **Clackamas County Safe Community** **\$78,549**
This project continued to make progress integrating the elements of the Safe Community concept within Clackamas County, and encouraged partnerships with cities within the county. The project continued work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, furthered the development and integration of safety plans, and implemented specific projects identified through the Safe Community model for addressing transportation related injury and death.
- SA-08-25-15** **Safe Community Mini-Grants** **\$40,034**
Often described as the mini-grant program, this project encouraged local activity by offering small-scale grants to local traffic safety commissions. The dual goals of initiating special projects that make an impact on local problems, and stimulated increased activity and health among local traffic safety groups.
- SA-08-25-22** **Innovative Community Projects** **\$0**
This project will offer small mini-grants or partnership dollars to communities that team local traffic safety committees and other local groups in new and/or innovative ways to address traffic safety behaviors. A portion of the funds may be used to provide materials or products that are identified by the local groups. *[This project was not initiated during the grant year.]*
- SA-08-25-20** **ACTS Oregon Safe Community Services** **\$119,532**
The project provided in-person training, mentoring, technical assistance, special projects implementation, and advocacy services and advice by providing access to a community traffic safety specialist and support staff. The project provided for the deployment and monitoring of a mini-grant program. This project offered local traffic safety advocates access to technical assistance via weekday 1-800 telephone line, and newsletters. This project provided for scholarships to the upcoming Lifesaver conference, and provided for Oregon volunteer coordination for the conference. This project assisted local communities in involvement projects to promote volunteerism regarding youth-related traffic safety issues.
- SA-08-25-04** **Malheur County Coordinator**
This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position served to complement the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions.
- SA-08-25-24** **Grant County Coordinator**
This project provided funds for a project activity within Grant County. Grant County developed projects designed to improve traffic safety by involving the community in local safety efforts. Each project was selected by a problem identification process.
- SA-08-25-06** **Harney County Coordinator**
This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complemented the newly formed coalition in Harney County. This year, the coordinator focused on providing organization which allowed for greater output from the new coalition. Project focus and direction were determined by problem identification process.
- SA-08-25-21** **Union County Traffic School**
The project continued to build up a traffic school in Union County for first time offenders of speed, aggressive driving, careless driving, etc. The project allowed instructors to hold one class per month. The project is believed to have achieved self sufficiency at this time.
- SA-08-25-23** **New Safe Community Project** **\$18,133**
This project provided for beginning the process of establishing a Safe Community project in the Rogue Valley area. The project provided for a coordinator to gather and identify coalition partners, data sources, and establish a data set. The project began to perform a problem identification process

Driver Education

Link to the Transportation Safety Action Plan: Action #10

Action #10

Driver education is highlighted as one of the nine key actions in the Transportation Safety Action Plan. Improving the quality of driver education program and creating a delivery system to increase teens completing an approved driver education course is critical to reduce teen crashes and injuries.

The Problem

- Pursuant to an audit of the use of state highway funds, the Office of the Attorney General requested changes in the criteria for determining which students would qualify public schools to receive reimbursement from the Student Driver Training Fund.
- There is a need to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training on a regional basis and to monitor the delivery of these driver education instructor preparation courses.
- Not all private driver education commercial schools teach from the same curriculum, nor is it required. However, just like the public curriculum, covering concepts to reduce the risk factors is critical. ODOT-TSD approved private commercial drive schools teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for approval on a three-year cycle. There is a need to identify the number of students completing an approved private driver education program. Only 12 out of the 25 private commercial driving schools offer approved TSD driver education programs.

Driver Education in Oregon, 2002-2006

	2002	2003	2004*	2005	2006	2007 Projected
DMV Licenses Issued (Age 16-17)	27,800	28,195	28,290	27,731	27,688	29,072
Public Schools Providing ODOT-TSD Approved DE	109	94	94	87	80	85
Community Colleges Providing ODOT-TSD Approved DE	9	8	8	8	7	7
Commercial Vendors Providing ODOT-TSD Approved DE	14	14	14	15	12	20
DE Students completing DE	11,782	10,156	9,046	9,542	9,884	10,378
Students that did not complete an ODOT-TSD approved DE program before licensing	16,018	16,039	18,520	17,189	17,804	16,917

Source: Driver and Motor Vehicle Services, Oregon Department of Transportation
Transportation Safety Division, Oregon Department of Transportation

*2002-2004: Dropped in DE enrollment caused by Attorney General Ruling that the person must not have a license before completion of DE to be eligible for reimbursement. Report from private drive schools were double reported in the count of public and private schools students. Due to cuts in educational funding Local districts choose to increase fees for student participants.

2004-05: Drop in public providers due to local districts outsourcing DE service to a community colleges and ESDs -Example- One ESD provides 25 school districts with DE Services in 13 counties in fifty-two high school areas -One district had site base management changes and went from five providers into to one provider with no reduction in students reached.

2006: Increase in enrollment due to increase reimbursement from \$150 to 210

There are 25 private commercial driving schools registered with DMV for driver training.

Goal

- Develop a driver education system that results in increased student participation in driver education of newly licensed teens under the age of eighteen to 2010.
- Implement consistent, statewide program standards with content, outcomes and habit formation for the driver education providers by 2010.
- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2010.

Performance Measures

- Promote the importance of driver education and expand the delivery system for driver education in Oregon by increasing the number of students completing driver education from 10,378 in 2006 to 11,000 by December 31, 2008.
[In 2007, there were 8,679 students who completed driver education.]
- Complete training of 100 private and public driver education instructors by December 31, 2008.
[In 2007, there were 287 private and public driver education instructors trained.]
- Complete 50 on site inspections/audits of approved Driver Education providers that include reviewing instructor's qualifications, curriculum and reimbursement.
[In 2007, there were 30 on site inspections/audits performed.]
- Distribute Driver Education Reimbursement funds and update web tool for Transportation Safety Division and provider use supporting changes in student qualification in reimbursement process by December 31, 2008.
[The total reimbursement funds issued for the 2007-2008 school year were \$1,600,00.00. Several improvements have been made to the SDES system, including activating override functions and correcting validation tables and updating data range parameters. Work continues in the area of making the system more user friendly for the driver education coordinators.]
- Revise Oregon Administrative Rule that governs the driver education program requirements that include instructor training standards and curriculum and delivery standards in Division 15, 737-015-0010 by December 31, 2008.
[Rule revisions are currently in progress with the involvement of the Driver Education Advisory Committee. Sanctions are being added to the Division 15 Rules as well as corrections and update to the current language.]

Strategies

- Develop and maintain a mailing database for all providers teaching Driver Education.
- Develop a marketing plan to increase access and completion of quality Driver Education in Oregon.

- Continue implementation of statewide curriculum standards and instructor training as a part of the new administrative rules adopted April 1, 2007.
- Develop web tool that integrates DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Develop tracking system and database to collect and maintain information on driver education program providers as well as instructors as they complete courses required by April 1, 2007, as stated in Oregon Administrative Rules.
- Develop a plan to work with selected driver education providers and National Institute of Driver Behavior (NIDB) to create a model driver risk prevention pilot project utilizing the Computer Activity Program and the ADTSEA/NIDB standards.
- Develop assessment/inspection form for monitoring driver education providers.
- Develop database to track Trainer of Trainer activities as they provide training for front line instructors throughout the state.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue to promote best practices through quality professional development.

Project Summaries

STUDENT DRIVER TRAINING FUND (SDTF)

08DRVSED-001 Driver Education Program Reimbursement [\$1,403,242]

These funds were used to reimburse public providers for their cost in providing driver education to students. Reimbursements were made to each public provider based on the number of students completing the driver education course, not to exceed \$210 per student, the maximum allowed by law. Curriculum standards and delivery practices were met before reimbursement dollars were provided.

08DRVSED-002 GDL Implementation - Information and Education [\$297,115]

These funds were used to provide trainer of trainer's curriculum updates for ODOT-TSD. Funds also paid for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses. Funds also supported the driver education advisory committee quarterly meetings.

Emergency Medical Services (EMS)

Link to the Transportation Safety Action Plan: Action #26, 27, 28

Action #26

Complete a review of EMS related statutes with the goal of developing an effective and integrated EMS system for the state of Oregon. Develop a comprehensive statewide EMS.

Action #27

Maintain quality of 9-1-1 services and look for opportunities for improvements, as new technologies become available.

Action #28

Continue efforts to enhance communication between engineering, enforcement, education and EMS.

The Problem

- EMS in the State of Oregon enjoys a great heritage. 9-1-1 was implemented early in Oregon. One of the earliest statewide trauma systems was developed in Oregon. One of the top medical schools for the training of Emergency Physicians and Trauma Surgeons is in Oregon.
- The lack of EMS leadership from the State has put the citizens of Oregon at risk. If the remarkably committed local EMS professionals and agencies are unable to continue to hold their systems together, the death toll will only increase. The NHTSA Technical Assistance Team (TAT) heard repeated testimony during the 2006 Oregon EMS Reassessment that, in many of the communities, simply caring for the citizens, let alone improving their care, is becoming more and more difficult.
- Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. The Oregon economy has caused many larger hospitals to make cuts and their foundations have reduced support, as well. Smaller and rural community hospitals often face even more severe budgetary constraints.

Goal

- Once the new EMS Director is chosen, work with the EMS Director to ensure Transportation Safety Division's involvement.
- Engage local hospitals and emergency medical services agencies in their transportation safety related medical care and programs.
- Establish formal presence for EMS and other medical related programs in the overall highway safety program by 2010.

Performance Measures

- The discussions over the 2007 Senate Bill 162 would have modified the organization and duties of Emergency Medical Services and Trauma Systems Program. Elements of SB162 should continue as topics for 2007-2008.
[Discussions and legislative work continues on these topics. A legislative concept covering some of these topics may be submitted during the 2011 Legislative session.]
- Engage five local Oregon hospitals and EMS agencies in highway safety projects by 2008.
[Engaged approximately 150 licensed EMS transport agencies and registered EMS non-transport agencies to collect data on all patient encounters for the month of May 2008. This data was imported into the statewide database. This is a pilot project expected to collect all data into one statewide database.]
- Track the expectations from the March 2006 NHTSA EMS Reassessment with the goal of developing an effective and integrated EMS system for the state of Oregon, reporting on progress by December 31, 2008.
[Discussions continue to develop and improve Oregon's EMS system.]
- DHS to develop a comprehensive statewide EMS plan by December 31, 2008.
[Work is still being done to develop the statewide plan.]

Strategies

- Work in coordination with DHS and other partners to develop a comprehensive and integrated EMS system for Oregon.
- Participate in the EMS Transition Advisory Team to provide technical assistance as necessary.
- Provide mini-grant funding to hospitals throughout Oregon to improve statewide EMS (i.e., education, outreach, assistance within communities, training, ambulance equipment, etc.)
- Use the 2006 NHTSA EMS Reassessment findings and recommendations for guidance to develop and integrate EMS system for Oregon.

Project Summaries

SECTION 402

EM-08-24-02 Oregon EMS and Trauma Systems Pediatric Simulation Education Project \$20,000
Partnered with DHS, EMS-C, to purchase a five year old pediatric high fidelity simulator to be used for pediatric training, focusing on motor vehicle crashes in rural areas. Utilizing the wireless simulation based training manikins will provide opportunities for trauma training for emergency medical service providers and to practice on-scene stabilization and transport of pediatric trauma victims for injuries typically treated in motor vehicle crashes.

EM-08-24-01 Governor John A. Kitzhaber, MD, Community Hospital Traffic Safety Grant \$8,774
Partnered with Harney District Hospital, Samaritan North Lincoln Hospital and Willowa Memorial Hospital to provide extrication equipment and training to certify additional EMS staff throughout Oregon. Trained and certified EMS staff is of particular importance in rural/frontier Oregon where long response times and difficult access can rapidly use up the "Golden Hour". EMS agencies need to have the education, skills and equipment necessary for both those responding to crashes and those in the emergency room to provide optimum care for trauma victims due to traffic crashes.

Equipment Safety Standards

Link to the Transportation Safety Action Plan: Action #15

Action #15

Continue to improve public knowledge of vehicle safety equipment, and its role in safe vehicle operation. Improve current mechanisms to raise awareness of common vehicle equipment maintenance and use errors, and seek new or more effective ways to raise awareness and increase compliance with proper use and maintenance guidelines. Develop improved mechanisms to educate the public about Antilock Braking Systems (ABS) use.

The Problem

- Oregon complies with the federal vehicle equipment and safety standards; however, Oregon does not publish the standards.
- The Oregon Revised Statute and Oregon Administrative Rule on protective headgear for bicycle, in-line skates, skate boards, and push scooters refers to a standard that is no longer used by the helmet manufacturing industry. Legislation will be required to update the statute and rule to reflect current standards.
- General knowledge of vehicle codes concerning vehicle equipment, especially in the area of lighting equipment, is lacking in the general driving public. This lack of knowledge presents hazards as drivers continue to violate equipment statutes.

Automobile Vehicle Defect Crashes on Oregon Highways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Total Vehicle Defect Crashes Number	594	583	486	514	531	-8.9%
Property Damage Crashes Number	343	333	239	234	258	-22.5%
Non-fatal & Injury Crashes Number	246	239	239	268	265	10.9%
Number of persons injured	386	391	393	449	416	6.4%
Fatal Crashes Number	5	11	8	12	8	-27.3%
Number of persons killed	6	12	12	15	8	-33.3%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Includes: Autos, Pickups, Vans, SUVs, Motorhomes, Motorcycles and Mopeds. Types of defects: trailer connection broken, steering, brakes, wheel came off, hood flew up, lost load, tire failure, other. (Trucks, buses and semi vehicle safety and equipment standards are administered and enforced by the Motor Carrier Division of ODOT.)

Goal

- Decrease the number of vehicle-defect crashes from 531 in 2006 to 450 or lower by the year 2010.
- Contact 50 equipment manufacturers and retailers to disseminate public education programs by the year 2010.

Performance Measures

- Track, code and return calls for information and data on vehicle and safety equipment issues within two working days.
[Calls were returned within two working days 95% of the time.]
- Update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.
[There were no legislative changes.]
- Design and develop information sheets, brochures, flyers, web pages, press releases, etc., for continued or emerging vehicle safety issues and post the information on the TSD website and disseminate to automobile dealerships, automobile parts and after-market equipment retailers by December 31, 2008.
[The TSD website was updated, the publication “So you want to customize your vehicle?” was updated, a press release on the use of fog lights was distributed, a document clarifying the use of low-speed vehicles and golf carts was distributed and a document explaining the process to convert an off-road motorcycle was distributed and posted on DMV’s website.]

Strategies

- Update Oregon Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.
- Educate the public, the auto industry, the after-market equipment retailers, law enforcement and judicial officials about vehicle equipment codes through the use of TSD’s website, flyers, news releases and verbal communications.
- Explore statewide standards requiring public motor pool cars to meet or exceed national crash standards.

Project Summaries

SECTION 402

CL-08-80-01 **Statewide Services – Equipment** **\$458**
Purchased Society of Automotive Engineers (SAE) standards CD to facilitate administrative rule writing, clarify policy and inform the public of Oregon’s laws, rules and regulations that refer to SAE standards.

Highway Safety Investment Program (HSIP)

Link to the Transportation Safety Action Plan: Action #16, 24, 36

Action #16

Advocate modifying federal standards and guidelines to continuously improve the ability of the Oregon Department of Transportation to allocate resources to the highest priority safety needs.

Action #24

Investigate the usefulness and impact of advance signing, transverse rumble strips and other devices as countermeasures for rural intersection crashes. Raise local government awareness of identified improvement opportunities.

Action #36

The Oregon Department of Transportation should maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs.

The Problem

- The purpose of the Highway Safety Investment Program is to achieve a significant reduction in fatalities and serious injuries on public roads.
- The new federal legislation, SAFETEA-LU, elevates the HSIP to a stand-alone core federal-aid highway safety program with a renewed call for data-driven, strategic highway safety programs focusing on results, and provides increased flexibility in state funding for safety.
- SAFETEA-LU require implementation of a Strategic Highway Safety Plan (SHSP), currently Oregon has a comprehensive statewide safety plan, the Transportation Safety Action Plan (TSAP) that nearly meets all the requirement of SAFETEA-LU. With a few amendments Oregon will be in compliance.
- It expands the types of projects that can be defined as a highway safety improvement projects.
- Higher funding levels are provided, with HSIP amounts increased from approximately \$1.5 million annually under the previous Hazardous Elimination Program (HEP) to about \$15 million annually in HSIP and High Risk Rural Road Program (HRRRP).

Oregon Highways, Fatal and Serious Injury Crashes, 2006

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System
State Highways	1,003	1,265	8,040
City Streets	566	640	10,011
County Roads	460	543	33,328
Other Roadways	16	20	14,461
Total (All Public Roads)	2,045	2,468	65,840

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Goals

- Use the funds to address high priority sites with the objective of reducing the number of fatalities and serious injuries.
- Improve the identification and analysis of highway safety problems and opportunities.

Performance Measures

- Develop an annual report evaluating the analyzing and assessing results of safety projects.
[Traffic-Roadway Section completed an annual report on the progress of the Highway Safety Improvement Program (including 164 fund projects) and High Risk Rural Roads Program which was submitted to FHWA.]
- Develop an annual report of the top 5 percent hazardous sites, identifying potential remedies, estimated costs and impediments to implementation.
[Traffic-Roadway Section completed an annual Top 5 Percent Report to FHWA based on the 2008 Safety Priority Index System (SPIS).]

Strategies

- Analyze prevalent crash types on Oregon roads in order to establish three to five key emphasis areas for engineering.
 - For each emphasis area, identify possible countermeasures (including educational and enforcement approaches) to address crashes.
 - Develop methods for identification of problem locations or segments with prevalent crash types.
- Improve crash analysis tools to assist in identifying high priority fatal and serious injury sites for all public roads in Oregon.
- Amend Transportation Safety Action Plan (TSAP) to meet the requirement of SAFETEA-LU for implementing a Strategic Highway Safety Plan (SHSP), primarily including more engineering elements and strategies.
- Establish HSIP guidance for:
 - Highway Safety Investment Projects (HSIP)
 - High Risk Rural Road Program (HRRRP)

Project Summaries

SECTION 164 (Current and Prior Year)

164HE-08-73-11 TEA-21 2007 HSIP \$105,118

This FFY 2008 Section 164 grant consisted of continuation of several safety enhancement projects selected from eligible Oregon Hazard Elimination Program (HEP) projects. All projects have been completed except for one which is on schedule to be constructed and finalized in FFY 2009.

164HE-08-73-12 TEA-21 Lane Departure Initiative \$1,311,995

This FFY 2008 Section 164 grant provides continuation of the project implementation for projects previously selected by the Highway Safety Engineering Committee (HSEC) during FFY 2006. Construction has started on 13 of these 14 lane departure projects.

164HE-08-73-13 TEA-21 HSEC 2007 Safety Initiatives \$5,053,010

This FFY 2008 grant provides the continuation of safety project implementation of projects previously selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007. Construction has started on six of these eight safety initiative projects and two of the eight have been completed.

164HE-08-73-14 TEA-21 HSEC 2008 Safety Initiatives \$0

This FFY 2008 grant provides infrastructure safety enhancements to the state highway system. There were eight safety initiative projects selected and most will start construction in FFY 2009.

Impaired Driving – Alcohol

Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37

Action #1

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

Action #2

Encourage more traffic law enforcement training for police as part of the requirements for the Basic Certificate and improve traffic law training offerings. To encourage participation, offer training on a regional basis on a variety of topics including Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Traffic Enforcement Program Management.

Action #4

Evaluate techniques and new approaches for providing training and updates to Oregon's Judicial Body, seeking to develop consistent adjudication outcomes statewide. Implement and evaluate the effectiveness of these techniques and approaches.

Action #37

Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUI) statutes to address the legal issues around sobriety check points, expand the definition of DUI to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2006, 37.4 percent of all traffic fatalities were alcohol-related. 149 of the fatalities involved only alcohol; 33 involved only other drugs; and 21 were a combination of both alcohol and other drugs.
- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes. Although, there have been great strides in the drop in alcohol-only fatalities from 176 in 2004 to the current 2006 level of 149.
- Between 2001 and 2005 of the 25 children age 0-14 killed in alcohol-involved crashes, 18 (or 72%) were passengers in a vehicle operated by a driver who had been drinking.
- Mental health providers and law enforcement indicate that they are seeing evidence that more people are "self-medicating" due to the downturn in the economy and world unrest.

Impaired Driving in Oregon, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Fatal & Injury Crashes	19,339	19,530	18,667	19,890	20,166	3.3%
Nighttime F&I Crashes*	2,567	2,661	2,598	2,783	2,993	12.5%
Percent Nighttime F&I Crashes	13.3%	13.6%	13.9%	14.0%	14.8%	8.8%
Fatalities	465	512	456	488	478	-6.6%
Alcohol Only Fatalities	163	168	176	151	149	-11.3%
Combination Alcohol & Other Drugs	17	16	11	14	21	31.3%
Total Alcohol-Related Fatalities	179	184	187	162	179	-2.7%
Percent Alcohol- Related Fatalities	38.5%	35.9%	41.0%	33.2%	37.4%	4.2%
DUII Offenses	25,035	24,190	25,398	23,257	17,438	-27.9%
DUII Enforcement Index**	9.81	9.09	9.45	8.36	5.83	-35.9%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	N/A	91%	92%	90%	89%	-2.2%

* Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4 a.m. Use of crash data occurring 8 p.m.-4 a.m. as a proxy measure for alcohol-involved crashes is generally accepted nationally and suggested by the National Highway Traffic Safety Administration.

** DUII enforcement index is the number of DUII offenses divided by number of nighttime fatal and injury crashes. Recommended index level is 8 or above for rural areas and 10 or above for urban areas.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Law Enforcement Data System
 Transportation Safety Survey, Executive Summary; Intercept Research Corporation

Goal

- Reduce alcohol-related traffic fatalities to 28 percent or 125, by the year 2010.

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related from 179, the 2006 level, to 158 by December 31, 2008.
[In 2007, there were 179 alcohol related fatalities.]
- Increase the DUII enforcement index to 9.97 or above by December 31, 2008.
[In 2007, the DUII enforcement index was 9.08.]
- Provide a minimum of two DUII-related training opportunities for prosecutors and judges by December 31, 2008.
[1) "Protecting Lives, Saving Futures," was conducted February 27-29, 2008. 2) The DUII Multi-disciplinary Task Force Training Conference was held March 14-15, 2008 in Bend, OR.]
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2008.
[The DUII Multi-disciplinary Task Force Training Conference was held March 14-15, 2008 in Bend, OR.]
- Position the Impaired Driving Program to meet qualifying criterion for NHTSA's 410 grant for 2008.
[The Impaired Driving Program qualified for 410 grant funds for 2009 by meeting five of the eight criteria. Those five are: High Visibility Enforcement, Prosecution and Adjudication, BAC testing, DUII Courts, Underage Drinking Program.]

Strategies

- Promote and support the use of current technology, such as video cameras and automated DUII citation processes, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.
- Comprehensive Community DUII Prevention Projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.
- Public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Venues for these activities include print, radio, television, and other possible innovative digital mediums.
- Public information and education campaigns targeting specific law changes that will occur during the 2007 Legislative Session.
- Explore the opportunity for a new drug/alcohol court similar to the Multnomah County Court Programs.
- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all District Attorney Offices, particularly for cases that may set a state precedent.
- Provide training opportunities for laboratory technicians, law enforcement and prosecutors on use of new breath testing equipment.

Project Summaries

SECTION 164 (Current and Prior Year)

164AL-08-14-01 DUII Statewide Services \$0

This project specifically addresses a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses are offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant is created to provide for prosecutor and judges training.

[This project was not initiated during the grant year.]

164AL-08-14-10 Clackamas County Court \$64,112

This project funded the position of Program Coordinator for the DUII Intensive supervision Program. This position acted as administrative support for the Honorable Ron D. Thom, adding 40 hours per week of program coordination, facilitation and gathering of statistics, program development and evaluation. Judge Thom sentenced and acted as the probation judge for all offenders in the DISP program.

164AL-08-14-14 DUII Prosecutor \$126,006

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled throughout Oregon to assist with complex DUII cases.

SECTION 410

K8-08-12-01 Statewide Services Program – DUII \$127,998

A comprehensive traffic safety public information program was implemented. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio were aired. Surveys were conducted.

K8-08-12-09 DUII Overtime Enforcement Program - OSP \$120,000

Oregon State Police continued to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas were selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon.

K8-08-12-16 Drug Recognition Expert Training (DRE) \$46,328

Provided training and coordination of the Oregon Drug Evaluation and Classification (DEC) Program and other related impaired driving programs in accordance with the International Association of Chief's of Police (IACP) and NHTSA guidelines and recommendations.

K8-08-12-23 Drug Recognition Expert Overtime Enforcement Project \$57,648

Provided statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.

K8-08-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures" \$26,274

This project funded a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encouraged partnerships in dealing with the incidence of impaired driving.

K8-08-12-19 DPSST/OLCC Inspector Training Project \$0

This project provides funding for training of Oregon Liquor Control Commission (OLCC) inspectors at the police academy in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. OLCC inspectors will undergo a four week training held at DPSST.

[This project was not initiated during the grant year.]

K8-08-12-20 Law Enforcement Spokesperson – DPSST \$69,491

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies.

K8-08-12-21 DUII Enforcement – OSSA Departments \$323,002

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. Oregon State Sheriffs' Association (OSSA) provided DUII overtime patrol in 30 counties throughout Oregon.

K8-08-12-12 DUII Multi-Disciplinary Task Force Training Conference \$50,000

This project provided funding for the annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, and prevention and treatment professionals. This conference was held in March 15-16, 2008, in Bend, OR. Over 380 people were in attendance.

K8-08-12-36 MADD - Computerized DUII Citation Process \$0

This project provides for the second phase of funding for implementation of an automated DUII citation process for law enforcement. Grantee intends to pursue in 2008 FFY.

[This project was not initiated during the grant year.]

K8-08-12-37 OSP Forensic Lab Intoxilyzer Training \$0

This project provides funding to trainers from the OSP Forensic Laboratory to conduct classes with law enforcement, prosecutors, and court personnel.

[This project was not initiated during the grant year.]

K8-08-12-38 OACP DUII Overtime Enforcement Project \$307,258

This grant was a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities received overtime funds for 2008.

K8-08-12-39 DISP – Portland Police Bureau \$17,220

This grant funded a project that helped the DUII Intensive Supervision Program (DISP) through the Multnomah County DUII Court. Prior to the project, numerous warrants had been issued and there were no resources to follow up and apprehend offenders. This project provided funding to the Portland Police Bureau for officers to go find offenders who had warrants and arrest them.

DEPARTMENT OF HUMAN SERVICES (DHS)

08C105332-000 DUII Multi-Disciplinary Task Force Conference (Oregon DHS Grant) [\$10,000]

This project provided funding for scholarships for professionals involved in the DUII process to attend the annual conference.

Impaired Driving – Drugs

Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37

Action #1

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff's and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

Action #2

Encourage more traffic law enforcement training for police as part of the requirements for the Basic Certificate and improve traffic law training offerings. To encourage participation, offer training on a regional basis on a variety of topics including Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Traffic Enforcement Program Management.

Action #4

Evaluate techniques and new approaches for providing training and updates to Oregon's Judicial body, seeking to develop consistent adjudication outcomes statewide. Implement and evaluate the effectiveness of these techniques and approaches.

Action #37

Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2006, 37.4 percent of all traffic fatalities were alcohol-related. 149 of the fatalities involved only alcohol; 33 involved only other drugs; and 21 were a combination of both alcohol and other drugs.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 1,025 in 2006. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.
- Mental health providers and law enforcement indicate that they are seeing evidence indicating that more people are "self-medicating" due to the downturn in the economy and world unrest.

Other Drugs Impaired Driving in Oregon 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Fatal & Injury Crashes	19,339	19,530	18,667	19,889	20,166	3.3%
Nighttime F&I Crashes*	2,567	2,661	2,598	2,783	2,993	12.5%
Percent Nighttime F&I Crashes	13.3%	13.6%	13.9%	14.0%	14.8%	8.9%
Fatalities	465	512	456	488	478	-6.6%
Other Drug Only Fatalities	29	23	31	36	33	43.5%
Combination Other Drug and Alcohol	17	16	11	14	21	31.3%
Other Drug-Related Fatalities	45	39	42	50	63	61.5%
Percent Other Drug-Involved Fatalities	9.8%	7.6%	9.2%	10.2%	13.2%	73.7%
DUII Arrests (drugs other than Alcohol)	806	1,243	1,367	1,246	1,025	-17.5%

* Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4 a.m. Use of crash data occurring 8 p.m.-4 a.m. as a proxy measure for alcohol-involved crashes is generally accepted nationally and suggested by the National Highway Traffic Safety Administration.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Law Enforcement Data System

Goal

- Reduce drug-related traffic fatalities to 40, or by 8 percent, by the year 2010.

Performance Measures

- Increase the number of certified DREs from 215, in 2006, to 225 by December 31, 2008.
[In 2008, there were 206 certified DREs.]
- Increase the number of DRE evaluations from 1,249 in 2006 to at least 1,367 the 2004 number, in 2008.
[In 2008, there were 1,038 DRE evaluations.]
- Position the Impaired Driving Program to meet qualifying criterion for NHTSA's 410 grant for 2009.
[The Impaired Driving Program qualified for 410 grant funds for 2009 by meeting five of the eight criteria. Those five are: High Visibility Enforcement, Prosecution and Adjudication, BAC testing, DUII Courts, Underage Drinking Program.]

Strategies

- Promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).
- Comprehensive Community DUII Prevention Projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.

- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Venues for these activities include print and electronic media, as well as classrooms.
- Public information and education campaigns targeting specific law changes that will occur during the 2007 Legislative Session.
- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.
- Explore ways to enhance other drug related reporting in the citation process which would include LEADS, the citation form itself, DMV, and citation tracking.
- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.
- Seek support and insight from the GAC on DUII on emerging issues relating to driving under the influence of drugs other than alcohol.
- Solicit the GAC on DUII's suggestions and support on implementing related plans.

Project Summaries

SECTION 164 (Current and Prior Year)

164AL-08-14-01 DUII Statewide Services

This project specifically addresses a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses are offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant is created to provide for prosecutor and judges training.

[This project was not initiated during the grant year.]

164AL-08-14-10 Clackamas County Court

This project funded the position of Program Coordinator for the DUII Intensive supervision Program. This position acted as administrative support for the Honorable Ron D. Thom, adding 40 hours per week of program coordination, facilitation and gathering of statistics, program development and evaluation. Judge Thom sentenced and acted as the probation judge for all offenders in the DISP program.

164AL-08-14-14 DUII Prosecutor

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled throughout Oregon to assist with complex DUII cases.

SECTION 410

K8-08-12-01 Statewide Services Program – DUII

A comprehensive traffic safety public information program was implemented. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio were aired. Surveys were conducted.

K8-08-12-09 DUII Overtime Enforcement Program - OSP

Oregon State Police continued to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas were selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon.

K8-08-12-16 Drug Recognition Expert Training (DRE)

Provided training and coordination of the Oregon Drug Evaluation and Classification (DEC) Program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and NHTSA guidelines and recommendations.

K8-08-12-23 Drug Recognition Expert Overtime Enforcement Project

Provided statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.

K8-08-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures"

This project funded a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encouraged partnerships in dealing with the incidence of impaired driving.

K8-08-12-20 Law Enforcement Spokesperson – DPSST

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies.

K8-08-12-21 DUII Enforcement – OSSA Departments

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. Oregon State Sheriffs' Association (OSSA) provided DUII overtime patrol in 30 counties throughout Oregon.

K8-08-12-12 DUII Multi-Disciplinary Task Force Training Conference

This project provided funding for the annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, and prevention and treatment professionals. This conference was held in March 15-16, 2008, in Bend, OR. Over 380 people were in attendance.

K8-08-12-38 OACP DUII Overtime Enforcement Project

This grant was a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities received overtime funds for 2008.

K8-08-12-39 DISP – Portland Police Bureau

This grant funded a project that helped the DUII Intensive Supervision Program (DISP) through the Multnomah County DUII Court. Prior to the project, numerous warrants had been issued and there were no resources to follow up and apprehend offenders. This project provided funding to the Portland Police Bureau for officers to go find offenders who had warrants and arrest them.

DEPARTMENT OF HUMAN SERVICES (DHS)

08C105332-000 DUII Multi-Disciplinary Task Force Conference (Oregon DHS Grant)

This project provided funding for scholarships for professionals involved in the DUII process to attend the annual conference.

Judicial Outreach

Link to the Transportation Safety Action Plan: Action #4, 37

Action #4

Evaluate techniques and new approaches for providing training and updates to Oregon's Judicial Body, seeking to develop consistent adjudication outcomes statewide. Implement and evaluate the effectiveness of these techniques and approaches.

Action #37

Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

The Problem

- There is limited outreach and training available for judges, district attorneys and court clerks/administrators relating to traffic safety issues.
- There are numerous issues of inconsistent adjudication of traffic safety law from jurisdiction to jurisdiction which provides citizens with inconsistent and mixed messages.
- Driving Under Influence of Intoxicants (DUII), in particular, needs to be addressed, in addition to other programs such as speed and occupant protection.

Judicial Outreach, 2003-2006

	2003	2004	2005	2006	% Change 2003-2006
No. of Judges trained during offered training sessions	75	150	123	135	80.0%
No. of Court Staff/Administrators trained	2	30	70	76	3700.0%
No. of Prosecutors or staff trained	65	56	62	120	84.6%
Combined total of CLE Credits Approved	67.50	86.00	83.25	62.50	-7.4%

Sources: TSD Judicial Training Grant Reports (Impaired Driving and Judicial Education Program)

Goal

- Establish a routine presence of highway safety training material/topics in judicial and prosecutorial training by 2010.
- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon Judges. Invite some court administrators to attend.
- Participate as a member of the Chief Justice Advisory Committee on local courts. Staff the Sub Committee on Court Technology, Judicial Education and Chair the Legislative Sub Committee as appointed by order the Supreme Court Chief Justice Order # 07-012 continuing through September 10, 2009.
- Participate and/or assist in providing additional training opportunities to Judges, District Attorneys, City Prosecutors and Court Administrators in needed traffic safety related topics.

Performance Measures

- Increase the number of judges and prosecutors participating in judicial education programs delivered by TSD from 255, the 2006 level, to 276 by December 31, 2008.
[In 2007, there were 220 judges and prosecutors who participated in TSD judicial education programs.]
- Increase the number of prosecutors or staff participating in education programs from 120, the 2006 level, to 140 by December 31, 2008.
[In 2007, there continued to be 120 prosecutors or staff participating in education programs.]
- Increase the number of Court Staff/Administrators receiving traffic safety education from 76, the 2006 level, to 90 by December 31, 2008.
[In 2007, there were 27 Court Staff/Administrators who received traffic safety education.]
- Attend all Chief Justice Advisory Committee meetings including Sub Committees on Court Technology and Judicial Educations. Chair the Chief Justice Legislative Sub-Committee through December 31, 2008.
[The judicial education program manager continues to be heavily involved in the Chief Justice Advisory Committee. This includes chairing the legislative committee, operating as a judicial liaison to the department, and sitting on both the education and technology sub-committees.]
- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from 62.50, the 2006 level, to 95.00 by December 31, 2008.
[In 2007, there were 49.75 CLE credits offered.]

**CLE is short for MCLE which means Minimum Continuing Legal Education activities. For judges that are active members of the Oregon State Bar, there is a minimum number of continuing legal education credits required to maintain certification as a licensed attorney.*

The MCLE rules require that all regular active members complete forty-five (45) hours of approved continuing legal education activities in each three (3) year reporting period. Of those forty-five (45) hours, nine (9) must be on the subject of professional responsibility; five (5) of the nine (9) must be legal ethics credits, one of the nine (9) professional responsibility hours must be on lawyers' child abuse reporting obligations. Three (3) of the nine (9) professional responsibility hours must be on "elimination of bias," which is defined as an activity "directly related to the practice of law and designed to educate attorneys to identify and eliminate from the legal profession and from the practice of law biases against persons because of race, gender, economic status, creed, color, religion, national origin, disability, age or sexual orientation." [MCLE Rule 3.2 and 5.5](http://www.osbar.org/_docs/rulesregs/mclerules.pdf). http://www.osbar.org/_docs/rulesregs/mclerules.pdf.

Strategies

- Invite judges, prosecutors and court staff to attend the TSD Annual Conference, the annual DUII Multi-Disciplinary Task Force Training Conference, and the Annual Judicial Education Conference.
- Coordinate all facets of the annual judicial education conference, submitting multiple mailers well in advance of the conference. Provide an online registration system for conference registrants.
- Attend other judicial association conferences (OMJA, OJPA), as requested and provide requested information or updates and also provide information on date, time, and location of the next "Transportation Safety Judicial Education Workshop."

Motorcycle Safety

Link to the Transportation Safety Action Plan: Action #9

Action #9

Make motorcycle rider education mandatory to age 21 and fund the increase cost by raising the motorcycle endorsement fee from \$7.00 to \$10.00. By 2012, extend requirement to all persons seeking their first motorcycle endorsement. *(Mandatory rider education for riders under 21 became law in 1997. The endorsement fee was increased to \$14.00 by law in 1997.)*

The Problem

- Fatal motorcycle crashes represent 10.3 percent of the fatal crashes in 2006 while only representing 2.5 percent of the total vehicles registered in 2005.
- Alcohol and/or other drugs were involved in 34.8 percent of motorcycle fatalities in 2006.
- Non-endorsed motorcyclists were involved in 14 percent of motorcycle fatalities in 2006.
- Speed is over-represented in the fatal crashes. Fourteen (14) of forty three (43) in 2006 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner. Eight (8) crashes were caused by motorcyclists traveling too fast for conditions in 2006.
- The average age of the fatally involved rider increased from 42 in 2005 to 43 in 2006.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non DOT helmets by motorcyclists endangers the health of the wearer, if involved in a motorcycle crash. The 2006 observational helmet use survey reflected a 2% reduction in their usage from 2005.

Motorcycles on Oregon Highways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Fatal Crashes						
Number	29	41	34	47	43	4.9%
Percent of fatal crashes	7.0%	9.6%	8.8%	10.6%	10.3%	7.3%
Number of motorcyclists killed	28	44	37	47	45	2.3%
Fatalities						
Percent alcohol-involved fatalities	47.4%	38.6%	31.8%	37.5%	40.9%	6.0%
Percent non-endorsed fatalities	18.2%	15.9%	13.5%	33.3%	14.0%	-11.9%
Injury Crashes						
Number	329	422	455	535	622	47.4%
Percent of injury crashes	1.8%	2.2%	2.5%	2.8%	3.1%	40.9%

Motorcycles on Oregon Highways, 2003-2006 (continued)

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Registered Motorcycles	71,774	86,040	92,158	98,802	108,958	26.6%
Percent of registered vehicles	1.9%	2.2%	2.3%	2.5%	2.9%	31.8%
Percent Helmet Use	99.6%	99%	99%	98%	100%	1.0%
Percent Motorcyclists wearing non-DOT helmet	3.6%	4.0%	2.0%	2.0%	3.0%	-25.0%
TEAM Oregon Students Trained	4,392	5,620	5,962	6,707	7,651	36.1%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 NHTSA Shoulder Harness and Motorcycle Helmet Usage Study, Intercept Research Corporation

Goal

- Reduce the fatal traffic crashes that involve motorcycles from 43 in 2006 to 40 by the year 2010.

Performance Measures

- Reduce the fatal traffic crashes that involve motorcycles from 43, the 2006 level, to 41 by December 31, 2008.
[In 2007, there were 48 fatal crashes involving motorcycles.]
- Reduce the number of fatal motorcycle crashes involving riders over 40 years of age from 30 in 2006, to 28 by December 31, 2008.
[In 2007, there were 30 fatal motorcycle crashes involving riders over age 40.]
- Reduce the number of injury crashes that involved motorcycles from 622, the 2006 level, to 500 by December 31, 2008.
[In 2007, there were 601 motorcyclist injury crashes.]
- Reduce the number of fatal motorcycle crashes that involved impairment (alcohol and/or other drugs) from 47.4 percent, the 2006 level, to 28 percent by December 31, 2008.
[In 2007, the percent alcohol involved motorcycle fatalities was 41.2%.]
- Reduce the number of fatal motorcycle crashes that involved speed from 14, the 2006 level, to 12 by December 31, 2008.
[In 2007, there were 13 speed related motorcycle crashes.]
- Maintain the percentage of helmet use, as measured by both State and Federal Observation Use Surveys, at 100 percent by December 31, 2008.
[This performance measure was met. In the May 2008 observation study, 321 motorcyclists were observed and all were wearing helmets (100%).]
- Reduce the number of motorcyclists using non-DOT helmets from 3.0 percent in 2006 to zero percent by December 31, 2008.
[In the May 2008 observation study, three percent were observed wearing non-DOT helmets.]
- Continue the 19 present TEAM OREGON Motorcycle Safety Program training site locations and maintain course offerings statewide at 400 in 2008.
[There are currently 21 TEAM Oregon Motorcycle Safety Program training site locations and 11,766 course offerings in Oregon (as of 11/14/08).]

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 19 different locations throughout the state.
- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education program, focusing on separating drinking and riding, correct licensing, proper protective riding gear, speed, and rider training for all riders, including riders over the age of 40 that are over represented in fatal and injury crashes.
- Insure courses are located within 50 miles of 97 percent of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all course locations, with most locations offering at least one course per month. Site locations in communities with higher populations offer anywhere from two to twelve courses per month.

Project Summaries

SECTION 2010

K6-08-50-03 **NHTSA Motorcycle Safety Program Enhancement Project** **\$49,352**
This project provided funding for the enhancement of the state motorcycle safety training program through the purchase of an additional truck and three trailers.

K6-08-50-01 **NHTSA Motorcycle Safety PI&E** **\$36,513**
This project provided funding for Public Information and Education contract and campaign materials to promote motorist awareness.

K6-08-50-02 **GAC Motorcycle Safety PI&E** **\$548**
This project funded motorist awareness Public Information and Education materials for the Governor's Advisory Committee on Motorcycle Safety.

STATE FUNDS

MC-08-80-03 **Statewide Services - TEAM OREGON** **[\$603,399]**
This project provided funding for training sites and daily operation of statewide motorcycle safety project. Daily operation includes: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, public information and education activities by staff and instructors (public awareness presentations, fairs, mall shows, Sober Graduation presentations, motorcycle events, etc.) and daily operational functions. Training sites include site assistance, statewide liability insurance, equipment, printing and materials.

MC-08-80-02 **Statewide Services – PI&E** **\$1**
[\$31,469]
This project provided funding for Public Information and Education to address drinking and riding as well as promoting training, management for the Governor's Advisory Committee on Motorcycle Safety, equipment costs for motorcycle program fleet vehicles, development of a motorcycle riding map, State Motorcycle Administrator (SMSA) dues and observational use study.

Occupant Protection

Link to the Transportation Safety Action Plan: Action #50

Action #50

Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

The Problem

- Non-use of Restraints:** During 2006 in Oregon, observed use surveys indicated three percent of passenger car occupants, seven percent of pickup truck occupants and twelve percent of sports car occupants did not use restraints. Seven percent of child passengers under age four and forty-eight percent of booster-seat aged children (aged five to eight) were not riding in age-appropriate restraint systems. During 2005, crash reports indicated thirty-nine percent of motor vehicle occupant fatalities were unrestrained; this includes eleven percent reported as use unknown and one-half percent reported as improper use.
- Improper Use of Safety Belts:** Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly - placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual), or placing a child into a belt system before it fits correctly.
- Improper Use of Child Restraint Systems:** Drivers are confused by the multitude of child restraint models, changing laws and changing "best practice" recommendations. Children must graduate through a series of different types of restraints until they are large enough to fit in an adult lap/shoulder belt. This requires that caregivers learn to use a new type of child restraint at one year, four years, and six to eight years in each child's development.
- Affordability of Child Restraint Systems:** Low income families and caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This leads to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

Observed Use Survey Results, 2003 - 2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Total Occupant Use	89.0%	91.0%	94.0%	96.0%	97.0%	6.6%
Safety Belt Use						
Driver	88.2%	92.0%	94.0%	96.0%	96.0%	4.3%
All passengers 4 years and older	86.4%	87.0%	92.0%	95.0%	96.0%	10.3%
Passengers 9 – 15 years of age	N/A	N/A	N/A	N/A	98.0%	N/A

Observed Use Survey Results, 2003 - 2006 (continued)

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Use by Gender						
Driver:						
Male	85.0%	89.0%	93.0%	94.0%	95.0%	6.7%
Female	92.0%	94.0%	96.0%	97.0%	98.0%	4.3%
Passenger 4 Years & Older:						
Male	84.4%	84.0%	92.0%	93.0%	96.0%	14.3%
Female	87.6%	89.0%	92.0%	95.0%	96.0%	7.9%
Child Restraint Use						
Under one year of age	80.4%	81.0%	88.0%	97.0%	94.0%	16.0%
Under four years of age	95.0%	96.0%	97.0%	98.0%	99.0%	3.1%
Booster seat use, ages five to eight *	N/A	20.0%	44.0%	34.0%	52.0%	160.0%
Child Seat Present						
Under one year of age (rear-facing) *	N/A	N/A	N/A	N/A	94.0%	N/A
Age one to four years (forward-facing) *	N/A	N/A	N/A	N/A	93.0%	N/A
Child Position in Vehicle						
Child seat/booster in rear of vehicle	81.0%	93.0%	94.0%	96.0%	97.0%	4.3%
Children 12 and under in rear of vehicle *	N/A	N/A	N/A	N/A	83.0%	N/A

Source: *Oregon Occupant Protection Observation Study*, Intercept Research Corporation

This Study employs trained surveyors to examine, from outside the vehicle, safety belt use (lap & shoulder) and three child restraint installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.

* Asterisked categories were added to survey beginning in 2006 to better assess Oregon progress relative to USDOT- NHTSA "best practice" recommendations and to gauge compliance with changes to Oregon restraint laws. The criteria for booster seat use was expanded in 2006 to cover five to eight year olds (best practice), instead of four and five year olds (ages covered by Oregon's booster law) as in previous years.

Occupant Use Reported in Crashes, 2003 – 2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Percent of Fatals Restrained						
Total occupant fatalities	49.6%	55.0%	59.8%	60.8 %	56.8%	3.3%
	363	404	346	365	352	-12.9%
PERCENT OF INJURED RESTRAINED						
Total injured occupants	90.7%	92.7%	93.7%	92.6%	92.8%	0.1%
	26,504	26,110	25,184	26,487	27,014	3.5%
INJURED < AGE 8, IN CHILD RESTRAINT						
Total injured occupants under age eight	35.8%	48.6%	56.9%	57.1%	61.7%	26.92%
	962	860	872	907	849	-1.2%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Includes only those coded as "Belt Used" or "Child Restraint Used." Does not include improper or unknown use.

Goals

- Increase the statewide average of the general population using vehicle safety restraints, as determined by the statewide Oregon Occupant Protection Observation Study, from 97% to 100% by the year 2010.
- Increase booster seat use, as determined by the statewide Oregon Occupant Protection Observation Study, from 52% to 70% by 2010.

Performance Measures

- Increase the percentage of children under one year of age who are being transported in vehicles equipped with child safety seats from 94% to 96% by December 31, 2008.
[This performance measure was met in 2007. In 2008, the percentage of children under one year of age who were transported in vehicles equipped with child safety seats was again 96%.]
- Increase the percentage of vehicles equipped with child safety seats, if transporting children ages one to four years old, from 93% to 95% by December 31, 2008.
[In 2008, the percentage of vehicles equipped with child safety seats transporting children ages one to four years old was 94%.]
- Increase the percentage of vehicles equipped with booster seats, if transporting children ages five to eight years old, from 52% to 62% by December 31, 2008. (This is a new category for data collection beginning with the 2006 survey. It complements national “best practice” age criteria for booster seat use.)
[In 2008, the percentage of vehicles equipped with booster seats transporting children ages five to eight years old was 57%.]
- Increase the percentage of children aged twelve and under, who are being transported in rear seating positions, from 83% to 87% by December 31, 2008. (This is a new category for data collection beginning with the 2006 survey. It complements national “best practice” age criteria for rear seating.)
[In 2008, the percentage of children aged twelve and under transported in rear seating positions was 85%.]
- Increase public awareness of child safety seat/booster seat laws and awareness of reliable sources of information on proper child seat/booster use, as determined by ODOT TSD’s annual public attitude survey.
[Compared to 2007, more people recognize new age (+12%) and height (+11%) criteria for transitioning children from boosters to belts. More people have attended child seat inspections (+10%). More people are learning about car seat checks from medical professionals (+7%) and friends (+17%).]

Strategies

- Continue public education efforts aimed at educating the public regarding Oregon law and increasing proper and consistent use of safety belts and child restraint systems.
- Expand outreach to “new” audiences.
- Provide funding for law enforcement agencies to conduct overtime enforcement of safety belt/child restraint laws and to heighten enforcement visibility through news media contacts, safety belt/child seat inspections, and other promotional activities.
- Provide funding for statewide coordination of child passenger safety technician training, technician certification, and child seat inspections.
- Promote correct use of child restraint systems among the general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.

- Maintain statewide pool of Certified Child Passenger Safety Technicians (CPSTs) who can routinely provide child safety seat check-ups to meet demand within their local communities.
- Subsidize purchase of child safety seats for no or low-income families.
- Target marketing and enforcement campaigns to low-use rate populations.
- Support efforts to keep Oregon restraint laws compatible with national “best practice” recommendations.

Project Summaries

SECTION 157

157OP-08-45-01 Statewide Services Project (Intercept Research) \$83,245

Three statewide observed use surveys were conducted. Surveys of front-seat occupants required by NHTSA prior to and following the May “Click It or Ticket” enforcement period, observed use at 96.23% and 96.34% for passenger cars, and at 92.76% and 93.67% for pickups. A third survey of all seat positions observed use at 96% in cars, 93% in pickups and 89% in sports cars.

157OP-08-45-06 Region 1 - Enhancement of Community Level Programs

Funded a mini-grant in Clackamas County where Healthy Start had six CPS technicians trained, checked 82 car seats (including new installs), distributed 57 new car seats to low income families and did nine or more check-up events. This produced \$7,000 in agency match plus \$2,000 in volunteer hours.

157OP-08-45-02 Region 2 - Enhancement of Community Level Programs

Marion County Sheriff’s Office was able to send one Deputy to CPS technician training who later participated in three checkup events. Salem Hospital purchased child seat clinic supplies, and SAFEKIDS North Coast (Astoria) sent volunteers to CPS technician training and purchased supplies needed to establish a mobile fitting station including promotional and traffic signage.

157OP-08-45-03 Region 3 - Enhancement of Community Level Programs

Mini-grants were provided to nine local agencies to enhance local child seat fitting stations. Jackson County, Coquille Tribal Police, Brookings PD, and Bay Area Hospital used funds for child safety seat technician training and continuing education (Lifesavers). Jackson County & Coos County DHS equipped new mobile fitting stations. Coquille Tribal Police, Illinois Valley Fire, Brookings PD and Coos County purchased fitting station equipment and supplies such as signage, traffic cones, safety vests and canopy shelters.

157OP-08-45-04 Region Wide Training/Equipment for CSS or Fitting Stations

This project provided mini-grants to five local agencies to train individuals as a certified passenger child safety seat technician, and provide training for volunteers and supplies for child safety seat check-up clinics or their permanent fitting station. Also, signing announcing “child safety seat check-up” events (in English and Spanish) were purchased by six agencies (the five mini-grant agencies plus one who did not receive a mini-grant).

157OP-08-45-05 Region 5 - Enhancement of Community Level Programs

Three mini-grants were provided to local agencies. Grande Ronde Hospital upgraded audiovisual equipment used in support of their TTT alternative sentencing program; Malheur County purchased equipment to support their local child seat fitting station and placed funds towards CPS instructor training and continuing education (Lifesavers); and Harney County covered training costs for four new technicians and one new instructor to serve Eastern Oregon.

SECTION 163

HN1-08-45-01 Statewide Services Project (Gard & Gerber/TSD) \$112,216

Print ads, a TV PSA, radio PSAs and a billboard were designed and aired throughout the year to increase awareness and compliance with recently amended child seat laws. Brochures, posters and flyers were reprinted as needed to meet public demand for 112,050 belt and car seat brochures, 5,190 buckle up taxi stickers, and 2,223 car seat posters. All new materials releases were timed to complement national events either during May Click it or Ticket or Child Passenger Safety Week.

SECTION 402

OP-08-45-03 OSP Safety Belt Overtime Enforcement \$83,258

OSP Patrol Division used safety belt overtime to encourage compliance with restraint laws. OSP General Headquarters staff issued statewide press releases, coordinated funds expenditures and ensured reporting among field offices throughout the state. Troopers attended pre-blitz training and participated in three (3) two-week enforcement blitzes. Some Troopers used overtime to conduct child seat inspections at established fitting stations. Total overtime enforcement activity is summarized below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	1,013	39	21	600	28	27	1,221	2,949
Straight Time/Match	0	0	0	0	0	0	0	0
Observed Belt Use:								
Starting	96%							
Ending	95%							

OP-08-45-04 TSD - Occupant Protection Law Enforcement Training \$64,022

TSD staff designed and delivered two safety belt overtime trainings. Eight-hour workshops were held in Eugene prior to the February blitz and in Bend prior to the September blitz. Over 320 officers from eighty-five different law enforcement agencies attended and received continuing education credit for topics ranging from child seats and belts to electronic ticketing, impaired driving and motorcycle safety.

OP-08-45-05 ACTS Oregon Child Safety Seat Resource Center \$179,769

National certification courses were held in the Portland metro area (4), Madras, Burns, Keizer, Grants Pass, Cannon Beach and St Helens. Continuing education courses were held in Bend, Cannon Beach and the Portland metro area (2). These trainings certified 148 new technicians and 5 new instructors bringing the size of the statewide tech pool to 425 (including 15 bilingual and 21 instructors). Sixty-seven technicians/instructors received CEUs and 129 persons attended one-day introductory workshops (15). Public information was provided through web posting of training and seat check clinic schedules, responses to 5,184 telephone inquiries, and publication of *Traffic Safety Connection* newsletter (9 issues). Staff coordinated and mentored local fitting stations which involved 32 organizations and 671 volunteers in hosting 165 seat check events the inspected 3,647 seats and distributed 541 seats. An additional 1,282 seats were checked and 110 distributed through one-on-one appointments. Observed seat misuse rate was 86% and technician retention rate was 49%.

SECTION 405

K2-08-46-08 OACP Safety Belt Overtime Enforcement \$357,220

Sixty-three local police departments used safety belt overtime to encourage compliance with restraint laws. Oregon Association Chiefs of Police coordinated agency selection, funds expenditures, and reporting. Participating agencies attended pre-blitz training, worked with local media, and conducted three (3) two-week enforcement blitzes. Some officers used overtime to assist at child seat fitting stations or other educational events. Total overtime enforcement activity is summarized below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	7,361	599	315	6,968	8,398	282	19,466	43,389
Straight Time/Match	8,299	408	3,617	30,554	18,296	812	88,851	150,837

Observed Belt Use:

Starting	94%
Ending	97%

K2-08-46-06 OSSA Safety Belt Overtime Enforcement \$70,965

Seven County Sheriff Offices used safety belt overtime to encourage compliance with restraint laws. Oregon State Sheriffs Association coordinated agency selection, funds expenditures, and reporting. Participating agencies attended pre-blitz training, worked with local media, and conducted three (3) two-week enforcement blitzes. Some officers used overtime to assist at child seat fitting stations or other educational events. Total overtime enforcement activity averaged over three contacts per hour and is summarized below (both grants.)

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	7,305	181	99	2,732	463	101	5,298	95
Straight Time/Match	6,705	250	2,637	25,081	5,789	827	41,606	82,895

Observed Belt Use:

Starting	93%
Ending	96%

SECTION 406

K4-08-10-11 Region 1/ACTS - Child Restraints for No-Income or Low-Income

Booster and child seats were purchased for distribution to no or low income families in Clackamas, Columbia, Hood River, Multnomah and Washington counties. Seat distribution agreements were established with thirteen organizations and 1,216 seats were purchased for their redistribution to local families. Over six-hundred of these seats were provided to families-in-need during the grant year.

REGION 1 Recipient Organization	County Served	Number of Seats by Type			
		infant	combo	convertible	booster
Clackamas Co. Healthy Start	Clackamas	0	17	30	10
Molalla Fire Dept	Clackamas		23	8	20
Columbia River Fire & Rescue	Columbia	2	27	69	51
Comm on Families & Children	Hood River	20	44	38	59
Native American Rehabilitation Assoc of the NW Healthy Birth Initiative	Multnomah		1	7	3
State of Oregon, DHS, Gresham Child Welfare	Multnomah	5	25	30	15
American Medical Response	Multnomah	15	18	18	26
Legacy Emanuel	Multnomah		21	20	30
Insights Teen Parent Program	Multnomah	10	10	33	42
CSSRC - Portland Fitting Station	Multnomah		10	15	
Beaverton Police Dept.	Multnomah		32	54	63
Community Action Opening Doors	Washington		6	20	
Tuality Health Education	Washington		20	65	
ACTS Oregon CSSRC	Clackamas & Washington	10	79	187	105
Totals:		52	334	594	392

K4-08-10-14 Region Wide Low Income, No Income Seat Distribution

This project provided mini-grants to seven local agencies in Region 4 funding to distribute child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were Columbia Gorge Safe Kids (covers Wasco, Sherman, Hood and Wheeler counties); Bend Fire, Redmond Fire, Crook County Fire (Prineville), Jefferson County Fire (Madras), Lake District Hospital (Lakeview) and Klamath Tribal Health and Family Services. 527 seats were distributed at child passenger check-up events by these agencies.

REGION 4 Recipient Organization	County Served	Number of Seats by Type			
		infant	combo	convertible	booster
Crook County Fire	Crook		17	25	
Redmond Fire Dept	Deschutes		18	18	12
Bend Fire Dept	Deschutes	4	16	20	6
Jefferson County Fire Dist	Jefferson		15	21	14
Klamath Tribal Health & Family Services	Madras		52	52	
Lake District Hospital	Lake		15	20	26
Columbia Gorge Safekids	Gilliam, Sherman, Wasco & Wheeler		35	81	60
Totals:		4	168	237	118

K4-08-10-15 Region Wide Low Income, No Income Seat Distribution

This project provided mini-grants to seven local agencies in Region 5 funding to distribute child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were Baker City PD, Child Care Resource & Referral, Grant County Safe Communities, Harney County Safe Communities, Malheur County Health Dept./Safe Kids, Umatilla/Morrow Commission on Children and Families, La Grande Fire Dept., Wallowa County Health Dept. 309 seats were distributed at child passenger check-up events by these agencies.

REGION 5 Recipient Organization	County Served	Number of Seats by Type			
		infant	combo	convertible	booster
Baker City Police Dept	Baker		17	1	8
County Health Dept/Safe Comm	Grant	5	5	6	10
Harney Co Safe Comm	Harney	3	11	5	5
Malheur Co Child Dev Ctr	Malheur		2	4	14
Comm on Children & Families/Safekids	Union, Morrow		21	11	40
La Grande Fire Dept/Union Safekids	Union	16	28	12	4
Childcare Resource & Referral	Baker, Union, Malheur	4	11	4	
County Health Dept	Wallowa	13	25	24	
Totals:		41	120	67	81

SECTION 2011

The specific details provided below are intended to satisfy the reporting requirements pursuant to 23 CFR 1200.33 of the Federal Register describing how Child Restraint grant funds were expended.

K3-08-10-10 OSSA Safety Belt Overtime Enforcement \$265,572

Twenty-two of Oregon’s thirty-six County Sheriff Offices used Section 2011 funding to pay safety belt overtime. Those counties included Baker, Benton, Clackamas, Columbia, Coos, Crook, Curry, Deschutes, Douglas, Harney, Hood River, Jackson, Josephine, Klamath, Lane, Lincoln, Linn, Malheur, Marion, Morrow, Multnomah, and Sherman. Oregon State Sheriffs Association coordinated agency selection, grant allocation, funds expenditures, and reporting. Participating agencies attended pre-blitz training, worked with local media, conducted pre- and post-blitz surveys, and conducted three (3) two-week enforcement blitzes as part of a statewide, year long overtime effort with sixty-three local police departments, seven other Sheriff’s Offices and Oregon State Police. Blitzes were scheduled to complement the May national mobilization and national child passenger safety week. Some officers used overtime to assist at child seat fitting stations or other educational events. Total overtime enforcement activity averaged over three contacts per hour and is summarized below; safety belt contacts averaged just over one per hour.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	7,305	181	99	2,732	463	101	5,298	95
Straight Time/Match	6,705	250	2,637	25,081	5,789	827	41,606	82,895
Observed Belt Use:								
Starting	93%							
Ending	96%							

K3-08-10-12 TSD Region 2 - Child Restraints for No-Income or Low-Income

TSD's Regional Safety Coordinator provided mini-grants to local organizations for the purchase and distribution of 403 child restraints for low income families. Qualifying organizations were required to provide certified technicians to educate families regarding proper installation and to use consistent eligibility criteria similar to WIC or Oregon health plan guidelines. Because these grant funds were targeted to smaller, previously under served communities and to encourage new distribution program partners, most seats are being distributed through appointment by referrals. The following organizations received seats under this grant:

Recipient Organization	County Served	Number of Seats by Type			
		infant	combo	convertible	booster
SafeKids North Coast	Clatsop			88	60
Salem Hospital	Marion			50	
Keizer Fire Dept	Marion			25	
Region 2 TSD	Benton			55	100
Totals:				243	160

K3-08-10-13 TSD Region 3 - Child Restraints for No-Income or Low-Income

TSD's Regional Safety Coordinator provided mini-grants to local organizations for the purchase and distribution of 805 child restraints for low income families. Qualifying organizations were required to provide certified technicians to educate families regarding proper installation and to use consistent eligibility criteria similar to WIC or Oregon health plan guidelines. Because these grant funds were targeted to smaller, previously under served communities and to encourage new distribution program partners, most seats are being distributed through appointment by referrals. The following organizations received seats under this grant:

Recipient Organization	County Served	Number of Seats by Type			
		infant	combo	convertible	booster
Coquille Indian Tribal Police	Coos	1		3	4
DHS Child Welfare Services	Coos		38	22	27
Gold Beach Police Dept	Curry		1	14	26
Brookings Police Dept	Curry		17	29	9
County Health & Social Services	Douglas	5		55	14
Jackson County Sheriffs Office	Jackson		8	50	14
Rogue Valley SAFEKIDS	Jackson		26	34	42
Grants Pass Public Safety	Jackson			42	42
Illinois Valley Fire Protection Dist	Josephine		2	46	8
Totals:		6	92	295	186

Pedestrian Safety

Link to the Transportation Safety Action Plan: Action #65, 67

Action #65

Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety. The Pedestrian Safety program will work to accomplish this action by expanding public education efforts on pedestrian and driver safety awareness and responsibilities through media messages and publications.

Encourage more aggressive enforcement of pedestrian traffic laws, particularly near schools, parks and other pedestrian intensive locations. The Pedestrian Safety programs works in tandem with community interest groups and law enforcement to provide resources and education to conduct pedestrian safety operations throughout the state of Oregon.

Action #67

Increase emphasis on programs that will encourage walking and other alternative mode travel and improve safety for these modes. To accomplish this action, we will continue to work with community organizations to promote walking as a healthy commuting option and to educate pedestrians and drivers about road safety.

The Problem

- In 2006, 742 pedestrians were involved in fatal or injury motor vehicle crashes, compared to 674 in 2005.
- In 2006, 382 pedestrians were killed or injured at intersections or in a crosswalk, compared to 332 in 2005.
- In 2006, 46% of all pedestrian crashes occurred at dusk, dawn or in low light conditions, compared to 44% in 2005.
- In 2006, 68 pedestrians aged 65+ were killed or injured, compared to 53 in 2005.
- In 2006, 103 pedestrians (15% of total) aged 0-14 were killed or injured, compared to 112 (17% of total) in 2005.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Injuries						
Number	612	618	552	625	654	5.8%
Percent of total Oregon injuries	2.1%	2.2%	2.0%	2.2%	2.3%	4.5%
Number injured Xing in crosswalk or Intersection	316	335	287	332	369	10.1%
Percent Xing in crosswalk or intersection	51.6%	54.2%	52.0%	53.1%	56.4%	4.1%
Fatalities						
Number	55	49	45	49	48	-2.0%
Percent of total Oregon fatalities	11.7	9.6%	10.0%	10.0%	10.1%	5.2%
Number of fatalities Xing in crosswalk or Intersection	12	10	10	15	13	30.0%
Percent Xing in crosswalk or intersection	22.7	20.4%	20.4%	30.6%	27.1%	32.7%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

Goals

- To reduce the number of pedestrian fatalities from the 2006 level of 48 to 44, an 8% reduction, by 2010.
- To reduce the number of pedestrian injuries from the 2006 level of 654 to 579, an 11.5% reduction, by 2010.

Performance Measures

- Reduce the number of pedestrian fatalities from the 2006 level of 48 to 45, a 6% reduction by December 31, 2008.
[In 2007, there were 50 pedestrian fatalities.]
- Reduce the number of pedestrian injuries from the 2006 level of 654 to 597, a 9% reduction, or less by December 31, 2008.
[This performance measure was met. In 2007, there were 552 pedestrian injuries.]
- Reduce the number of pedestrians killed crossing in crosswalk or intersection to 10 or less, a reduction of 11% from the average number of fatalities between 2002 and 2006, by December 31, 2008.
[In 2007, there were 16 pedestrians killed crossing in crosswalk or intersection.]
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2002-2006 average of 325 to 306 or less, a decrease of 6%, by December 31, 2008.
[This performance measure was met. In 2007, there were 299 pedestrians injured crossing in crosswalk or intersection.]

Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaign.
- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.
- Collaborate with local and community partners to enhance and reinforce educational efforts.

Police Traffic Services

Link to the Transportation Safety Action Plan: Action #1, 5

Action #1

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

Action #5

Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, Driver and Motor Vehicle Services personnel, treatment providers, corrections personnel and others. An annual training program could include information about changes in laws and procedures, help increase the stature of traffic enforcement, and gain support for implementing changes.

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.
- Oregon is well below the national rate of 2.2 officers per 1,000 population with 1.46 officers per 1,000 population in 2006.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar / lidar), Crash Investigation Training, distance between cars technology training and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement therefore training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.
- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Currently, the Oregon State Police have received budget authority for 100 new troopers yet this will not allow for 24 hour coverage for all stations.
- Currently, the Oregon State Police have reduced their patrol and crime lab positions due to budget cuts and the failure of Ballot Measure 28 and 30. The sworn-trooper positions in the patrol division have been reduced to 329 from 464 in less than one year. The 2007-2009 budget includes 100 new trooper FTEs.
- Many county and city police departments lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

Police Traffic Services, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Total Fatal Traffic Crashes	415	429	388	443	417	-2.8%
Total Injury Crashes	18,925	19,101	18,279	19,446	19,749	3.4%
Total Fatalities	465	512	456	487	478	-6.6%
Total Injuries	28,620	28,256	27,346	29,022	29,552	4.6%
Top 10 Driver Errors in Total Crashes:						
Failed to Avoid stopped or parked vehicle ahead other than school bus	13,905	17,102	13,521	13,941	13,677	-20.0%
Did not have right-of-way	7,518	9,617	7,743	9,224	8,974	-6.7%
Driving too fast for conditions	5,960	7,683	7,484	7,701	6,948	-9.6%
Ran off Road	--	5,742	4,495	5,601	6,438	12.1%
Inattention	--	4,373	2,730	2,313	2,663	-39.1%
Left turn in front of oncoming traffic	2,820	2,903	2,437	2,059	2,204	-24.1%
Disregarded traffic signal	2,339	2,214	1,863	1,994	2,075	-6.3%
Improper change of traffic lanes	2,469	2,759	2,057	2,200	2,177	-21.1%
Failed to Maintain Lane	--	2,600	1,972	3,840	3,728	43.4%
Failed to decrease speed for slower moving vehicle	1,156	1,269	954	1,517	1,648	29.9%
Number of Speed Related Convictions	211,108	199,259	167,183	165,792	171,229	-13.6%
No. of Law Enforcement Officers	5,462	5,321	5,356	5,392	5,373	-2.5%
Officers per 1,000 Population	1.61	1.50	1.50	1.49	1.46	-5.9%
Percent Who Say More Enforcement Needed	17.6%	16.0%	15.0%	18.0%	20.0%	28.6%

NOTE: The large reduction of "Top 10 Driver Errors" is due to a change in the way the data is now disseminated.

Source: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Department of Public Safety Standards and Training
 Driver and Motor Vehicle Services, Oregon Department of Transportation
 Oregon State Police Forensic Services
 Transportation Safety Survey, Executive Summary; Intercept Research Corporation

Goals

- Improve the enforcement of traffic safety laws and regulations intended to reduce death, injury and property damage and provide community service, by providing law enforcement training in key traffic safety areas as identified in top ten driver error codes for Oregon crashes in addition to fatal and injury crash data.

Performance Measures

- Provide radar and lidar training to police officers statewide through online courses. Send out two statewide announcements offering the online training prior to December 31, 2008.
[In 2008, there were three statewide announcements sent out.]
- Obtain instructor certification in DBC technology. Provide training and certification to at least 50 police officers in distance between cars technology to assist with following too close enforcement by December 31, 2008.
[There were 12 instructors certified in DBC. A total of 24 Officers were trained in DBC operation from State, City and County Agencies.]
- Coordinate delivery of the Police Supervisors Conference prior to December 31, 2008.
[The conference was held in February of 2008. A total of 130 Police Supervisors were provided 3 days of training.]

- Create enforcement training module on corner/curve speed enforcement. Deliver to at least 100 police officers by December 31, 2008.
[Due to other priorities, this training was not developed.]
- Provide 3-day regional crash investigations training to at least 50 police officers by December 31, 2008.
[Due to budget issues, crash investigations training was not completed.]
- Provide at least 10 scholarships to Police Motor Officer training opportunities by December 31, 2008.
[20 Officers were provided scholarships and attended the North American Motor Officer Training Symposium.]

Strategies

- To increase radar and lidar training to officers statewide through online courses. Send out two statewide announcements offering the online training prior to December 31, 2008.
- Obtain instructor certification in DBC technology. Provide training and certification to at least 50 police officers in distance between cars technology to assist with following too close enforcement by December 31, 2008.
- Coordinate delivery of the Police Supervisors Conference prior to December 31, 2008.
- Create enforcement training module on corner/curve speed enforcement. Deliver to at least 100 police officers by December 31, 2008.
- Provide 3-day regional crash investigations training to at least 50 police officers by December 31, 2008.
- Provide scholarship assistance to at least 10 Motor officers by December 31, 2008.

Project Summaries

SECTION 402

SC-08-35-03 DPSST Law Enforcement Training Grant \$63,179
 This project provided certification to Oregon Law Enforcement officers in the use of radar and lidar, crash investigation training. DBC Technology, Police Supervisors Conference coordination and motor officer training outreach. Additionally, it funded a full-time DPSST employee to manage the program and deliver/coordinate the training in cooperation with TSD.

SECTION 406

K4-08-10-05 PPB Traffic Equipment Grant \$22,873
 This project provided much needed safety equipment to the Portland Police Bureau.

K4-08-75-01 Chain Enforcement on Priority Mountain Passes \$35,000
 This project provided the Oregon State Police with additional overtime funds to focus on snow and ice related crash problems. Multiple Snow Zones were targeted in Oregon. Chain related citations: 160; total citations: 311; chain related warnings: 243; total warnings: 646; speed citations: 13.

K4-08-75-02 Chain Enforcement Overtime – CCSO \$3,183

This project provided the Clackamas County Sheriff's Office with additional overtime funds to focus on snow and ice related crash problems on the Hwy 26 Mountain Pass in Clackamas County. Numerous trucks were inspected and a total of 54 citations and 40 warnings were issued.

Region 1, Transportation Safety

Link to the Transportation Safety Action Plan: Action #31

Action #31

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 1 Overview

Region 1 oversees the public's transportation investments in Clackamas, Columbia, Hood River, Multnomah, Washington counties and portions of Tillamook and Clatsop. Motorist, truckers, buses, and bicyclists travel more than 18 million miles on Region 1 highway every day. We watch over:

- 753 miles of highway
- 87 miles of bikeways
- 107 miles of sidewalks
- 584 bridges
- 7,363 traffic signals
- Over 3,500 major signs
- Thousands of smaller signs, lights, ramp meters, variable signs, etc.
- 11 cities, 3 counties and 2 unincorporated areas have established local traffic safety committees or similar action groups.
- There are 3 currently active safety corridors and 2 truck safety corridors within the Region.

The Problem

- There is a lack of consistent integration between Transportation Safety programs and other Region level work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting / construction.
- The current "Top 10% List" for hazardous crash locations has about 3,000 qualifying entries - too many to guarantee even a cursory look at each site. Many locations in the top 10 percent are not addressable without major investments (\$5-10 million) and are therefore beyond the scope of ODOT safety funds in all categories. Region 1 has over half of all top 10% locations in the State.
- Media attention and political interest in specific locations is often not related to the statistical "size" of the crash problem at that location, making it more difficult to design and find funds for a solution acceptable to the community of interest. We need better communication and education for decision makers so we can achieve common goals among highway, traffic, community and political leaders.

Region 1, Transportation Safety Related Information

Statewide Fatalities vs. Region 1

	2003	2004	2005	2006	% Change 2003-2006
Clackamas County	40	23	41	28	-30.0%
Columbia County	3	4	9	8	166.7%
Hood River County	4	7	3	5	25.0%
Multnomah County	56	46	40	41	-26.8%
Washington County	27	31	30	37	37.0%
Region 1 Total	130	111	123	119	-8.5%
Statewide Fatalities	512	456	488	478	-6.6%
Region 1 Fatalities Percent of State	25.39%	24.34%	25.20%	24.69%	-1.4%
Region 1 Fatalities per 100,000 Population	8.28	6.99	7.63	7.27	-12.2%

Statewide Speed-Related Fatalities vs. Region 1

	2003	2004	2005	2006	% Change 2003-2006
Clackamas County	21	8	17	14	-33.3%
Columbia County	2	3	5	2	0.0%
Hood River County	4	7	2	1	-75.0%
Multnomah County	29	29	22	20	-31.0%
Washington County	6	19	13	19	216.7%
Region 1 Speed Involved Fatalities	62	66	59	56	-9.7%
Statewide Total Speed Involved Fatalities	273	264	262	227	-16.8%
Speed-Involved Fatalities Percent of Region 1	47.69%	59.46%	47.97%	47.46%	-0.5%
Speed-Involved Fatalities Percent of State	12.11%	14.47%	12.09%	11.74%	-3.1%
Statewide Speed-Involved % Total	53.32%	57.89%	53.69%	47.59%	-10.8%

Statewide Alcohol-Involved Fatalities vs. Region 1

	2003	2004	2005	2006	% Change 2003-2006
Clackamas County	12	8	16	13	8.3%
Columbia County	1	3	2	1	0.0%
Hood River County	3	6	1	1	-66.7%
Multnomah County	24	23	16	14	-41.7%
Washington County	6	10	15	17	183.3%
Region 1 Alcohol-Involved Fatalities	46	50	50	46	0.0%
Statewide Total Alcohol-Involved Fatalities	184	187	162	179	-2.7%
Alcohol-Involved Fatalities Percent of Region 1	35.38%	45.08%	40.65%	38.98%	10.2%
Alcohol-Involved Fatalities Percent of State	25.00%	26.74%	30.86%	25.70%	2.8%
Statewide Fatalities Alcohol-Involved % Total	35.94%	41.01%	33.20%	37.53%	4.4%

2006 Region 1, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Clackamas County	367,040	28	13	1,777	4.84	257
Columbia County	46,965	8	1	171	3.64	31
Hood River County	21,335	5	1	107	5.02	15
Multnomah County	701,545	41	14	4,795	6.83	701
Washington County	500,585	37	17	2,662	5.32	381
Region 1 Total	1,637,470	119	46	9,512	5.81	1,385
Statewide Total	3,690,505	478	179	20,166	5.46	2,993
Percent of State	44.37%	24.69%	25.70%	47.17%	N/A	46.27%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goal

- To decrease the number of annual fatalities in Region 1 from the 2003-2006 average of 120.75 to 100 by the year 2010.
- To decrease the number of annual speed related fatalities in Region 1 from the 2003-2006 average of 60.75 fatalities to 50 or less by the year 2010.
- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2003-2006 average of 48.0 to 40 by the year 2010.

Performance Measures

- To evaluate and prioritize 20 sites from the state's "Top 10% Sites" list that could benefit from targeted enforcement and/or education campaigns by December 31, 2008. Share that information with the appropriate state or local enforcement and engineering agencies.
[The regional high crash location (SPIS) review suggested 60 or more possible safety projects. These were narrowed down to ten, and four of those will be programmed as safety projects for the Region, possibly exceeding \$5 million in non-402 program spending. In addition, Clackamas County, Washington County and Portland Police cooperated on three other safety projects during the year.]
- Evaluate 100 percent of the 3,100 "Top 10% Sites" for possible safety projects within the limits of the various ODOT safety funds (STIP Safety, Safety Improvement Program, SIP, HEP, or the new federal programs which may replace these funding sources) using 2005-2007 data by August 1, 2008.
[We completed the SPIS review on time, which detailed information on 250 top crash locations. Four of those will be programmed as safety projects for the Region, possibly exceeding \$5 million in non-402 program spending. In addition, ten or more high crash sites will be scoped as part of Regional Pavement Preservation projects during the next year.]
- Identify, and assist in development of at least four Local Traffic Safety projects based on locally identified priorities. Projects, to be completed by December 31, 2008. Projects may target but will not be not limited to:
 - Speed and/or alcohol traffic law enforcement;
 - Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and
 - Cooperative projects among several adjoining jurisdictions including government and media partners.***[We are sharing the SPIS review list of top crash locations with state, county and local police as well as Community Safety programs in Portland and Clackamas County. Results have led to improved speed, pedestrian and work zone enforcement patrols. Improved cooperation and better attended safety events.]***
- Communicate with and serve as a resource for 20 unique events offered by the 10 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.
[Funded or supported public safety events including Walk and Bike to School, two County Fairs, three Safe Kids events and Mt. Hood Safety Corridor. Funded a Clackamas County demonstration project and a Washington County demonstration project.]
- Provide at least two training sessions or other opportunities to ODOT Project Leaders, city or county Traffic Managers and other state or local "traffic partners" to provide greater access to and understanding of Transportation Safety programs by December 31, 2008.

[Provided for regional and district staff to attend national Lifesavers meeting in Portland and Annual Conference in Roseburg. Also, provided for an on-site training in FHWA Road Safety Audits and data analysis for 10 to 15 staff.]

Strategies

- Identify high crash locations (using the Safety Priority Index System, Hazard Elimination Program and reports from ODOT Districts). Nominate projects where spending non-TSD funds or limited TSD funds will be most effective in reducing crashes and injuries. Break out crash information by type if possible to improve project planning. Using experienced traffic investigators, manage Regional analysis of over 3,000 "Top 10%" locations. Become familiar with new federal funding categories to see which may be applicable to these high-crash locations.
- Identify the top sites from the list above which could benefit from targeted enforcement and/or education campaigns as opposed to construction fixes. Give priority to those areas where speed, alcohol or other drug use may be a primary factor. Give priority to innovative efforts to target and stage directed patrols. Promote and reward efforts to use educational programs to boost or replace enforcement efforts (when possible).
- Identify and assist in development of at least four Local Traffic Safety projects. Provide mini-grants or loaner equipment (such as radar) to local agencies to address identified safety problems. Provide means for these projects to access and develop media relationships with Regional ODOT staff and local media. Promote projects which target one or more of:
 - Formation and vitalization of local traffic safety committees;
 - Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and
 - Cooperative projects among several adjoining jurisdictions.
- Identify and develop partnerships with at least four governmental, professional or volunteer organizations. These partnerships will share skills, services, or other non-monetary resources in promoting or implementing transportation safety efforts. These efforts should include media support and could be used to complement Local Traffic Safety projects or other Regional safety efforts.
- Bring ODOT non-safety professional staff, such as Project Leaders and employees in other disciplines to TSD conference events and training. Provide to prospective attendees better information on training elements, class leaders and types of training sessions available.

Project Summaries

SECTION 157

157OP-08-45-06 Region 1 - Enhancement of Community Level Programs \$3,000
Funded a mini-grant in Clackamas County where Healthy Start had six CPS technicians trained, checked 82 car seats (including new installs), distributed 57 new car seats to low income families and did nine or more check-up events. This produced \$7,000 in agency match plus \$2,000 in volunteer hours.

SECTION 406

K4-08-10-11 Region 1/ACTS - Child Restraints for No-Income or Low-Income \$44,549

Booster and child seats were purchased for distribution to no or low income families in Clackamas, Columbia, Hood River, Multnomah and Washington counties. Seat distribution agreements were established with thirteen organizations and 1,216 seats were purchased for their redistribution to local families. Over six-hundred of these seats were provided to families-in-need during the grant year.

K4-08-25-11 Regional Services – ODOT Region 1 \$48

This program managed regional analysis of over 3,000 "Top 10%" locations and in-depth reporting on 250 top locations. Also funded one project to demark county boundaries on a state highway.

K4-08-24-11 Engineering Projects – ODOT Region 1 \$11,037

This project identified regional safety projects in high crash locations; funded three projects for public education and outreach; continued a regional safety coalition (including health, emergency medical, fire, transportation and related agencies), provided innovative training and made 35,000 (estimated) safety fair contacts.

Region 2, Transportation Safety

Link to the Transportation Safety Action Plan: Action #31

Action #31

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 2 Overview

ODOT's Northwest Region 2 provides transportation facilities and services for one-third of Oregon's population. Region 2 is responsible for planning, developing, constructing, operating, and maintaining the transportation system in Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties, as well as portions of Clackamas, Washington, Klamath, and Jefferson Counties. More than one million people live in the Region 2 area. Region 2 is responsible for 3,718 miles of state highways. There are four Maintenance Districts and four Area Management Offices with approximately 485 employees.

The Northwest Region includes:

- More than 13,000 square miles and a population of more than 1 million Oregonians.
- 5 of Oregon's 10-largest population centers.
- 3,718 miles of state highway, with 868 bridges and four tunnels.
- 6,701,520,000 annual vehicle miles traveled region-wide.
- 18,360,000 daily vehicle miles traveled region-wide.
- 4 maintenance districts.
- 860 miles of railroad.
- 7 deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- 3 Area Commissions on Transportation (ACT's).
- 6 formally established Safety Corridors.
- Approximately 20 city, 2 county official and many unofficial Local Traffic Safety Committees with several other similarly related committees.
- 6 SAFE KIDS Chapters.
- Approximately 60 School Districts.

The Problem

- Lack of full awareness/incorporation of Transportation Safety Division programs/topic areas into ODOT Region 2 and its communities.
- Need for identification of changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.
- Need for more representation/availability of Region Transportation Safety Coordinator (RTSC) within the Region.
- High frequency of policy makers, press, and community perceptions involved with many crash locations thus focus on the highest crash locations can be difficult.

Region 2, Transportation Safety Related Information

Statewide Fatalities vs. Region 2

	2003	2004	2005	2006	% Change 2003-2006
Benton County	4	5	4	6	50.0%
Clatsop County	3	9	12	8	166.7%
Lane County	46	37	35	50	8.7%
Lincoln County	10	5	11	10	0.0%
Linn County	27	18	27	31	14.8%
Marion County	36	37	34	28	-22.2%
Polk County	17	11	10	9	-47.1%
Tillamook County	9	12	12	4	-55.6%
Yamhill County	6	7	19	16	166.7%
Region 2 Total	158	141	164	162	2.5%
Statewide Fatalities	512	456	488	478	-6.6%
Region 2 Fatalities Percent of State	30.86%	30.92%	33.61%	33.89%	9.8%
Region 2 Fatalities per 100,000 Population	14.78	13.06	14.64	14.67	-0.7%

Statewide Speed Involved Fatalities vs. Region 2

	2003	2004	2005	2006	% Change 2003-2006
Benton County	1	2	3	3	200.0%
Clatsop County	3	5	5	3	0.0%
Lane County	25	21	16	22	-12.0%
Lincoln County	6	3	8	5	-16.7%
Linn County	14	11	13	17	21.4%
Marion County	23	23	26	22	-4.3%
Polk County	12	10	5	2	-83.3%
Tillamook County	4	8	8	1	-75.0%
Yamhill County	3	2	12	6	100.0%
Region 2 Speed-Involved Fatalities	91	85	96	81	-11.0%
Statewide Total Fatalities Speed-Involved	273	264	262	227	-16.8%
Speed-Involved Fatalities Percent of Region 2	57.60%	60.28%	58.54%	50.00%	-13.2%
Speed-Involved Fatalities Percent of State	33.33%	32.20%	36.64%	35.68%	7.1%
Statewide Fatalities Speed-Involved % Total	53.32%	57.89%	53.69%	47.59%	-10.8%

Statewide Alcohol Involved Fatalities vs. Region 2

	2003	2004	2005	2006	% Change 2003-2006
Benton County	1	2	2	2	100.0%
Clatsop County	1	2	4	2	100.0%
Lane County	11	9	12	18	63.6%
Lincoln County	2	1	4	4	100.0%
Linn County	6	8	6	9	50.0%
Marion County	14	20	12	9	-35.7%
Polk County	7	5	4	4	-42.9%
Tillamook County	5	5	3	1	-80.0%
Yamhill County	2	1	2	3	50.0%
Region 2 Alcohol-Involved Fatalities	49	53	49	52	6.1%
Statewide Total Fatalities Alcohol-Involved	184	187	162	179	-2.7%
Alcohol-Involved Fatalities Percent of Region 2	31.01%	37.60%	29.88%	32.10%	3.5%
Alcohol-Involved Fatalities Percent of State	26.63%	28.34%	30.25%	29.05%	9.1%
Statewide Fatalities Alcohol-Involved % Total	35.94%	41.01%	33.20%	37.53%	4.4%

2006 Region 2, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Benton County	84,125	6	2	343	4.08	47
Clatsop County	37,045	8	2	233	6.29	19
Lane County	339,740	50	18	1,419	4.18	205
Lincoln County	44,520	10	4	275	6.18	52
Linn County	108,250	31	9	605	5.59	77
Marion County	306,665	28	9	1,788	5.83	269
Polk County	66,670	9	4	366	5.49	50
Tillamook County	25,530	4	1	147	5.76	16
Yamhill County	91,675	16	3	499	5.44	66
Region 2 Total	1,104,220	162	52	5,675	5.14	801
Statewide Total	3,690,505	478	179	20,166	5.46	2,993
Percent of State	29.92%	33.89%	29.05%	28.14%	N/A	26.76%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goal

- Decrease the number of region fatalities from 162, in 2006, to 148 by 2010.
- Decrease the number of region fatal and all injury crashes from 5,675 in 2006 to 5,159 by 2010.
- Decrease the number of region speed related fatalities from 81 in 2006 to 77 in 2010.
- Reduce the number of region alcohol-involved fatalities from 52, in 2006, to 41 by 2010.

Performance Measures

- Communicate with, serve as a resource for, and meet with 23 established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.
[During 2008, communication with all the local traffic safety committees was completed.]
- Communicate with, serve as a resource for and meet with other local safety advocate groups to increase the presence of our safety messages in the Region 2 area. Will attend a minimum of 24 such meetings a year. This will be accomplished by December 31, 2008.
[Nearly 80 percent of the local traffic safety committees in the region were visited.]
- Incorporate transportation safety “4-E” approaches (education, engineering, enforcement and emergency medical services) into Region safety project scoping trips, SPIS site investigations, community planning efforts and special projects when and where ever possible by December 31, 2008. Attend one such meeting a month.
[Incorporated the 4-E safety approach in all projects involving the Region Traffic Safety Coordinator.]
- Develop and administer annual Safety Corridor Plans per statewide guidelines for the six Region 2 existing safety corridors by December 31, 2008. Decommission safety corridor(s) if warranted and stakeholder agreement is reached, by December 31, 2008.
[All Annual Safety Corridor Plans were done shortly after the first of 2008 and we are in the process of decommissioning corridors where warranted.]

Strategies

- Continue to provide transportation safety, topic specific, information to the public through public service announcements and by providing topical information to local transportation safety committees.
- Continue to provide transportation safety education through safety and health fairs as well as by visiting classrooms throughout the region with topic specific safety education material and presentations.
- Continue to partner with local safety related advocacy groups such as local traffic safety committees, neighborhood association and Safe Kids groups. Will participate in the events of other groups bringing transportation safety topics to the forefront.
- Continue to promote transportation safety issues and the “4-E” approach into Region Safety Project Scoping trips, SPIS site analysis, planning efforts and traffic / community groups. Will also continue to be an active transportation safety advocate among the staff at Region 2.
- Continue to disseminate traffic safety information to all my partners in the Region via e-mail lists where ever possible.
- Continue to work on bringing a multi-cultural approach to educating the citizens of our Region ensuring that information is available in several languages.
- Continue to learn more from our traffic unit and be a part of their team in evaluating project for inclusion of safety issues.
- Continue to learn more about specific safety programs within Transportation Safety Division and how we can partner to further the issues in each program area.
- Be available as a resource to anyone in the Region 2 area interested in promoting transportation safety within their group and/or community.

Project Summaries

SECTION 157

157OP-08-45-02 Region 2 - Enhancement of Community Level Programs \$5,200
Marion County Sheriff's Office was able to send one Deputy to CPS technician training who later participated in three checkup events. Salem Hospital purchased child seat clinic supplies, and SAFEKIDS North Coast (Astoria) sent volunteers to CPS technician training and purchased supplies needed to establish a mobile fitting station including promotional and traffic signage.

Region 3, Transportation Safety

Link to the Transportation Safety Action Plan: Action #31

Action #31

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses a sprawling network of valleys stretching from the California state line to south of Eugene. Serving as a link between the Cascades and the Coast Range, southwest Oregon has far more in common with the mountainous Northern California territory than it has with the rest of Oregon. The region is dominated by the Siskiyou Mountains, one of five mountain passes that Interstate 5 crosses in southwest Oregon.

The Problem

- Traffic fatalities are over-represented with 16.53 percent of total state traffic fatalities compared with 12.68 percent of the state's population.
- In 2006, speed is a factor in 40.51 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 47.59 percent.
- In 2006, alcohol was involved in 44.30 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 37.53 percent.
- In 2006, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of booster seats and proper use of seat belts.
- Although Region 3 has fifteen traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Glendale, Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County), there continues to be a need to support and be a resource to the present committees. There is also a need for additional traffic safety committees in other communities.
- There is a lack of incorporation of traffic safety elements into ODOT Regional work.

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

	2003	2004	2005	2006	% Change 2003-2006
Coos County	16	14	10	9	-43.8%
Curry County	6	4	0	3	-50.0%
Douglas County	26	29	31	31	19.2%
Jackson County	28	44	32	19	-32.1%
Josephine County	20	17	13	17	-15.0%
Region 3 Total	96	108	86	79	-17.7%
Statewide Fatalities	512	456	488	478	-6.6%
Region 3 Fatalities Percent of State	18.75%	23.68%	17.62%	16.53%	-11.8%
Region 3 Fatalities per 100,000 Population	21.18	23.68	18.66	16.89	-20.3%

Statewide Speed-Involved Fatalities vs. Region 3

	2003	2004	2005	2006	% Change 2003-2006
Coos County	8	10	8	4	-50.0%
Curry County	5	3	0	0	-100.0%
Douglas County	12	10	16	13	8.3%
Jackson County	15	25	13	7	-53.3%
Josephine County	9	5	6	8	-11.1%
Region 3 Speed-Involved Fatalities	49	53	43	32	-34.7%
Statewide Total Fatalities Speed-Involved	273	264	262	227	-16.8%
Speed-Involved Fatalities Percent of Region 3	51.04%	49.07%	50.00%	40.51%	-20.6%
Speed-Involved Fatalities Percent of State	17.95%	20.08%	16.41%	14.10%	-21.4%
Statewide Speed-Involved % Total	53.32%	57.89%	53.69%	47.59%	-10.8%

Statewide Alcohol-Involved Fatalities vs. Region 3

	2003	2004	2005	2006	% Change 2003-2006
Coos County	7	3	3	2	-71.4%
Curry County	4	2	0	1	-75.0%
Douglas County	11	15	10	16	45.5%
Jackson County	16	23	13	9	-43.8%
Josephine County	9	3	6	7	-22.2%
Region 3 Alcohol-Involved Fatalities	47	46	32	35	-25.5%
Statewide Total Fatalities Alcohol-Involved	184	187	162	179	-2.7%
Alcohol-Involved Fatalities Percent of Region 3	48.96%	42.59%	37.21%	44.30%	-9.5%
Alcohol-Involved Fatalities Percent of State	25.54%	23.68%	19.75%	19.55%	-23.5%
Statewide Fatalities Alcohol-Involved % Total	35.94%	41.01%	33.20%	37.53%	4.4%

2006 Region 3, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Coos County	62,905	9	2	269	4.28	41
Curry County	21,365	3	1	68	3.18	11
Douglas County	103,815	31	16	633	6.10	92
Jackson County	198,615	19	9	1,094	5.51	145
Josephine County	81,125	17	7	552	6.80	89
Region 3 Total	467,825	79	35	2,616	5.59	378
Statewide Total	3,690,505	478	179	20,166	5.46	2,993
Percent of State	12.68%	16.53%	19.55%	12.97%	N/A	12.63%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goal

- To decrease the number of traffic fatalities in Region 3 to 75 or lower by the year 2010.
- To decrease the number in Injury A (serious) injuries in Region 3, by 5 percent of the 2000-2002 three-year average of 230, to 219 by the year 2010.
- To reduce the number of speed related fatalities from 32 to 31 or below by the year 2010.

Performance Measures

- To communicate with and serve as a resource for the 15 currently established local traffic safety committees, a minimum of once, in person, by December 31, 2008.
[Eight of the 15 committees were communicated with in person.]
- To coordinate or participate in a least fifteen child safety seat trainings and public clinics in Region 3 through December 31, 2008.
[A combination of thirteen trainings and public clinics were attended.]
- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 15 fairs, events and other traffic safety activities to educate and inform the public on traffic safety issues through December 31, 2008.
[Resources and/or participation were provided to approximately 50 fairs, events, and other traffic safety activities.]
- To identify at least one safety related engineering project within Region 3 and work with the necessary agencies to fix the identified problem by December 31, 2008.
[No engineering related project was identified.]
- To coordinate with and provide equipment to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2008.
[Twenty-six grants were provided to agencies in need of equipment to help prevent transportation safety related fatalities and injuries.]

Strategies

- Coordinate and/or provide resources for traffic safety events.
- Focus educational efforts on speed, impaired driving, and occupant protection.
- Collaborate with other agencies/groups to raise awareness around transportation safety issues and plan appropriate measures to impact identified problems within Region 3.
- Work with existing traffic safety committees to enhance programs and to provide resources and information. Include ACTS Oregon in efforts and partner with them when able to help stabilize struggling committees. Work with communities that have a need, or have expressed interest in, forming new traffic safety committees.
- Provide mini-grants to local jurisdictions for traffic safety activities, minor engineering improvements, equipment, or overtime law enforcement.
- Coordinate quarterly meetings with CPS Technicians in Region 3 to plan CPS clinics and trainings.

- Work with law enforcement agencies, within Region 3 to compile an equipment needs list, and help find funding sources to provide equipment.

Project Summaries

SECTION 157

157OP-08-45-03 Region 3 - Enhancement of Community Level Programs \$7,079

Mini-grants were provided to nine local agencies to enhance local child seat fitting stations. Jackson County, Coquille Tribal Police, Brookings PD, and Bay Area Hospital used funds for child safety seat technician training and continuing education (Lifesavers). Jackson County & Coos County DHS equipped new mobile fitting stations. Coquille Tribal Police, Illinois Valley Fire, Brookings PD and Coos County purchased fitting station equipment and supplies such as signage, traffic cones, safety vests and canopy shelters.

SECTION 402

SC-08-35-13 Speed Equipment \$24,893

This project provided mini-grants to local law enforcement agencies (Josephine County SO, Myrtle Creek PD, Coquille PD, Medford PD, Grants Pass, Jackson County SO, Coquille Tribal Police, and Winston PD) in Region 3 to acquire radars, lasers, and OT enforcement grants for their agency to enhance their speed enforcement efforts.

SECTION 406

K4-08-24-13 Regional Services – ODOT Region 3 \$29,251

Communication, in person, was made with eight of the traffic safety committees. There was participation in 13 CPS clinics/trainings. Resources and/or participation were provided to approximately 50 fairs, events, and other traffic safety activities. There were 26 grants provided to agencies in need of equipment for transportation safety related activities. In addition, there were numerous meetings attended for planning/coordination, child fatality review teams, safety meetings, community presentations, etc.

K4-08-25-13 Engineering Projects – ODOT Region 3 \$0

This project provides funding for coordination with local communities to provide traffic safety materials or equipment for minor engineering projects such as signing, striping or other engineering related projects.

[This project was not initiated during the grant year.]

SECTION 2011

K3-08-10-13 TSD Region 3 - Child Restraints for No-Income or Low-Income \$22,840

TSD's Regional Safety Coordinator provided mini-grants to local organizations for the purchase and distribution of 805 child restraints for low income families. Qualifying organizations were required to provide certified technicians to educate families regarding proper installation and to use consistent eligibility criteria similar to WIC or Oregon health plan guidelines. Because these grant funds were targeted to smaller, previously under served communities and to encourage new distribution program partners, most seats are being distributed through appointment by referrals.

Region 4, Transportation Safety

Link to the Transportation Safety Action Plan: Action #31

Action #31

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and Deschutes County is still one of the fastest growing counties in the state, with Crook County being the fastest growing county in the state (population grew 7.7% in 2006) based on data from Portland State University. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters. Region 4 has one safety corridor on Highway 270 (OR Route 140 W) Lake of the Woods from MP 29 to MP 47.

The Problem

- Alcohol-related fatalities in Region 4 increased from 24 percent (19 fatalities) in 2005 to 42 percent (38) in 2006. Deschutes County rose from 6 fatalities to 19 fatalities and Klamath County's numbers increased from 4 to 9 fatalities.
- Region 4 had 90 fatalities in 2006 compared to 79 fatalities in 2005. Deschutes and Klamath counties continue to have a higher fatality count than the rest of the counties within Region 4. Deschutes County had 36 fatalities (19 in 2005), Jefferson County had 4 (down from 14 in 2005) and Klamath County had 29 (24 in 2005).
- Speed-related fatalities are still playing a large role as the contributing factor in a fatal crash. 44% (or 40) of the total fatalities had speed as the primary contributing factor in the crash based on 2006 crash data. Deschutes and Klamath had the highest with 13 fatalities in Deschutes County and 15 fatalities in Klamath County.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

	2003	2004	2005	2006	% Change 2003-2006
Crook County	4	2	4	4	0.0%
Deschutes County	22	17	19	36	63.6%
Gilliam County	2	3	4	1	-50.0%
Jefferson County	14	7	14	4	-71.4%
Klamath County	20	23	24	29	45.0%
Lake County	0	2	4	5	100.0%
Sherman County	7	2	3	1	-85.7%
Wasco County	9	3	5	9	0.0%
Wheeler County	3	1	2	1	-66.7%
Region 4 Total	81	60	79	90	11.1%
Statewide Fatalities	512	456	488	478	-6.6%
Region 4 Fatalities Percent of State	15.82%	13.16%	16.19%	18.83%	19.0%
Region 4 Fatalities per 100,000 Population	29.82	21.59	27.37	29.91	0.3%

Statewide Speed Involved Fatalities vs. Region 4

	2003	2004	2005	2006	% Change 2003-2006
Crook County	4	1	2	1	-75.0%
Deschutes County	8	12	10	13	62.5%
Gilliam County	1	3	4	0	-100.0%
Jefferson County	5	6	7	3	-40.0%
Klamath County	10	11	9	15	50.0%
Lake County	0	0	4	1	100.0%
Sherman County	3	1	1	0	-100.0%
Wasco County	4	1	3	7	75.0%
Wheeler County	2	1	1	0	-100.0%
Region 4 Speed-Involved Fatalities	37	36	41	40	8.1%
Statewide Total Fatalities Speed-Involved	273	264	262	227	-16.8%
Speed-Involved Fatalities Percent of Region 4	45.68%	60.00%	51.90%	44.44%	-2.7%
Speed-Involved Fatalities Percent of State	13.55%	13.64%	15.65%	17.62%	30.0%
Statewide Fatalities Speed-Involved % Total	53.32%	57.89%	53.69%	47.59%	-10.8%

Statewide Alcohol Involved Fatalities vs. Region 4

	2003	2004	2005	2006	% Change 2003-2006
Crook County	1	0	1	2	100.0%
Deschutes County	8	3	6	19	137.5%
Gilliam County	1	3	0	0	-100.0%
Jefferson County	9	5	5	3	-66.7%
Klamath County	5	15	4	9	80.0%
Lake County	0	0	0	0	0.0%
Sherman County	3	2	1	1	-66.7%
Wasco County	0	1	1	3	100.0%
Wheeler County	1	0	1	1	0.0%
Region 4 Alcohol-Involved Fatalities	28	29	19	38	35.7%
Statewide Total Fatalities Alcohol-Involved	184	187	162	179	-2.7%
Alcohol-Involved Fatalities Percent of Region 4	34.57%	48.33%	24.05%	42.22%	22.1%
Alcohol-Involved Fatalities Percent of State	15.22%	15.51%	11.73%	21.23%	39.5%
Statewide Fatalities Alcohol-Involved % Total	35.94%	41.01%	33.20%	37.53%	4.4%

2006 Region 4, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	24,525	4	2	86	3.51	11
Deschutes County	152,615	36	19	787	5.16	111
Gilliam County	1,885	1	0	22	11.67	7
Jefferson County	21,410	4	3	86	4.02	31
Klamath County	65,455	29	9	389	5.94	72
Lake County	7,540	5	0	32	4.24	9
Sherman County	1,865	1	1	23	12.33	5
Wasco County	24,070	9	3	125	5.19	24
Wheeler County	1,565	1	1	16	10.22	2
Region 4 Total	300,930	90	38	1,566	5.20	272
Statewide Total	3,690,505	478	179	20,166	5.46	2,993
Percent of State	8.15%	18.83%	21.23%	7.77%	N/A	9.09%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goal

- Maintain or reduce crashes that have alcohol as a contributing factor in fatalities from the latest available 4 year average (2003-2006) of 28 fatalities to 18 fatalities by 2010.
- Maintain or reduce crashes that have speed as a contributing factor in fatalities from the latest available 4 year average (2003-2006) of 38 fatalities to 31 fatalities by 2010.

Performance Measures

- Communicate with and serve as a resource for the 3 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.
[Provided transportation safety information to groups and sent start up information to LaPine who is newly incorporated and looking to form a safety committee.]
- Coordinate or provide a minimum of 15 child safety seat clinics in Region 4 by December 31, 2008.
[Approximately 35 child safety seat checkups were held in Region 4.]
- Coordinate and/or provide resources for safety fairs, county fairs, schools and other traffic safety activities to educate and inform the public on all areas of traffic safety issues. Reach 181,000 people (60 percent of the population of Region 4 based on 2006 data) by December 31, 2008.
[Region 4 Transportation Safety reached a minimum of 27,000 people a week through theatre slides showing in Bend and The Dalles for one year. Region 4 held safety fairs, community events, high school presentations and issued a speed mini-grant.]
- Analyze safety projects within Region 4 approximately every biennium after construction to see if safety improvements were met and have made a measurable difference.
[Possibly two projects will be evaluated as long as there is 3 years of data to analyze, project data will be shared in Grant Year 2009.]

Strategies

- Work with local agencies (OLCC, Police Agencies, etc.) to help reduce speed and alcohol-related fatalities in Region 4, with emphasis in Klamath County.
- Advocate for transportation safety in Region 4 by providing information and education on all aspects of traffic safety, coordinating traffic safety activities, work with community organizations and local traffic safety committees.
- Work with ACTS Oregon and local communities to possibly develop new safety committees or keeping the volunteer base growing. Provide resources and knowledge to enhance the productivity of the committees.
- Evaluate Region 4 highway safety projects three years after construction completion on the effectiveness of the safety improvements to the roadway.
- Work with ODOT, Oregon State Police, County Sheriff (Klamath and Jackson) law enforcement agencies and local community on safety efforts for the safety corridor established in April 2005 on Highway 270 (Oregon Route 140 W) Lake of the Woods from mile point 29 to mile point 47.

Project Summaries

SECTION 157

157OP-08-45-04 Region Wide Training/Equipment for CSS or Fitting Stations \$7,516

This project provided mini-grants to five local agencies to train individuals as a certified passenger child safety seat technician, and provide training for volunteers and supplies for child safety seat check-up clinics or their permanent fitting station. Also, signing announcing “child safety seat check-up” events (in English and Spanish) were purchased by six agencies (the five mini-grant agencies plus one who did not receive a mini-grant).

SECTION 402

SC-08-35-14 Speed Equipment \$24,866

This project provided mini-grants to five local law enforcement agencies (Crook County SO; Deschutes County SO; Lakeview PD; Redmond PD and Wheeler County SO) in Region 4 funding to acquire speed radar equipment for their agency to enhance their speed enforcement efforts.

SECTION 406

K4-08-10-14 Region Wide Low Income, No Income Seat Distribution \$18,367

This project provided mini-grants to seven local agencies in Region 4 funding to distribute child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were Columbia Gorge Safe Kids (covers Wasco, Sherman, Hood and Wheeler counties); Bend Fire, Redmond Fire, Crook County Fire (Prineville), Jefferson County Fire (Madras), Lake District Hospital (Lakeview) and Klamath Tribal Health and Family Services. 527 seats were distributed at child passenger check-up events by these agencies.

K4-08-24-14 Regional Services – ODOT Region 4 \$31,780

This project provided safety education and outreach on a wide realm of transportation safety (speed, duii, bicycle, safe routes to school, school zone, teen driving, etc.) to a variety of community groups, communities, law enforcement and local agencies. A mini-grant was issued to Jefferson County SO on speed issues. Eight multimedia presentations were held at high schools in The Dalles, Klamath Falls, Bend (3), Sisters, LaPine and Chiloquin.

Region 5, Transportation Safety

Link to the Transportation Safety Action Plan: Action # 31

Action # 31

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 5 Overview

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 178,100 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

All eight counties in Region 5 (Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa) have established Local Traffic Safety Committees or similar organizations.

The Problem

- In 2006 traffic fatalities continued to be a major issue in Region 5 with 5.9% of total state fatalities compared with 4.9% of the state's population.
- In 2006 speed-involved traffic fatalities in Region 5 were over-represented with 64% of total state fatalities compared with a statewide speed-involved rate of 48%.
- In 2006 alcohol was involved in 28.6% of all Region 5 fatalities compared with a statewide alcohol-involved rate of 37.5%.
- Total Occupant Safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.

Region 5, Transportation Safety Related Information

Statewide Fatalities vs. Region 5

	2003	2004	2005	2006	% Change 2003-2006
Baker County	4	4	11	4	0.0%
Grant County	2	4	0	2	0.0%
Harney County	5	3	5	2	-60.0%
Malheur County	17	6	9	2	-88.2%
Morrow County	2	1	0	3	50.0%
Umatilla County	11	11	10	9	-18.2%
Union County	6	5	0	4	-33.3%
Wallowa County	0	2	1	2	100.0%
Total Region 5	47	36	36	28	-40.4%
Statewide Fatalities	512	456	488	478	-6.6%
Region 5 Fatalities percent of State	8.18%	7.89%	7.38%	5.86%	-28.4%
Region 5 Fatalities per 100,000 Population	26.39	20.03	20.03	15.55	-41.1%

Statewide Speed-Involved Fatalities vs. Region 5

	2003	2004	2005	2006	% Change 2003-2006
Baker County	2	4	8	3	50.0%
Grant County	1	2	0	2	100.0%
Harney County	4	1	4	1	-75.0%
Malheur County	13	5	7	1	-92.3%
Morrow County	2	0	0	2	0.0%
Umatilla County	6	7	3	4	-33.3%
Union County	6	5	0	3	-50.0%
Wallowa County	0	0	1	2	100.0%
Region 5 Speed-Involved Fatalities	34	24	23	18	0.0%
Statewide Total Speed Involved Fatalities	273	264	262	227	-16.8%
Speed-Involved Fatalities Percent of Region 5	72.34%	66.67%	63.89%	64.29%	-11.1%
Speed-Involved Fatalities Percent of State	12.45%	9.09%	8.79%	7.93%	-36.3%
Statewide Speed-Involved % Total	53.32%	57.89%	53.69%	47.59%	-10.8%

Statewide Alcohol-Involved Fatalities vs. Region 5

	2003	2004	2005	2006	% Change 2003-2006
Baker County	0	3	6	1	100.0%
Grant County	0	0	0	1	100.0%
Harney County	0	2	0	1	100.0%
Malheur County	9	0	2	1	-88.9%
Morrow County	2	0	0	0	-100.0%
Umatilla County	2	4	3	1	-50.0%
Union County	1	0	0	1	0.0%
Wallowa County	0	0	1	2	100.0%
Region 5 Alcohol Involved Fatalities	14	9	12	8	-42.9%
Statewide Total Alcohol-Involved Fatalities	184	187	162	179	-2.7%
Alcohol-Involved Fatalities Percent of Region 5	29.79%	25.00%	29.27%	28.57%	-4.1%
Alcohol-Involved Fatalities Percent of State	7.61%	7.89%	7.41%	4.47%	-41.3%
Statewide Fatalities Alcohol-Involved % Total	35.94%	41.01%	33.20%	37.53%	4.4%

2006 Region 5, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	16,470	4	1	88	5.34	21
Grant County	7,630	2	1	42	5.50	8
Harney County	7,670	2	1	51	6.65	9
Malheur County	31,725	2	1	183	5.77	42
Morrow County	12,125	3	0	31	2.56	8
Umatilla County	72,190	9	1	286	3.96	41
Union County	25,110	4	1	97	3.86	23
Wallowa County	7,140	2	2	19	2.66	5
Region 5 Total	180,060	28	8	797	4.43	157
Statewide Total	3,690,505	478	179	20,166	5.46	2,993
Percent of State	4.88%	5.86%	4.47%	3.95%	N/A	5.25%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goal

- Maintain or reduce the number of traffic related fatalities from a 2003-2006 average of 37 to 28 by the year 2010.
- Reduce the number of speed-involved fatalities from a 2003-2006 average of 25 to 20 by the year 2010.

- Reduce the number of alcohol-involved fatalities from a 2003-2006 average of 11 to 8 by the year 2010.

Performance Measures

- Communicate with and serve as a resource for the 7 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2008.
[The Region Traffic Safety Coordinator (RTSC) in Region 5 participated in 48 traffic safety committee meetings throughout the 07-08 grant year. The Region 5 RTSC was active in all 7 traffic safety committees throughout Region 5.]
- Provide traffic safety information to approximately 108,000 people or 60 percent of the population in Region 5 in by December 31, 2008.
[Approximately 50% or 90,000 people were reached throughout the Region 5 Traffic Safety Program. This included 9 Drivers Ed classes, 6 Seatbelt Diversion Classes, 11 bike rodeos, 15 safety fairs and presentations along with 4 county fairs which drove the number up from last grant year by 20%.]
- Coordinate and/or provide 20 child safety seat trainings and public clinics in Region 5 by December 31, 2008.
[The Region 5 RTSC participated in 24 car seat clinics and trainings throughout the 07-08 grant year including helping set up a fitting station in Ontario and Burns.]
- Maintain the 39 certified safety seat technicians in Region 5 and increase by 1 technician in Baker and Harney counties by December 31, 2008.
[Region 5 maintained the 39 certified technicians and added 5 from Harney County due to a technician class held in Burns. Baker was unsuccessful in increasing their technician base, but there is a class planned in Baker City for Spring of 2009 which will hopefully train some more people in that area.]
- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, engineering and emergency services solutions (“4-E”) by December 31, 2008.
[The top five SPIS sites were identified and two sites received attention. Both received enforcement dollars.]

Strategies

- Provide traffic safety education materials and resources, coordinate and/or make presentations to 15 public/private elementary schools. Participate in 10 safety fairs for pre-school through junior high age students. Reach high school age students by speaking at 15 drivers training classes and Choices and Consequences programs. Contact adults by speaking at two civic groups, 6 seatbelt diversion classes and DUll Victims Panels. Reach out to the entire community through education, by utilizing the safety wheel at two County fairs, three major county events and other traffic safety activities.
- Work with the seven existing local traffic safety committees to enhance programs and to provide resources and information.
- Work with Region Traffic Unit to identify the top five SPIS sites within Region 5. Work with regional law enforcement to increase patrols in those areas through overtime enforcement dollars. Work with local traffic safety committees and Region Traffic to find possible engineering fixes for those high crash sites.

- Work with Regional law enforcement and traffic safety committees to identify areas with high DUII and speed related citations and crash sites. Work to reduce the violations and crashes through overtime enforcement.
- Work with the 39 certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage traffic safety committee members in Baker and Harney Counties to become certified child safety seat technicians.

Project Summaries

SECTION 157

157OP-08-45-05 Region 5 - Enhancement of Community Level Programs \$8,420

Three mini-grants were provided to local agencies. Grande Ronde Hospital upgraded audiovisual equipment used in support of their TNTT alternative sentencing program; Malheur County purchased equipment to support their local child seat fitting station and placed funds towards CPS instructor training and continuing education (Lifesavers); and Harney County covered training costs for four new technicians and one new instructor to serve Eastern Oregon.

SECTION 402

SA-08-25-04 Malheur County Coordinator \$29,794

This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position served to complement the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions.

SA-08-25-24 Grant County Coordinator \$31,497

This project provided funds for a project activity within Grant County. Grant County developed projects designed to improve traffic safety by involving the community in local safety efforts. Each project was selected by a problem identification process.

SA-08-25-06 Harney County Coordinator \$17,763

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complemented the newly formed coalition in Harney County. This year, the coordinator focused on providing organization which allowed for greater output from the new coalition. Project focus and direction were determined by problem identification process.

SA-08-25-21 Union County Traffic School \$4,020

The project continued to build up a traffic school in Union County for first time offenders of speed, aggressive driving, careless driving, etc. The project allowed instructors to hold one class per month. The project is believed to have achieved self sufficiency at this time.

SC-08-35-15 Speed Equipment \$22,157

This project provided mini-grants to 13 local law enforcement agencies (Baker City PD, Elgin PD, Enterprise PD, La Grande PD, Ontario PD, Pendleton PD, Baker County SO, Harney County SO, Malheur County SO, Morrow County SO, Union County SO, Wallowa County SO, and Umatilla PD) in Region 5 funding to acquire speed radar equipment for their agency to enhance their speed enforcement efforts.

SECTION 406

K4-08-10-15 Region Wide Low Income, No Income Seat Distribution \$12,860

This project provided mini-grants to seven local agencies in Region 5 funding to distribute child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were Baker City PD, Child Care Resource & Referral, Grant County Safe Communities, Harney County Safe Communities, Malheur County Health Dept./Safe Kids, Umatilla/Morrow Commission on Children and Families, La Grande Fire Dept., Wallowa County Health Dept. 309 seats were distributed at child passenger check-up events by these agencies.

K4-08-24-15 Regional Services – ODOT Region 5 \$31,487

This project provided traffic safety coordination and services throughout Region 5, which encompassed the eight most eastern counties in the State of Oregon. This project provided education and enforcement information and resources to a variety of community-based traffic safety programs. This project worked closely with law enforcement to provide data, equipment and education on traffic safety issues. This project coordinated activities throughout the region as an outreach for traffic safety education.

Roadway Safety

Link to the Transportation Safety Action Plan: Action #17, 21, 28

Action #17

Advocate for consideration of roadway, human, and vehicle elements of safety in modal, corridor and local system plan development/implementation.

Action #21

Continue to conduct research on driver behavior and roadway engineering issues.

Action #28

Continue efforts to enhance communication between engineering, enforcement, education and EMS.

The Problem

- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility and legal requirements.
- Traffic crash rates⁽²⁾ on the State Highway System in 2006 increased slightly compared to 2005, but both 2005 and 2006 are still some of the lowest rates on record in recent years.
- Public works and local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.
- Approximately 50 percent of all crashes in Oregon occur at intersections.
- An overwhelming percentage of crashes occur in rural areas.

Traffic Fatality Rate in Oregon, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
National Traffic Fatality Rate ¹	1.53	1.48	1.44	1.46	1.42	-4.1%
Oregon Traffic Fatality Rate ¹	1.35	1.46	1.32	1.38	1.35	-7.5%
Highway System, Non-freeway Crash Rate ²	1.60	1.46	1.13	1.24	1.26	-13.7%
Hwy System Rural-Secondary Non-freeway Crash Rate	1.03	0.87	0.72	0.80	0.80	-8.0%
Highway System, Freeway Crash Rate	0.40	0.42	0.37	0.41	0.39	-7.1%
County Roads/City Streets Crash Rate	2.02	2.18	1.70	1.85	1.86	-14.7%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

¹ Deaths per 100 million vehicle miles traveled

² Crashes per million vehicle miles traveled

Goals

- Further establish roadway safety training as one of the core competency trainings for the Department, e.g., roadway safety engineering techniques, rural highway rumble strip applications, intersection design safety modifications, human factor and/or use of roundabouts, etc., by 2010.
- Provide 3 new transportation safety trainings for state and local public works staff by 2010.
- Further enhance, develop and implement the statewide Safety Corridor Program by implementing more crash data analysis, applying safety countermeasures, etc., by 2010.

Performance Measures

- Train at least 1,000 state and local public works and law enforcement staff on various engineering and traffic safety related topics from 806 trained in 2006 to 1,000 trained by December 31, 2008.
***[University of Portland trained 664 participants through various trainings.
Oregon State University trained 157 participants through multiple day courses.
National Highway Institute trained 28 participants through multiple day courses.]***
- Conduct a minimum of 35 trainings and local workshops held for state and local public works and law enforcement staff, the same as in 2006, by December 31, 2008.
***[University of Portland provided 26 workshops.
Oregon State University provided 5 multiple day courses.
National Highway Institute provided 2 multiple day courses.]***
- Further identify and implement “4-E” components to engineering related safety initiatives such as, intersection safety, rural roadway safety, road safety audits and Safety Corridor Program by December 31, 2008.
[The Department has conducted several roadway safety audits as pilot projects and has plans to further conduct roadway safety audits in an effort to further document the benefits and possible implementation of a Department Roadway Safety Audit Program.

A “4-E” based statewide brochure was developed and is being distributed related to the statewide Safety Corridor Program.

Oregon State University provided two in-depth traffic control device reviews with related reports for two local agencies.

Additional efforts related to intersection safety, rural roadway safety etc. have been accomplished by other areas in the Department that are not reported herein.]

Strategies

- Participate in Highway Safety Engineering Committee (HSEC) to evaluate and integrate the SAFETEA Highway Safety Initiative Program (HSIP). Including the revision of the Hazard Elimination Program (HEP) to HSIP. Encourage funding for safety initiatives such as a new Roadway Safety Initiative or redevelopment of betterment funds.
- Fund overtime enforcement on the worst ranked safety corridors annually.
- Meet with Region Transportation Safety Coordinators to further implement a comprehensive Safety Corridor Program including development of boilerplate documents to be used statewide and use of weighted averages for annual data reviews.

- Assist in distribution of the NCHRP Guidelines and future revisions or tools provided from this effort to state and local public works and law enforcement agencies.
- Coordinate discussions and input on training topics to be provided within in the state. Seek comments and input from local agencies, FHWA and ODOT staff.

Project Summaries

SECTION 164 (Current and Prior Year)

164HE-08-73-11 TEA-21 2007 HSIP

This FFY 2008 Section 164 grant consisted of continuation of several safety enhancement projects selected from eligible Oregon Hazard Elimination Program (HEP) projects. All projects have been completed except for one which is on schedule to be constructed in FFY 2009.

164HE-08-73-12 TEA-21 Lane Departure Initiative

This FFY 2008 Section 164 grant provides continuation of the project implementation for projects previously selected by the Highway Safety Engineering Committee (HSEC) during FFY 2006. Construction has started on 13 of these 14 lane departure projects.

164HE-08-73-13 TEA-21 HSEC 2007 Safety Initiatives

This FFY 2008 grant provides the continuation of safety project implementation of projects previously selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007. Construction has started on six of these eight safety initiative projects and two of the eight have been completed.

164HE-08-73-14 TEA-21 HSEC 2008 Safety Initiatives

This FFY 2008 grant provides infrastructure safety enhancements to the state highway system. There were eight safety initiative projects selected and most will start construction in FFY 2009.

SECTION 406

K4-08-77-01 Engineering Safety Short Courses and Distance Learning \$174,636

Training was provided to 157 participants through multiple day courses. Seven courses were advertised and five were conducted. Two in-depth traffic control device reviews with related reports for two local agencies were completed. Course materials were consistently updated.

K4-08-10-02 Statewide Services – Roadway Safety \$22,399

The National Highway Institute trained 28 participants through 2 multiple day courses that were held at different geographic locations statewide. A “4-E” based statewide brochure was developed and is being distributed related to the statewide Safety Corridor Program. A new “4-E” based statewide Oregon Winter Driving brochure was developed and continues to be distributed. It was further identified as the “Governor’s” Oregon Winter Driving brochure and received television, radio and print media attention statewide.

K4-08-77-04 Safety Features for Local Roads and Streets \$140,000

Training was provided to 664 participants through workshops statewide. A draft of the “Safety Handbook for Local Roads and Streets” has been received and is currently receiving comments by ODOT, OSU and local agencies. Development of the “Quick Reference Guide to the 2003 Manual on Uniform Traffic Control Devices” has begun. Eighteen educational and engineering related site visits were conducted and workshop training materials were consistently updated.

K4-08-77-05

Safety Corridor Education and Enforcement

\$75,000

Four safety corridors were identified as the worst in the state and the Oregon State Police in those jurisdictions provided 1,224.5 hours of overtime enforcement; and 430 hours of straight time match enforcement. The number of total vehicles stopped during these overtime and straight time match enforcement efforts equals 2,420; total citations issued equals 1,473; and total warnings issued equals 2,939.

Safe Routes to School

Links to the Transportation Safety Action Plan: Action #65, 66, 67

Action #65

Emphasize programs that encourage pedestrian travel and improve pedestrian safety by expanding public education efforts with focus on driver behavior near schools; encourage aggressive enforcement of pedestrian traffic laws around schools; assist communities in pedestrian safety efforts by providing technical assistance and educational materials; increase funding for correcting pedestrian system deficiencies around schools.

Action #66

Increase public education and enforcement efforts regarding rules of operation for bicycles, scooters, skates, skateboards, personal assistive devices and other new devices permitted on Oregon roads.

Action #67

Increase emphasis on programs that encourage bicycling and other alternative mode travel and improve safety for these modes by establishing a stable funding source to implement and institutionalize bicyclist education in schools; increase funding for maintenance of bikeways and for programs that make walking and bicycling safe and attractive to children.

Safe Routes to School Overview

The goal of the program is to increase the ability and opportunity for children in grade levels k-8 to walk and bicycle to school. Assistance is available for education, encouragement and traffic enforcement activities, and engineering projects within two miles of the school.

The Problem

According to the National Safe Routes to School Clearinghouse data, in 1969, 42% of children 5 to 18 years of age walked or bicycled to school. In 2001, that rate dropped to 16%. In 1969, 87% of children 5-18 years of age who lived within one mile of school walked or bicycled to school. In 2001, 63% of children 5-18 years of age who lived within one mile of school walked or bicycled to school. This downward trend of children replacing a routine of physical activity with alternate modes of transportation has led to lifestyle changes that impact children, families, schools, neighborhoods and the broader community. Less foot-powered transportation means more motor vehicle transportation around schools, resulting in increased traffic congestion which negatively impacts the walking and bicycling environment. Safe Routes to School programs are part of the solution to increase physical activity and improve unsafe walking and bicycling conditions.

Oregon Modes of School Commute by Children Who Live within 1 Mile of School, by Grade Group, 2002*

On a regular basis	1st to 3 rd Grade	4th to 5 th Grade	6th to 8 th Grade
Child walks to school at least 3 days per week	28.7%	38.3%	47.0%
Child bikes to school at least 3 days per week	3.4%	7.0%	10.3%
Child rides the school or public bus to school at least 3 days per week	30.9%	30.7%	23.8%
Child rides in a car or carpool to school at least 3 days per week	45.1%	39.2%	43.4%

Source: Oregon Behavioral Risk Factor Surveillance System

* Parents were asked to estimate frequency with which child used various modes of commute. Categories were not presented as mutually exclusive and results do not necessarily total 100%.

Goals

- Increase the number of children (5-14 years) walking and bicycling safely to and from school, within 1 mile of an elementary school and within 1.5 miles of a middle school by 2010.
- Increase the number of schools that have a SRTS Action Plan from 21 in 2007, to 42 by 2010, an increase of 100%.

Performance Measures

- Establish baseline datasets and tracking for program standards and direction by December 31, 2008.
[The National Center for SRTS online data tool has now been established for all SRTS programs, whether they are just getting started with no federal funding or that have received federal SRTS funding. Currently there are 23 agencies in Oregon that have input at least one school's data online. The Oregon Action Plan meeting assistance funding resulted in the completion of five SRTS Action Plans for 2008.]
- Determine what partnerships have been created as a result of Safe Routes to School Program by December 31, 2008. The results of this Performance Measure will lead to a baseline for future question, "How many new partnerships have been created as result of SRTS Program?"
[At the State level, the Oregon SRTS program has worked collaboratively with the Oregon Department of Education, Oregon Department of Human Services, ODOT Local Government Unit, ODOT Bicycle and Pedestrian Program, ODOT Transportation Safety Division, Bicycle and Pedestrian Programs, ODOT Transportation and Growth Management Unit, ODOT Motor Carrier Division.]
- Increase the number of schools that have applied for assistance to develop the Action Plan through the SRTS Program from 12 in 2007 to 24, an increase of 100% by December 31, 2008.
[The program has not advertised a second cycle for the Action Plan Assistance mini-grant program.]
- Build baseline data on number of and how students go to and from school by December 31, 2008.
[The data for student tallies and parent surveys will be captured from the National Center for SRTS online data tool.]

Strategies

- Conduct statewide trainings on the Safe Routes to School funding program to schools, school districts, public works personnel, parents, and others who may wish to partner with schools in increasing the ability of students to walk and bike to and from school.
- Provide educational materials in support of pedestrian and bicycling safety to schools and school districts.
- Create public awareness of SRTS efforts by schools and communities through statewide marketing campaign.
- Partner with Oregon Walk and Bike Committee to promote International Walk and Bike Day and associated activities that promote physical activity among students.
- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian and bicycle safety and other traffic safety issues like speed and enforcement.

Project Summaries

SECTION 1404

HU-08-20-06 Safe Routes to School Statewide Services \$61,952

This funding provided outreach to promote and support the Safe Routes to School Program; training to communities on proper techniques and approach for a SRTS program that focuses on education and encouragement, enforcement, engineering and evaluation. Statewide assistance included providing a statewide SRTS media campaign involving print media and transit; SRTS educational materials for statewide distribution; technical help in setting up programs online with the National Center for SRTS online data tools; electronic versions and hard copies of the Parent Surveys in both English and in Spanish; field training on Walk+Bike Day programs; development of Oregon SRTS curriculum "Neighborhood Navigators, K-8;" technical assistance on Action Plan development, infrastructure proposals and non-infrastructure activities; incentives for promotion of SRTS and Walk+Bike activities.

HU-08-10-07 Safe Routes to School Grant Program Action Plan mini-grants \$1,592 Non-infrastructure \$237,077 Infrastructure \$0

This program provided reimbursement funding to communities for meeting assistance in the development of the Safe Routes to School Action Plan and for the implementation of Action Plans. Action plans address the components of education and encouragement, enforcement, and engineering, but the implementation projects and activities are not required to address every component.

The SRTS Program awarded five \$1,000 Action Plan Meeting Assistance mini-grants in 2008 to assist in the development of the Oregon Action Plan template. Of the five agencies, three agencies completed action plans for four schools. This program provided reimbursement funding, based on a competitive award process, to twelve communities involving twenty-nine K-8 schools for non-infrastructure activities of education and encouragement, enforcement and evaluation. The communities involved spanned the five ODOT Regions and involved schools in five counties.

As for infrastructure projects, the Safe Routes Advisory Committee awarded seven local agency projects involving twenty k-8 schools. These projects are involved in the initial setup phase of developing the project prospectus, meeting federal environmental reporting requirements and approving intergovernmental agreements. No projects have broken ground as yet and no funding has been expended.

HU-08-10-08 Engineering Administration

This project funding was rolled into SRTS grant projects above.

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

08SCHOOL-000 School Zone

[\$0]

Local improvements at one or more school zones on a state highway.

[This project was not initiated during the grant year.]

Speed

Link to the Transportation Safety Action Plan: Action #1

Action #1

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

The Problem

- In 2006, 48 percent of all traffic fatalities in Oregon involved speeding (227 of 478 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number one single contributing factor to fatal traffic crashes on Oregon roads in the year 2006.
- According to Intercept Research Corporation's "Transportation Safety Survey, Executive Summary" for August, 2006, speeding was ranked number one as the most observed traffic safety issue (39%) by Oregon citizens.
- Speed-related crashes cost Oregonians an estimated \$455,386,000 in total economic costs in 2005¹.
- Following are facts relative to increased speed:
 - The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400% greater chance at 70 mph than 50 mph.
 - Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40% increase in speed, while kinetic energy increases 96%).
 - The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph - a 69% increase in stopping distance.
 - Safety equipment in vehicles is tested at 35 mph - that same equipment loses the ability to work effectively at higher speeds.
- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar, laser, and radar trailers / reader boards to assist them with traffic enforcement duties.
- FHWA repealed speed-monitoring reports in the early 1990's; therefore no valid speed report exists for Oregon.

Speed in Oregon, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Total Number of Fatalities Statewide	465	512	456	487	478	-6.6%
Number of People Killed Involving Speed	211	277	264	262	227	-18.1%
Percent Involving Speed	45.5%	54.1%	57.9%	53.8%	47.5%	-12.2%
Total Number of Injuries Statewide	28,620	28,256	27,346	29,022	29,552	4.6%
Number of People Injured Involving Speed	8,168	9,330	8,892	8,510	7,841	-16.0%
Percent Involving Speed	28.5%	33.0%	32.5%	29.3%	26.5%	-19.6%
Number of Speed Related Convictions	211,108	199,259	167,183	165,792	171,229	-14.1%

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation
 Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
¹ *Economic Cost of Oregon Motor Vehicle Traffic Crashes, 2005*; National Safety Council

Goal

- Reduce the number of fatalities in speed-related crashes from 227, the 2006 number, to 209 or below by the year 2010.
- Reduce the number of injuries in speed-related crashes from 7,841, the 2006 number, to 7,500 or below by the year 2010.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's Number 1 contributing factor to traffic death and injury severity.
- Introduce legislation to change speed statutes that make curve speed signs in specific areas enforceable as maximum speed limits to minimize the most significant events of run off road on corner into fixed object crashes by the year 2010.
- Request research on drivers who have been convicted of speeding 100 mph or more. Use results to create counter-measures specifically targeting this group by 2010.

Performance Measures

- Reduce the number of fatalities in speed-related crashes from 227, the 2006 level, to 218 by December 31, 2008 (50 percent of 2010 goal).
[This performance measure was met. In 2007, there were 216 fatalities in speed-related crashes.]
- Reduce the number of injuries in speed-related crashes from 7,841, the 2006 level, to 7,671 by December 31, 2008 (50 percent of 2010 goal).
[This performance measure was met. In 2007, there were 6,653 people injured involving speed.]

Strategies

- Continue funding for current MATT partnerships. Work directly with those counties to develop additional partnerships and policies for process and delivery of grant.
- Ascertain funding to assist primary coordinating MATT agencies with Electronic Citation hardware and software when possible. Work directly with those involved to implement and report regular progress to traffic records committee.
- Provide funding and topical expertise to DPSST to assist in the annual delivery of the "Traffic / Patrol Supervisors Conference" in addition to funding Motor Officer Training through Team Oregon and The North American Motor Officers Association via scholarships.
- Assist in the statewide dissemination and training to judges, court administrators and law-enforcement on the 2007 Legislation.
- Provide support and resources to promote additional traffic team creation for city and county agencies.
- Develop / deliver training regarding Following Too Closely. Purchase equipment to allow some police agencies to target drivers who follow too close within their jurisdiction.

Project Summaries

SECTION 402

SC-08-35-05 Speed Enforcement Public Information/Equipment \$476,122

Six Multi-Agency Traffic Enforcement projects were granted this year resulting in over 8,600 traffic stops, 11,000 citations and warnings, 120 arrests for DUUI, controlled substance offenses and other felony and misdemeanor arrests, hundreds of suspended drivers were cited and their cars towed. Regional Staff was provided over \$100,000 and purchased numerous pieces of speed equipment for local agencies to address the speed issues within their Regions. Electronic Crash and Citation Reporting Equipment was purchased. 72 Motor Officers were provided police motorcycle skills training. Media outreach was completed for Speeding, Following Too Closely and Fail to Maintain Safe Distance from Emergency Vehicle Issues.

SC-08-35-06 OSP Rural State Highway Speed Enforcement \$100,000

This project funded over 1600 hours of focused speed-related overtime enforcement to the Oregon State Police. OSP focused enforcement on the top 5 locations provided by ODOT where police presence enforcement and education would be best utilized.

SC-08-35-12 Region 2 – Speed Equipment

This project provided mini-grants to local law enforcement agencies (Eugene PD and Independence PD) in Region 2 to acquire distance between car (DBC) and handheld equipment for their agency to enhance their speed enforcement efforts.

SC-08-35-13 Region 3 – Speed Equipment

This project provided mini-grants to local law enforcement agencies (Josephine County SO, Myrtle Creek PD, Coquille PD, Medford PD, Grants Pass, Jackson County SO, Coquille Tribal Police, and Winston PD) in Region 3 to acquire radars, lasers, and OT enforcement grants for their agency to enhance their speed enforcement efforts.

SC-08-35-14 Region 4 – Speed Equipment

This project provided mini-grants to five local law enforcement agencies (Crook County SO; Deschutes County SO; Lakeview PD; Redmond PD and Wheeler County SO) in Region 4 funding to acquire speed radar equipment for their agency to enhance their speed enforcement efforts.

SC-08-35-15 Region 5 – Speed Equipment

This project provided mini-grants to 13 local law enforcement agencies (Baker City PD, Elgin PD, Enterprise PD, La Grande PD, Ontario PD, Pendleton PD, Baker County SO, Harney County SO, Malheur County SO, Morrow County SO, Union County SO, Wallowa County SO, and Umatilla PD) in Region 5 funding to acquire speed radar equipment for their agency to enhance their speed enforcement efforts.

PRIVATE DONATIONS

08OTSCSPED-000 Speed Outreach

[\$655]

This grant was used to pay for meetings of the Speed Task Force which was created to address Oregon Speeding Issues.

Traffic Records

Link to the Transportation Safety Action Plan: Action #35, 36

Develop and implement a comprehensive and coordinated transportation records and crash (accident) reporting program to manage and evaluate transportation safety.

Action # 35

Continue implementation of a traffic records system that will adequately serve the needs of state and local agencies.

Action # 36

Maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs.

The Problem

- Roadway information should be available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, which causes confusion for emergency responders.
- Law enforcement agencies complete less than 35 percent of the crash reports filed with DMV. Primary reliance for crash reports is placed on the drivers directly involved in the crashes, which brings the validity of the reports into question.
- An electronic system for automated court/driver conviction and suspension reporting to DMV with all levels of court systems is not consistently used or widely available.
- There is no statewide citation tracking system with the capability to monitor a citation from issuance to final disposition to better quantify Oregon's traffic violations.
- No statewide data collection system exists for patients transported by EMS or for patients encountered by non-transporting services. Currently, there is only a Trauma Registry system in place statewide.
- Oregon has no statewide Injury Surveillance System utilizing healthcare and highway safety constituents.
- Although ODOT has an award winning Safety Management System, there could be more human factor tools developed that may provide assistance in identifying crash causalities and provide human factor countermeasures and related percent reductions.

Statistics for Traffic Records, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Total Crashes	48,723	51,707	41,440	44,877	45,017	-12.9%
Fatal Crashes	415	429	388	443	417	-2.8%
Injury Crashes	18,925	19,101	18,279	19,446	19,749	3.4%
Property Damage Crashes	29,384	32,177	22,773	24,988	24,851	-22.8%
Fatalities	465	512	456	487	478	-6.6%
Fatalities per 100 Million VMT	1.35	1.46	1.31	1.38	1.35	-7.5%
Injuries	28,620	28,256	27,314	29,022	29,552	4.6%
Injuries per 100 Million VMT	83.24	80.50	78.63	82.26	83.29	3.5%
Population (in thousands)	3,396	3,542	3,583	3,631	3,691	4.2%
Vehicle Miles Traveled (millions)	34,423	35,103	34,739	35,280	35,481	1.1%
# of Licensed Drivers (in thousands)	2,682	2,887	2,909	2,955	3,031	5.0%
# of Registered Vehicles (thousands)	3,720	3,980	3,943	4,005	4,063	2.1%
% Who Think Transportation System is Safe or Safer Than Last Year	69.8%	71.0%	75.0%	72.0%	69.0%	-2.8%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University
Public Opinion Survey, Executive Summary; Intercept Research Corporation

Goals

- Develop, implement, and promote a statewide traffic records system that connects independent data systems by 2010.
- Implement the Traffic Records Strategic Plan as approved and adopted by the Traffic Records Coordinating Committee by 2010.
- Provide easily accessible crash reports to local and state agencies by 2010.

Performance Measures

- Improve the timeliness of the Crash System by demonstrating a measured decrease in number of days until the annual Statewide Crash Data File is available each year where the baseline level was 195 days for 2004 and goal levels for the future of 130 days from the end of 2007 and 120 days from the end of 2008.
[The Statewide Crash Data File was available 162 days from the end of 2007.]
- Maintain or improve the timeliness of the conviction file by maintaining or decreasing the number of days until a conviction is recorded on the Oregon driving record. The baseline level is 12.3 days for 2002 and goal level is 12 days through December 31, 2008.
[The timeliness level for 2007 is 14 days to enter convictions on driving records.]
- Convene the Traffic Records Coordination Committee (TRCC) at least every two months through December 31, 2008.
[The TRCC met six times during the federal fiscal year, or every two months.]

Strategies

- Collaborate with ODOT Crash Analysis and Reporting Unit to release crash data earlier to improve the use of traffic records for highway safety decision making.
- Through process improvements and/or staffing resources, reduce the amount of time it takes to enter commercial driver license and commercial motor vehicle convictions to the driving record. This will assist in blocking problem drivers and, especially, commercial drivers from continuing to drive on highways in Oregon and other states.
- Review and update Oregon's TRCC membership for relevance and ability to exercise the mission and vision of the TRCC.

Project Summaries

SECTION 408

K9-08-54-02CDT Collision Diagram Tool Evaluation \$20,428

This study was undertaken to determine the best course of action for obtaining a user friendly collision diagramming tool for ODOT's Region Traffic Investigators and Crash Analysis and Reporting (CAR) staff. This tool could also be used by the cities and counties. An implementation plan will be completed in November 2008 to potentially purchase an off-the-shelf tool that will adequately diagram longer corridors and correctly place crash locations.

K9-08-54-02EAB Electronic Field Data Collection – Albany Police Department \$74,525

Funding was provided to Albany PD to purchase e-Collision and e-Crash software to supplement the agency's electronic field data collection efforts for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-08-54-02ECT Electronic Field Data Collection – Medford Police Department \$39,525

Funding was provided to Medford PD to purchase e-Collision and e-Crash software to supplement the agency's electronic field data collection efforts for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. In addition to the software, this grant also provided software training for the staff. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-08-54-02EHB Electronic Field Data Collection – Hillsboro Police Department \$50,000

Funding was provided to Hillsboro PD to purchase e-Collision and e-Crash software to supplement the agency's electronic field data collection efforts for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. In addition to the software, this grant also provided software training for the staff. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-08-54-02EJC Electronic Field Data Collection – Jackson County Sheriff's Office \$60,000

Funding was provided to Jackson County SO to purchase e-Collision and e-Crash software to supplement the agency's electronic field data collection efforts for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. In addition to the software, this grant also provided software training for the staff. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-08-54-02EKZ Electronic Field Data Collection – Keizer Police Department \$49,976

Funding was provided to Keizer PD to purchase e-Collision and e-Crash software to supplement the agency's electronic field data collection efforts for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. In addition to the software, this grant also provided a site license for the Electronic Citation Interface on PRIORS Records Management System. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-08-54-02EMC Electronic Field Data Collection – McMinnville Police Department \$50,000

Funding was provided to McMinnville PD to purchase e-Collision and e-Crash software to supplement the agency's electronic field data collection efforts for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-08-54-02ESW Electronic Field Data Collection – Sherwood Police Department \$59,028

Funding was provided to Sherwood PD to purchase e-Collision and e-Crash software and two handheld devices with portable printers to supplement the agency's electronic field data collection efforts for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. In addition to the software, this grant also provided software training for the staff. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-08-54-02EMS EMS Data Project \$92,554

Both national and state advisory bodies have stressed the importance of pre-hospital data collection, and noted that Oregon's lack of a pre-hospital data system is a barrier to both quality improvement and systems development activities. This pilot project used ImageTrend software for rural ambulance service data tracking and conforms to NEMSIS data guidelines.

K9-08-54-02SHR State Highway Reference Study \$30,019

The State Highway Reference project was developed to investigate the feasibility to eliminate duplicate mile markers found in Oregon and help emergency responders to determine the location of crashes. This project started in 2007 and the implementation plan was completed in March 2008.

Work Zone Safety

[Link to the Transportation Safety Action Plan – Action #7, 28, 34](#)

Action #7

Continue and expand efforts to reduce traffic-related deaths and injuries in roadway work zones. Continue the work zone enforcement program and enhance public information programs such as Give 'em a Brake.

Action #28

Continue efforts to enhance communication between engineering, enforcement, education and EMS.

Action #34

Continue to work with local government units, utility companies, and contractors to encourage improvements in the reliability of work zone signing.

The Problem

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average number of Oregon work zone deaths (2002-2006) is 8.8 in Oregon. This is only a slight decrease from the 2001-2005 rolling average of 9.0.
- In 2005, the national figure for traffic related work zone deaths increased by less than one percent from 2004 while Oregon's work zone fatalities increased by 40 percent for the same period. Although, Oregon's work zone fatalities have decreased from 20 in 2005 to an estimated 5 in 2006.
- More drivers and their passengers are injured and killed than on-site workers.
- Work Zone signing present when workers are not is the primary complaint drivers report with work zone operations.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP) projects.

Work Zones in Oregon, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
All Work Zone Traffic Crashes						
Number	398	516	493	511	532	3.1%
Total Oregon Fatalities	465	512	456	488	478	-6.6%
Work Zone Fatalities						
Number	11	2	12	20	5	150.0%
Percent of all fatalities	2.3%	0.4%	2.6%	4.1%	1.0%	150.0%
Work Zone Injuries						
Number	256	353	424	442	417	18.1%
Percent of all injuries	0.9%	1.2%	1.6%	1.5%	1.4%	12.9%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

Goal

- Focus efforts on keeping work zone fatalities from 12, the average for 2005 and 2006, to 10 or below each year through 2010.
- Focus efforts on keeping work zone injuries from 430, the average for 2005 and 2006, to 400 or below each year through 2010.
- Focus efforts to reduce work zone crashes from 522, the average for 2005 and 2006, to 500 or below each year through 2010.

Performance Measure

- Partner, coordinate and provide overtime work zone enforcement funds from 12 state and local police agencies in 2007 to 15 or more by December 31, 2008.
[There were 15 police agencies providing work zone enforcement during FFY 2008. Additionally, four of the 15 had more than one work zone enforcement grant because they provided work zone enforcement to both construction projects managed by the Oregon Department of Transportation and its' management consultant, Oregon Bridge Delivery Partners.]
- Provide public information campaign(s) to enhance work zone safety awareness via billboard postings from 2 sites on Oregon's interstates in 2007 to 2 or more sites by December 31, 2008.
[The work zone enforcement media campaign included two billboard postings on Oregon interstates.]
- Continue media campaigns through the use of billboard, transit, radio and television and other outreach measures including ODOT developed radio spots, promote 511 and Trip Check to enhance awareness of work zone transition area safety by December 31, 2008.
[The work zone enforcement media campaign included billboards, transit, radio, television, and print media. A new statewide work zone safety brochure was developed and distributed which is one element that included information promoting 511, TripCheck, and TripCheck Mobile.]

- Educate state and local public works agencies, consultants and contractors from 1 formal reminder in 2007 to 2 formal reminders of the seriousness of work zone crashes by December 31, 2008 emphasizing the need for work zone signing to be removed when the work zone is complete and work zone signing accuracy to reduce driver complacency.
[Education was provided to state and local public works agencies, consultants and contractors on the seriousness of work zone crashes. Clarification was obtained and provided through cooperative efforts within the Department of the need for work zone signing to be removed after project completion and flagger signing to be removed when flaggers are not present to gain work zone signing accuracy and reduce driver complacency.]
- Participate with ODOT Traffic Plans Engineer and ODOT Risk and Safety Manager to enhance options for use of positive protection devices and provide public awareness of work zone design and signing standards including guidebooks that are available. Continue to participate from 1 statewide work zone quality assurance review by end of construction season 2007 and 1 statewide work zone quality assurance review by end of construction season 2008.
[All statewide work zone quality assurance reviews during construction season 2007 and 2008 were attended by either the Work Zone Safety Program Manager or Region Transportation Safety Coordinator staff. Continued support and advocacy was provided to the ODOT Traffic Plans Engineer and ODOT Risk and Safety Manager with regard to using positive protection devices. A "4-E" educational training was provided in person at the statewide annual judge's conference and at a "3 Flags" enforcement conference which included work zone design and signing standards and the clarification of the guidebooks used to set work zone standards.]

Strategies

- Participate in the Department's identification of new trainings and promotion of existing trainings related to work zone safety education, engineering, EMS and enforcement, the "4-E" approach, for ODOT staff, local agencies, consultants, contractors, etc.
- Complete 13,000 overtime patrol hours in work zones between July 1, 2007 and June 30, 2008. (Target match effort is 4,000 hours.) Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, and state and national non profits.
- Participate in annual statewide work zone review.
- Continue public information/education campaign(s). Provide public information through transit, billboard and radio ads along with other media options available.
- Distribute at least 10,000 work zone safety promotional materials to citizens, tourists, public works' agencies, city and county agencies, etc.
- Contract with consultant to assist in the initial development of an Oregon Work Zone Data Book to be updated annually.

Project Summaries

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

070908WKZN-000 Work Zone Education & Equipment Program **[\$170,021]**

Media materials were developed, posted and distributed. Preliminary data, outline, and initial meetings were conducted to develop a new work zone data book. Equipment for the photo radar in work zone pilot project was purchased. Additional questions were identified for the photo radar in work zone pilot project and were included in the TSD telephone survey. Continuation of tracking public perception related to work zone safety through the use of the TSD telephone survey was completed.

070908WKZN-421 Work Zone Enforcement to OSP **[\$597,297]**

Provided enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT.

070908WKZN-421 OBDU/P Work Zone Enforcement to OSP **[\$387,173]**

Provided enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT's Oregon Bridge Development Unit through its' consultant Oregon Bridge Delivery Partners.

070908WKZN-421 Work Zone Enforcement to Local Police Agencies **[\$189,079]**

Provided enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT.

070908WKZN-421 OBDU/P Work Zone Enforcement to Local Police Agencies **[\$53,005]**

Provided enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT's Oregon Bridge Development Unit through its' consultant Oregon Bridge Delivery Partners.

Youth Transportation Safety (0-14 years)

Link to the Transportation Safety Action Plan: Action # 53

Action # 53

Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

The Problem

- The highest cause, on a whole, of death and injury to children ages 0-14 is motor vehicle crashes. To effect the greatest change, program areas that impact youth should be coordinated.
- Greatest cause of crashes involving fatalities and injuries is, overwhelmingly, speed too fast for conditions.
- When a child is killed in an alcohol-related crash, 72% of the time the child is in the vehicle with the intoxicated driver.
- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth 0-14 include motorized scooters, helmet use, children riding adult size all terrain vehicles, etc.

Oregon Crashes, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
Fatalities, ages 0-4	8	9	11	4	9	0.0%
Fatalities, ages 5-9	7	8	11	6	8	0.0%
Fatalities, ages 10-14	13	11	11	9	6	-45.5%
Total	28	28	33	19	23	-17.9%
Injuries, ages 0-4	543	476	518	537	456	-4.2%
Injuries, ages 5-9	831	748	740	735	763	2.0%
Injuries, ages 10-14	1,056	963	872	996	946	-1.8%
Total	2,430	2,187	2,130	2,268	2,165	-1.0%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Department of Health and Human Services Centers for Disease Control and Prevention

Goal

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2006 level of 23 to 16 by 2010.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2006 level of 2,165 to 1,948 by 2010.

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2006 level of 23 to 17 by December 31, 2008.
[This performance measure was met. In 2007, there were 13 crash-related fatalities of children ages 0-14.]
- Reduce the number of crash-related injuries of children ages 0-14 from the 2006 level of 2,165 to 2,070 by December 31, 2008.
[This performance measure was met. In 2007, there were 1,971 crash-related injuries of children ages 0-14.]

Strategies

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in upcoming legislative sessions.
- Continue to provide a comprehensive and coordinated public information and education campaign on the causes of high motor vehicle crash rates for this age group. Additionally, continue to target occupant protection education and parental responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.
- Encourage communication among youth traffic safety program providers and coalitions through the continued development of a youth task force.
- Collaborate with Oregon Medical Association, Oregon Health Division, and local physician offices and partner with school districts and “Safe Routes to School” organizations to address family education issues of youth aged 0-14 in traffic safety.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level, while also concentrating on addressing the Core Youth Advisory Group’s initiatives in the Youth Plan.

Project Summaries

SECTION 163

HN1-08-21-03 Bike Wheels to Steering Wheels \$16,580

This project provided family traffic safety awareness education for Middle School students in 7th and 8th grades and their parents in the Portland Public School District MESA Clubs and Science and Health classrooms. The project sought to provide proper exposure of basic traffic safety issues to youths prior to being licensed to drive and gave parents of those youths the opportunity to learn and use the tools for their involvement in the process. Curriculum kits were provided to schools, presentations were made by TNTT nurses, surveys were conducted on increased understanding of concepts and to date the curriculum is posted online for easy access to all teachers.

HN1-08-21-02 Trauma Nurses Talk Tough (TNTT) – Train the Trainer \$20,000

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. Quarterly contact was made with the TNTT Network membership, 58 bicycle helmet trainings were conducted along with three eight-hour child safety seat trainings. A newsletter was mailed twice, and three formal training sessions of TNTT Network members were held.

SECTION 402

DE-08-21-01 Statewide Services - Youth \$102,158

This grant supported efforts for improving traffic safety for Oregon youth by promoting radio, television, bus transit and print advertising for the Youth Program. It paid for updating and printing brochures and other materials such as the Judicial Desk Reference Manual and the Oregon Parent Guide as well. The Team Safety Program, one which uses volunteers to promote responsible youth-related highway safety behaviors, was expanded and supported. In addition, the grant also paid for the Intercept Corporation to conduct its bi-annual survey on how youth-related traffic safety laws are handled through the courts.

TRANSPORTATION OPERATING FUND (TOF)

08CRIMFEE-961 Think First [\$11,585]

The Think First Injury Prevention Program participated in 20 outreach events to increase the awareness of the program. They also provided an annual training for Voices for Injury Prevention (VIPs) and healthcare providers to increase the number of Think First presentations throughout the state.

08-TOFYOUTH-961 Think First [\$46,499]

This project addressed the high incidence of brain and spinal cord injuries suffered by Oregon's youth through the deployment of Think First Injury Prevention programs. This year the Think First programs for grades kindergarten through 12th grade have been implemented in 176 classrooms throughout Oregon. A total of 86 presentations were provided for audiences at schools and community groups of all ages. Think First participated in 20 community outreach events and continues to maintain statewide coordination of the program. During this past federal fiscal year, Think First reached 45,849 students and distributed about 2,000 safety helmets.

08-TOFYOUTH-962 Trauma Nurses Talk Tough [\$46,500]

This project, as in the past, has been highly successful and has consistently exceeded initial objectives by a wide margin. TNTT made 489 presentations for 219 schools by 6/30/08. Testing for the 2006-07 school year showed increases in safety belt use at all age levels (elementary, middle and high schools) as well as overall safe behavior and bicycle helmet use. They also provided traffic safety education to 87 agencies working with high risk youth or college age youth this grant year.

Youth Drivers (15-20 years)

Link to the Transportation Safety Action Plan: Action # 53

Action # 53

Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

The Problem

- In 2006, drivers age 20 and under were involved in fatal and injury crashes at over twice the rate of the population as a whole.
- In 2006, drivers age 20 and under, made up 6.82 percent of total drivers, but made up 13 percent of drivers involved in crashes. "Failure to Avoid a Stopped or Parked Vehicle Ahead," "Driving Too Fast For Conditions," and "Did Not Have the Right Of Way" were the three most common errors.
- In 2006, 20 percent of youth driver crashes (ages 15-20) resulting in fatalities involved alcohol.
- A 2002 Youth Program Assessment identified 68 recommendations for improving and/or strengthening the program. Although state/local youth funding should continue to correlate with the top priority areas of Assessment, other youth priority areas recommended may be addressed as well.
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth Drivers 15-20 include GDL, peer courts, parental involvement, School Resource Officer training, etc.

Youth Drivers on Oregon Roadways, 2003-2006

	98-02 Average	2003	2004	2005	2006	% Change 2003-2006
<i>Involvement in Crashes:</i>						
Age 15-20, % of Total Licensed Drivers	N/A	7.39%	7.19%	6.78%	6.82%	-7.7%
Overrepresentation of Drivers Age 15-20**	N/A	1.97	1.99	2.15	2.17	10.2%
Total 15-20 Drivers in Fatal Crashes	81	84	75	84	70	-16.7%
Total 15-20 Drivers Alcohol-Involved	17	16	17	13	14	-12.5%
Percent Alcohol-Involved	21.1%	19.0%	22.7%	15.5%	20.0%	5.0%
15-20 Auto Occupant Fatalities	63	70	59	59	58	-17.1%
15-20 Unrestrained Auto Occupant Fatalities	27	21	14	24	16	-23.8%

**Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Driver and Motor Vehicle Services, Oregon Department of Transportation
 Law Enforcement Data System

Goal

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2006 level of 2.17 to 1.95 by the year 2010.
- Reduce the number of drivers age 20 and under in fatal and injury crashes from 5,338 in 2006 to 4,482 by the year 2010.

Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from 5,338 in 2006 to 4,872, a 9 percent reduction, by December 31, 2008.
[This performance measure was met. In 2007, there were 4,775 drivers age 20 and under in fatal and injury crashes.]
- Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from 1,756, in 2006 to 1,602, a 9 percent reduction, by December 31, 2008.
[This performance measure was met. In 2007, there were 1,473 "Failure to Avoid Stopped Vehicle" errors, age 15-20.]
- Reduce the number of "Driving Too Fast for Conditions," age 15-20 driver errors from 1,082 in 2006, to 988, a 9 percent reduction, by December 31, 2008.
[In 2007, there were 1,055 "Driving Too Fast for Conditions" errors, age 15-20.]
- Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from 1,007 in 2006, to 920, a 9 percent reduction, by December 31, 2008.
[This performance measure was met. In 2007, there were 918 "Did Not Have Right of Way" errors, age 15-20.]
- Reduce the number of drivers age 15-20 that were alcohol-involved in fatal and injury crashes from 105 in 2006 to 96, a 9 percent reduction, by December 31, 2008.
[In 2007, there were 124 alcohol involved drivers age 15-20 in fatal crashes.]
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from 16 in 2006 to 14, a 13 percent reduction, by December 31, 2008.
[In 2007, there were 15 unrestrained auto occupant fatalities age 15-20.]

Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and traffic safety programs. Continue to generate discussion about secondary restrictions vs. primary restrictions and the enforcement of the graduated driver licensing restrictions in general.
- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.
- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.

08-TOFYOUTH-962 Trauma Nurses Talk Tough

This project, as in the past, has been highly successful and has consistently exceeded initial objectives by a wide margin. TNTT made 489 presentations for 219 schools by 6/30/08. Testing for the 2006-07 school year showed increases in safety belt use at all age levels (elementary, middle, and high schools) as well as overall safe behavior and bicycle helmet use. They also provided traffic safety education to 87 agencies working with high risk youth or college age youth this grant year.

Highway Safety Program Cost Summary

STATE: OREGON

NUMBER: 2008-01

REPORT DATE: 12/02/2008

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
157 OP - Occupant Protection	\$ 332,400	\$ 95,673	\$ 137,022	\$ (22,560)	\$ 114,461	\$ 114,419
157 Subtotal	\$ 332,400	\$ 95,673	\$ 137,022	\$ (22,560)	\$ 114,461	\$ 114,419
163 DE - Driver Education	\$ 153,130	\$ -	\$ 153,131	\$ -	\$ 153,131	\$ -
163 OP - Occupant Protection	\$ 112,216	\$ -	\$ 112,216	\$ -	\$ 112,216	\$ -
163 PS - Pedestrian/Bicycle Safety	\$ 44,651	\$ -	\$ 44,651	\$ -	\$ 44,651	\$ -
(FHWA) 163 Subtotal	\$ 309,997	\$ -	\$ 309,998	\$ -	\$ 309,998	\$ -
164 AL - Alcohol	\$ 484,310	\$ 48,703	\$ 267,908	\$ (77,789)	\$ 190,119	\$ 177,296
164 HE - Hazard Elimination	\$ 30,819,950	\$ 77,000	\$ 12,793,770	\$ (6,323,647)	\$ 6,470,123	\$ -
164 PA - Planning & Administration	\$ 107,932	\$ -	\$ 76,024	\$ -	\$ 76,024	\$ -
164 Subtotal	\$ 31,412,192	\$ 125,703	\$ 13,137,702	\$ (6,401,436)	\$ 6,736,266	\$ 177,296
402 CL - Codes and Laws	\$ 10,000	\$ 2,000	\$ 458	\$ -	\$ 458	\$ 458
402 DE - Driver Education	\$ 3,279,397	\$ 1,527,527	\$ 3,208,868	\$ (2,399,397)	\$ 809,471	\$ 57,867
402 EM - Emergency Medical Services	\$ 35,000	\$ 45,732	\$ 28,774	\$ -	\$ 28,774	\$ -
402 MC - Motorcycle Safety	\$ 1	\$ 1,732,673	\$ 1	\$ -	\$ 1	\$ -
402 OP - Occupant Protection	\$ 330,000	\$ -	\$ 327,049	\$ (0)	\$ 327,049	\$ 259,250
402 PA - Planning & Administration	\$ 275,794	\$ 194,422	\$ 156,068	\$ -	\$ 156,068	\$ -
402 PS - Pedestrian/Bicycle Safety	\$ 255,000	\$ 300,219	\$ 224,525	\$ (2)	\$ 224,524	\$ 171,041
402 SA - Safe Communities	\$ 603,000	\$ 682,751	\$ 439,323	\$ (0)	\$ 439,323	\$ 439,322
402 SC - Speed Control	\$ 921,877	\$ 1,525,451	\$ 717,743	\$ (1)	\$ 717,743	\$ 717,743
402 TC - Traffic Courts	\$ 30,000	\$ 30,000	\$ 29,979	\$ -	\$ 29,979	\$ 29,979
402 Subtotal	\$ 5,740,069	\$ 6,040,775	\$ 5,132,790	\$ (2,399,400)	\$ 2,733,390	\$ 1,675,661
405 K2 - OP SAFETEA-LU	\$ 901,584	\$ 2,443,672	\$ 428,185	\$ (0)	\$ 428,185	\$ 388,450
405 Subtotal	\$ 901,584	\$ 2,443,672	\$ 428,185	\$ (0)	\$ 428,185	\$ 388,450
406 K4 - Occupant Protection	\$ 3,030,000	\$ 324,869	\$ 811,995	\$ (534)	\$ 811,462	\$ 433,225
406 Subtotal	\$ 3,030,000	\$ 324,869	\$ 811,995	\$ (534)	\$ 811,462	\$ 433,225
408 K9 - Traffic Records	\$ 1,458,500	\$ 364,571	\$ 526,056	\$ (1)	\$ 526,055	\$ -
408 Subtotal	\$ 1,458,500	\$ 364,571	\$ 526,056	\$ (1)	\$ 526,055	\$ -
410 K8 Alcohol SAFETEA-LU	\$ 4,188,246	\$ 2,935,627	\$ 1,239,593	\$ (1)	\$ 1,239,592	\$ 1,046,197
410 Subtotal	\$ 4,188,246	\$ 2,935,627	\$ 1,239,593	\$ (1)	\$ 1,239,592	\$ 1,046,197
Safe Routes to School Program	\$ 364,031	\$ -	\$ 364,031	\$ -	\$ 364,031	\$ -
(FHWA) 1404 Subtotal	\$ 364,031	\$ -	\$ 364,031	\$ -	\$ 364,031	\$ -
1906 Prohibit Racial Profiling	\$ 980,000	\$ 166,754	\$ 139,174	\$ (1)	\$ 139,173	\$ 139,173
1906 Subtotal	\$ 980,000	\$ 166,754	\$ 139,174	\$ (1)	\$ 139,173	\$ 139,173
2010 MC - Motorcycle Safety	\$ 234,793	\$ -	\$ 92,414	\$ (6,001)	\$ 86,413	\$ 36,513
2010 Subtotal	\$ 234,793	\$ -	\$ 92,414	\$ (6,001)	\$ 86,413	\$ 36,513
2011 Child Seats	\$ 728,676	\$ 1,781,507	\$ 364,745	\$ (65,070)	\$ 299,675	\$ 263,603
2011 Subtotal	\$ 728,676	\$ 1,781,507	\$ 364,745	\$ (65,070)	\$ 299,675	\$ 263,603
Total NHTSA	\$ 49,006,460	\$ 14,279,152	\$ 22,009,675	\$ (8,895,004)	\$ 13,114,671	\$ 4,274,536
Total FHWA	\$ 674,028	\$ -	\$ 674,029	\$ -	\$ 674,029	\$ -
Total	\$ 49,680,488	\$ 14,279,152	\$ 22,683,704	\$ (8,895,004)	\$ 13,788,700	\$ 4,274,536

State Official Authorized Signature

Name: Troy E. Costales
 Title: Governor's Highway Safety Representative
 Agency: Oregon Department of Transportation
 Date: December 10, 2008

Federal Official(s) Authorized Signature

NHTSA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____

FHWA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____

Appendix: Federal Reporting Notations

Changes from the *Oregon Traffic Safety Performance Plan, Fiscal Year 2008 Federal Version*, have been made in response to the addition of 2006 data. The specific 2008 changes include:

- Page 17, Performance Measure goal change: *Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2005 2006 level of 229 196 to 209 178 or fewer by December 31, 2008.*
- Page 48, Performance Measure goal change: *Increase the number of judges and prosecutors participating in judicial education programs delivered by TSD from 489 255, the 2005 2006 level, to 240 276 by December 31, 2008.*
- Page 48, Performance Measure goal change: *Increase the number of prosecutors or staff participating in education programs from 62 120, the 2005 2006 level, to 70 140 by December 31, 2008.*
- Page 48, Performance Measure addition: *Attend all Chief Justice Advisory Committee meetings including Sub Committees on Court Technology and Judicial Educations. Chair the Chief Justice Legislative Sub-Committee through December 31, 2008.*
- Page 62, Goal change: *To reduce the number of pedestrian fatalities from the 2005 2006 level of 49 48 to 42 44, an 44% 8% reduction, by 2010.*
- Page 62, Goal change: *To reduce the number of pedestrian injuries from the 2005 2006 level of 625 654 to 520 579, an 47% 11.5% reduction, by 2010.*
- Page 62, Performance Measure change: *Reduce the number of pedestrian injuries from the 2005 2006 level of 625 654 to 553 597, a 42% 9% reduction, or less by December 31, 2008.*
- Page 62, Performance Measure change: *Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2001-2005 2002-2006 average of 397 325 to 289 306 or less, a decrease of 6%, by December 31, 2008.*
- Page 83, Performance Measure change: *Coordinate and/or provide resources for safety fairs, county fairs, schools and other traffic safety activities to educate and inform the public on all areas of traffic safety issues. Reach 473,000 181,000 people (60 percent of the population of Region 4 based on 2005 2006 data) by December 31, 2008.*
- Page 87, Goal deletion: ~~*Maintain or reduce the number of serious injuries to 110 by the year 2010.*~~
- Page 98, Performance Measure change: *Reduce the number of fatalities in speed-related crashes from 263 227, the 2005 2006 level, to 233 218 by September 30 December 31, 2008 (50 percent of 2010 goal).*
- Page 98, Performance Measure change: *Reduce the number of injuries in speed-related crashes from 8,542 7,841, the 2005 2006 level, to 7,750 7,671 by September 30 December 31, 2008 (50 percent of 2010 goal).*
- Page 102, Performance Measure addition: *Improve the timeliness of the Crash System by demonstrating a measured decrease in number of days until the annual Statewide Crash Data File is available each year where the baseline level was 195 days for 2004 and goal levels for the future of 130 days from the end of 2007 and 120 days from the end of 2008.*
- Page 102, Performance Measure addition: *Maintain or improve the timeliness of the conviction file by maintaining or decreasing the number of days until a conviction is recorded on the Oregon driving record. The baseline level is 12.3 days for 2002 and goal level is 12 days through December 31, 2008.*
- Page 102, Performance Measure deletion: ~~*Complete SAFETEA-LU 408 Subsequent Year Funding application and have to NHTSA by June 15, 2008.*~~
- Page 102, Performance Measure deletion: ~~*Review key deficiencies as outlined in the 2006 Traffic Records Assessment and measure progress made to improve those deficiencies by December 31, 2008.*~~
- Page 102, Performance Measure deletion: ~~*Implement scheduled projects in the 2007 Strategic Plan by December 31, 2008.*~~
- Page 102, Performance Measure deletion: ~~*To disperse dedicated Traffic Record funds at a liquidation rate of at least 75% by December 31, 2008.*~~
- Page 114, Performance Measure change: *Reduce the number of drivers age 20 and under in fatal and injury crashes from 5,220 5,338 in 2005 2006 to 4,764 4,872, a 9 percent reduction, by December 31, 2008.*
- Page 114, Performance Measure change: *Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from 1,756, in 2006 to 4,675 1,602, a 9 percent reduction, by December 31, 2008.*
- Page 114, Performance Measure change: *Reduce the number of "Driving Too Fast for Conditions," age 15-20 driver errors from 4,835 1,082 in 2005 2006, to 997 988, a 9 percent reduction, by December 31, 2008.*
- Page 114, Performance Measure change: *Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from 4,105 1,007 in 2005 2006, to 4,009 920, a 9 percent reduction, by December 31, 2008.*
- Page 114, Performance Measure change: ~~*Reduce the number of fatalities where the driver, age 15-20, was alcohol-involved from 15 in 2005 to 14, a 7 percent reduction, by December 31, 2008.*~~ *Reduce the number of drivers age 15-20 that were alcohol-involved in fatal and injury crashes from 105 in 2006 to 96, a 9 percent reduction, by December 31, 2008.*
- Page 114, Performance Measure change: *Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from 24 16 in 2005 2006 to 24 14, a 13 percent reduction, by December 31, 2008.*
-