

Youth Transportation Safety (15-20)

[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 2008, drivers age 20 and under were involved in fatal and injury crashes at twice the rate of the population as a whole.
- In 2008, drivers age 20 and under made up 6.4 percent of total drivers, but made up 11.6 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 2008, 17.6 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. Additionally, the count of drinking drivers (ages 15-20) in fatal and injury crashes increased approximately 12.9% from 2004 to 2008 (85 to 96). Female drivers (ages 15-20) alcohol-involved in fatal and injury crashes increased by over 40.9% from 2004 to 2008 (22 to 31).
- 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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Age 15-20, % of Total Licensed Drivers	N/A	6.82%	6.70%	6.44%	6.30%	-7.6
Overrepresentation of Drivers Age 15-20**	N/A	2.17	2.06	2.00	1.95	-10.1%
Total 15-20 Drivers in Fatal Crashes	77	70	73	34	46	-34.3%
Total 15-20 Drivers Alcohol-Involved	14	14	19	6	13	-7.1%
Percent Alcohol-Involved	18.3%	20.0%	26.0%	17.6%	28.30%	41.5%
15-20 Auto Occupant Fatalities	61	58	49	38	40	-31.0%
15-20 Unrestrained Auto Occupant Fatalities	23	16	15	9	15	-6.3%

**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

Goals

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2004-2008 average of 2.07 to 1.72 by 2015.
- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2006-2008 average of 4,807 to 3,625 by 2015.

Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2006-2008 average of 4,807 to 4,519 by December 31, 2011.
 - Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from the 2006-2008 average of 1,496 to 1,406 by December 31, 2011.
 - Reduce the number of "Driving Too Fast for Conditions," age 15-20, driver errors from the 2006-2008 average of 1,019 to 958 by December 31, 2011.
 - Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from the 2006-2008 average of 893 to 839 by December 31, 2011.
- Reduce the number of drivers, age 15-20, that were alcohol-involved in fatal and injury crashes from the 2006-2008 average of 109 to 102 by December 31, 2011.
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2006-2008 average of 13 to 12 by December 31, 2011.
- *Reduce the number of drivers, age 20 and under, involved in fatal crashes from the 2006-2008 calendar base year average of 59 to 55 by December 31, 2011. (NHTSA)*

Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and transportation 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.

- Partner with other program areas such as bicyclist safety, motorcycle safety, occupant protection, driver education, and impaired driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.
- Provide necessary information regarding youth transportation safety related issues impacting 2007 Legislation.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 15-20 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

Project Summaries

Section 406

K4DE-11-21-02 **Trauma Nurses Talk Tough – Train the Trainer** **\$20,000**
 This project provides funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations address bicyclist safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. TNTT also contacts Network members every quarter to provide support and offer assistance, sends updated information and statistics in the form of a newsletter and conducts trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

K4DE-11-21-03 **Bike Wheels to Steering Wheels** **\$20,000**
 This project will provide family transportation safety awareness education for middle school students in 7th and 8th grades and their parents in the Portland Public School District Math Engineering Science Achievement clubs and science and health classrooms. The project will seek to provide proper exposure of basic transportation safety issues to youths prior to being licensed to drive and gives parents of these youths the opportunity to learn and use the tools for their involvement in the process.

K4DE-11-21-04 **School Resource Officer Training** **\$10,000**
 This project will provide funding for trainings for school resource officers on identifying and targeting areas of the leading transportation safety causes of injury and death for ages 15-20. Also addressed may be legislative updates on other youth related laws and transportation safety issues relating to elementary and middle school age children.

K4DE-11-21-01 **Statewide Services - Youth** **\$120,000**
 This project provides guidance, assistance and materials supporting efforts toward improving transportation safety for Oregon youth. Topic areas include speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, media messages for youth, driver education and graduated driver licensing media, and brochure creation.

Statewide Transportation Improvement Program (STIP)

11SCHOOL-000 **School Zone** **[\$9,000]**
 Local improvements at one or more school zones on a state highway.

