
OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2015

Federal Version Report



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**OREGON
TRAFFIC SAFETY
PERFORMANCE PLAN**

Fiscal Year 2015

Federal Version Report

Produced: May 2014

Transportation Safety Division
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Foreword

This report has been prepared to satisfy federal reporting and provide documentation for the 2015 federal grant year.

The 2015 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on May 13, 2014 and subsequent approval by the Oregon Transportation Commission (OTC) on June 20, 2014. The majority of the projects will occur from October 2014 through September 2015.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 7, 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 for each topical area.
3. Data tables reflecting the latest information available and provide previous years' averages where possible.
4. Goal statements are aimed at 2020 and performance measures for 2015.
5. Project summaries are at the end of the document and listed by individual funding source. The dollar amounts provided are federal dollars, with the state/other funding sources contained in brackets.

Throughout the 2015 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through June 6, 2014):

Federal funds:	\$ 23,720,822
State/local match:	<u>[\$ 8,264,740]</u>
Grand Total	\$ 31,985,562

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

Document Purpose

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 will have on the safety of the traveling public.

This plan represents a one-year look at the 2015 program including all of the funds controlled by the Transportation Safety Division. An Annual Evaluation report is also completed, which explains what funds were spent and how we fared on our annual performance measures.

We are looking forward to a successful 2015 program where many injuries are avoided and the fatality toll is dramatically reduced.

Process Description

The following is a summary of the current process by the Transportation Safety Division (TSD) for the planning and implementation of 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 on January 14 and 15, 2014.

HSP development process Organizations and Committees

- Alaska Highway Safety Office
- Eugene Safe Routes To School
- GAC on Motorcycle Safety
- ODOT District 8
- ODOT Region 1
- ODOT Traffic Engineering
- Oregon Health Authority
- Oregon State Sheriff's Association
- Scenic Bikeways Committee
- Dept. of Public Safety Standards and Training
- FHWA
- Governor's Highway Safety Association
- ODOT DMV
- ODOT Region 3
- ODOT Transportation Data
- Oregon Judicial Department
- Oregon Transportation Safety Committee
- Washington Traffic Safety Commission
- Driver Education Advisory Committee
- GAC on DUII
- NHTSA Region 10
- ODOT Motor Carrier
- ODOT Region 4
- Oregon Association Chiefs of Police
- Oregon State Police
- Safe Routes

A state-level analysis is completed, using the most recent data available (currently 2012 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.

A higher number of injury crashes have been reported for the 2012 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware that the 2011-12 data will reflect an increase of approximately 15 percent more injury crashes when comparing pre-2011 injury crash statistics.

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 2020) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to establish performance measures. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent.

Process for Developing Programs and Projects

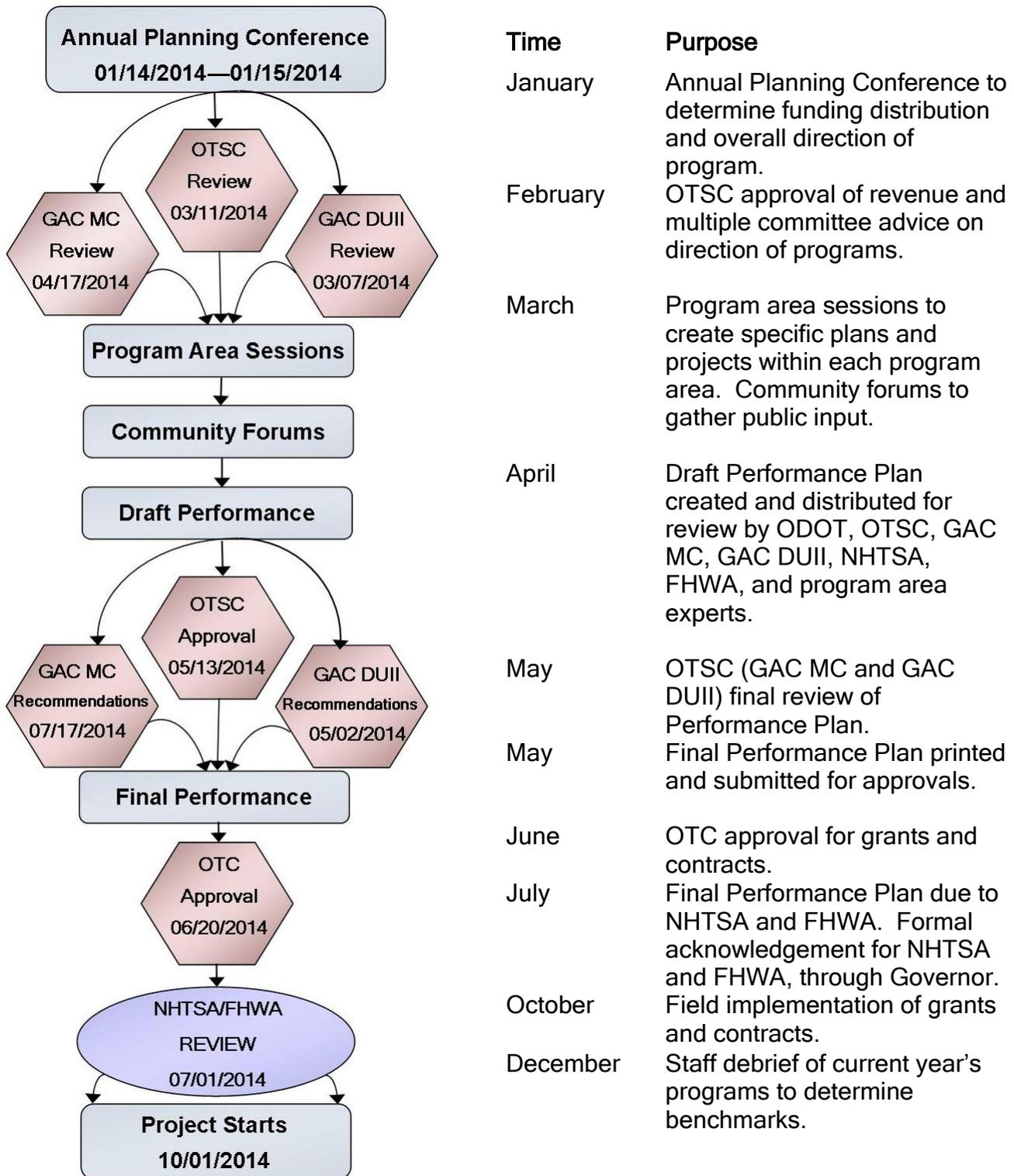
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. 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 include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. Those projects ranked the highest are included in Oregon's funding plan.

As required under MAP-21, the project selection process for NHTSA-funded grants rely on published reports and various types of studies or reviews. The Transportation Safety Division relies on these reports to also make project selections for all of the other grants and programs that are contained in this Performance Plan. The sources of information are:

- Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- State On-Highway Motorcycle Equipment Requirements - MSF
- Annual Evaluation - TSD
- Annual Evaluation - various SHSO's from across the country
- State Highway Safety Showcase - GHSA
- Mid-Year Project Evaluations - TSD
- Research Notes - USDOT
- Program Assessments - various SHSO's from across the country
- Uniform Guidelines for State Highway Safety Programs - USDOT

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

Overview of Highway Safety Planning Process



Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2015. The data contained in this report reflects the most current available.

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures were reviewed in January 2014 as part of the 2015 planning process.

Performance Goals and Trends, 2008-2012

	2008	2009	2010	2011	2012	5-Year Average	Goal 2015
Fatalities	416	377	317	331	337	356	300
Fatalities/100M VMT	1.24	1.11	0.94	0.99	1.02	1.06	0.90
Serious Traffic Injuries	1,913	1,231	1,382	1,541	1,619	1,537	1,382
Rural Road Fatalities/100M VMT*	2.03	1.93	1.45	1.48	1.58	1.69	1.37
Urban Road Fatalities/100M VMT*	0.62	0.45	0.54	0.61	0.57	0.56	0.52
Statewide Observed Seat Belt Use, Passenger Vehicles, Front Seat Outboard Occupants	96.3%	96.6%	97.0%	97.0%	98.0%	97.0%	99.0%
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	91	96	50	61	61	72	51
Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 and Above	107	96	51	81	67	80	67
Speeding-Involved Fatalities	210	157	116	127	113	145	108
Motorcyclist Fatalities	46	49	35	39	49	44	42
Unhelmeted Motorcyclist Fatalities	1	3	3	4	3	3	2
Drivers Age 20 or Younger in Fatal Crashes	34	46	36	35	40	38	34
Pedestrian Fatalities	52	38	62	46	60	52	51

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 Oregon Occupant Protection Observation Study, Intercept Research Corporation

*<http://www.nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM>

Grant Funded Enforcement, 2009-2013

	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	FFY 5-Year Average
Seat Belt Citations Issued During Grant Funded Enforcement	15,178	12,732	15,829	10,116	5,096	11,790
Impaired Driving Arrests During Grant Funded Enforcement	1,080	1,447	2,144	1,881	1,390	1,588
Speeding Citations Issued During Grant Funded Enforcement	13,689	18,902	17,217	12,376	n/a	n/a

Sources: TSD Grant files, 2009 - 2013

Core Outcome Measures

Traffic Fatalities (C-1)

Decrease traffic fatalities from the 2010-2012 average of 328 to 300 by December 31, 2015. (NHTSA)

Serious Traffic Injuries (C-2)

Decrease serious traffic injuries from the 2010-2012 average of 1,514 to 1,382 by December 31, 2015.¹¹ (NHTSA)

Fatalities/VMT (C-3)

Decrease fatalities per 100 million VMT from the 2010-2012 average of 0.98 to 0.90 by December 31, 2015. (NHTSA)

Rural Fatalities/VMT (C-3)

Decrease rural fatalities per 100 million VMT from the 2010-2012 average of 1.50 to 1.37 by December 31, 2015. (NHTSA)

Urban Fatalities/VMT (C-3)

Decrease urban fatalities per 100 million VMT from the 2010-2012 average of 0.57 to 0.52 by December 31, 2015. (NHTSA)

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)

Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2010-2012 average of 56 to 51 by December 31, 2015. (NHTSA)

Alcohol Impaired Driving Fatalities (C-5)

Decrease alcohol impaired driving fatalities from the 2010-2012 average of 73 to 66 by December 31, 2015. (NHTSA) *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.

Speeding Related Fatalities (C-6)

Reduce the number of fatalities in speed-related crashes from the 2010-2012 average of 119 to 108 by December 31, 2015. (NHTSA)

Motorcyclist Fatalities (C-7)

Decrease motorcyclist fatalities from the 2010-2012 average of 43 to 42 by December 31, 2015. (NHTSA)

Unhelmeted Motorcyclist Fatalities (C-8)

Decrease unhelmeted motorcyclist fatalities from the 2010-2012 average of 3 to 2 by December 31, 2015. (NHTSA)

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)

Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2010-2012 average of 37 to 34 by December 31, 2015. (NHTSA)

Pedestrian Fatalities (C-10)

Reduce the number of pedestrian fatalities from the 2010-2012 average of 56 to 51 by December 31, 2015. (NHTSA)

¹¹ In 2011 the number of injury and property damage crashes increased due to improved reporting procedures and better data capture.

Core Behavior Measure

Seat Belt Use Rate (B-1)

Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2010-2012 average usage rate of 97 percent to 99 percent by December 31, 2015. (NHTSA)

Activity Measures

Seat Belt Citations (A-1)

Number of Seat Belt citations issued during grant-funded enforcement activities. (NHTSA)

Impaired Driving Arrests (A-2)

Number of Impaired Driving arrests during grant-funded enforcement activities. (NHTSA)

Speeding Citations (A-3)

Number of Speeding citations issued during grant-funded enforcement activities. (NHTSA)

Public Opinion Measures^{2 3}

Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?

Seventy-one percent (71%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Seventeen percent (17%) believe the transportation system has become less safe unchanged from the 2012 survey (17%).

In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages? (A-1)

The average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is less than one (0.59). Eighty-five percent (85%) of those surveyed report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days.

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?(A-2)

Sixty-three percent (63%) of survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police.

Where did you see or hear these messages?

Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (57%) and/or newspaper (30%) as the primary sources.

² Source: "Statewide Public Opinion Survey, Summary and Technical Report", March 2013.

³ Revision August 2014 in response to NHTSA review to include Public Opinion Measures. Based on "Survey recommendations for the NHTSA-GHSA working group" (February 2009) and DOT HS 811 025, "Traffic Safety Performance Measures for States and Federal Agencies" (August 2008)

Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?(A-3)

The average perceived chance of getting arrested for driving after drinking is 45%, a slight increase from previous survey findings.

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?(B-1)

Almost all respondents (98%) report that they “always” (95%) or “almost always” (4%) wear a safety belt when driving, unchanged from 2010 survey findings (98%).

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?(B-2)

Twenty-six percent (26%) of those surveyed indicate they have read, seen or heard information about seat belt law enforcement by police within the past 60 days.

Where did you see or hear these messages?

Respondents who are aware of messages regarding seat belt law enforcement by police most often mention television (33%), roadway signs (31%), billboard/outdoor signs (21%), newspaper (13%) and/or radio (16%) as the primary sources.

Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt - that is, how many times out of 100 would you be ticketed?(B-3)

The average perceived chance of getting a ticket for not wearing a safety belt is 35%, a slight decline from previous surveys.

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour - most of the time, half of the time, rarely, or never?(S-1a)

An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-six percent (76%) report that they rarely (55%) or never (21%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour.

On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour - most of the time, half of the time, rarely, or never?(S-1b)

Seventy-seven percent (77%) report that they rarely (47%) or never (30%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour.

In the past 30 days, have you read, seen or heard anything about speed enforcement by police?(S-2)

Twenty-five percent (25%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days.

Where did you see or hear these messages?

Respondents who are aware of messages regarding speed enforcement by police most often mention television (31%) followed by roadway signs (25%), police/giving tickets (21%), newspaper (19%), and/or billboard/outdoor signs (10%), and radio (9%).

What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?(S-3)

The average perceived chance of getting a ticket for driving over the speed limit is 35%.

Acronyms and Definitions

AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
ARIDE	Advanced Roadside Impaired Driving Enforcement
ARTS	All Roads Transportation Safety
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
CCF	Commission on Children and Families
CLTSG	County/Local Traffic Safety Group: An advisory or decision body recognized by one or more local governments and tasked with addressing traffic safety within the geographic area including one or more cities.
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 & A	Fatalities and Serious Injury A
F & I	Fatal and Injury
FARS	Fatality 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	Governors Highway Safety Association
HSM	Highway Safety Manual
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.
HSIP	Highway Safety Improvement Program
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IID	Ignition Interlock Device
IRIS	Integrated Road Information System
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.

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.
NEMSIS	National EMS Information Systems
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OASIS	Oregon Adjustable Safety Index System
OBM	Oregon Benchmark
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
ORS	Oregon Revised Statute
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
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
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
VMT	Vehicle Miles Traveled
"4-E"	Education, Engineering, Enforcement and Emergency Medical Services

Statewide

Links to the Transportation Safety Action Plan:

The Oregon Transportation Safety Action Plan envisions a future where Oregon's transportation-related death and injury rate continues to decline. We envision a time when days, then weeks and months pass with not a single fatal or debilitating injury occurs. Someday, we see a level of zero annual fatalities and few injuries as the norm.

The Oregon Transportation Safety Action Plan designs and implements comprehensive, data-driven and cost-effective programs and strategies to identify measures to reduce fatal and serious injury crashes. Cornerstones of these programs are continuous evaluation and improvement, enhanced data sharing, timely and effective solutions to identified safety problems, and creating a unified statewide approach towards the mutual goal of roadway safety.

The Problem

- In 2012, 337 people were killed and 36,085 were injured in traffic crashes in Oregon.
- In 2012, 17 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.
- Crash data increased 12-15 percent from 2011 forward due to improvements in internal procedures for DMV and CARS.

Oregon Traffic Crash Data and Measures of Exposure, 2008-2012

	2003-2007 Average	2008	2009	2010	2011*	2012	2008-2012 Average
Total Crashes	45,517	41,815	41,270	44,094	49,053	49,798	45,206
Fatal Crashes	418	369	331	292	310	305	321
Injury Crashes	19,061	18,040	19,053	20,879	23,887	24,456	21,263
Fatalities and Serious Injuries	2,345	2,329	1,608	1,699	1,872	1,956	1,893
Property Damage Crashes	26,039	23,406	21,886	22,923	24,856	25,036	23,621
Fatalities	478	416	377	317	331	337	356
Fatalities per 100 Million VMT	1.36	1.24	1.11	0.94	0.99	1.02	1.06
Fatalities per Population (in thousands)	0.13	0.11	0.10	0.08	0.09	0.09	0.09
Injuries	28,467	26,805	28,153	30,493	35,031	36,085	31,313
Serious Injuries per Population (in thousands)	2.66	2.07	2.03	2.15	2.39	2.42	2.21
Injuries per 100 Million VMT	80.78	80.9	82.84	90.29	104.96	108.78	93.39
Injuries per Population (in thousands)	7.83	7.07	7.36	7.93	9.08	9.29	8.15
Population (in thousands)	3,638	3,791	3,823	3,844	3,858	3,884	3,840
Vehicle Miles Traveled (in millions)	35,243	33,469	33,983	33,774	33,376	33,173	33,555
No. Licensed Drivers (in thousands)	2,990	3,018	2,999	2,920	2,930	2,926	2,959
No. Registered Vehicles (in thousands)	4,037	4,130	4,121	4,046	4,022	4,028	4,069
% Who Think Transportation System is as Safe or Safer than Last Year	72%	70%	81%	77%	83%	83%	79%

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
Public Opinion Survey, Executive Summary; Intercept Research Corporation

*In 2011 the number of injury and property damage crashes increased due to improved reporting procedures and better data capture.

Fatal and Injury Crash Involvement by Age of Driver, 2012

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	3	.01%	0	0.00%	0.00
15	49	0.11%	13,015	0.43%	0.26
16	500	1.11%	24,534	0.81%	1.38
17	738	1.65%	30,272	1.00%	1.65
18	1,039	2.32%	35,046	1.15%	2.01
19	1,117	2.49%	38,415	1.26%	1.97
20	1,195	2.67%	41,920	1.38%	1.93
21	1,195	2.67%	44,613	1.47%	1.82
22-24	3,242	7.23%	146,392	4.82%	1.50
25-34	9,553	21.31%	552,542	18.17%	1.17
35-44	7,684	17.14%	526,930	17.33%	0.99
45-54	6,852	15.28%	513,392	16.89%	0.91
55-64	5,934	13.01%	524,208	17.24%	0.75
65-74	2,878	6.42%	333,365	10.97%	0.59
75 & Older	1,608	3.59%	215,488	7.09%	0.51
Unknown	2,279	5.08%	22	0.00%	0.00
Total	45,766	100.00%	3,040,154	100.00%	N/A

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

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

Goals

- Reduce the traffic fatality rate to 0.85 per hundred million vehicle miles traveled, 281 fatalities, by 2020.

Performance Measures

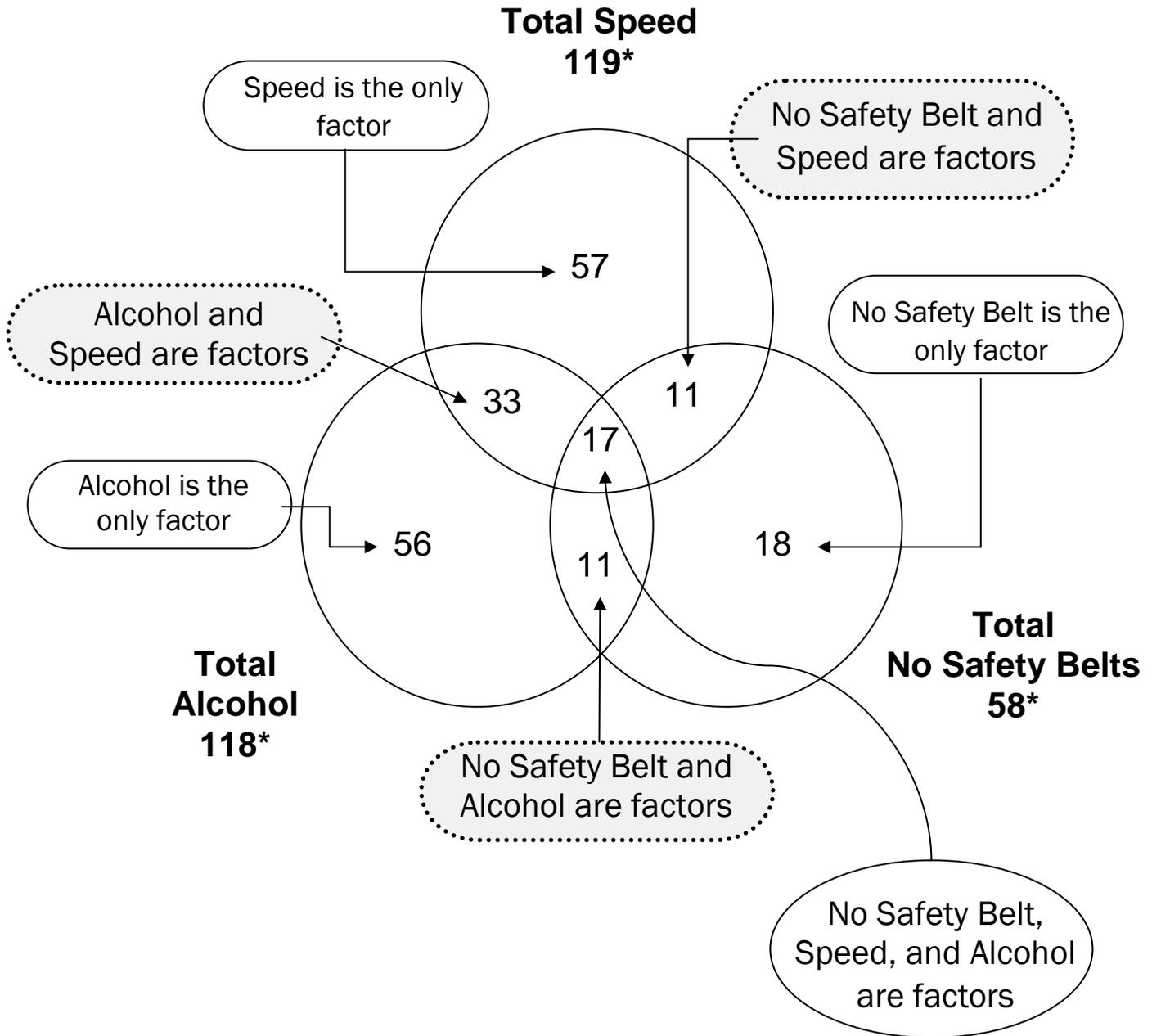
- Increase the number of zero fatality days from the 2010-2012 average of 162 to 177 by December 31, 2015.
- Reduce the fatality rate from the 2010-2012 average of 0.98 to 0.90, 296 fatalities, through December 31, 2015.
- Reduce the traffic injury rate from the 2010-2012 average of 101.34 per hundred million miles traveled to 92.49, 30,680 injuries, through December 31, 2015.⁴
- Decrease traffic fatalities from the 2010-2012 average of 328 to 300 by December 31, 2015. (NHTSA)
- Decrease serious traffic injuries from the 2010-2012 average of 1,514 to 1,382 by December 31, 2015.² (NHTSA)
- Decrease rural fatalities per 100 million VMT from the 2010-2012 average of 1.50 to 1.37 by December 31, 2015. (NHTSA)

⁴ In 2011 the number of injury and property damage crashes increased due to improved reporting procedures and better data capture.

- Decrease urban fatalities per 100 million VMT from the 2010-2012 average of 0.57 to 0.52 by December 31, 2015. (*NHTSA*)

Oregon Average Traffic Fatalities per Year, 2010 – 2012, Select Crash Factors

The following Venn diagram shows the relationship between driver behavior factors in Oregon fatal crashes.



*These three represent 62 percent average of the fatal crashes for 2010 - 2012.

Bicyclist Safety

Link to the Transportation Safety Action Plan:

Action # 99 - Increase emphasis on programs that will encourage bicycle travel

Increase emphasis on programs that will encourage bicycle and other alternative mode travel and improve safety for these modes. The following actions should be undertaken:

- Support implementation of the *Oregon Bicycle and Pedestrian Plan* guidelines and goals.
- Support the Bicyclist and Pedestrian Safety Program annual performance plan process, including allocating sufficient funding for achieving those goals.
- Establish a stable funding source to implement and institutionalize bicyclist and alternative mode safety education in the schools with a curriculum that includes supervised on-street training.
- Increase funding for maintenance of bikeways and for programs that make walking and bicycling safe and attractive to children.
- Provide consistent funding for a comprehensive bicyclist and alternative mode safety campaign for all users. Include information to encourage helmet use.
- Raise law enforcement awareness of alternative mode safety issues. Increase enforcement efforts focused on motorist actions that endanger bicyclists, and on illegal bicyclist behaviors.

The Problem

- The use of the bicycle as a transportation mode has increased. According to the 2009 National Household Travel Survey (NHTS), biking makes up 1 percent of all trips made in the U.S., up 25 percent from 0.8 percent in 2001.
- Nationally, from 2000 to 2009, the number of commuters who bicycle to work increased by 57 percent.
- Oregon is ranked the number 3 Bike Friendly State by the League of American Bicyclists for 2013.
- In Oregon, bicycles are vehicles and subject to vehicle laws except for those that by their nature cannot have application, or when otherwise specifically provided under vehicle code.
- “Share the road” means the same road, the same rights, and the same responsibilities for vehicles operating on the roadway.
- Oregon drivers of motor vehicles are required to be licensed and must pass a knowledge test and a drive test to qualify to receive driving privileges. Bicyclists are not required to be licensed to operate a bicycle. However, the Oregon Department of Transportation provides a comprehensive bicyclist manual at http://www.oregon.gov/ODOT/HWY/BIKEPED/pages/manual_ordering.aspx

- Oregon bicyclist injuries increased from 2009-2011 average of 856 to 1,026 in 2012, a 19.9 percent increase.
- The 1,026 bicyclist injuries in 2012 accounted for 2.8 percent of all Oregon traffic injuries during the year.
- Oregon law requires bicyclists less than 16 years of age to wear a helmet when riding. According to the 2012 Intercept Bicycle Helmet Usage Observational Study, 37 percent of middle school students were observed to have no helmet present, which is consistent with the past five years.
- According to the Oregon Health Authority Trauma Registry Report 2010-11, the majority (170 of 271, or 63%) of trauma system patients aged 16 and older involved in bicycle crashes were not wearing a helmet.
- In 2012, there were 171 crashes involving a bicyclist who was riding in the wrong direction. This is a 10 percent increase from the 2008-2011 average of 155 crashes and 16 percent of the total bicyclist crashes.
- A review of bicyclist crash data 2007-2011 by Kittelson & Associates, Inc. found the following trends:
 - The majority of severe crashes on roadway segments occur at driveways, and many of those are in locations with bicycle facilities.
 - Right-hook and angle crashes are the primary crash types at intersections.
- The most common bicyclist errors from the ODOT 2012 Motor Vehicle Traffic Crashes Quick Facts:
 - Riding on wrong side of road
 - Failed to yield right-of-way
 - Disregarded traffic signal

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Injuries:							
Number	699	757	762	877	928	1,026	870
Percent of total Oregon injuries	2.5%	2.8%	2.7%	2.9%	2.6%	2.8%	2.8%
Fatalities:							
Number	11	10	9	7	15	10	10
Percent of total Oregon fatalities	2.4%	2.4%	2.4%	2.2%	4.5%	3.0%	2.9%
Percent Helmet Use (children)	51%	61%	60%	57%	58%	60%	59%

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

Goals

- To reduce the number of bicyclists killed and injured in motor vehicle crashes from the 2005-2012 average of 954 to 711* by 2020. (**This includes a predicted 15% for pre 2011 injury numbers due to improved reporting procedures and better data capture.*)

Performance Measures

- To reduce the number of cyclist fatalities from the 2010-2012 average of 11 to 10 by December 31, 2015.
- To reduce the number of cyclist serious injuries in motor vehicle crashes from the 2010-2012 average of 59 to *54 in 2015. (**This includes a predicted 15% for pre 2011 injury numbers and a reduction of 3% per year*)
- To maintain the number of fatal and serious injuries for cyclists 0-15 years of age in motor vehicle crashes at the 2010-2012 average of 4. (**This includes a predicted 15% for pre 2011 injury numbers and a reduction of 3% per year*)
- To reduce the number of crashes involving a cyclist who was Riding the Wrong Direction, from the 2010-2012 average of 165 crashes to 150 crashes by December 31, 2015.
- To reduce the number of crashes involving a cyclist where the driver failed to yield to a cyclist from the 2010-2012 average of 484 to 442 by December 31, 2015.

Strategies

- Review TSD Bicyclist Safety Program website and make changes to provide more bicycle safety education links and program connections.
- Post available crash data to TSD Bicyclist Safety website. Work with ODOT Driver Education Program to coordinate state training information, links and videos and place information on TSD Bicyclist Safety Education website.
- Work with Gard Communications to continue ODOT media campaign promoting safely sharing the road.
- Work with ODOT Storeroom in distributing bicyclist safety materials to bicycle vendors in cities that are identified as bicycle-friendly by websites like League of American Bicyclists and *Bicycling Magazine*.
- Provide bicyclist safety educational materials for statewide distribution through DMV Field Offices.
- Work with ODOT Region Traffic Safety Coordinators in providing bicycle safety education to regional constituents.

- Work with the ODOT Active Transportation Section in providing educational materials that support bicyclist safety roadway improvements and distribute materials where projects have been completed. Continue working with Bicycle Transportation Alliance in providing statewide bicycle safety “Train the Trainer” instruction and in providing safety education to fifth graders in schools statewide.

Community Traffic Safety

Link to the Transportation Safety Action Plan:

Action # 17 - Establish a network to disseminate information to local governments

Continue to support the expansion and increase in stature of local transportation safety programs. Support measures may include the provision of technical assistance, mentor programs, legislative coordination, training, and provision of other resources to local transportation safety programs, groups and committees statewide. Encourage communities to use the Safe Communities process and approach to addressing injury control. Establish a network to disseminate information to local governments. Evaluate current delivery methodologies for efficiency and effectiveness. Evaluate the practicality of establishing a “traffic safety academy” or course of study that prepares individuals of all ages to engage in safety projects and activities at the local level. Implement academy if practicable. Identify mechanisms to assist groups in maintaining and improving collaboration within their communities.

The Problem

- More than 60 percent of Oregon cities and counties do not have a systematic approach addressing transportation related injury and death.
- While a volunteer work force may exist, often there is no local mechanism for mobilizing and motivating these volunteers.
- More than 50 percent of fatal and injury crashes occur in the north Willamette Valley in just four counties. These counties significantly impact state crash statistics. Two counties, Gilliam and Sherman, have experienced an average fatal and injury crash rate above 7 per 1,000 population for the past decade. These counties have minimal local resources to address their highway safety issues.
- While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often an area for reductions in effort. Few local governments in Oregon have developed a business plan for reducing vehicle related death and injury either as a standalone plan, or part of a transportation system plan; even fewer have undertaken to develop a more comprehensive “4E” approach to the problem.
- A traffic safety academy or other systematic approach to training local volunteers is not in place. While offered, efforts to train local government employees are not always coordinated.
- No MPO has published the long-standing required Strategic Highway Safety Plan.

Jurisdictional Data for Oregon Counties, 2012

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes	
Baker	*	16,210	4	0	107	6.60	20
Benton		85,785	10	4	450	5.19	64
Clackamas	!	381,680	20	9	2,428	6.36	328
Clatsop		37,190	7	2	262	7.04	39
Columbia	*	49,680	2	1	179	3.60	34
Coos		62,890	5	2	274	4.36	50
Crook		20,650	1	0	116	5.62	25
Curry		22,295	0	0	91	4.08	14
Deschutes		160,140	18	9	671	4.19	104
Douglas	*	108,195	15	2	580	5.36	88
Gilliam		1,900	0	0	20	10.53	3
Grant	!	7,450	1	0	30	4.03	3
Harney	!	7,315	2	1	30	4.10	9
Hood River		22,875	5	2	124	5.42	11
Jackson	!	204,630	14	4	1,157	5.65	152
Jefferson		21,940	4	3	104	4.74	17
Josephine	*	82,775	18	7	555	6.70	105
Klamath	*	66,740	9	3	374	5.60	53
Lake	*	7,920	4	2	53	6.69	8
Lane		354,200	32	9	1,849	5.22	242
Lincoln		46,295	5	0	313	6.76	41
Linn		118,035	10	2	742	6.29	105
Malheur	!	31,395	6	3	177	5.64	36
Marion		320,495	20	11	1,905	5.94	249
Morrow		11,300	1	0	51	4.51	16
Multnomah		748,445	45	24	6,699	8.95	1,028
Polk		76,625	11	3	365	4.76	60
Sherman	*	1,765	1	0	25	14.16	4
Tillamook	*	25,305	6	3	179	7.07	45
Umatilla	!	77,120	27	3	426	5.52	99
Union	!	26,175	1	0	147	5.62	34
Wallowa	*	7,015	2	1	32	4.56	7
Wasco	*	25,485	2	0	135	5.30	36
Washington	*	542,845	19	8	3,561	6.56	426
Wheeler		1,425	1	1	7	4.91	0
Yamhill		100,550	9	4	545	5.42	91
Statewide Total		3,883,735	337	123	24,763	6.38	3,646

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 #= County/Local Traffic Safety Group != Safe Communities Group

*Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

Jurisdictional Data for Oregon Cities over 10,000 Population, 2012

City		Population Estimate	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury
Albany	*	50,710	1	0	253	4.99	24
Ashland	*	20,325	1	0	74	3.64	11
Beaverton	*	91,205	4	4	955	10.47	100
Bend	*	77,455	2	1	299	3.86	39
Canby	*	15,865	0	0	56	3.53	4
Central Point		17,275	1	0	51	2.95	6
Coos Bay	*	16,060	0	0	65	4.05	7
Cornelius		11,915	0	0	52	4.36	8
Corvallis		55,055	1	1	259	4.70	28
Dallas		14,670	0	0	44	3.00	3
Damascus		10,585	2	1	70	6.61	12
Eugene		158,335	5	1	880	5.56	94
Forest Grove		21,460	0	1	71	3.31	5
Gladstone	*	11,495	1	0	63	5.48	6
Grants Pass		34,740	0	2	306	8.81	28
Gresham		105,970	5	0	770	7.26	99
Happy Valley	*	14,965	0	0	77	5.15	9
Hermiston	#	16,995	0	0	74	4.35	18
Hillsboro		92,550	4	0	784	8.47	102
Keizer	*	36,735	0	0	108	2.94	13
Klamath Falls	*	21,465	1	0	99	4.61	16
La Grande	#	13,110	0	0	40	3.05	10
Lake Oswego	*	36,770	0	0	126	3.43	18
Lebanon		15,660	0	0	71	4.53	5
McMinnville		32,435	0	0	155	4.78	21
Medford	*	75,545	1	0	546	7.23	48
Milwaukie	*	20,435	0	0	115	5.63	17
Newberg	*	22,300	2	0	90	4.04	9
Newport		10,150	0	0	65	6.40	6
Ontario	#	11,415	0	0	65	5.69	10
Oregon City		32,500	1	1	316	9.72	28
Pendleton		16,715	1	0	62	3.71	7
Portland	!	587,865	32	18	5,590	9.51	857
Redmond	*	26,345	4	2	100	3.80	14
Roseburg		21,920	3	1	163	7.44	15
Salem	*	156,455	8	6	1,146	7.32	132
Sherwood		18,265	0	0	85	4.65	5
Springfield		59,840	3	0	380	6.35	46
St. Helens		12,920	0	0	43	3.33	8
The Dalles	*	14,440	0	0	48	3.32	2
Tigard	*	48,695	1	0	445	9.14	46
Troutdale		16,005	0	0	69	4.31	12
Tualatin		26,120	1	0	255	9.76	25
West Linn	*	25,370	0	0	100	3.94	4
Wilsonville		20,515	0	0	80	3.90	6
Woodburn		24,090	0	0	120	4.98	15
Total		2,241,710	84	39	15,685	7.00	1,998

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.

*Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

*= Local Traffic Safety Group

#= County/Local Traffic Safety Group

!= Safe Communities Group

Goals

- Increase the number of Oregonians represented by a listed community-level transportation safety group from a baseline of 61 percent, the 2010-2012 average to 77 percent by 2020.

Performance Measures

- Reduce the fatal and injury crash rate in communities with a listed traffic safety group to five percent below the 2011 statewide rate of one crash per 182 persons, resulting in a rate of one crash per 209 persons by December 31, 2015.
- Increase the number of active traffic safety groups from 54, the 2010-2012 average, to 64 by 2015.
- Increase the number of governmental bodies who receive Transportation Safety Division grants and document a collaborative relationship with their active local traffic safety committee or group from 0 percent to 10 percent by December 31, 2015.
- Maintain or increase the number of active Safe Community Groups (SCG) and programs by December 31, 2015. (As of federal fiscal year 2012, there were nine Safe Community Groups in Oregon: Baker County, Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Umatilla County, Union County, and City of Portland.)
- Increase the number of communities that have a “four E” based transportation safety action plan or business plan from 1 in 2012 to 4 in 2015.
- Increase the number of educational opportunities coordinated between government and non-profit organizations in Oregon by one course by December 31, 2015.

Note: An “active” local traffic safety committee or group is defined as meeting twice a year or more; to address transportation safety issues.

Document is defined as meeting minutes or a one page presentation guide when no minutes are taken.

Strategies

- Continue the development and maintenance of Safe Communities Groups and programs, addressing both fatal and injury crash prevention and cost issues in targeted communities.
- Continue comprehensive community traffic safety group support, 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. Find ways to improve tracking of the activity levels of 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 sample or example 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.
- Encourage local innovative approaches to traffic safety that fosters long term local initiatives.
- Encourage the development of local transportation safety plans by providing assistance, training, and guidance to local governments and communities. Identify and implement ways to improve coordination of safety efforts among local land use, transportation.

Driver Education

Link to the Transportation Safety Action Plan:

Action # 72 - Improve and expand the delivery system for driver education in Oregon

Improve and expand the delivery system for driver education in Oregon. Consider the following in designing a model program:

- Consider legislation to make driver education mandatory for new drivers under age 18.
- Consider raising the provisional licensing age to 21 from the current 18; also evaluate extending provisional licensing for all new drivers for the first two years, regardless of age.
- Evaluate the possibility of funding the increased cost of providing this additional training by raising learning permit fees.
- If feasible, by the year 2020, extend the driver education requirement to all persons seeking their first driver license.
- Establish new and improved standards to support quality driver and traffic safety education programs.
- Continue to evaluate and update the definition of what a model driver is in terms of knowledge, skill, behavior and habits. Continue to offer a curriculum that is aligned with the expectations of a model driver. The curricula should continue to address content, methods, and student assessments.
- Improve and expand standards for teacher preparation programs that fully prepare instructors to model and teach the knowledge, skill behavior and habits needed. These standards should include specific requirements for ongoing professional development.
- Evaluate the possibility of establishing a licensing process that measures driver readiness as defined by the model driver, and employs a process that facilitates the safety means to merge the learning driver into mainstream driving, regardless of age.
- Establish uniform program standards that apply to every driver education training program and school.
- Develop additional oversight and management standards that hold the driver education system accountable for performance. These new and existing standards should encourage quality and compel adherence to program standards.
- Identify and promote strategies that establish a complete driver and traffic safety education system. This complete system should promote lifelong driver learning, and foster a commitment to improve driver performance throughout the driver's life span.
- Create partnerships to support driver education. Identify and promote best practices for teaching and learning among and between parents, educators, students and other citizens. Consider making driver education a part of the school day and convenient.
- Consider the use of on-line, and on-line interactive education as a way to expand driver education, raising the amount of overall training time a student receives. In frontier areas, seek creative delivery systems.

The Problem

- There is a need to increase the number of teens who participate in an approved program. The need includes addressing the limits of access for teens that are low/no income and providing additional incentive for participation.
- There is a need to continually eliminate inconsistencies in the various driver education public/private providers by enforcing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is the need to adopt graduated penalties for providers. When deficiencies are identified, the only recourse currently available is to deny reimbursement and/or remove the program from its approved status.
- There is a statewide need for more qualified and updated driver education instructors. Additionally, a CORE refresher course needs to be provided for those instructors out in the field two or more years.
- There is a statewide need for more exposure of novice driver training in the five ODOT regional areas. The priority focus is on areas outside of the Willamette Valley.
- There is a need to measure citations, crashes and convictions of students that have completed approved driver education to compare against those teens that do not complete a course; and a need to be able to identify the approved provider.
- There is a need to update the instructor interface in the curriculum guide.

Driver Education in Oregon, 2008-2012

	2008	2009	2010	2011	2012	2008-2012 Average
DMV licenses issued (Age 16-17)	26,115	24,823	24,738	23,514	23,515	24,541
Students completing Driver Education	8,670	7,000	6,794	7,819	6,906	7,438
Students that did not complete an ODOT-TSD approved DE program before licensing	17,445	17,823	17,944	15,695	16,609	17,103
Number of instructors completing two courses or more	68	48	43	43	40	48

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

Goals

- Increase student participation in education of newly permitted teens under the age of eighteen from the 2011-2013 average of 7,279 to 10,242 by 2020 (5% increase per year).
- Increase ODOT-Trained Driver Education Instructors from the 2010-2012 average of 42 per year to 53 per year by 2020 (3% increase per year).

Performance Measures

- Increase the number of students completing driver education from the 2010-2012 average of 7,173 to 8,025 by December 31, 2015 (3% increase per year).
- Increase ODOT-Trained Driver Education Instructors from the 2010-2012 average of 42 per year to 46 per year by December 31, 2015 (3% increase per year).
- Increase the number of commercial drive schools participating in the approved program by 22 percent (from 7 of 22, to 8 of 22 Commercial Drive Schools) by December 31, 2015.

Strategies

- Develop a marketing plan (including an adaptive strategies plan) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training. Additionally, develop and implement sanctions to guarantee benchmark performance.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Continue to promote best practices through quality professional development and maintain/improve a tracking system and database to collect information on driver education program providers as well as instructors as they complete courses and continuing education.
- Continue development of standardized forms for monitoring and reporting of driver education providers. This includes monitoring and tracking implementation for DHS reimbursements for the “parent cost.”
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue development of procedures and rule language for the law changes for all providers receiving student reimbursement and additional subsidies.
- Continue revision of the state train the trainer curriculum and related video segments, including online application by December 31, 2014.
- Continue work to improve the system for which student certification is accomplished and secured.

Emergency Medical Services (EMS)

Link to the Transportation Safety Action Plan:

Action #109 - Transportations Safety Action Plan - PRIORITY 1

Develop strategies to assure the recruitment and retention of EMS volunteers

Work to place a state focus on volunteer creation and development. Develop strategies to assure the recruitment and retention of EMS and fire volunteers. Work to assure that the EMS education standards are attainable to volunteers in terms of time, costs and resource demands. Develop easy, effective entry points for EMS and fire volunteers. Work with affected agencies and local governments to identify existing and emerging barriers to volunteer participation in the EMS and fire systems.

Action #106 - Work with partner agencies to position Oregon's EMS system as world class and affordable for the average Oregonian

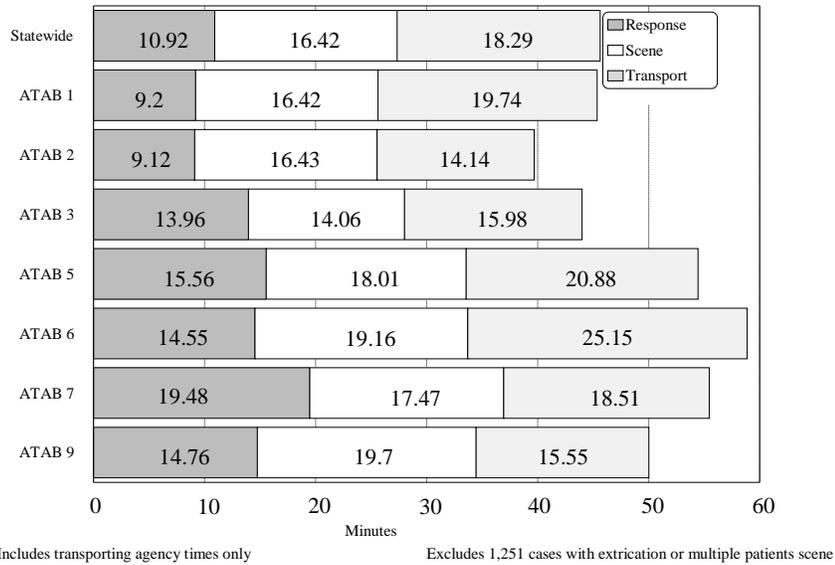
Work with partner EMS agencies, providers, committees, volunteers and concerned citizens to position Oregon's EMS system as world class. Raise awareness of the life-saving importance of EMS personnel and equipment to encourage statewide support and involvement. Increase emphasis on the need for well-trained personnel and equipment in rural and volunteer agencies. Create and fund affordable, local and accessible EMS training statewide for pre-hospital and hospital personnel responding to motor vehicle crashes, to aid in reaching and sustaining this goal. Continue work towards meeting and exceeding national standards.

The Problem

- 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, impacting their ability to get the required training and equipment. This is further problematic due to the Oregon Administrative Rules governing the continuing education and recertification requirements for EMTs of all levels.
- A cohesive EMS system is essential to ensuring positive patient outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the health and financial impact of these injuries. Rural crashes are often the worst of crashes because they often involve higher rates of speed and longer response times.
- Trauma remains the leading cause of morbidity and mortality among pediatric patients within the state of Oregon and nationwide. Highway motor vehicle crashes are the single most common mechanism of death and serious injury among children after the first year of life.

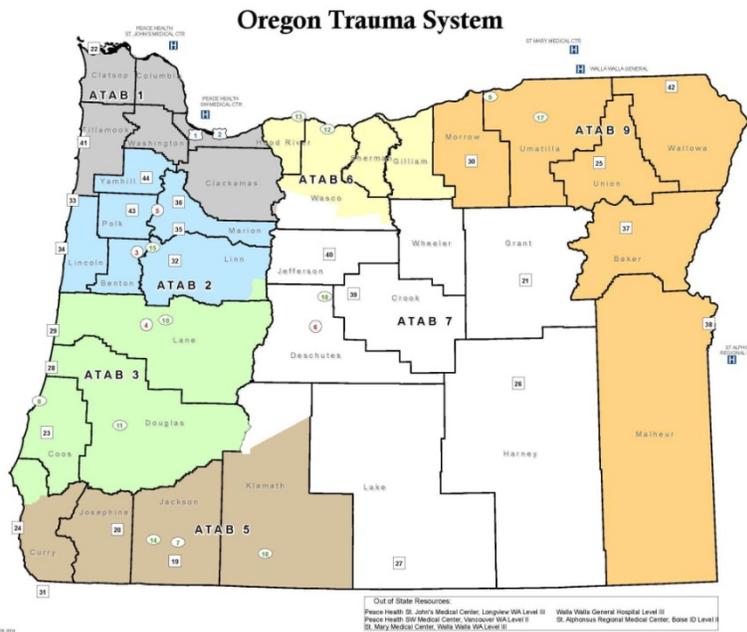
- Pre-hospital providers are often inadequately prepared to deal with the unique medical needs of pediatric trauma victims from these and other motorized crashes. A lack of pediatric specific training and education as well as appropriately sized equipment contribute to the less than optimal care of children outside of pediatric trauma centers. Pediatric trauma patients are of particular concern for rural counties where motor vehicle crash patients can require a higher level of care than what the rural hospital or trauma facility can provide. In Oregon, EMTs are also required to receive specific pediatric continuing education hours.

Figure 1: Estimated average time for medical services response, treatment at the scene, and transport by Area Trauma Advisory Board regions, ATAB, Oregon 2010-2011. This information comes from Oregon Trauma Registry Biennial Report, next report available in summer 2014.



Source: Oregon Health Authority, EMS & Trauma Program

Figure 2: The Oregon Trauma Program is responsible for development, implementation, and monitoring of the state's trauma system, including establishment of system standards, designation of trauma hospitals, and collection of trauma registry data. Forty Four trauma hospitals are designated from the level 4 to level 1. ATABs are designated regions that act as liaison between the providers and general public in their area and the State Trauma Advisory Board and the Division for exchanging information about trauma system issues and developing an area-wide consensus.



Source: Oregon Health Authority, EMS & Trauma Program

[Oregon Trauma System Map](#)

Goals

- Improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon through participation from 12 meetings in 2013 to 19 by 2020.
- Increase knowledge of EMS personnel by providing EMS Conference scholarships awarded from 37 in 2013 to 60 by 2020.
- Increase Rural Pediatric Mock Crash Simulation trainings in rural areas from 3 in 2013 to 6 by 2020.
- Decrease response, scene and transport times from the statewide average of 46 minutes in 2010-2011 to 33 minutes by 2020.
- Maintain attendance of one OTSC member at the EMS Advisory Committee Meetings quarterly meetings by 2020.

Performance Measures

- Increase TSD attendance at EMS meetings statewide from 12 in 2013 to 13 by December 31, 2015.
- Increase the number of scholarships for individual rural EMS personnel from 37 in 2013 to 50 by December 31, 2015.
- Increase Rural Pediatric Mock Crash Simulation trainings in rural areas from 3 in 2013 to 4 by December 31, 2015.
- Decrease response, scene and transport times from the statewide average of 46 minutes in 2010-2011 to 41 minutes by December 31, 2015.
- Maintain the 2013 attendance of one OTSC members that are a formal part of the state's EMS Advisory Committee through December 31, 2015.

Strategies

- Work in coordination through EMS meetings statewide to collaborate and improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon.
- Increase scholarships awarded to rural EMS professionals responsible for responding to motor vehicle crashes, both paid and volunteer, to attend EMS conferences to receive EMS training.
- Increase Rural Pediatric Mock Crash Simulation training events by providing hands-on, interactive training with simulators and agencies that respond together in a rural community, increasing their effectiveness.
- Provide training opportunities to decrease response, scene and transport times.
- Collect and report continuing education hours earned, during 2013 and 2014 for a baseline.

- Require attendance of one OTSC member at quarterly EMS Advisory Committee Meetings.
- Stay involved and be available for EMS and Transportation Safety collaboration opportunities as they arise.

Equipment Safety Standards

[Link to the Transportation Safety Action Plan:](#)

Action # 59 - Improve public knowledge of vehicle safety equipment

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 System (ABS) use.

The Problem

- Oregon drivers are not well-informed about vehicle equipment laws. This lack of knowledge presents safety hazards as drivers violate equipment statutes.
- Oregon does not have a trailer brake requirement. ORS 815.125 (7) only addresses that a combination of vehicles must be able to stop within a certain distance at a certain speed.
- Vehicle equipment defects are not consistently reported in crashes.
- Equipment retailers sell and/or modify vehicles that are not in compliance with the Federal Motor Vehicle Safety Standards (FMVSS), Oregon Revised Statutes or Oregon Administrative Rule.
- Law enforcement lacks the resources to consistently pursue vehicle equipment violators.

Automobile Vehicle Defect Crashes on Oregon Highways, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Total Vehicle Defect Crashes							
Number	523	569	560	600	690	605	605
People injured or died due to tire failure	168	199	185	202	216	192	199
Crashes due to defective brakes	N/A	172	175	177	202	187	183
Crashes due to mechanical defects	N/A	198	168	163	194	178	180
Non-fatal & Injury Crashes							
Number	264	295	283	299	335	262	295
Number of persons injured	427	476	423	444	535	421	460
Fatal Crashes							
Number	9	7	7	3	5	3	5
Number of persons killed	10	7	8	3	5	4	5
Convictions for unlawful use of or failure to use lights (ORS 811.520)	N/A	1,262	1,302	1,144	1,170	1,170	1,210

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

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.)

Goals

- To reduce the number of total vehicle defect-related crashes from the 2005-2012 average of 573 to 449 by 2020.

Performance Measures

- Reduce the number of people killed or injured due to tire-failure from the 2010-2012 average⁵ of 123 to 112 by December 31, 2015.
- Reduce the number of people killed or injured due to defective brakes from the 2010-2012 average of 172 to 157 by December 31, 2015.
- Reduce the number of people killed or injured due to mechanical defects from the 2010-2012 average of 154 to 140 by December 31, 2015.
- Reduce the number of people killed or injured in non-truck towing crashes from the 2010-2012 average of 618 to 599 by December 31, 2015.

Strategies

- Disseminate information about safety equipment standards to auto dealers, RV dealers and auto parts retailers.
- Disseminate information about proper tire pressure monitoring to tire retailers and the general public.
- Update Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.
- Educate the public, law enforcement and judicial officials about vehicle equipment standards through the use of TSD's website, flyers, news releases, verbal communications and publications.
- Disseminate information to the public on safe trailer operation.

⁵ Includes passenger cars, motorcycles, travel trailers, light trailers, motor homes, for rent trailers, and trucks.

Highway Safety Improvement Program (HSIP)

Link to the Transportation Safety Action Plan:

Action # 23 - Safety areas of interest should include intersection crashes, roadway departure, and pedestrian/bicycle

Continue to focus on improving key infrastructure safety emphasis areas through improved effort, communication, and training. Work on these emphasis areas may include, but should not be limited to the following:

- Intersection Crashes - Investigate the usefulness of advance signing, roundabouts, access management techniques advance technology and features, improvements to signal timing to smooth traffic flow in various settings. Implement effective solutions.
- Roadway Departure Crashes (Lane departure crashes include run off the road crashes and head-on crashes) - For highways, rural roads and other higher speed roadways investigate the application and usefulness of rumble strips, shoulder widening, median widening, cable barrier, durable marking, fixed object removal, roadside improvements, safety edge and other countermeasures and safety treatments of centerline and shoulder areas for lane departure crashes in various settings. Implement effective solutions.
- Pedestrian and Bicycle Crashes - Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes, investigate improvements in traffic controls for bicycles and improvements at intersections to better accommodate crossing pedestrians and bicycles such as bicycle signals, bicycle-activated warning light/sign systems, colored pavements and rectangular rapid flashing beacons for pedestrian crossings and rectangular rapid flashing beacons. Consider changes to roadway design standards for urban area roadways that encourage vehicle operators to travel at the posted speed. Implement effective solutions.
- Further develop, enhance and institutionalize the ODOT Safety Corridor and Roadway Safety Audit Programs within ODOT. Each should further the program and embrace the blending of the “4 E approach to transportation safety” as is described in FHWA’s Office of Safety Mission Statement. (Education, Engineering, EMS and Enforcement.)

The Problem

- The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on public roads. HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The problem is how to achieve the best results with limited funds.
- City and county roads account for half of the fatal and serious injury crashes in the state, but these crashes are spread over 43,000 miles of roadway.
- State highways have the highest rate of fatal and serious injury crashes per mile and city streets and county roads have the highest rates per Vehicle Mile Traveled (VMT).

- Good project selection can suffer from subjective opinions, crash variability (i.e., short term spike in crashes) and surrogate measures of safety (i.e., near misses). To most effectively use limited HSIP funds, projects should use a data driven process to find the best reductions in fatal and serious injury crashes for the money spent.
- Rural roads typically have lower overall number of crashes, and more dispersion of severe crashes, addressing safety needs on these roads can be challenging. Installing low cost systemic countermeasures along entire routes or a series of curves or at groups of intersections can effectively reduce fatal and serious injuries across the system.
- Lower volume roads are typically more risky and have narrower or no shoulders and steeper roadside areas, making the use of some systematic countermeasures impractical. Fewer effective countermeasures translate to less practical options for improving safety.
- Some safety measures require ongoing costs for maintenance once installed, adding costs to agencies already struggling to keep up with their needs.
- To advance data driven decisions using the Highway Safety Manual will require more data about the roadway characteristics. Electronic data collection processes will improve. Yet the cost of data will be significant.

Oregon Highways, Fatalities and Serious Injuries 2005-2012

Public Roads by Jurisdiction	State Highways		Urban Non-State Streets		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	per VMT*
All F&A Crashes	1049	5.03	608	8.48	439	6.11	2095	6.12
Roadway Departure F&A	489	2.39	128	1.78	302	4.20	918	2.68
Intersections F&A	253	1.16	303	4.22	63	0.86	619	1.81
Pedestrians and Bicyclists F&A	85	0.41	139	1.93	18	0.25	242	0.71

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

*Fatalities and serious injuries per one hundred million vehicle miles traveled (non-state VMT is 42 percent of total, best estimate is that it is almost evenly split between urban and rural)

Roadway Departure Crash – a crash not related to an intersection, which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the traveled way.

Intersectional Crash – a crash which occurs within the limits of the intersection of two or more roads; or, a crash which occurs outside the intersection but are generally within 50 feet and a direct result of some maneuver at or because of the intersection.

Pedestrians and Bicyclists Crash – a crash in which a pedestrian or pedal cyclist was struck by a motor vehicle.

Goals

- To reduce the number of fatalities and serious injuries from the 2005-2012 average of 2,095 to 1,642 by December 31, 2020.
- Incorporate the latest safety methodologies and techniques (Highway Safety Manual) for analyzing and diagnosing the safety of roadways so that by 2020 ODOT is using the HSM methodology (with an Empirical Bayes adjustment) to screen the state highway network and some of the higher functioning non-state roadways for potential sites for improvement.

Performance Measures

- To reduce the number of fatalities and serious injuries from the 2005-2012 average of 2,095, to 1,912 by December 31, 2015.
- To reduce the average number of roadway departure fatal and serious injury crashes from the 2005-2012 average of 918 to 838 by December 31, 2015.
- To reduce the average number of intersection fatal and serious injury crashes from the 2005-2012 average of 619 to 565 by December 31, 2015.
- To reduce the average number of pedestrian and bicycle fatal and serious injury crashes from the 2005-2012 average of 221 to 190 by December 31, 2015.

Strategies

- Continue to implement the Highway Safety Manual into ODOT and identify impediments to implementation:
 - Complete an evaluation of Safety Performance functions (HSM) for Signalized Intersections.
 - Advocate for the evaluation of other Safety Performance measures for Oregon (i.e., Freeways).
 - Complete a Pooled fund study of HSM Implementation.
 - Perform pilot of signalized intersection data collection for fundamental Data elements required in MAP 21 for HSM.
 - Create Before/After worksheet tool (to evaluate performance of projects) using HSM methods.
- Develop and implement the new All Roads Transportation Safety (ARTS) Program:
 - Develop application process for ARTS.
 - Develop program guidance for ARTS.
 - Roll out ARTS program for 2017-2020 STIP.
- Continue to implement the Local Agency Transition program:
 - Monitor scoping and development of Transition Projects.
 - Continue to implement systemic measures on the local road system.
- Continue to emphasize systemic improvement strategies for safety emphasis areas:
 - Train Local agencies in systemic approach.
 - Develop program for training through Local Technical Assistance Program.
 - Update the Roadway Departure Plan and Intersection Plan using OASIS.
 - Continue to improve coordination and communication with local agencies responsible for safety.
 - Develop/improve risk factors for rural roads and pedestrian/bicycle.

- Evaluate and improve the SPIS/OASIS process:
 - Revise OASIS to be able to produce systemic plans.
 - Train locals on the use of SPIS all public roads.
 - Collaborate with Transportation Data Unit to improve process for data loading.

- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety:
 - Study benefits of red clearance extension to reduce red light running.
 - Evaluate and implement variable speed systems to reduce weather related incidents.
 - Continue to encourage use of roundabouts and separation of turning movements at rural intersections.
 - Encourage the use of “High Friction Surface Treatment” at targeted locations.
 - Promote the removal of large trees in the fill slopes on low volume roadways.
 - Promote striping edge lines on narrow low volume roadways that currently do not have edge lines.
 - Encourage and expand the use of Rumble Strips in Oregon.
 - Develop and begin implementing a plan for improved curve warning Signing.
 - Research benefits of pedestrian enhancements (i.e., Rapid Flash Beacons).

- Advocate for new standards/policies that improve Safety, for example:
 - Evaluate new Roadway Lighting technologies (i.e. LED’s).
 - Evaluate additional standard elements for signalized intersections (i.e., reflectorized back plates).
 - Evaluate pedestrian enhancements (i.e., spacing standards).

Impaired Driving - Alcohol

Links to the Transportation Safety Action Plan:

Action # 55- Encourage enforcement organizations to partner with advocacy groups to conduct high visibility enforcement

Encourage enforcement organizations to partner with advocacy and interest groups to conduct high visibility enforcement targeted at enhancing the safety of vulnerable road users. These efforts should use data to identify behaviors leading to crashes. Enforcement actions may affect those who place vulnerable users at risk, but may also address the actions of vulnerable users who place themselves at significant risk. Enforcement actions should include a significant media outreach component.

Action # 63 - Require IID for all convictions and diversions

Require ignition interlock devices (IID) use for all those convicted for DUII or diversion. Ensure existing system requires monitoring.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2012, 36.6 percent of all traffic fatalities were alcohol involved (123 deaths). Ninety five of the fatalities involved only alcohol; and 28 were a combination of both alcohol and other drugs.
- Due to lack of monitoring methodology, there are a high number of required ignition interlock devices that are not installed as required. With new legislation passed in 2012, an additional estimated 10,000 new ignition interlock devices will be required for diversions. There is no coordinating oversight for the qualifications of the sellers or installers for neither the IID, nor standards for the technology used in the various IID's or how frequently the IID's report back to the courts for offender accountability.

Impaired Driving in Oregon - Alcohol, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Fatal & Injury Crashes	19,479	18,409	19,384	21,171	24,197	24,762	21,585
Fatalities	478	416	377	317	331	337	356
Alcohol Only Fatalities	156	120	116	90	104	95	105
Combination Alcohol & Other Drugs	23	51	28	17	19	28	29
Total Alcohol Involved & Combination	179	171	144	107	123	123	134
Percent Alcohol Involved Fatalities	37.5%	41.1%	38.2%	33.8%	37.2%	36.5%	37.3%
Alcohol Involved Fatalities per 100 Million VMT	0.51	0.51	0.42	0.32	0.37	0.37	0.40
Drivers in Fatal Crashes with BAC .08 & above	111	107	96	51	81	67	80

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

Impaired Driving Arrests During Grant Funded Activities, 2009–2013

	04-08 Average	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	2009-2013 Average
Impaired Driving Arrests	N/A	1,080	1,447	2,144	1,881	1,390	1,588

Sources: TSD Grant files, 2007 – 2013

Impaired Driving in Oregon - Alcohol, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Number of Ordered Ignition Interlock Devices (IID)	N/A	N/A	9,625	9,364	9,547	15,733	N/A
Number of Confirmed Installed IID	N/A	N/A	2,957	3,225	3,410	5,360	N/A
DUII Offenses	24,711	24,814	20,995	22,500	21,534	20,042	21,977
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	91%	88%	90%	91%	90%	90%	90%
All Fatal & Injury Crashes	19,479	18,409	19,384	21,171	24,197	24,762	21,585
All Nighttime F&I Crashes	2,780	2,722	2,711	2,970	3,530	3,646	3,116
% Nighttime F&I Crashes	14.3%	14.8%	14.0%	14.0%	14.6%	14.7%	14.4%
All Fatalities	478	416	377	317	331	337	356

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, Law Enforcement Data System, *Transportation Safety Survey, Executive Summary*; Intercept Research Corporation.

*Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m. Use of crash data occurring 8 p.m. and 4:59 a.m. as a proxy measure for alcohol involved crashes is generally accepted nationally and suggested by the National Highway Traffic Safety Administration.

Goals

- Reduce the total number of alcohol involved fatalities from the 2008-2012 average of 134 to 110 by 2020.
- Increase the number of Oregon municipal police agencies participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2011-2013 average of 56 (42%) to 132 (100%) by 2020.
- Increase the number of Oregon County Sheriff's Offices participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2011-2013 average of 27 (75%) to 36 (100%) by 2020.
- Increase the number of Ignition Interlock Devices (IID) installed on vehicles for a DUII diversion from the 2008-2011 average of 31percent to 100 percent by 2020.

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol involved (BAC .01 and above) from the 2008-2012 average of 134 to 126 by December 31, 2015.
- Increase the number of Oregon municipal police agencies participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2011-2013 average of 56 (42%) to 69 (52%) without losing any net population representation by December 31, 2015.

- Increase the number of Oregon County Sheriff's Offices participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2011-2013 average of 27 (75%) to 29 (80%) without losing any net population representation by December 31, 2015.
- Decrease alcohol impaired driving fatalities from the 2010-2012 average of 73 to 66 by December 31, 2015. (*NHTSA*) *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.
- Increase the number of Ignition Interlock Devices (IID) installed on vehicles for a DUII diversion from the 2008-2011 average of 31 percent to 40 percent by December 31, 2015.

Strategies

- Target public opinion research to help guide legislative and public education efforts regarding DUII.
- Study DUII offense/offender patterns and look for ways to better target efforts for maximized return in the form of lowered recidivism.
- Develop and distribute a Law Enforcement toolkit to maximize HVE and overall DUII enforcement productivity.
- Support Law Enforcement agency media and local public safety education efforts on DUII, especially with smaller agencies that may not have dedicated public affairs staff.
- Work to develop and support key community groups that can speak as surrogates on the DUII issue throughout the state.
- Initiate a study of the nexus between Treatment, Prevention and Enforcement efforts and conduct a gap analysis to better target resources and provide solid policy advice and data-driven prioritization.
- Work with Law Enforcement, Courts and Prosecutors to streamline the DUII process to reduce paperwork and officer failure-to-appear at administrative suspension hearings, and strengthen DUII cases overall.
- Work to replicate effective best practices for DUII specialty courts in Oregon for those communities that can support this tool locally.
- Continue support for increased judicial and prosecutorial education on DUII issues.
- Collaborate with Health and Hospital systems in Oregon to educate their staff and develop (if necessary) Memorandums of Understanding for local law enforcement agencies that can eliminate problems for hospital reporting and warrant services.
- Promote the DMV improved IID technology standards to prosecutors and courts that have resulted from the administrative rule process.

- Maintain collaboration with the Governor’s Advisory Committee on DUII and promote cooperative efforts at public education, stakeholder partnerships and advancement of policy.
- Promote “No Refusal” events in every ODOT region with the cooperation with local enforcement, prosecution and courts.

Impaired Driving - Drugs

Links to the Transportation Safety Action Plan:

Action # 44 - Revise driving under the influence of intoxicants statutes

Continue to recognize the prevalence of driving under the influence of drugs and revise DUII statutes to address the following:

- Maintain, strengthen and support DRE training.
- Support prosecution of impaired drivers through training for prosecutors regarding alcohol and other impairing substances.
- Address the legal and information issues around sobriety check points.
- Expand the definition of DUII to any impairing substances.
- To support implementation of these revisions, develop and offer a comprehensive statewide DRE training program.
- Continue to support implementation, revision, and offering of comprehensive statewide DRE training program
- Pursue allowing court testimony of certified DRE even in an incomplete evaluation.

Action # 50 - Expand legislation to allow hospital records of blood tests to be admitted into evidence

Expand legislation that allows hospital records of urine tests obtained as a result of a vehicle crash to be admitted into evidence to show impairing substances to be reported within six hours to law enforcement agencies.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, shows that in 2012, 20.8 percent of all traffic fatalities were drug-related (70 deaths). Ninety-five of the fatalities involved only alcohol; 42 involved only other drugs; and 28 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 900 in 2012. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get DUIIs and are therefore not referred to treatment.
- Marijuana legalization has seen success in two Western states, Washington and Colorado. Eight Western states (including Oregon) already have medical marijuana programs. Oregon will likely confront the legalization issue within the next five years. With a continued rise in DUII/Drugs, it is reasonable to expect that any legalization would increase impaired driving/drugs arrests as well as fatal and injury crashes.

- A recent U.S. Supreme Court decision (Missouri v. McNeely) in April 2013 has affected the interpretation of exigency when obtaining a blood draw in the case of DUII. Missouri v. McNeely affirms that loss of evidence (dissipation of blood alcohol levels) is not in itself an exigent circumstance that would otherwise not require a search warrant to facilitate a blood draw. Blood draws are currently the most efficient and accurate way to prove impairment at the time of arrest in the case of drugs, in particular, impairment by substances that remain in the body for a long period of time, such as marijuana.
- On December 13, 2013, the Oregon Supreme Court ruled in State v. Moore that reading the Implied Consent rights and possible administrative consequences is not unconstitutionally coercive towards a person arrested for DUII. This means that officers are now able to read Implied Consent and perhaps gain a higher level of compliance and avoid delays associated with obtaining a search warrant for further BAC analysis. However, this ruling means a rapid education effort needs to take place across the law enforcement and prosecution continuum of DUII to inform individuals of this significant change. This new information needs to be incorporated into Standard Field Sobriety Training, Drug Recognition Expert training, and DUII prosecutor training around the state to ensure consistent and appropriate use of this ruling at every step of the DUII process.

Impaired Driving in Oregon – Other Drugs, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Other Drug Only Fatalities	32	62	37	31	27	42	40
Combination Other Drug and Alcohol	23	51	28	17	19	28	29
Total Other Drug Only & Combination	54	113	65	48	46	70	68
Percent Other Drug-Involved Fatalities	11.4%	27.2%	17.2%	15.1%	13.9%	20.8%	18.8%
DUII Arrests (Drugs other than Alcohol)	1,191	844	1,318	1,437	1,083	900	1,116

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

Goals

- Reduce the total number of Impaired Driving drug-related fatalities from the 2005-2012 average of 67 to 52 by 2020.
- Increase the number of certified Drug Recognition Experts in Oregon from the current number of 194 to 230 by 2020.

Performance Measures

- Increase the number of certified DREs from the current number of 194 to 200 by December 31, 2015.
- Reduce the total number of Impaired Driving drug-related fatalities from the 2010-2012 average of 55 to 50 by December 31, 2015.

NOTE: It is likely that a ballot measure or a referendum on marijuana legalization will be decided on by Oregon voters within the next few years. Additionally, the State of Washington legalized marijuana in 2012 and shares a common border and municipal boundary with Oregon's largest metropolitan area and population center. It is likely those two facts, either separately or in conjunction, will contribute to an increase in DUII-Drugs as arrests or fatal crashes in Oregon. Washington has already experienced a 50 percent increase in DUII cases where marijuana has been the impairing substance.

Strategies

- Continue support for increased judicial and prosecutorial education on DUII-Drug issues.
- Collaborate with Health and Hospital systems in Oregon to educate their staff and develop (if necessary) Memorandums of Understanding for local law enforcement agencies that can eliminate problems for hospital reporting and warrant services.
- Continue support for DRE training and education programs.
- Provide information on cases related to the definition of intoxicants and the current loophole of non-controlled substances.
- Target revised public opinion research to help guide legislative and public education efforts, specifically related to the impacts of marijuana legalization related to impaired driving.
- Work with OHA to track DUII-Drugs offender patterns, recidivism rates, treatment methodology, effectiveness and overall impacts to the DUII system.
- Support policy movement to set standards for "blood" as relating to DUII.

Judicial Outreach

Link to the Transportation Safety Action Plan:

Action # 43 - Establish processes to train enforcement personnel, attorneys, judges and DMV

Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, DMV 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

- There is limited outreach and training available for judges, district attorneys and court clerks/administrators relating to transportation safety issues.
- There are numerous issues of inconsistent adjudication of transportation safety laws from jurisdiction to jurisdiction which provides citizens with inconsistent and mixed messages.
- Lack of education regarding driving under the influence of any intoxicating substance, whether controlled or uncontrolled. Additionally, issues such as current DUII case law, ignition interlock device monitoring, impaired driving, and implied consent processes need to be addressed.

Judicial Outreach, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
No. of Judges trained during offered training sessions	117	90	100	100	78	70	88
No. of Court Staff/Administrators trained	41	18	70	113	85	28	63
No. of Prosecutors trained	85	153	260	138	132	135	164
Combined total of CLE Credits Approved	70	28	40	51	63	61	49

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

Goals

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from 100 annually, the 2007 level, to 130 annually by 2020.
- Maintain the number of prosecutors participating in transportation safety related judicial education programs funded by TSD at the 2010-2012 average of 135 annually by 2020.

Performance Measures

- Maintain the number of prosecutors participating in education programs at the 2010-2012 average of 135 annually by December 31, 2015.
- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from the 2010-2012 average of 39.5 to 48 by December 31, 2015.

**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)

Strategies

- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon judges. Invite court administrators to attend.
- Participate and/or assist in providing additional training opportunities to judges, district attorneys, city prosecutors and court administrators at requested conferences.
- Work directly with courts to enhance traffic court processes and policies related to implementation of electronic citation data for criminal and traffic offenses.

Motorcycle Safety

Link to the Transportation Safety Action Plan:

Action # 29 - Reduce the instance of unendorsed riders

Evaluate ways to reduce the instance of unendorsed riders. Identify and implement ways to reduce the crashes of individuals in this group. Specific actions may include public awareness, additional penalties, impoundment, and other actions. Evaluate the current instruction permit in relation to training and formal endorsement. (Note: Poll to identify how dealers, motorcyclists, and the public would feel about requiring endorsement before sale, or ride-away sale.)

The Problem

- Fatal motorcycle crashes represented 16.1 percent of the fatal crashes in 2012 while only representing 3.2 percent of the total vehicles registered in 2012.
- Alcohol was involved in 40 percent of motorcycle fatalities in 2012.
- Non-endorsed motorcyclists were involved in 19.6 percent of motorcycle fatalities in 2012.
- Twenty-nine of 49 motorcycle fatalities in 2012 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 50 in 2011.
- 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 in a motorcycle crash. The 2012 observational helmet use survey reflected a two percent decrease in usage from 2011.

Motorcycles on Oregon Roads, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Fatal Crashes	43	45	49	38	38	49	44
Percent of fatal crashes	10.2%	12.2%	14.8%	13.0%	12.3%	16.0%	13.7%
Motorcyclists killed	45	46	51	38	40	51	45
Single-vehicle fatal crashes	23	22	30	23	19	23	23
Multi-vehicle motorcycle vs. auto fatal crashes	12	12	10	6	12	12	10
Multi-vehicle auto vs. motorcycle fatal crashes	7	8	6	9	6	9	8
Fatalities							
Percent alcohol involved fatalities	36.9%	39.1%	37.3%	21.1%	40.0%	40.0%	35.5%
Percent non-endorsed fatalities	22.4%	17.4%	34.6%	18.4%	35.1%	19.0%	24.9%
Percent unhelmeted fatalities	7.7%	2.2%	5.9%	7.9%	10.0%	5.9%	6.4%
Injury Crashes	528	717	698	713	841	952	784
Percent of injury crashes	2.8%	4.0%	3.7%	3.4%	3.5%	3.9%	3.7%

Motorcycles on Oregon Highways, 2008-2012 *(continued)*

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Registered Motorcycles	100,802	131,204	133,796	131,652	131,427	130,885	131,793
Percent of registered vehicles	2.5%	3.2%	3.2%	3.3%	3.3%	3.2%	3.2%
Motorcycle fatalities per registered motorcycle (in thousands)	0.45	0.35	0.38	0.29	0.30	0.39	0.34
Observation Data							
Percent Helmet Use	96%	94%	95%	96%	98%	97%	96%
Percent Motorcyclists wearing non-DOT helmet	4%	6%	5%	4%	2%	3%	4%
TEAM Oregon Students Trained	6,779	9,972	8,778	8,779	10,286	11,805	9,924

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. TEAM Oregon Motorcycle Safety Program

Goals

- Reduce the number of people killed or seriously injured in motorcycle crashes from the 2005-2012 average of 275 to 215 by 2020.

Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2010-2012 average of 13 to 12 by December 31, 2015.
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2010-2012 average of 10 to 9 by December 31, 2015.
- Reduce the number of speed-related motorcycle crashes from the 2010-2012 average of 277 to 268 by December 31, 2015.
- Reduce the number of fatal motorcycle crashes that occurred while negotiating a curve from the 2010-2012 average of 24 to 23 by December 31, 2015.
- Decrease motorcyclist fatalities from the 2010-2012 year average of 43 to 42 by December 31, 2015. *(NHTSA)*
- Decrease unhelmeted motorcyclist fatalities from the 2010-2012 average of 3 to 2 by December 31, 2015. *(NHTSA)*

Strategies

- Collaborate with the Governor's Advisory Committee on Motorcycle Safety, law enforcement and motorcycle groups to educate riders on the effects of drinking and riding.
- Continue the TEAM OREGON beginning, intermediate, rider skills practice and advanced rider courses at multiple locations throughout the state.
- Continue the motorcycle safety media campaigns in the Transportation Safety Division's Public Information and Education Program. Efforts should focus on drinking and riding, proper protective riding gear, speeding and rider training.
- Ensure that media products are designed to target the majority of Oregon motorcyclists.
- Continue educating the general driving public to be aware of motorcycles.
- Ensure motorcycle training courses are located within reasonable travel distance of Oregon's motorcycle rider population and courses are offered within a maximum of 60 days at all locations.
- Evaluate the feasibility of requesting a NHTSA technical assessment.

Occupant Protection

[Link to the Transportation Safety Action Plan:](#)

Action # 75 - Continue public education efforts aimed at proper use of child safety seats

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

The Problem

- **Non-use of Restraints:** According to the 2013 Oregon observed use survey, 2 percent of passenger car drivers, 6 percent of pickup truck drivers and 12 percent of sports car drivers did not use restraints. During 2012, Oregon crash reports (FARS) indicate 31 percent of motor vehicle occupant fatalities were unrestrained and ten percent were of unknown restraint use status.
- **Improper Use of Safety Belts:** Oregon law requires “proper” use of safety belt and child restraint systems. 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. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- **Improper Use of Child Restraint Systems:** Data collected through child seat fitting stations indicate the majority of child restraints are used incorrectly - up to 73 percent according to Safe Kids Worldwide. Drivers are confused by frequently changing laws, national “best practice” recommendations, and constantly evolving child seat technology.
- **Premature Graduation of Children to Adult Belt Systems.** Oregon observed use data indicates that 12 percent of children between the ages of four and eight years old are using adult belt systems rather than using a child restraint system as required by Oregon law.
- **Affordability of Child Restraint Systems:** Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

NHTSA Observed Use Survey, 2009–2013

Front Seat Outboard Use	04-08 Average	2009	2010	2011	2012	2013	2009-2013 Average
Passenger car	94.3%	96.6%	97.0%	96.9%	96.8%	98.2%	97.1%
Pickup truck*	N/A	94.3%	95.4%	94.2%	93.5%	N/A	N/A

Source: *NHTSA Seatbelt Usage Study Post-Mobilization Findings*, Intercept Research Corporation, This Study employs trained surveyors to examine, from outside the vehicle, use or non-use of a shoulder harness by the driver and right front outboard occupant of passenger vehicles.

*Not reported under NHTSA methodology changes made for 2013.

Oregon Observed Use Survey Results, 2009-2013

	04-08 Average	2009	2010	2011	2012	2013	2009-2013 Average
Total Occupant Use	96%	96%	96%	96%	97%	98%	97%
Driver Use							
Passenger car	96%	96%	97%	97%	97%	98%	97%
Pickup truck	92%	91%	94%	93%	94%	94%	93%
Sports car	N/A	85%	86%	87%	85%	88%	86%
Child Restraint Use							
Under four years of age	98%	99%	99%	99%	99%	99%	99%
Booster seat use, ages five to eight	42%	58.0%	60%	60%	54%	N/A	N/A
Four to eight years of age*	N/A	N/A	N/A	N/A	N/A	88%	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.

*Oregon law changed January 2012 to allow use of either booster or child safety seat for children under age eight.

Occupant Use Reported in Crashes, 2008–2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Total Occupant Fatalities	359	294	269	194	215	198	234
Number Unrestrained	111	91	96	50	61	57	71
Percent Unrestrained	30.9%	31.0%	35.7%	25.8%	28.4%	28.8%	29.9%
Number Unrestrained, Night Time	47	52	62	27	40	42	45
Percent Unrestrained, Night Time	30.9%	34.0%	43.7%	29.7%	37.4%	37.2%	36.4%
Total Occupants Injured	26,087	24,252	25,513	27,584	31,787	32,512	30,628
Percent Injured Restrained	92.9%	91.5%	90.8%	90.0%	88.1%	88.3%	89.8%
Total Injured Occupants Under Age Eight	N/A	751	728	892	1,038	997	881
Percent in Child Restraint	N/A	61.5%	66.0%	63.8%	64.4%	65.3%	64.2%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, I: Restrained" figures include only those coded as "Belt Used" or "Child Restraint Used." "Unrestrained" figures include only those coded as "None Used". "Nighttime" figures are from crashes that occurred between the hours of 6 p.m. and 6 a.m.

Belt Enforcement Citations During Grant Funded Activities, 2009–2013

	04-08 Average	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	2009-2013 Average
Seat belt citations issued	22,343	15,178	12,732	15,829	10,116	5,096	11,790

Source: TSD Grant files, 2007 - 2013, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use from 98 to 99 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by 2020.
- To increase child restraint use from 65 to 90 percent among injured occupants under eight years old, as reported by FARS, by 2020.
- To reduce the percentage of unrestrained occupant fatalities from the 2005-2012 average of 30 to 22 percent, as reported by FARS, by 2020.

Performance Measures

- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2010-2012 year average usage rate of 97 percent to 99 percent by December 31, 2015. (NHTSA)
- Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2010-2012 average of 56 to 51 by December 31, 2015. (NHTSA)
- Decrease the number of unrestrained nighttime passenger vehicle occupant fatalities from the 2010-2012 average of 36 to 33 by December 31, 2015. (NHTSA)

- To increase child restraint use from 65 to 70 percent among injured occupants under eight years old, as reported by FARS, by December 31, 2015.

Strategies

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- Provide educational materials access to general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Develop and implement a booster seat education program for the four to twelve year old audience.
- Provide funding for overtime enforcement of safety belt/child restraint laws.
- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, and nationwide events such as “Click It or Ticket” and National Child Passenger Safety Week.
- Target marketing and enforcement campaigns to high-risk and low-use rate occupants.
- Provide funding for statewide coordination of child passenger safety technician training, and to strengthen service capacities of local child seat fitting station/seat distribution programs.
- Subsidize purchase of restraints for no or low-income families.
- Support and promote nationally recognized “best practice” recommendations for motor vehicle restraint use.
- Continually seek and utilize the most efficient technologies and program partners to increase outreach among high-risk or low use-rate occupants.

Pedestrian Safety

Link to the Transportation Safety Action Plan:

Action # 97 - Increase emphasis on programs that will encourage pedestrian travel

Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety. The following efforts should be undertaken. Provide a consistent and comprehensive program for the Pedestrian Safety Program to:

- Expand public education efforts that focus on driver distraction and driver behavior near schools.
- Expand public education efforts relating to pedestrian awareness and responsibilities.
- Encourage more aggressive enforcement of pedestrian traffic laws, particularly near schools, parks and other pedestrian intensive locations.
- Consider legislative approaches to improving safety for the disabled and elderly communities.
- Assist communities to establish pedestrian safety efforts by providing technical assistance and materials.
- Address and resolve the widespread reluctance to install marked crosswalks; establish where they are appropriate and where other safety enhancing measures are needed.
- Require walkways and safe pedestrian crossings on all appropriate road projects.
- The lack of walkways and safe crossing opportunities contribute to pedestrian crashes.
- Increase funding for pedestrian system deficiencies including walkways and crossings. Funds should be allocated to serve schools, transit, business and commercial uses, and medium to high-density housing.
- Work with local and state transit authorities to review policies determining siting of transit stops and revise as needed to enhance safe access.
- Consider legislation requiring that police officials must investigate all pedestrian automobile crashes leading to injury.
- Support research to increase walking and promote pedestrian safety.

The Problem

- According to the 2009 National Household Travel Survey, 10.9 percent of all trips made in the U.S. are by walking, up 25 percent from the reported 8.7 percent in 2001.
- “The rate of motor vehicle traffic deaths and hospitalizations have declined dramatically since 2000, but motorcyclist, cyclist and pedestrian rates remained unchanged or were slightly increased.” (Suicide, Falls, Overdose, Motor Vehicle Traffic, and Violence: Oregon Injury Data and Trends 2000-2012, Oregon Health Authority, Fall 2013 Publication)
- In Oregon in 2012, there were 60 pedestrian fatalities, or 17.9 percent of the total Oregon motor vehicle fatalities. This is an increase from 2011, where the 47 pedestrians killed were 14.2 percent of the total Oregon fatalities.
- In 2012, 32 percent of the pedestrians killed (19 of 60) were crossing at intersections or in a crosswalk. Of the fatal crashes at an intersection, 65 percent involved a vehicle traveling straight through an intersection.

- In 2012, 64 percent of the non-fatal pedestrian crashes (531 of 827) occurred at an intersection. Of these crashes, 43 percent involved a vehicle turning left through the intersection (229 of 531).
- In 2012, 38 percent (23 of 60) of the pedestrians killed were not visible (wore dark clothing, in the dark with or without lighting, etc.).
- The most common pedestrian errors identified in the ODOT “2012 Oregon Motor Vehicle Traffic Crashes Quick Facts”:
 - ☼ Crossing between intersections
 - ☼ Failure to yield right-of-way
 - ☼ Disregarded traffic signal
- A review of Oregon crash data from 2007 to 2011 shows the highest number of pedestrian injuries and fatalities being those in the 45 to 54 year old age group.
- In 2012, of the 60 pedestrians killed in 60 pedestrian involved fatal crashes, 45 percent of those pedestrians (27 of 60) were reported to have used alcohol and 21 of the 27 had a BAC of .08 or higher.
- In 2012, of the 60 pedestrian involved fatal crashes, 5 percent (3 of 60) involved a driver who had been reported to have used alcohol.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
<u>Injuries</u>							
Number	600	576	636	772	831	939	785
Percent of total Oregon injuries	2.1%	2.1%	2.3%	2.5%	2.4%	2.6%	2.4%
Number injured Xing in crosswalk or intersection	333	350	374	470	501	571	479
Percent Xing in crosswalk or intersection	55.5%	60.8%	58.8%	61.1%	63.0%	60.8%	60.9%
<u>Injuries by Severity</u>							
Major Injury	107	91	89	102	115	106	103
Moderate Injury	307	254	313	404	387	337	360
Minor Injury	178	220	234	263	323	451	318
<u>Fatalities</u>							
Number	48	52	38	62	47	60	52
Percent of total Oregon fatalities	10.1%	12.5%	10.1%	19.6%	14.2%	17.8%	15.4%
Number of fatalities Xing in crosswalk or intersection	13	14	10	14	10	19	13
Percent Xing in crosswalk or intersection	26.5%	26.9%	26.3%	22.6%	21.3%	31.7%	25.5%

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 fatal and serious injuries from the 2005-2012 average of 524 to 411 by December 31, 2020.

Performance Measures

- Reduce the number of pedestrian fatalities from the 2010-2012 average of 56 to 51 by December 31, 2015. (*NHTSA*)
- Reduce the number of pedestrian serious injuries from the 2010-2012 average of 111 to 102 by December 31, 2015.
- Reduce the number of crashes where the driver "failed to yield right-of-way to pedestrian", from the 2010-2012 average of 425 to 388 by December 31, 2015.
- Reduce the number of pedestrians killed crossing in crosswalk or intersection from the 2010-2012 average of 14 to 13 by December 31, 2015.
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2010-2012 average of 538 to 491 by December 31, 2015.

Strategies

- Update the Pedestrian Safety Program page with crash data based on temporal and location factors, and top crash error information.
- Work with Gard Communications to continue media campaign promoting pedestrian safety both to drivers and pedestrians.
- Continue outreach to pedestrians promoting visibility October through January.
- Inventory pedestrian safety educational materials and re-evaluate, refresh, and refine materials.
- Work with Region Traffic Safety Coordinators in educational efforts making pedestrians and drivers aware of responsibilities when sharing the road.
- Continue working with pedestrian advocate groups to promote awareness of distracted driving and distracted walking.
- Work with TSD DUII Program Manager on awareness of increased risk to pedestrians who are walking under the influence.
- Continue working with Oregon Impact in providing pedestrian safety enforcement operations statewide with local agencies.

- Work with ODOT Active Transportation Unit in supporting pedestrian safety enhancements on ODOT facilities through educational materials.
- Work with ODOT Youth Program Manager in providing safety education materials to schools addressing distracted driving and distracted walking.

Police Traffic Services

Link to the Transportation Safety Action Plan:

Action # 35 - Develop a Traffic Law Enforcement Strategic Plan

Develop a *Traffic Law Enforcement Strategic Plan* which addresses the needs and specialties of the Oregon State Police, county sheriffs 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. Specifically, the plan should develop strategies to address the following:

- Speed Issues (enforcement, laws, legislative needs, equipment, public information and education. Targeted analysis of enforcement of laws that would address corner and “run off the road” crashes.
- Aggressive driving and hazardous violation issues.
- Crash investigations curriculum for an expanded police academy.
- Rail trespass issues and highway rail crossing crashes.
- Identify and seek enabling legislation for the best methods of providing secure, stable funding for traffic law-enforcement.
- Staffing needs; training; use of specialized equipment such as in-car video cameras, mobile data terminals, computerized citations (paperless), statewide citation tracking system, lasers and improved investigation tools; handling of cases by courts, information needs, and financing should be included in the strategic plan.
- Development of automated forms to increase law enforcement efficiency, and increase the number of police traffic crash forms completed and submitted.
- Maintenance of traffic teams, and identify incentives to persuade law enforcement to establish teams locally.
- Seek mechanisms to automate enforcement activities.
- Identify strategies that encourage voluntary compliance, negating the need for enforcement activities.
- As specific elements of the plan are developed and finalized, begin implementation of those elements.

Oregon’s Traffic Safety Enforcement Program assists the Transportation Safety Division in preventing traffic violations, crashes, fatalities and injuries in areas most at risk for such incidents. Oregon’s Performance Plan provides an analysis of data for crashes, crash fatalities and injuries in areas of highest risk. Based on the analysis Oregon employs our resources with continuous follow-up and adjustment of our plan throughout the year. Law enforcement agencies participation in sustained seat belt enforcement covers the geographic areas in which at least 70 percent of the State’s unrestrained passenger vehicle occupant fatalities occurred. Additional funding allows for DUII overtime enforcement in local jurisdictions throughout the state and to increase awareness and compliance with impaired driving laws.

The Oregon State Police, Oregon State Sheriff's Association, and local city police departments involved in our enforcement grants (High Visibility Enforcement), are required to participate in:

- Thanksgiving and Christmas/New Year's DUI enforcement activities
- February 10 - 23 blitz for occupant protection
- May 19 through June 1 blitz and emphasize Nighttime/daytime Belt Use, Prohibition of Minors in Pickup Truck beds - to complement nationwide "Click It or Ticket" mobilization
- August 25 through September 7 blitz and emphasize Child Seats/Fitting Station Referrals to complement National Child Passenger Safety Week
- Agencies are also allowed to use grant funding for:
 - Super Bowl
 - Memorial Day
 - 4th of July
 - Labor Day
- Specific local activities during which overtime enforcement would be beneficial to the local area, such as games, festivals, fairs, etc.

Overtime enforcement activity data is compiled from individual offices to include hours worked, number and type of enforcement contacts made on overtime, and educational activities and copies of media releases/news articles. Participating agencies participate in enforcement blitzes and coordinate with media coverage of the projects.

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 1.41 officers per 1,000 population in 2012.
- 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.
- Lack of awareness by law enforcement for Oregon's law regarding non-compliance to clear roadways faster in a non-injury crash (ORS 811.717).
- 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.
- Many county and city police department's lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

Police Traffic Services, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Total Fatal Traffic Crashes	418	369	331	292	310	305	310
Total Injury Crashes	19,061	18,040	19,053	20,879	23,887	24,457	22,069
Total Fatalities	478	416	377	317	331	337	341
Total Injuries	28,467	26,805	28,153	30,493	35,031	36,085	21,441
Top 10 Driver Errors in Total Crashes:							
✓ Failed to avoid stopped or parked vehicle ahead other than	14,208	11,843	12,083	12,814	14,588	15,104	13,647
✓ Did not have right-of-way	8,683	7,699	7,206	7,991	8,968	9,156	8,330
✓ Driving too fast for conditions	7,324	6,750	5,257	4,591	5,206	4,697	7,938
✓ Failed to maintain lane	3,486	6,308	5,840	5,563	7,650	7,560	6,653
✓ Following too closely	1,157	2,125	1,887	2,268	2,743	2,734	2,408
✓ Improper change of traffic lanes	2,305	2,131	2,078	2,185	2,233	2,233	2,182
✓ Inattention	2,305	2,011	2,038	2,386	2,423	2,446	2,323
✓ Disregarded traffic signal	2,050	1,900	1,819	2,003	2,192	2,212	2,057
✓ Careless driving	439	674	937	1,515	1,914	1,696	1,516
✓ Left turn in front of oncoming traffic	2,328	1,906	1,818	2,110	2,305	2,286	2,130
Number of Speed Involved Convictions	167,992	170,110	176,421	149,697	139,548	134,070	149,934
Total number of all entered traffic convictions	N/A	N/A	470,025	426,566	430,555	413,569	N/A
No. of Law Enforcement Officers	5,358	5,403	5,502	5,658	5,610	5,480	5,563
Officers per 1,000 Population	1.47	1.43	1.44	1.47	1.47	1.41	1.44
Percent Who Say More Enforcement Needed	19%	21%	17%	13%	10%	8%	11%
Number of Speed eCitations Issued	N/A	N/A	22,212	24,103	80,190	93,080	N/A
Number of eCrash Reports Completed	N/A	N/A	705	1,198	3,942	8,063	N/A
Total Number of eCitations Issued	N/A	N/A	47,894	70,000	180,039	223,189	N/A

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; *Transportation Safety Survey, Executive Summary*; Intercept Research Corporation; eCitation/eCrash data warehouse

Note: Speed-involved offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

Annual Total Traffic Stops by Oregon State Police, 2003-2012

Year	Number of Traffic Stops	% Change from Previous Year
2003	241,864	-21.2%
2004	202,858	-16.1%
2005	203,211	0.2%
2006	197,183	-3.0%
2007	207,592	5.3%
2008	230,045	10.8%
2009	277,460	20.6%
2010	285,100	2.8%
2011	263,306	-7.6%
2012	224,387	-15%

Source: Oregon State Police

Goals

- Maintain training of at least 700 police officers annually, 620 in speed enforcement via online radar/lidar course and regional in-person classes and provide crash investigations training to 40 police officers. Provide at least 40 police officers with motor officer training annually Oregon by 2020.

Performance Measures

- Increase radar and lidar training statewide through online courses in order to increase the number of police officers who can utilize speed equipment to enforce speeding laws in Oregon from the 2010-2012 average of 550 police officers to 600 officers by December 31, 2015.
- Increase training and certification in crash investigations from the 2010-2012 average of 28 police officers to at least 35 officers by December 31, 2015.

Strategies

- Continue to send out announcements for available radar and lidar training.
- Continue to support Oregon Motor Officer training.
- Continue to provide 3-day traffic crash investigation training.
- Working directly with TRCC and other partners, continue to increase the number of police agencies with available e-Crash and e-Citation equipment and software.
- Continue to develop the methodology for highway safety office analysis of current crash data and hot-spot locations, creating new ways to address and impact the primary driver errors occurring in those identified areas, partnering with local and state law enforcement.

Region 1

Link to the Transportation Safety Action Plan:

Action # 19 - Provide a transportation safety specialist position in each of the ODOT regions
Continue to provide for and enhance the transportation safety specialist positions in each of five regions, providing a safety perspective to all operations as well as direct communication between ODOT and local transportation safety agencies and programs.

Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS

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

Region 1 Overview

Region 1 oversees the public's transportation investments in Clackamas, Hood River, and Multnomah counties and a portion of Washington County. Motorist, truckers, buses, and bicyclists travel more than 18 million miles on Region 1 highways every day. Region 1 is responsible for:

- 879 miles of highway
- 243 miles of bikeways
- 165 miles of sidewalks
- 1081 state owned bridges, 502 of which pass the Nation Bridges Inspection Standards
- 803 traffic signals
- 142 ramp meters
- Over 100 highway cameras
- Over 3,500 major signs
- Thousands of smaller signs, lights, variable signs, etc.
- 9 cities, two counties have established local traffic safety committees or similar action groups
- There are two safety corridors and two truck safety corridors within the Region

The Problem

- Speed and impaired driving continue to be major contributing factors in crashes resulting in fatalities on the roads in Region 1. Speed has been dropping; impaired driving is on the rise. Their prevalence shows the continued need to work on human factors, getting safety messages to resonate with drivers to be effective at changing behaviors.
- Roadway departure fatalities and serious injuries are declining, but still a major factor in Region 1.
- Drivers 15-20 also continue to be major contributors to fatalities and serious injuries in crashes.

- Distracted driving is becoming a greater safety threat to all modes of transportation, and is suspected to be under reported. Types of distraction include cell-phones, GPS, computer devices as well as non-mechanical causes such as reading, eating, and conversation.
- Motorcyclist fatalities and serious injuries held steady in 2010-2012, but that is a significant increase from 2008-2009.
- Pedestrian fatalities are also a major contributing factor to fatalities in Region 1. As Region 1 travel by bike, foot and transit continue to grow, we discover new infrastructure needs and educational needs for all users of the transportation system to prevent conflict and injury between the modes.
 - Drivers not complying with right-of-way laws expose bicyclists and pedestrians to potential safety risks.
 - Bicyclists and Pedestrians not complying with existing laws and safe bicyclist/pedestrian behaviors place their own safety at risk.
- We are starting to see improved integration between transportation safety programs and other region level highway work; with efforts to address not just engineering, but coordinate education and enforcement as safety projects are completed.
- There continues to be a need to provide education and resources to local traffic safety committees and regional partners on the “4-E” (education, engineering, enforcement and emergency medical services) approach to transportation safety.
- With the MAP-21 emphasizing reduction of fatal and serious injury crashes on all facilities, ODOT is transitioning to assess all roads for safety projects. ODOT is apportioning some of the funds to hot spots, such as identified by SPIS; and a portion of funds to systemic low cost, high benefit countermeasures applied systematically. This presents many new opportunities for partnerships with local governments.
- Media attention and political interest dedicated to specific locations or problems is often not related to the statistical injury potential of the actual crash problem. In addition, the local media market is expensive and competitive. These issues make it more difficult to design and implement a solution acceptable to the community of interest and appropriate to the problem.

Region 1, Transportation Safety Information

Fatalities - Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Clackamas County	30	29	21	32	20	26
Hood River County	3	6	2	5	5	4
Multnomah County	28	42	31	38	45	37
Washington County	27	20	11	13	19	18
Region 1 Fatalities Total	88	97	65	88	89	85
Statewide Fatalities	416	377	317	331	337	356
Region 1 Fatalities Percent of State	21.15%	25.73%	20.50%	26.59%	26.41%	24.08%
Region 1 Fatalities per 100k Population	5.38	5.87	3.90	5.24	5.25	5.13

Fatalities & Serious Injuries - Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Region 1 Fatalities & Serious Injuries	1,187	532	583	679	647	725
Statewide Fatalities & Serious Injuries	2,329	1,615	1,699	1,872	1,955	1,894

Speed Involved Fatalities - Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Clackamas County	16	11	5	15	5	10
Hood River County	2	6	0	1	1	2
Multnomah County	17	21	10	11	14	15
Washington County	12	14	4	5	6	8
Region 1 Speed Involved Fatalities	47	52	19	32	26	35
Statewide Total Speed Involved Fatalities	210	157	116	127	113	145
Region 1 Speed Involved Fatalities Percent of State	22.38%	33.12%	16.38%	25.20%	23.01%	24.02%
Region 1 Speed Involved Fatalities per 100k Population	2.87	3.15	1.14	1.91	1.53	2.12

Speed Involved Fatalities & Serious Injuries - Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Region 1 Speed Involved F&A Total	414	168	144	147	124	199
Statewide Total Speed Involved F&A Total	883	522	519	557	518	600

Alcohol Involved Fatalities – Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Clackamas County	12	11	7	12	9	10
Hood River County	2	0	1	1	2	1
Multnomah County	13	22	15	17	24	20
Washington County	8	11	6	3	8	7
Region 1 Alcohol Involved Fatalities	35	44	29	33	43	37
Statewide Total Alcohol Involved Fatalities	171	144	107	123	123	124
Region 1 Alcohol Involved Fatalities Percent of State	20.47%	30.56%	27.10%	26.83%	34.96%	29.86%
Region 1 Alcohol Involved Fatalities per 100k Population	2.14	2.66	1.74	1.96	2.54	2.21

Alcohol Involved Fatalities & Serious Injuries – Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Region 1 Alcohol Involved F&A Total	105	88	98	112	152	111
Statewide Total Alcohol Involved F&A Total	368	302	283	368	413	347

Populations - Region 1

County	2008	2009	2010	2011	2012	2008-2012 Average
Clackamas County	376,660	379,845	381,775	378,480	381,680	380,445
Hood River County	21,625	21,725	21,850	22,625	22,875	22,269
Multnomah County	717,880	724,680	730,140	741,925	748,445	736,298
Washington County	519,925	527,140	532,620	536,370	542,845	534,744
Region 1 Total	1,636,090	1,653,390	1,666,385	1,679,400	1,695,845	1,673,755

Bicyclist and Pedestrian Involved Fatalities & Serious Injuries – Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Clackamas County	19	10	17	29	17	18
Hood River County	0	1	0	2	1	1
Multnomah County	66	68	68	60	91	72
Washington County	23	25	25	24	31	26
Region 1 Total	108	104	110	115	140	117
Statewide Total	249	201	238	257	271	242

Distracted Driver Involved Fatalities & Serious Injuries – Region 1

	2008	2009	2010	2011	2012	2008-2012 Average
Clackamas County	6	6	8	9	3	7
Hood River County	1	0	1	2	0	1
Multnomah County	26	3	4	8	7	6
Washington County	7	2	10	16	8	9
Region 1 Total	40	11	23	35	18	22
Statewide Total	107	85	114	123	138	115

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

Note: Distracted driving involved fatalities include the following behaviors: passenger interfered with the driver, driver's attention was distracted, an active participant was using a cell phone, or driver inattention.

Goals

- Decrease the number of annual fatalities in Region 1 from the 2008-2012 average of 85 to 67 by 2020.
- Decrease the number of annual serious injuries from the 2008-2012 average of 640 to 501 by 2020.

Performance Measures

- Decrease the number of annual speed related fatalities and serious injuries in Region 1 from the 2008-2012 average of 199 to 182 by December 31, 2015.
- Decrease the number of annual alcohol fatalities and serious injuries in Region 1 from the 2008-2012 average of 111 to 101 by December 31, 2015.
- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2008-2012 average of 181 to 166 by December 31, 2015.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2008-2012 average of 132 to 121 by December 31, 2015.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 1 from the 2008-2012 average of 66 to 60 by December 31, 2015.
- Decrease the number of fatalities and serious injuries related to driver distraction in Region 1 from the 2008-2012 average of 25 to 23 by December 31, 2015.

Strategies

- Advocate for transportation safety in Region 1 by providing information and education on all aspects of traffic safety to community organizations, local agencies, ODOT staff and traffic safety committees.
- Build and maintain partner contacts in all four counties in Region 1, with partners including law enforcement, health educators, traffic engineering, health programs, and injury prevention specialists.
- Build contacts and work within the ODOT Region to keep safety at the forefront across business lines and divisions within the agency in maintenance, analysis, planning, project selection, design, and execution of projects.
- Provide leadership to develop a safety culture throughout Region 1 focused on reducing fatal and serious injury crashes through addressing behavioral issues. Encourage multi-disciplinary teams to collaborate and leverage efforts on strategic actions to increase the effectiveness of education, outreach, and law enforcement efforts region wide.
- Work with Region 1 Traffic Engineering on hot spot as well as systemic approaches to improving roadway safety: oversee the Region 1 SPIS report review of high crash locations and potential remedies at the expected 200+ SPIS sites in Region 1; and support HSIP planning and implementation for systemic engineering approaches to highway safety.
- Get deeper into analysis of emerging crash problem areas: develop methodology to identify problem areas in Region 1, establish efforts aimed at reducing crashes in these categories; including speed, impaired driving, young drivers, lane departure, distracted driving, bicyclists, pedestrians, and motorcyclists.
- Promote and encourage attendance at available traffic safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineers and managers, and community volunteers. Consider additional training needs, and support development of new training opportunities; for example evaluation, data analysis, “leading edge” programs, and partnering with the media.
- Continue 4 E’s effort (engineering, education, enforcement, and EMS) on at least one corridor in Region 1. Assess results to improve other corridors.
- Encourage local and regional governments to consider a TSAP (Transportation Safety Action Plan) style approach to traffic safety. Provide state data (like crash, health, economic loss, etc.) to them.

Region 2

Link to the Transportation Safety Action Plan:

Action # 19 - Provide a transportation safety specialist position in each of the ODOT regions
Continue to provide for and enhance the transportation safety specialist positions in each of five regions, providing a safety perspective to all operations as well as direct communication between ODOT and local transportation safety agencies and programs.

Region 2 Overview

ODOT's Northwest Region provides transportation facilities and services for nearly one-third of Oregon's population. Region 2 comprises Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, and western Washington counties. Region 2 has over 5,100 lane miles of state highways, with 868 bridges, including five movable bridges, and five tunnels, comprising 25 percent of the State's total highway miles. Region 2 also has 860 miles of railroads, seven deep-water ports and two major Cascade mountain passes (Santiam and Willamette).

The Problem

- Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and safety belt use continue to be major factors contributing to deaths and injuries on all roads in Region 2.
- Roadway departure fatalities and serious injuries increased in Region 2 during 2012. These types of crashes are common and preventable. During 2008-2012, there was an average of 267 roadway departure involved fatalities and serious injuries per year.
- According to the CDC, motor vehicle fatalities continue to be the leading cause of accidental death among teenagers, representing over one-third of all deaths to teenagers. During 2008-2012, there was an average of 95 fatalities and serious injuries per year in crashes where the driver was age 15-20 in Region 2.
- Motorcycle fatalities and serious injuries increased in Region 2 during 2012. During 2008-2012, there was an average of 77 fatalities and serious injuries per year in motorcycle crashes in Region 2.
- Distracted driving crashes make up a significant portion of the deaths and serious injuries in the Region. During 2008-2012, there was an average of 52 distracted driving related fatalities and serious injuries in Region 2 per year.

- There continues to be a need to provide education and resources to local traffic safety committees on the “4-E” (education, engineering, enforcement and emergency medical services) approach to transportation safety. Local traffic safety committees in Region 2 include Albany, Astoria, Aumsville, Aurora, Depoe Bay, Hubbard, Independence, Keizer, Monmouth, Newberg, Salem, St Helens, Sweet Home, Turner, Yachats, and Columbia County.

Region 2, Transportation Safety Information

Fatalities – Region 2

	2008	2009	2010	2011	2012	2008-2012 Average
Benton County	10	5	2	6	10	5
Clatsop County	4	6	6	6	7	8
Columbia County	8	7	10	5	2	7
Lane County	32	40	27	32	32	42
Lincoln County	7	7	5	7	5	9
Linn County	18	18	11	10	10	26
Marion County	26	25	25	29	20	33
Polk County	13	10	10	2	11	11
Tillamook County	13	3	2	8	6	8
Yamhill County	17	6	7	4	9	12
Region 2 Fatalities Total	148	127	105	109	112	163
Statewide Fatalities	416	377	317	331	337	478
Region 2 Fatalities Percent of State	35.58%	33.69%	33.12%	32.93%	33.23%	34.19%
Region 2 Fatalities per 100,000 Population	12.58	10.72	8.82	9.02	9.22	14.22

Fatalities & Serious Injuries – Region 2

	2008	2009	2010	2011	2012	2008-2012 Average
Region 2 Fatalities & Serious Injuries	540	550	541	597	631	580
Statewide Fatalities & Serious Injuries	2,329	1,608	1,966	1,872	1,955	1,784

Speed Involved Fatalities – Region 2

	2008	2009	2010	2011	2012	2008-2012 Average
Benton County	2	2	0	4	2	3
Clatsop County	0	4	1	2	0	4
Columbia County	4	6	2	2	0	4
Lane County	12	19	12	9	9	19
Lincoln County	4	2	0	4	2	5
Linn County	11	7	1	5	4	14
Marion County	11	13	8	14	7	22
Polk County	2	1	3	0	4	6
Tillamook County	7	0	1	3	2	5
Yamhill County	13	0	5	3	2	7
Region 2 Speed Involved Fatalities	66	54	33	46	32	88
Statewide Total Speed Involved Fatalities	210	157	116	127	113	249
Region 2 Percent of Speed Involved Fatalities	44.59%	42.52%	31.43%	42.20%	28.57%	53.87%
Region 2 Speed Involved Fatalities per 100k Population	17.85	13.25	9.75	10.51	9.30	12.13

Speed Involved Fatalities & Serious Injuries - Region 2

	2008	2009	2010	2011	2012	2008-2012 Average
Region 2 Speed Involved F&A Total	414	168	144	147	124	199
Statewide Speed Involved F&A Total	883	522	519	557	518	600

Alcohol Involved Fatalities – Region 2

	2008	2009	2010	2011	2012	2008-2012 Average
Benton County	3	0	0	3	4	2
Clatsop County	1	4	1	2	2	2
Columbia County	5	2	0	2	1	2
Lane County	16	15	13	9	9	12
Lincoln County	3	0	0	3	0	1
Linn County	8	5	1	5	2	4
Marion County	6	10	11	13	11	10
Polk County	1	5	2	0	3	2
Tillamook County	5	3	0	2	3	3
Yamhill County	2	0	3	2	4	2
Region 2 Alcohol Involved Fatalities	50	44	31	41	39	41
Statewide Total Alcohol Involved Fatalities	171	144	107	123	123	41
Region 2 Alcohol Involved Fatalities Percent of State	29.4%	30.56%	28.97%	33.33%	31.71%	30.76%
Region 2 Alcohol Involved Fatalities per 100k Population	4.25	3.71	2.61	3.39	3.21	3.43

Alcohol Involved Fatalities & Serious Injuries - Region 2

	2008	2009	2010	2011	2012	2008-2012 Average
Region 2 Alcohol Involved F&A Total	105	88	98	112	152	111
Statewide Total Alcohol Involved F&A Total	368	302	283	368	413	347

Populations – Region 2

County	2008	2009	2010	2011	2012	2008-2012 Average
Benton County	86,120	86,725	87,000	85,995	86,785	86,525
Clatsop County	37,695	37,840	37,860	37,145	37,190	37,546
Columbia County	48,095	48,410	48,620	49,625	49,680	48,886
Lane County	345,880	347,690	348,550	353,155	354,200	349,895
Lincoln County	44,715	44,700	44,620	46,155	46,295	45,297
Linn County	110,185	110,865	111,355	117,340	118,035	113,556
Marion County	314,865	318,170	320,640	318,150	320,495	318,464
Polk County	68,235	68,785	69,145	75,965	76,625	71,751
Tillamook County	26,060	26,130	26,170	25,255	25,305	25,784
Yamhill County	94,325	95,250	95,925	99,850	100,550	97,180
Region 2 Total	1,176,175	1,184,565	1,189,885	1,208,635	1,215,160	1,194,884

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

Goals

- Decrease fatalities in Region 2 from the 2008-2012 average of 120 to 94 by 2020.
- Decrease serious injuries (Injury A) in Region 2 from the 2008-2012 average of 451 to 354 by 2020.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 2 from the 2008-2012 average of 182 to 166 by 2015.
- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2008-2012 average of 107 to 98 by 2015.
- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2008-2012 average of 267 to 243 by 2015.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2008-2012 average of 95 to 87 by 2015.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 2 from the 2008-2012 average of 77 to 70 by 2015.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2008-2012 average of 52 to 48 by 2015.

- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2008-2012 average of 47 to 42 by 2015.

Strategies

- Enforcement and Education: Employ deterrence countermeasures, including enforcement and education campaigns, to reduce speeding, impaired driving, distracted driving, and safety belt use violations. Work with local law enforcement to increase patrols at top SPIS sites within Region 2.
- Safety Corridors: Apply “4-E” safety countermeasures within active Safety Corridor sites, develop and implement Safety Corridor Plans, meet with active stakeholder groups, and decommission sites that no longer meet the criteria.
- Roadway Departure: Identify corridors that have high frequencies of roadway departure crashes and implement low-cost engineering, education, and enforcement initiatives to improve safety at those locations.
- Partnerships: Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids Willamette Valley and local traffic safety committees include hospitals, EMS providers, fire services, health educators, health programs, enforcement, engineering, etc. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.
- Data sharing: Increase the opportunities to provide state data (crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Work on multi-disciplinary teams to identify traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions.

Region 3

Link to the Transportation Safety Action Plan:

Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS

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

Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses the five southwestern Oregon counties: Coos, Curry, Douglas, Jackson, and Josephine. The rural nature and the low socio-economic status of the region are reflected in the problems. The financial condition of the five counties in Region 3 indicates that they are at a higher risk of distress than other Oregon counties.

The Problem

- Traffic fatalities are over-represented with 15.48 percent of total state traffic fatalities compared with 12.50 percent of the state's population. Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and safety belt use continue to be major factors contributing to deaths and injuries on all roads in Region 3.
- In 2013, 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 child passenger safety and proper use of restraint systems.
- There continues to be a need to provide education and resources to the 14 existing traffic safety committees in Region 3 (Ashland, Brookings, Coquille, Eagle Point, Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County).
- Roadway departure fatalities and serious injuries increased in Region 3 during 2012. These types of crashes are common and preventable and there continues to be a number of crashes that occur during periods of inclement weather.
- Motorcycle fatalities and serious injuries increased significantly in Region 3 during 2012.

Region 3, Transportation Safety Information

Fatalities – Region 3

	2008	2009	2010	2011	2012	2008-2012 Average
Coos County	12	10	10	15	5	10
Curry County	5	1	8	3	0	3
Douglas County	27	14	21	12	15	18
Jackson County	25	14	16	21	14	18
Josephine County	20	21	12	13	18	17
Region 3 Total	89	60	67	64	52	66
Statewide Fatalities	416	377	317	331	337	356
Region 3 Fatalities Percent of State	21.39%	15.92%	21.14%	19.34%	15.43%	18.64%
Region 3 Fatalities per 100,000 Population	18.60	12.49	13.94	13.34	10.82	13.84

Fatalities & Serious Injuries – Region 3

	2008	2009	2010	2011	2012	2008-2012 Average
Region 3 Fatalities & Serious Injuries	313	288	273	239	261	275
Statewide Fatalities & Serious Injuries	2,329	1,608	1,966	1,872	1,955	1,784

Speed Involved Fatalities – Region 3

	2008	2009	2010	2011	2012	2008-2012 Average
Coos County	5	6	5	8	2	5
Curry County	3	0	1	1	0	1
Douglas County	15	5	8	3	5	7
Jackson County	13	6	6	8	8	8
Josephine County	10	3	4	2	6	5
Region 3 Speed Involved Fatalities	46	20	24	22	21	27
Statewide Total Fatalities Speed Involved	210	157	116	127	113	145
Region 3 Speed Involved Fatalities Percent of State	21.90%	12.74%	20.69%	17.32%	18.52%	18.25%
Region 3 Speed Involved Fatalities per 100k Population	9.61	4.16	4.99	4.58	4.37	5.54

Speed Involved Fatalities & Serious Injuries – Region 3

	2008	2009	2010	2011	2012	2008-2012 Average
Region 3 Speed Involved F&A Total	94	64	94	79	81	82
Statewide Speed Involved F&A Total	883	522	519	557	518	600

Alcohol Involved Fatalities – Region 3

	2008	2009	2010	2011	2012	2008-2012 Average
Coos County	3	4	5	9	2	5
Curry County	3	1	0	1	0	1
Douglas County	17	6	5	4	2	7
Jackson County	12	6	3	3	4	6
Josephine County	15	11	7	8	7	10
Region 3 Alcohol Involved Fatalities	50	28	20	25	15	28
Statewide Total Fatalities Alcohol Involved	171	144	107	123	123	134
Region 3 Alcohol Involved Fatalities Percent of State	29.24%	19.44%	18.69%	20.33%	12.20%	19.98%
Region 3 Alcohol Involved Fatalities per 100k Population	10.45	5.83	4.16	5.21	3.12	5.75

Alcohol Involved Fatalities & Serious Injuries – Region 3

	2008	2009	2010	2011	2012	2008-2012 Average
Region 3 Alcohol Involved F&A Total	89	53	53	68	61	65
Statewide Total Alcohol Involved F&A Total	368	302	283	368	413	347

Populations – Region 3

County	2008	2009	2010	2011	2012	2008-2012 Average
Coos County	63,210	63,065	62,930	62,960	62,890	63,011
Curry County	21,510	21,340	21,160	22,335	22,295	21,728
Douglas County	105,240	105,395	105,240	107,795	108,195	106,373
Jackson County	205,305	207,010	207,745	203,950	204,630	205,728
Josephine County	83,290	83,665	83,600	82,820	82,775	83,230
Region 3 Total	478,555	480,475	480,675	479,860	480,785	480,070

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

Goals

- Decrease fatalities in Region 3 from the 2008-2012 average of 66 to 52 or below by 2020.
- Decrease serious injuries (Injury A) in Region 3 from the 2008-2012 average of 208 to 163 by 2020.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 3 from the 2008-2012 average of 82 to 75 by December 31, 2015.
- Decrease alcohol related fatalities and serious injuries in Region 3 from the 2008-2012 average of 65 to 59 by December 31, 2015.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 3 from the 2008-2012 average of 42 to 38 by December 31, 2015.
- To reduce the number of fatal and injury crashes associated with inclement weather on state highways in Region 3 from the 2010-2012 average of 665 to 632 by December 31, 2015.

Strategies

- Serve as a resource to all of Region 3 for all of the transportation safety programs. Attend safety meetings, both internally and externally, as a resource to the safety programs. Attend event planning meetings as the coordinator or agency partner for transportation safety related events, programs, or safety fairs.
- Coordinate and/or provide resources for traffic safety events. Advocate transportation safety programs and awareness to all agency partners and to all of the communities in Region 3.
- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and plan appropriate measure to impact identified problems within Region 3.
- Provide mini-grants to local jurisdictions for DUII community education, speed enforcement and/or equipment, and for child passenger safety equipment, supplies, or training.
- Provide education as often as possible on all transportation safety programs with an emphasis on Impaired Driving (Drugs and Alcohol), Speed, Occupant Protection, and Motorcycle safety.
- Work with existing traffic safety committees to enhance programs and to provide resources and information. Work to stabilize struggling committees and work with communities that have a need, or have expressed interest in forming new traffic safety committees.
- Coordinate the Child Passenger Safety (CPS) coalitions in Region 3. Coordinate and oversee the trainings and provide mini-grants to local jurisdictions to enhance their support of CPS events, distribution clinics, and trainings. Coordinate quarterly meetings with certified CPS Technicians to help them grow their programs and stay current on CPS recertification requirements, paperwork, and reporting requirements.
- Utilize existing VMS boards to warn public of adverse weather and roadway conditions.

- Implement a Salt Use Pilot program on the Siskiyou Pass. Monitor for reductions in adverse weather crashes.
- Implement tree removal program on select Region highways where vegetation causes shading and contributes to ice on the roadway.
- Implement Region-wide projects to increase visibility on highways, including pavement markers, roadside delineation, and curve signage.
- Implement a Region-wide rumble strip projects to address roadway departure crashes.

Region 4

Link to the Transportation Safety Action Plan:

Action # 19 - Provide a transportation safety specialist position in each of the ODOT regions
Continue to provide for and enhance the transportation safety specialist positions in each of five regions, providing a safety perspective to all operations as well as direct communication between ODOT 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 has a total population as of 2012 of 307,965.

Region 4 has 1,972 state highway centerline miles (4,144 lane miles), three maintenance districts and one active Safe Kids Chapter (Safe Kids Columbia Gorge). 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

- In 2012, Region 4 traffic crash fatalities totaled 40, with a majority of those having speed, alcohol and roadway departure as a contributing factor.
- Alcohol as a contributing factor in a fatality accounted for an increase of 18 in 2012 from 14 in 2011. Based on 2012 data, 45 percent of all fatalities in Region 4 were alcohol involved. There as 50 fatal and serious injuries (Injury A) in 2012 up from 45 in 2011. Highest counties for fatalities were Deschutes (9), Klamath (3) and Jefferson (3) in Region 4 in 2012. Any fatality with alcohol as a contributing factor is unacceptable.
- Speed as a contributing factor accounted for 13 fatalities in 2012 or 32.5 percent of all fatalities in Region 4. 2012 data shows 79 fatal and serious injuries (Injury A) which is an increase from 75 in 2011. Highest counties for fatalities were Deschutes (5), Jefferson (2), Klamath (2) and Lake (2).
- Roadway Departure as a contributing factor makes up for a large percentage of fatalities and serious injuries (Injury A) in Region 4. In 2012, there was an increase of 137 Fatal and Injury A's in Region 4 from 119 in 2011. Out of the fatalities, they accounted for 75 percent of all fatalities in Region 4 in 2012. During 2008-2012, the average was 119 for fatalities and serious injuries (Injury A).

Region 4, Transportation Safety Information

Fatalities – Region 4

	2008	2009	2010	2011	2012	2008-2012 Average
Crook County	3	3	0	1	1	2
Deschutes County	18	10	12	17	18	15
Gilliam County	3	1	0	0	0	1
Jefferson County	8	4	8	5	4	6
Klamath County	15	12	8	9	9	11
Lake County	5	6	6	1	4	4
Sherman County	3	0	6	3	1	3
Wasco County	2	9	6	4	2	5
Wheeler County	0	0	2	0	1	1
Region 4 Total	57	45	48	40	40	46
Statewide Fatalities	416	377	317	331	337	356
Region 4 Fatalities Percent of State	13.70%	11.94%	15.14%	12.08%	11.90%	12.95
Region 4 Fatalities per 100,000 Population	17.84	13.89	14.73	13.05	12.99	14.50

Fatalities & Serious Injuries – Region 4

	2008	2009	2010	2011	2012	2008-2012 Average
Region 4 Fatalities & Serious Injuries	220	171	183	165	218	191
Statewide Fatalities & Serious Injuries	2,329	1,608	1,966	1,872	1,955	1,784

Speed Involved Fatalities – Region 4

	2008	2009	2010	2011	2012	2008-2012 Average
Crook County	1	1	0	1	1	1
Deschutes County	11	3	3	5	5	5
Gilliam County	1	1	0	0	0	0
Jefferson County	6	0	6	1	2	3
Klamath County	6	4	4	4	2	4
Lake County	4	2	2	0	2	2
Sherman County	3	0	2	1	0	1
Wasco County	1	3	3	2	1	2
Wheeler County	0	0	2	0	0	0
Region 4 Speed Involved Fatalities	33	14	22	14	13	19
Statewide Total Fatalities Speed Involved	210	157	116	127	113	145
Region 4 Speed Involved Fatalities Percent of State	15.71%	8.92%	18.97%	11.02%	11.5%	13.23%
Region 4 Speed Involved Fatalities per 100k Population	10.33	4.32	6.75	4.57	4.22	6.04

Speed Involved Fatalities & Serious Injuries - Region 4

	2008	2009	2010	2011	2012	2008-2012 Average
Region 4 Speed Involved F&A Total	97	59	80	75	79	78
Statewide Speed Involved F&A Total	883	522	519	557	518	600

Alcohol Involved Fatalities – Region 4

	2008	2009	2010	2011	2012	2008-2012 Average
Crook County	1	3	0	0	0	1
Deschutes County	6	4	4	6	9	6
Gilliam County	0	1	0	0	0	0
Jefferson County	3	1	4	2	3	3
Klamath County	2	1	6	3	3	3
Lake County	4	1	1	1	2	2
Sherman County	3	0	2	1	0	1
Wasco County	0	6	2	1	0	2
Wheeler County	0	0	0	0	1	0
Region 4 Alcohol Involved Fatalities	19	17	19	14	18	17
Statewide Total Alcohol Involved Fatalities	171%	144	107	123	123	134
Region 4 Alcohol Involved Fatalities Percent of State	11.11%	11.81%	17.76%	11.38%	14.63%	13.34%
Region 4 Alcohol Involved Fatalities per 100k Population	5.95	5.25	5.83	4.57	5.84	5.49

Alcohol Involved Fatalities & Serious Injuries - Region 4

	2008	2009	2010	2011	2012	2008-2012 Average
Region 4 Alcohol Involved Total	34	38	41	45	50	42
Statewide Total Alcohol Involved F&A Total	368	302	283	368	413	347

Populations – Region 4

County	2008	2009	2010	2011	2012	2008-2012 Average
Crook County	26,845	27,185	27,280	20,855	20,650	24,563
Deschutes County	167,015	170,705	172,050	158,875	160,140	165,757
Gilliam County	1,885	1,885	1,885	1,880	1,900	1,887
Jefferson County	22,450	22,715	22,865	21,845	21,940	22,363
Klamath County	66,180	66,350	66,475	66,580	66,740	66,465
Lake County	7,585	7,600	7,570	7,885	7,920	7,712
Sherman County	1,845	1,830	1,825	1,765	1,765	1,806
Wasco County	24,170	24,230	24,280	25,300	25,485	24,693
Wheeler County	1,575	1,585	1,590	1,435	1,425	1,522
Region 4 Total	319,550	324,085	325,820	306,420	307,965	316,768

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

Goals

- Decrease fatalities in Region 4 from the 2008-2012 average of 46 to 36 by 2020.
- Decrease serious injuries (Injury A) in Region 4 from the 2008-2012 average of 152 to 119 by 2020.

Performance Measures

- Decrease speed involved fatalities and serious injuries (Injury A) in Region 4 from the 2008-2012 average of 78 to 71 by December 31, 2015.
- Decrease alcohol involved fatalities and serious injuries (Injury A) in Region 4 from the 2008-2012 average of 41 to 38 by December 31, 2015.
- Decrease the number of roadway departure fatalities and serious injuries (Injury A) from the 2008-2012 average of 119 to 109 by December 31, 2015.

Strategies

- Work with local agencies (law enforcement and community groups) to help reduce speed involved fatalities and serious injuries (Injury A) in Region 4.
- Work with local agencies (law enforcement, OLCC and community groups) to help reduce alcohol involved fatalities and serious injuries (Injury A) in Region 4.
- Work with local child passenger safety advocates and community groups to educate parents/caregivers on the importance of proper use of child passenger safety seats

- Region 4 will utilize approximately \$34,000 of 164 Penalty Transfer funds during spring/summer of 2014 for the purpose of supporting roadway departure crashes with speed, seatbelt and alcohol being the primary cause utilizing speed overtime enforcement with OSP. The focus will be Hwy #4 (US 97) MP 127.84 to MP 132.95; Hwy #4 (US 97) MP 143.18 to MP 158.52; Hwy #15 (OR 126) MP 90.3 to MP 110.3; Hwy #16 (Santiam) MP 92.05 to MP 97.16 and Hwy #17 (US 20) MP 0 to MP 14.77.
- Work with ODOT, Oregon State Police and local communities 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.
- Advocate for transportation safety in Region 4 by providing information and education on all aspects of traffic safety, coordinating traffic safety activities, and work with community organizations, schools and local traffic safety committees.

Region 5

Link to the Transportation Safety Action Plan:

Action # 19 - Provide a transportation safety specialist position in each of the ODOT regions
Continue to provide for and enhance the transportation safety specialist positions in each of five regions, providing a safety perspective to all operations as well as direct communication between ODOT 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 183,310 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 2012, traffic fatalities continued to be a major issue in Region 5 with 44 deaths. This is an increase of nearly 47 percent from the previous year.
- In 2012, serious injuries (Injury A) due to traffic crashes increased 20 percent in Region 5 from 85 to 102.
- In 2012, alcohol was involved in 20 deaths and serious injuries (Injury A) in Region 5, up slightly from 19 in 2011.
- In 2012, 48 percent of the fatalities and serious injuries (Injury A) in Region 5 were speed involved, totaling 70, compared to 57 in 2011. A major contributor to the increase was the bus crash on I-84 that took nine lives.
- Traditionally, a large percentage of fatalities and serious injuries (Injury A) are caused by roadway departures due to the rural nature of the region. 2012 was no exception, with 95 fatalities, up from 68 in 2011, and serious injuries. This represents 65 percent of the total F&A's in Region 5 for 2012.
- With an increase of 265 new motorcycle endorsements in 2012, Region 5 has a total of 13,271 motorcycle endorsed riders in Region 5. Fatalities and serious injuries (Injury A) due to motorcycle crashes represented 14 percent of total F&A's in 2012.

Region 5, Transportation Safety Information

Fatalities – Region 5

	2008	2009	2010	2011	2012	2008-2012 Average
Baker County	6	7	3	3	4	5
Grant County	3	3	2	2	1	2
Harney County	0	4	6	3	2	3
Malheur County	4	8	5	4	6	5
Morrow County	2	5	1	3	1	2
Umatilla County	11	14	11	11	27	15
Union County	3	6	3	4	1	3
Wallowa County	5	1	1	0	2	2
Total Region 5	34	48	32	30	44	38
Statewide Fatalities	416	377	317	331	337	356
Region 5 Fatalities Percent of State	8.17%	12.73%	10.09%	9.06%	13.06%	10.62%
Region 5 Fatalities per 100,000 Population	18.82	26.53	17.64	16.37	23.92	20.65

Fatalities & Serious Injuries - Region 5

	2008	2009	2010	2011	2012	2008-2012 Average
Region 5 Fatalities & Serious Injuries	125	116	109	115	146	122
Statewide Fatalities & Serious Injuries	2,329	1,608	1,966	1,872	1,955	1,784

Speed Involved Fatalities –Region 5

	2008	2009	2010	2011	2012	2008-2012 Average
Baker County	4	4	2	2	3	3
Grant County	3	0	2	2	1	2
Harney County	0	1	3	2	0	1
Malheur County	3	3	4	0	1	2
Morrow County	0	0	0	2	0	0
Umatilla County	4	8	6	4	16	8
Union County	3	1	1	1	0	1
Wallowa County	1	0	0	0	0	0
Region 5 Speed Involved Fatalities	18	17	18	13	21	17
Statewide Total Speed Involved Fatalities	210	157	116	127	113	145
Region 5 Speed Involved Fatalities Percent of State	8.57%	10.83%	15.52%	10.24%	18.58%	12.75%
Region 5 Speed Involved Fatalities per 100k Population	9.96	9.39	9.92	7.09	11.41	9.56

Speed Involved Fatalities & Serious Injuries - Region 5

	2008	2009	2010	2011	2012	2008-2012 Average
Region 5 Speed Involved F&A Total	64	42	56	57	70	58
Statewide Speed Involved F&A Total	883	522	519	557	518	600

Alcohol Involved Fatalities – Region 5

	2008	2009	2010	2011	2012	2008-2012 Average
Baker County	3	0	0	1	0	1
Grant County	2	1	0	0	0	1
Harney County	0	0	0	1	1	0
Malheur County	1	5	2	2	3	3
Morrow County	0	0	0	1	0	0
Umatilla County	9	4	5	4	3	5
Union County	0	1	1	1	0	1
Wallowa County	2	0	0	0	1	1
Region 5 Alcohol Involved Fatalities	17	11	8	10	8	11
Statewide Total Alcohol Involved Fatalities	171	144	107	123	123	134
Region 5 Alcohol Involved Fatalities Percent of State	9.94%	7.64%	7.48%	8.13%	6.5%	7.94%
Region 5 Alcohol Involved Fatalities per 100k Population	9.41	6.08	4.41	5.46	4.35	5.94

Alcohol Involved Fatalities & Serious Injuries - Region 5

	2008	2009	2010	2011	2012	2008-2012 Average
Region 5 Alcohol Involved Total	30	20	21	19	20	22
Statewide Total Alcohol Involved F&A Total	368	302	283	368	413	347

Populations – Region 5

County	2008	2009	2010	2011	2012	2008-2012 Average
Baker County	16,455	16,450	16,440	16,215	16,210	16,354
Grant County	7,530	7,525	7,510	7,450	7,450	7,493
Harney County	7,705	7,715	7,720	7,375	7,315	7,566
Malheur County	31,675	31,720	31,865	31,445	31,395	31,620
Morrow County	12,485	12,540	12,595	11,270	11,300	12,038
Umatilla County	72,380	72,430	72,720	76,580	77,120	74,246
Union County	25,360	25,470	25,495	25,980	26,175	25,696
Wallowa County	7,115	7,100	7,085	6,995	7,015	7,062
Region 5 Total	180,705	180,950	181,430	183,310	183,980	182,075

Serious Injuries – Region 5

	2008	2009	2010	2011	2012	2008-2012 Average
Baker County	10	11	10	11	9	10
Grant County	9	4	7	9	7	7
Harney County	7	8	3	6	4	6
Malheur County	15	5	19	11	16	13
Morrow County	4	6	5	5	3	5
Umatilla County	18	16	25	27	45	26
Union County	21	9	10	11	13	13
Wallowa County	7	9	8	5	5	7
Region 5 Serious Injuries Total	91	68	87	85	102	87

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

Goals

- Decrease the number of traffic related fatalities in Region 5 from the 2008-2012 average of 38 to 30 by 2020.
- Decrease the number of serious injuries (Injury A) in Region 5 from the 2008-2012 average of 87 to 68 by 2020.

Performance Measures

- Decrease the number of speed involved fatalities and serious injuries (Injury A) in Region 5 from the 2008-2012 average of 58 to 53 by December 31, 2015.
- Decrease the number of alcohol involved fatalities and serious injuries (Injury A) in Region 5 from the 2008-2012 average of 22 to 20 by December 31, 2015.
- Decrease roadway departure fatalities and serious injuries (Injury A) in Region 5 from the 2008-2012 average of 80 to 73 by December 31, 2015.
- Decrease fatalities and serious injuries (Injury A) in motorcycle crashes in Region 5 from the 2008-2012 average of 20 to 18 by December 31, 2015.

Strategies

- Coordinate and/or provide resources for transportation safety events with a focus on speed, impaired driving, distracted driving, road departures/winter driving, motorcycle safety and occupant protection. With the existing local transportation safety committees within Region 5 to enhance programs and provide resources and information.
- Work with region 5 law enforcement agencies and traffic safety committees to identify areas with speed related crashes specifically around road departure and/or winter conditions to increase patrols through overtime enforcement dollars. Work to reduce the violations and crashes through enforcement and education.
- Work with the existing certified child safety seat technicians in Region 5 to accomplish public clinics/fitting stations, trainings or educational presentations throughout Region 5. Main focus is to retain the CPS Technicians that are already certified and make sure they feel knowledgeable about their skills

Roadway Safety

Link to the Transportation Safety Action Plan:

Action # 24 - ODOT should maintain responsibility of the SMS

ODOT should maintain responsibility for the continued implementation, enhancement, and monitoring of the SMS that serves the needs of all state and local agencies and interest groups involved in transportation safety programs. The following are some, but not all, of the potential improvement elements to be included:

Oregon's SMS should be further improved to serve the needs of state and local agencies and MPOs.

Oregon's SMS should seek ways to improve the current highway safety improvement process, including the following:

- Improve the Safety Priority Index System (SPIS) reports with added information from the roadway inventory files.
- Update ODOT's crash reduction factors.
- Modify the SPIS to allow variable segment lengths and specific types of crashes and roadway types.
- Update the SMS to be able to process local crashes (off state highway) and calculates SPIS for all public roads possibly through geospatial referencing systems.
- Determine a method for reporting the top 5 percent of locations statewide which exhibit the most severe safety needs.
- Develop a performance tracking system for ODOT's safety projects similar to that required for evaluating highway safety improvement projects in Section 148 of SAFETEA-LU.
- ODOT must develop a statewide committee with members from various universities, ODOT, local public works agencies, etc. to discuss, plan and implement the Highway Safety Manual methodologies for all roads in Oregon. Data must be gathered and high crash causalities identified for all roads and reported annually for Oregon stakeholders. The initial task for this group will be development of tracking mechanisms.
- The "4 E" approach should be embraced within ODOT and within local partner agencies to further advance safety. ODOT should have a multidivisional approach to promote and further the "4 E approach to transportation safety" as is described in FHWA's Office of Safety Mission Statement. (Education, Engineering, EMS and Enforcement.)

The SMS should continue to be designed to help monitor implementation of the *OTSAP* and to assist with evaluating the effectiveness of individual actions and overall system performance.

The Problem

- There are many engineering related problem statements within the HSIP chapter thus the Roadway Safety chapter will focus on non-engineering.
- There's a lack of a blended "4 E" (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide.
- There's not a general acceptance of the Highway Safety Manual or an identified set of trainings for its potential implementation statewide.
- Evaluation of the Oregon Safety Corridor Program has identified that existing corridors continue to not be decommissioned within one year of meeting the decommissioning criteria.
- 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, legal requirements, and identification of safety projects.
- Road authorities continue to express a need for safety engineering related trainings due to lack of trained employees, new employees, turnover, lack of resources, and changes in accepted practices.
- There's a need for a statewide comprehensive roadway safety engineering related training program. The program must address continuing and enhanced education on a variety of roadway safety engineering related topics. The trainings must include elementary to advanced courses and cover various disciplines. The trainings must be provided at low to no cost.
- There's a lack of funding available to provide necessary roadway safety engineering related trainings.
- There's a lack of funding available and many restrictions in place in order to get road authorities to attend necessary trainings.
- There's a lack of funding available to conduct the number of jurisdictional traffic control device assessments requested by non-state road authorities available through Oregon State University.

Traffic Rates in Oregon, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
National Traffic Fatality Rate ¹	1.43	1.25	1.14	1.09	1.09	1.16	1.15
Oregon Traffic Fatality Rate ¹	1.36	1.24	1.11	0.94	0.99	1.02	1.06
Highway System, Non-freeway Crash Rate ²	1.27	1.25	1.22	1.31	1.48	1.51	1.35
Highway System Rural Non-freeway Crash Rate	0.80	0.80	0.78	0.80	0.80	0.81	0.80
Highway System, Freeway Crash Rate	0.39	0.37	0.38	0.41	0.44	0.46	0.41
County Roads/City Streets Crash Rate	1.88	1.74	1.68	1.82	2.04	N/A	N/A

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

- Maintain the number of trainings and local workshops for state and local public works; and law enforcement staff on various roadway safety related topics at the 2005-2012 average of 30 by 2020.

Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics at the 2011-2013 average of 601 by December 31, 2015.
- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and transportation safety related topics at the 2011-2013-average of 31 by December 31, 2015.

Strategies

- Participate on the following ODOT efforts in order to continue the enhancement of roadway safety:
 - Highway Safety Engineering Committee (HSEC)
 - Statewide Pavement Committee
 - Research projects and Expert Task Group(s)
 - Informal Safety Committee
- Fund overtime enforcement, annually, on the worst ranked safety corridors.
- Update the Safety Corridor Guidelines to include the use of the Highway Safety Manual methods.
- Advocate for the proper implementation of the Safety Corridor Guidelines within ODOT.

- Coordinate discussions and input on training topics to be provided within the state. Seek comments and input from local agencies, FHWA and ODOT staff.
- Continue to promote the Highway Safety Manual in an effort to identify its benefits to the state.
- Advance the adoption of the “4 E” approach to traffic safety (e.g., education, enforcement, engineering and EMS).

Safe & Courteous Driving

Link to the Transportation Safety Action Plan:

Action #26 - Seek legislation that would prohibit cell phone and texting activities

Seek legislation that would prohibit cell phone and texting activities by all motor vehicle operators, with no exception groups.

Action #86 - Implement program to address the problem of fatigued driving

Implement a program to address the problem of fatigued driving. The program should follow national progress toward identifying data sources, and developing countermeasures for fatigued driving. As part of the program, implement a public information and education program to address fatigued driving.

Action #87 - Develop program to address the issue of distracted driving

Continue development of a program to address the issue of distracted driving. Use nationally available materials and information on the problem. Continue to progress in addressing the problem through:

- Identify sources of rider or driver distraction including in/on-vehicle equipment and distracting driver, rider, and passenger behaviors.
- Provide public information and education about distractions and their relationship to crashes, paying special attention to distractions identified as significant crash causes.
- Raise vehicle operator, law enforcement and judicial awareness of the role of distraction in crashes; encourage application of existing statutes as an appropriate response to the problem.

The Problem

- There is strong evidence, in Oregon and in other states, that laws and enforcement efforts are only effective if they are effectively and continuously publicized. According to the National Highway Traffic Safety Administration, public information programs should be comprehensive, seasonally focused, and sustained.
- Passing a law or putting in place a new program does not make the law or program a success. The public needs to be informed about the law and take it seriously. If people perceive the risk of apprehension as small, they tend to disregard laws they consider to be overly harsh or rigid or just not all that important. Since 1982 the Transportation Safety Division has been carrying out comprehensive traffic safety public education programs. Research has been utilized to evaluate the success of the program and to assist with targeting the messages. Surveys of Oregon's driving population indicate that Transportation Safety Division's public information program is widely recognized.

- Safe Following Distance, for example, everyone should know that it is an important consideration for safe motor vehicle operation. Although following distance related crashes rate as the sixth most common driver error in Oregon for 2012, according to Oregon's Crash Analysis Unit, the issues around following distance received infrequent attention in the media, perhaps due to the seemingly everyday nature of this type of crash. Rear end collisions are also a major source of property damage claims every year.
- Red Light Running is a significant cause of serious injury in Oregon. Importantly, red light running is also a significant cause of debilitating brain injury and death. It is essential that every driver in Oregon heed the warning to stop on Red.
- Lights and Swipes: The Oregon legislature felt so strongly about the need to raise citizen awareness of the need for using your headlights in inclement weather that they passed a special law requiring an awareness campaign. Studies show that headlights help your vehicle to be seen more easily.
- Drowsy Driving: Every year Oregon loses citizens to suspected or confirmed incidences of drivers falling asleep at the wheel. Sometimes the loss of life is the driver, all too often it is a child passenger or passing motorist who had the misfortune to be in the wrong place at the wrong time.
- Distracted Driving is a behavior dangerous to drivers, passengers, and non-occupants alike. Distraction is a specific type of inattention that occurs when drivers divert their attention from the driving task to focus on some other activity instead (per NHTSA). When someone is driving 55 mph, 4.6 seconds of texting is like travelling the distance of a football field, blind. Texting alone can increase risk of crash by 23 percent. According to the Society of Trauma Nurses, using a cell phone while driving, whether hand-held or hands-free, delays a driver's reaction as much as having a blood alcohol concentration at the legal limit of .08. Currently, all forms of distracted driving are underreported making it difficult to rely on data. Regardless of the lack of data, this issue continues to be a problem on the rise; therefore we cannot wait for data to take action.
- In Oregon from 2008 to 2012, thirteen people died in crashes involving a driver who was reportedly using a cell phone at the time of the crash and 1,240 people have been injured according to the data collected.
- According to a recent department phone survey of Oregon drivers, over 70 percent know cell phones are a safety problem and that phoning and texting while driving are illegal. In spite of this, cell phone convictions in Oregon have steadily risen from the initial 40 in 2008 to 22,892 in 2012. The 2012 Oregon average for convictions is 65 daily.

Oregon Cell Phone Use Convictions 2008-2012

Year	Convictions
2008	40
2009	14
2010	9,848
2011	16,643
2012	22,892

Source: Oregon Driver and Motor Vehicle Services

Note: Oregon's first cell phone legislation was passed into law in 2007. In 2009, new cell phone legislation passed and became effective January 2010, making it a primary offense to use a hand-held mobile device while driving in Oregon. A number of qualifying statements were added to the law in January 2012 and may be confusing to the general public. 2013 legislation increased the penalty for the offense from a Class D traffic violation (\$250 maximum fine) to a Class C traffic violation (\$500 maximum fine).

Goals

- To fulfill the requirement that public information programs be comprehensive, seasonally focused, sustained and address the issues contributing to the greatest number of traffic crashes for the Safe and Courteous Program statewide.
- Improve legislation to be more effective in reducing crashes, fatalities and injuries in all program areas for Safe and Courteous, especially focusing on Distracted Driving.
- Decrease distracted driving fatalities from the 2008-2012 average of 13 to 10 by 2020.
- Decrease distracted driving injuries from the 2008-2012 average of 2,485 to 1,832 by 2020.

Performance Measures

- Continue working toward legislation that would prohibit cell phone and texting activities by all motor vehicle operators, with no exception groups and would include enhanced fining with repeated offenses by December 31, 2015.
- To fulfill the requirement that public information programs be comprehensive, seasonally focused, sustained and address the issues contributing to the greatest number of traffic crashes for the Safe and Courteous Program statewide by December 31, 2015.
- Contract for an evaluation of the public information and education program for Safe and Courteous using a telephone attitude survey and other research. Analyze data for future work by December 31, 2015.
- Decrease distracted driving fatalities from 2008-2012 average of 13 to 12 by December 31, 2015.
- Decrease distracted driving injuries from the 2008-2012 average of 2,485 to 2,134 by December 31, 2015.

Strategies

- Continue to seek ways to limit or prohibit cell phone and texting activities by all motor vehicle drivers, with no exception groups and enhanced fining.
- Contract for an evaluation of the PI&E program for Safe and Courteous using a telephone attitude survey and other research. Analyze data for future focused Safe and Courteous program work by December 31, 2015.
- Use free media and partnerships for public information and education to raise awareness of Safe and Courteous Programs, especially Distracted Driving.
- Analyze data, the telephone attitude survey and other research to target campaigns for public information and education for all Safe and Courteous efforts.

Safe Routes to School

[Link to the Transportation Safety Action Plan:](#)

Action # 1 - Implement Statewide Safe Communities

Develop ways to implement those aspects of the Safe Communities model that can apply at the statewide level. Develop interconnected groups and working relationships that build stronger bonds between and among the various government bodies, agencies, organizations and citizens with a role in transportation safety through working groups, partnerships, and cross disciplinary efforts.

Safe Routes to School Overview

The purposes of a SRTS Program are to increase the ability and opportunity for children to walk and bicycle safely to and from school; to make bicycling and walking appealing travel alternatives and influence a healthy and active lifestyle; and facilitate the planning, development and implementation of projects and activities that improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools. In Oregon, completion of the Safe Routes to School (SRTS) Action Plan is the initial step of a SRTS Program at a school. The plan requires collection of student travel data, along with other pertinent data and policy information, leading to the identification of the barriers and hazards to students walking and biking to/from school based on the 5 E's of Education, Encouragement, Enforcement Engineering and Evaluation. The final step is to propose solutions within each "E," prioritize the needs and deficiencies, and work towards implementation.

With the passage of the new federal transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21), SRTS program funding implementation has changed within ODOT.

Non-infrastructure application for Oregon SRTS funding for grades K-8 remains under Transportation Safety Division direction. School or school district projects addressing Education, Encouragement, Enforcement and Evaluation must have either a completed SRTS Action Plan for benefiting schools, or a project that leads to the completion of the SRTS Action Plan. Awards of non-infrastructure projects address regional equity, potential to increase walking and bicycling to and from school, pedestrian and bicycling safety education among K-8 students, project readiness, and benefit to the community. The Oregon Transportation Commission and ODOT have committed an annual budget to TSD-SRTS Non-Infrastructure Program of \$500,000 to 2017.

Infrastructure proposals that address Engineering improvements on the routes to schools are now managed under the ODOT STIP Enhance Program in the Active Transportation Section. Enhance program funds are applied for through a single competitive application process and allocated by the Oregon Transportation Commission (OTC). Eligible activities enhance, expand, or improve the transportation system and Safe Routes to School (infrastructure projects) is one of 11 eligible project categories. The OTC will select Enhance projects based on recommendations developed by governments, public agencies and citizen representatives through a process conducted by the Metropolitan Planning Organizations (MPOs) where applicable, and the Area Commissions on Transportation (ACT). It should be noted that the Enhance application process does not require submission of a SRTS Action Plan, but the community process and documented conclusions of a SRTS Action Plan effectively tell the story and support the need to improve the safety of students on the route to school.

The Problem

- According to the National Center for Safe Routes to School's October 2013 report, "Trends in Walking and Bicycling to School from 2007 to 2012," including Oregon school data:
 - Walking to and from school increased significantly between 2007 and 2012. From 12.4 percent to 15.7 percent in the morning; and from 15.8 percent to 19.7 percent in the afternoon.
 - There was a small but significant decrease in bicycling to school between 2007 and 2012, from 2.6 percent to 2.2 percent in both the morning and afternoon.
 - Between 2007 and 2012, the percentage of parents who stated that their child's school supported walking and bicycling between home and school increased from 24.9 to 33 percent.
 - Students attending low-income schools were the most likely to walk to/from school, whereas students attending high-income schools (defined as enrolling fewer than 40 percent of students who were eligible to receive free or reduced price meals) were the most likely to bicycle to/from school.
 - Riding a bus to/from school most commonly occurred in rural areas.
 - Being driven was most likely to occur in low-income and medium-income schools located in cities.
 - Although schools located in suburbs, towns, and rural areas witnessed higher rates of walking over time, walking increased especially at schools located in cities.
- In Oregon in 2012, school-aged children (5-14 years old) were 13 percent of the total population in households. (surburbanstats.org)
- In Oregon in 2012, the 5-14 age group had no pedestrian fatalities but accounted for 12 percent of the state's pedestrian injuries (108 of 939).
- In Oregon in 2012, the number of 5-14 year old pedestrians injured increased by 52 percent over the 2008-2011 average (108 injuries compared to the average of 71 pedestrian injuries).

- In the August 2012 Public Opinion Survey for ODOT-TSD, when participants were asked “What do you believe is the most important traffic safety message that should be taught to children in grade schools?” thirty-three percent (33%) of those surveyed mention “Stop, Look and Listen”/look both ways before crossing the street, unchanged from recent survey findings (2011 – 32%, 2010 – 33%, 2009 – 32%).
- In Oregon in 2012, the 5-14 age group had no bicyclist fatalities, but accounted for 8 percent of the state’s bicyclist injuries (78 of 1,026).
- The 2012 ODOT Bicycle Helmet Usage Observational Study conducted at 33 middle schools found that 60 percent of riders observed were correctly wearing bicycle helmets.

Methods of Traveling to School in Oregon 2012 – 2013

Children Living within One Mile of the School, Grades K-8

Mode	2012	2013
Car	35%	46%
School Bus	36%	26%
Walk	28%	21%
Bike	2%	4%
Public Transit	N/A	1%

Source: Intercept Research Corporation, Public Opinion Survey, Summary and Technical Report, May 2013

Note: Respondents who indicated there is a child in the household who lives within 1 mile of the school they attend 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 completed Oregon SRTS Action Plans from 160 in 2012 to 203 by 2020.

Performance Measures

- To increase the number of schools who have a SRTS Action Plan from 160 in 2012 to 175 by December 31, 2015.
- Conduct at least two Safe Routes to School Oregon Action Plan trainings by December 31, 2015.

Strategies

- Continue with Gard Communications media campaign in promoting benefits of more feet on the street with students safely walking and biking to/from school.
- Work with Commute Options as the administrator of the SRTS Technical Service Provider grant in maintaining and updating www.OregonSafeRoutes.org website and providing technical service to communities on developing Action Plans and SRTS teams.
- Support schools, school districts, and communities as they evaluate the routes to school by providing technical advice and bike and pedestrian safety resources.
- Enable schools and school districts and invested community groups to evaluate routes to school locations by offering mini-grant funding to complete Action Plans.
- Create presentation that highlights infrastructure improvements around schools to demonstrate increased safety to route to school and make available to SRTS advocates.
- Visit with area Commissions on Transportation to inform them of the efforts to increase safety of students walking and biking to/from schools through infrastructure improvements and bike and pedestrian safety education.
- Encourage statewide networking of SRTS practitioners by being part of annual Walk+Bike to School Conference put on by the statewide Walk+Bike Network.

Speed

Link to the Transportation Safety Action Plan:

Action # 35 - Develop a Traffic Law Enforcement Strategic Plan

Develop a *Traffic Law Enforcement Strategic Plan* which addresses the needs and specialties of the Oregon State Police, county sheriffs 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. Specifically, the plan should develop strategies to address the following:

- Speed Issues (enforcement, laws, legislative needs, equipment, public information and education. Targeted analysis of enforcement of laws that would address corner and “run off the road” crashes.
- Aggressive driving and hazardous violation issues.
- Crash investigations curriculum for an expanded police academy.
- Rail trespass issues and highway rail crossing crashes.
- Identify and seek enabling legislation for the best methods of providing secure, stable funding for traffic law-enforcement.
- Staffing needs; training; use of specialized equipment such as in-car video cameras, mobile data terminals, computerized citations (paperless), statewide citation tracking system, lasers and improved investigation tools; handling of cases by courts, information needs, and financing should be included in the strategic plan.
- Development of automated forms to increase law enforcement efficiency, and increase the number of police traffic crash forms completed and submitted.
- Maintenance of traffic teams, and identify incentives to persuade law enforcement to establish teams locally.
- Seek mechanisms to automate enforcement activities.
- Identify strategies that encourage voluntary compliance, negating the need for enforcement activities.
- As specific elements of the plan are developed and finalized, begin implementation of those elements.

The Problem

- In 2012, 34 percent of all traffic fatalities in Oregon involved speeding (113 of 337 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2012.
- Over 52 percent of all 2012 speed related traffic deaths in Oregon occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem.

- Speed-related crashes cost Oregonians an estimated \$281,119,100 in total economic costs in 2012.⁶
- 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 percent 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 percent increase in speed, while kinetic energy increases 96 percent).
 - 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 percent 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 and laser devices to assist them with traffic enforcement duties.

Speed in Oregon, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Total Number of Fatalities Statewide	478	416	377	317	331	337	356
Number of People Killed Involving Speed	249	210	157	116	127	113	145
Percent Involving Speed	52.1%	50.5%	41.6%	36.6%	38.4%	33.5%	40.1%
Total Number of Injuries Statewide	28,467	26,805	28,153	30,493	35,031	36,085	31,313
Number of People Injured Involving Speed	8,247	5,776	5,259	4,925	5,907	5,907	5,555
Percent Involving Speed	29.0%	21.5%	18.7%	16.2%	16.9%	16.4%	17.9%
Number of Speed Involved Convictions	175,944	169,937	179,421	149,697	139,548	134,070	152,143
Number of Speed eCitations Issued	N/A	N/A	22,212	24,103	80,190	93,080	N/A
Number of eCrash Reports Completed	N/A	N/A	705	1,198	3,942	8,063	N/A
Total Number of eCitations Issued	N/A	N/A	47,894	70,000	180,039	223,189	N/A

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

Note: Speed- involved offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

Speeding Citations During Grant Funded Activities, 2009–2013

	04-08 Average	FFY 2009	FFY 2010	FFY 2011	FFY 2012	FFY 2013	2009-2013 Average
Speeding citations issued	N/A	13,689	18,902	17,217	12,376	N/A	N/A

Sources: TSD Grant files, 2007 - 2013

⁶ *Estimating the Costs of Unintentional Injuries, 2009*; Statistics Department, National Safety Council

Goals

- Reduce the number of fatalities in speed-related crashes from the 2010-2012 average of 119 to 100 by 2020.
- Reduce the number of people injured in speed-related crashes from the 2010-2012 average of 5,580 to 5,142 by 2020.

Performance Measures

- Reduce the number of fatalities in speed-related crashes from the 2010-2012 average of 119 to 108 by December 31, 2015. (*NHTSA*)
- Reduce the number of people injured in speed-related crashes from the 2010-2012 average of 5,580 to 5,200 by December 31, 2015.
- Increase the number of eCitations issued statewide from the 2010-2012 average of 157,743 to 275,000 by December 31, 2015.
- Increase the number of eCrash reports issued statewide from the 2010-2012 average of 4,631 to 9,000 by December 31, 2015.
- Increase the number of speed related eCitations issued from the 2010-2012 average of 65,791 to 130,000 by December 31, 2015.

Strategies

- Continue to allocate speed overtime funding to Regions to distribute to partner police agencies after developing clear, usage standards.
- Continue to provide speed enforcement equipment as funding permits.
- Monitor corner/run off road crash issues as curve speed signage standardization occurs, consider partnering in campaigns focusing on too fast in corner related crash issues.

Traffic Records

Link to the Transportation Safety Action Plan:

Action #112 - Better, more effective traffic records

Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Key elements include:

- Methods to improve reporting of traffic crashes by police and citizens.
- Better integration of the various crash records systems that are currently maintained by separate state and local agencies or the development of one crash data system.
- Wider, timelier distribution of crash and related data, including distribution of available data.
- Evaluation of new technology to improve quality and timeliness of reporting crash and other data.
- Improved coordination among state and regional criminal justice system information systems and other traffic records systems.
- Utilization of geospatial referencing systems to locate and code crashes.
- Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data.

The Problem

- Law enforcement agencies completed approximately 46 percent of the total crash reports filed with DMV in 2011 and only 83 percent of the serious injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).
- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS. There is no web based tool for reporting of crashes by involved drivers.
- Continue to improve access to crash data online with user-friendly analytic tools supporting GIS mapping and non-spatial (e.g., cross-tabulated data aggregation) analysis through a single point of access.
- The software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. There is not a fully deployed standardized, unique identifier system that follows patients across multiple incidents which allows for later linkage with crash and other data.
- There is a need for crash report training to be delivered at the enforcement conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.

- Roadway information is not 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, causing confusion for emergency responders.

Traffic Records in Oregon, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Total Crashes	45,517	41,815	41,270	44,094	49,053	49,798	45,206
Fatal Crashes	418	369	331	292	310	306	322
Injury Crashes	19,061	18,040	19,053	20,879	23,887	24,457	21,263
Property Damage Crashes	26,039	23,406	21,886	22,923	24,856	25,036	23,621
Fatal Crashes Police Reported	98.4%	98.9%	99.7%	100.0%	98.1%	97.0%	98.7%
Serious Injury Crashes Police Reported	80.2%	70.1%	84.9%	83.9%	83.0%	84.3%	81.2%
Moderate Injury Crashes Police Reported	64.7%	71.2%	71.7%	72.3%	74.1%	72.5%	72.4%
Minor Injury Crashes Police Reported	40.7%	47.2%	47.9%	47.4%	48.8%	49.0%	48.1%
Fatalities	478	416	377	317	331	337	356
Fatalities per 100 Million VMT	1.36	1.24	1.11	0.94	0.99	1.02	1.06
Injuries	28,467	26,805	28,153	30,493	35,031	36,085	31,313
Injuries per 100 Million VMT	80.78	80.09	82.84	90.29	104.96	108.78	93.39
Number of Speed eCitations Issued	N/A	N/A	22,212	24,103	80,190	93,080	N/A
Number of eCrash Reports Completed	N/A	N/A	705	1,198	3,942	8,063	N/A
Total Number of eCitations Issued	N/A	N/A	47,894	70,000	180,039	223,189	N/A

Source: Crash Analysis and Reporting, Oregon Department of Transportation
 Fatality Analysis Reporting System, U.S. Department of Transportation
 eCitation/eCrash data warehouse

Goals

- Continue to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of transportation safety data by 2020.
- Identify one or more ways to improve the links between the state traffic records data systems with other data systems within the state, such as systems that contain crash, vehicle, driver, enforcement/adjudication, and injury surveillance data by 2020.

Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from the 2010-2012 average of 50.84 percent to 55.55 percent by December 31, 2015.
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from the 2010-2012 average of 58.1 percent to 63.0 percent by December 31, 2015.
- Increase the number of tracked law enforcement grantees who use eCrash and eCitation technology as part of their grant from 0 percent in 2012 to 10 percent by December 31, 2015.

- Develop a performance measure methodology for actionable eCrash/eCitation data warehouse use by December 31, 2015.
- Increase the number of courts who submit data electronically to Driver and Motor Vehicle Services from zero in 2012 to one by December 31, 2015.
- Increase the number of EMS providers using the NEMSIS 3.0 standard for reporting from zero in 2012 to ten by December 31, 2015.

Strategies

- Identify law enforcement agencies ready to pursue electronic field data collection for traffic citations and crash reports using software that allows the secure transfer of data from law enforcement agencies to local courts.
- Implement web-based crash reporting for both operator reports and law enforcement reports. This will help agencies with no automation to submit their reports electronically and reduce the amount of data entry and delay in both DMV and the CAR Unit.
- Implement electronic data transfer of crash data from law enforcement.
- Expand the existing Safety Priority Index System (SPIS).
- Revise and improve the Strategic Plan for Traffic Records Improvement through more targeted planning and continued cooperation among the data stakeholders.
- Continue crash report training delivered at law enforcement conferences and DPSST to improve the collection and error rate of crash reports.
- Create a single resource that lists the traffic records system components and contacts for each. Make this resource available on the TSD Traffic Records web page.
- Continue the development of the TransGIS system to support detailed analyses as needed by users.
- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.
- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.
- Resume production of the annual trauma registry report.

Work Zone Safety

Link to the Transportation Safety Action Plan:

Action # 67 - Expand efforts to reduce traffic-related deaths and injuries in work zones

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. Conduct periodic reviews of ODOT policies and procedures relating to crew activity in work zones. Conduct periodic review of road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to further develop photo radar in work zones.

The Problem

- Work zones are not engineered to the same standards as permanent facilities, thus there's a higher risk for crashes in work zones.
- Work zones make up a very small percentage of the entire roadway system during a very limited time of the year, thus comparing work zone fatal, injuries, and crashes to all roadway data is not possible. This comparison would only be possible if all roadways had an active work zone.
- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- Lack of awareness that more drivers and their passengers are injured and killed than construction workers.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of national work zone crashes occur in the transition zone before the work area.

Work Zones in Oregon, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Work Zone Fatal/Serious Injury Crashes	29	30	34	24	25	22	27
Work Zone Injury Crashes	264	261	286	252	280	244	265
All Work Zone Crashes	529	505	508	490	528	429	492
Work Zone Fatalities	10	5	18	9	11	6	10
Work Zone Fatal/Serious Injuries	36	39	38	28	36	25	33
Work Zone Injuries	430	407	464	409	466	375	424

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

Goals

- Reduce work zone fatalities from 11, the average for 2005-2012, to 8 or below by 2020.
- Reduce work zone fatal crashes from 10, the average for 2005-2012, to 7 or below by 2020.
- Reduce work zone serious injuries from 29, the average for 2005-2012, to 23 or below by 2020.
- Reduce work zone serious injury crashes from 23, the average for 2005-2012, to 18 or below by 2020.
- Reduce work zone non-fatal injury crashes from 315, the average for 2005-2012, to 247 or below by 2020.
- Reduce work zone total crashes from 602 the average for 2005-2012 to 472 or below by 2020.

**Note: Injury crashes and total crashes account for a 15 % increase in DMV crash records during 2005-2010.*

Performance Measure

- Reduce work zone fatalities from 9, the average for 2010-2012, to 8 or below by December 31, 2015.
- Reduce work zone fatal crashes from 8, the average for 2010-2012, to 7 or below by December 31, 2015.
- Reduce work zone serious injuries from 21, the average for 2010-2012, to 19 or below by December 31, 2015.
- Reduce work zone serious injury crashes from 16, the average for 2010-2012, to 14 or below by December 31, 2015.
- Reduce work zone injury crashes from 259, the average for 2010-2012, to 248 or below by December 31, 2015.
- Reduce work zone total crashes from 482, the average for 2010-2012 to 463 or below by December 31, 2015.

**Note: Injury figures account for a 15 % increase in DMV crash records during 2005-2010 for non-fatal crashes.*

Strategies

- Participate in the statewide identification, development and promotion of new and existing work zone safety related countermeasures.
- Advance the adoption of the “4 E” approach to work zone traffic safety (e.g., education, enforcement, engineering and EMS).
- Provide through police agency grants approximately 15,000 total vehicles stopped in work zones between July 1, 2014 and June 30, 2015.
- Identify best practices for work zone enforcement and communicate as appropriate.

- Initiate and support efforts to reduce work zone crashes through statewide liaison work with internal and external partners, e.g. Association of General Contractors, Oregon Trucking Association, Association of Oregon Counties, League of Oregon Cities, Oregon State Police etc.
- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, utility companies, city and county agencies, etc.
- Develop additional education materials aimed at a broader audience such as utility workers, construction workers, business owners, etc.
- Develop an Oregon Work Zone Data Book to be updated annually.
- Further photo radar research projects/implementation of HB 2265 from the Oregon 2013 legislative session.
- Partner within ODOT and externally as appropriate on deployment of Smart Work Zones and other work zone safety strategies.

Youth Transportation Safety (0-14)

Link to the Transportation Safety Action Plan:

Action # 83 - Help locals evaluate youth programs

Encourage effective youth programming by assisting locals with program evaluation planning and implementation of evaluation plans through training workshops and providing user-friendly impact evaluation tools.

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.
- The highest priority safety issues related to youth, ages 0-14, are the dissemination of public information and education messages to drivers of young children on the causes of high crash rates, the continuance of child passenger safety education, and the continuity of educational programs promoting bicycle safety and helmet use, pedestrian safety and specific traffic safety education to 'tweens' (ages 9-12) in preparation for their future driving years.
- When a child (age 0-14) is killed in an alcohol involved crash, about half 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.

Oregon Youth Fatalities and Injuries, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Fatalities, ages 0-4	7	4	2	5	3	3	3
Fatalities, ages 5-9	7	7	3	3	7	1	4
Fatalities, ages 10-14	8	4	7	2	4	4	4
Total	23	15	12	10	14	8	12
Injuries, ages 0-4	494	421	432	524	617	575	514
Injuries, ages 5-9	732	676	619	699	832	820	729
Injuries, ages 10-14	919	811	898	901	1,071	1,054	936
Total	2,146	1,908	1,949	2,124	2,466	2,449	2,179

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

Goals

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2008-2012 average of 12 to 9 by 2020.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2008-2012 average of 2,179 to 1,656 by 2020.

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2008-2012 average of 12 to 11 by December 31, 2015.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2008-2012 average of 2,179 to 1,983 by December 31, 2015.

Strategies

- Continue to support and help enact laws in upcoming legislative sessions impacting the safety of children ages 0 to 14 who are traveling on Oregon roads.
- 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. Continue to target issues such as occupant protection, education and parental and/or other driver responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.
- Encourage communication among youth transportation safety program providers and coalitions through further development of a youth program task force to meet as needed.
- Collaborate with the Oregon Medical Association; the Oregon Health Division, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family traffic safety education issues of youth aged 0-14 in transportation safety.

Youth Transportation Safety (15-20)

[Link to the Transportation Safety Action Plan:](#)

Action # 84 - Target law enforcement on youth speed and alcohol involved crash causes
Assist law enforcement in identifying and targeting times and areas where the greatest number of speed related and alcohol involved collisions are occurring. Provide funding for electronic speed devices and the requisite trainings so those officers can work directed enforcement in these areas in need of attention.

The Problem

- In 2012, drivers age 15-20 were involved in fatal and injury crashes at about twice the rate of the population as a whole.
- In 2012, drivers age 15-20 represented 6.1 percent of total licensed drivers, but also represented 10.2 percent of drivers involved in crashes. “Failure to Avoid a Stopped or Parked Vehicle Ahead,” “Did Not Have Right of Way” and “Driving Too Fast For Conditions” (respectively) were the three most common errors.
- In 2012, 15 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. The count of drinking drivers (ages 15-20) in fatal and injury crashes increased approximately 51.9 percent from 2009 to 2012 (77 to 117). While male drivers (ages 15-20) that were alcohol involved in fatal and injury crashes increased by 30 percent (65 to 93) from 2008 to 2012, female drivers (ages 15-20) that were alcohol involved in fatal and injury crashes decreased by 22.6 percent from 2008 to 2012 (31 to 24).
- Of the ongoing high priority traffic safety issues related to young drivers ages 15-20, those that currently merit the most attention are distracted driving and young drivers in fatal crashes who were alcohol involved. The National Highway Traffic Safety Administration has made distracted driving a major focus. In Oregon from 2010 to 2012, drivers age 16 to 18 reported to be using a cell phone at the time of the crash were involved in 135 crashes. Additionally, in Oregon from 2008 to 2012 there were a total of 390 fatal and injury crashes where young drivers age 15 to 20 were alcohol involved.

Youth Drivers on Oregon Roadways, 2008-2012

	03-07 Average	2008	2009	2010	2011	2012	2008-2012 Average
Age 15-20, % of Total Licensed Drivers	6.97%	6.44%	6.29%	6.31%	6.13%	6.03%	6.24%
Overrepresentation of Drivers Age 15-20**	2.05	2.00	1.95	1.86	1.79	1.72	1.86
Total 15-20 Drivers in Fatal Crashes	77	34	46	37	35	40	38
Total 15-20 Drivers Alcohol Involved	16	6	13	6	8	6	8
Percent Alcohol Involved	20.6%	17.6%	28.3%	16.2%	22.9%	15.0%	20.0%
15-20 Auto Occupant Fatalities	37	38	40	24	26	18	29
15-20 Unrestrained Auto Occupant Fatalities	18	9	15	8	4	9	9

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

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

Goals

- Reduce the over-representation of drivers, age 15-20, in fatal and injury crashes from the 2008-2012 average of 1.86 to 1.41 by 2020.
- Reduce the number of drivers age 15-20 in fatal and injury crashes from the 2008-2012 average of 4,562 to 3,467 by 2020.

Performance Measures

- Reduce the number of drivers, age 15-20, in fatal and injury crashes from the 2010-2012 average of 4,716 to 4,292 by December 31, 2015.
- Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from the 2010-2012 average of 1,140 to 1,037 by December 31, 2015.
- Reduce the number of "Driving Too Fast for Conditions," age 15-20, driver errors from the 2010-2012 average of 696 to 633 by December 31, 2015.
- Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from the 2010-2012 average of 801 to 729 by December 31, 2015.
- Reduce the number of drivers, age 15-20, that were alcohol involved in fatal and injury crashes from the 2010-2012 average of 106 to 97 by December 31, 2015.
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2010-2012 average of 7 to 6 by December 31, 2015.
- Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2010-2012 average of 37 to 34 by December 31, 2015. (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 versus 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 programs that address high school and college campus impaired driving and other high-risk behaviors such as speeding and cell phone use while driving.
- 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 and pedestrian safety, motorcyclist 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.
- Continue to provide all necessary information regarding youth transportation safety related issues impacting recent legislation.

2015 Anticipated Revenues Summary

Fund Sources	Area	Anticipated FY 2015
<u>USDOT Block Grants</u>		
FHWA Section 164 AL	Impaired Driving	\$ 1,478,757
FHWA Section 164 HE	HSIP	\$ 12,375,521
FHWA HSIP	Roadway Safety	\$ 500,000
FHWA HSIP	Highway Safety Improvement Project	\$ 1,500,000
NHTSA Section 402	Discretionary Highway Safety	\$ 2,806,000
NHTSA 405b - OP	Occupant Protection	\$ 732,820
NHTSA 405d – Impaired - Mid	Impaired Driving	\$ 641,788
NHTSA 405d – Impaired - Low	Impaired Driving	\$ 1,727,345
NHSTA 405f - Motorcycle	Motorcycle Safety	\$ 58,617
NHTSA 405c – Traffic Records	Traffic Records	\$ 1,249,974
NHTSA Section 408	Traffic Records	\$ 150,000
FHWA – Flex Safe Routes	Safe Routes to School	\$ 500,000
	Subtotal	\$ 23,720,822
<u>Other Revenues</u>		
ODOT	Youth Programs - TOF	\$ 95,000
ODOT - DMV	School Zones	\$ 46,330
ODOT - Highway	School Zones	\$ 18,000
ODOT	Work Zone Enforcement/Education	\$ 1,725,410
\$28 per MC Endorsement	Motorcycle Safety	\$ 1,250,000
\$6 per License	Driver Education (SDTF)	\$ 4,280,000
ODOT DMV - Flat	State Match (Program Management)	\$ 425,000
Highway Fund	Regional Match (Program Management)	\$ 425,000
	Subtotal	\$ 8,264,740
		FY 2015
Federal Revenues		\$ 23,720,822
State/Other Revenues		\$ 8,264,740
Total		\$ 31,985,562

2015 Anticipated Revenues by Program Area

Fund	Program Area	FY 2015 Anticipated Revenues
402	PS Bicycle Safety	\$ 120,000 \$ 120,000
402	DE DE Conference	\$ 15,000
SDTF	DE Driver Education Reimbursement	\$ 3,280,000
SDTF	DE Driver Education DHS Foster Kids	\$ 50,000
SDTF	DE Driver Education WOU	\$ 425,000
SDTF	DE Driver Education Statewide Services	\$ 250,000 \$ 4,020,000
402	DE Data - Statewide	\$ 25,000
402	DE Mass Media - Statewide	\$ 25,000 \$ 50,000
402	EM Emergency Medical Services	\$ 35,000 \$ 35,000
164	HE HEP Projects (HSIP)	\$ 12,375,521
HSIP	RS Roadway Safety	\$ 500,000
ODOT	RS Workzone Enforcement/Education	\$ 1,725,410 \$ 14,600,931
164	AL Impaired Driving Projects	\$ 1,388,757
405d Mid	AL Impaired Driving Projects	\$ 641,788
405d Low	AL Impaired Driving Projects	\$ 1,597,345 \$ 3,627,890
402	TC Judicial Information/Education	\$ 40,000 \$ 40,000
405f	MC Motorcycle Safety	\$ 58,617
ODOT DMV-\$28	MC Motorcycle Safety	\$ 1,190,000
402	CL Equipment	\$ 5,000 \$ 1,253,617
405b	OP Occupant Protection Projects	\$ 732,820
402	OP Occupant Protection Projects	\$ 206,000 \$ 938,820
402	PS Pedestrian Projects	\$ 140,000 \$ 140,000
402	DD Safe and Courteous	\$ 40,000 \$ 40,000
402	SA Safe Communities Projects	\$ 360,000 \$ 360,000
HSIP	Highway Safety Improvement Project	\$ 1,500,000 \$ 1,500,000
Flex Safe Routes	Safe Routes to School	\$ 415,000 \$ 415,000
402	SC Speed Control Projects	\$ 500,000 \$ 500,000
405c	TR Traffic Records	\$ 1,249,974
408	TS Traffic Records	\$ 150,000 \$ 1,399,974
TOF	DE Youth Projects	\$ 95,000
ODOT Highway	DE School Zone	\$ 46,330
ODOT DMV	DE School Zone	\$ 18,000 \$ 159,330
164 PA	PA Planning and Administration	\$ 90,000
402	PA Planning and Administration	\$ 260,000
402	DE Driver Education (Program Management)	\$ 1,035,000
405d	AL Impaired Driving (Program Management)	\$ 130,000
Flex Safe Routes	Safe Routes to School (Program Management)	\$ 85,000
ODOT DMV	PA State Match (Program Management)	\$ 150,000
ODOT DMV-Flat	PA State Match (Planning and Administration)	\$ 275,000
ODOT DMV-\$28	MC Motorcycles (Program Management)	\$ 60,000
SDTF	DE Driver Education (Program Management)	\$ 275,000
ODOT Highway	PA Regional Match (Program Management)	\$ 425,000 \$ 2,785,000
		Total \$ 31,985,562

2015 Project Funding Narratives

As required under MAP-21, the project selection process for NHTSA-funded grants rely on published reports and various types of studies or reviews. The Transportation Safety Division relies on these reports to also make project selections for all of the other grants and programs that are contained in this Performance Plan. The sources of information are:

- Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- State On-Highway Motorcycle Equipment Requirements - MSF
- Annual Evaluation - TSD
- Annual Evaluation - various SHSO's from across the country
- State Highway Safety Showcase - GHSA
- Mid-Year Project Evaluations - TSD
- Research Notes - USDOT
- Program Assessments - various SHSO's from across the country
- Uniform Guidelines for State Highway Safety Programs - USDOT

Federal Revenue

Section 164 (Current and Prior Year)

Impaired Driving

DUII Statewide Services **\$868,757**

A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide 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 will be aired. Surveys will be conducted to measure public perception, awareness, message saturation and levels of support for DUII laws.

DUII Court 1 – City of Beaverton **\$125,000**

Funds for this project will support a program coordinator for the municipal DUII for the City of Beaverton. This position is critical to the oversight, organization and tracking of offenders while they are participating in the B-SOBR program.

Law Enforcement Spokesperson – DPSST **\$100,000**

This project provides funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training is held at various locations, to increase the number of Standardized Field Sobriety Test (SFST) certified trainers, provided mobile video training and conduct a survey of police agencies.

ODAA/Law Enforcement “Protecting Lives Saving Futures” **\$75,000**
This project funds a three day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the crime of impaired driving.

DUII Overtime Enforcement Program – OSP **\$150,000**
Oregon State Police continue to Oregon State Police continue to participate in the High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant will provide overtime funds for troopers working in coordinated statewide DUII-specific patrols.

DISP – Portland Police Bureau **\$70,000**
This project will fund overtime for the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This grant provides direct law enforcement capability to the court-based probation program. The primary function of the officers would be to serve warrants on DISP clients who have failed to meet the conditions of their participation. This is the final year of the DISP grant.

Roadway Safety

HSEC Safety Initiatives **\$12,088,613**
This grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC).

Roadway Safety **\$286,908**
This FFY 2015 grant provides funding for TSD roadway safety initiative projects selected from eligible Highway Safety Improvement Program (HSIP) funds. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2013.

Planning and Administration

Planning and Administration **\$90,000**
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Total Section 164 **\$13,854,278**

Section 402

Bicyclist Safety

Statewide Services **\$30,000**

These funds will be used for implementation of the May-June Annual Bicycle Helmet Observational Study; update and reprint of existing informational resources available to the public, plus development of new material; contribute to the public information and education contract to continue a campaign around motorist awareness of bicyclists and bicyclist safety awareness in an effort to encourage roadway users to share the road.

Bicyclist Safety Education Training **\$30,000**

Provide funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue bicycle safety education in Oregon schools statewide. The program has well over 50 percent in match funds and provides train-the-trainer instruction and technical advice and assistance to communities implementing bike safety in schools. It is in the third year of providing the JumpStart Bicycle Fleet program to a community demonstrating readiness to establish a bike safety program in local schools.

Trauma Nurses Talk Tough – Train the Trainer **\$15,000**

This project provides funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, seat belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones, 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.

Statewide Services – Youth **\$45,000**

This project provides guidance, assistance and materials supporting efforts toward improving traffic safety for all Oregon youth. Topic areas include media messages to parents and other drivers of young children regarding bicycling, speeding and impaired driving, using correct restraints for young children, and media messages to young drivers regarding seat belt use, underage drinking, substance abuse, distracted driving (specifically cell phone use), increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, graduated driver licensing media, and the creation of materials and publications for the public. A portion of this funding is also provided to the statewide Team Safety Program, which includes school traffic safety presentations, crashed car displays at community events and public awareness campaigns through public service announcements.

Driver Education

Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference **\$15,000**

These funds are to provide support for both out-of-state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March each year.

Emergency Medical Services

EMS Statewide Services **\$10,000**

This funding will assist in strengthening Oregon's EMS statewide. It will be used for outreach, recruitment, retention, training and possibly EMS equipment as opportunities become available throughout the year.

Oregon EMS and Trauma Systems Rural Pediatric Simulation Education Project **\$25,000**

This project utilizes a variety of innovative methods to provide continuing education to rural pre-hospital and emergency department hospital providers. Methods include simulation-based trainings in the care of trauma victims from multi motor vehicle crashes, utilizing patient simulators and live patients. Simulation trainings will be conducted through outreach training opportunities that will give rural providers throughout the state an opportunity to practice hands-on skills in a realistic environment from crash scene to hospital. This project includes an assessment of educational needs and resources for pre-hospital and hospital providers. Trainings focused on lecture and use of patient videos for diagnosis will be conducted online in a webinar format, web-based online trainings for pre-hospital providers. The goal of the project is to improve the readiness and life-saving skills of providers and the system of care for both pediatric and adult patients by offering a variety of opportunities for continuing education credits to be earned in order to strengthen Oregon's EMS system statewide.

Equipment

Statewide Services – Equipment **\$5,000**

This project will contribute to the annual division telephone survey that includes questions about equipment safety; update and reprint brochures, flyers and other resources materials; contribute to the public information and education contract to continue to educate motorists and motorcyclists about equipment safety issues. Education efforts will include younger/older and disabled riders and drivers.

Judicial

Judicial Education **\$40,000**

Provide traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges. Work with State Circuit Courts, Court Administrators, and District Attorneys by providing traffic law training, materials, or topical experts to assist in education delivery.

Occupant Protection

Statewide Services – Occupant Protection **\$206,000**

Contractor costs for media and educational materials production/distribution, paid media, and observed restraint use surveys, TSD costs for direct purchase, reproduction and/or distribution of educational materials.

Pedestrian Safety

Statewide Services **\$50,000**

Contribute to the annual TSD telephone citizen opinion survey that includes questions around Pedestrian Safety Enforcement awareness; update, reprint, or develop resource materials that inform on and support traffic safety; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of pedestrians and pedestrian safety awareness. Provide year-round safety messaging on Bend Area Transit, due to increase in pedestrians during seasonal influx of recreationalists to area.

Pedestrian Safety Enforcement and Training **\$90,000**

Fund the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, to be administered by Oregon Impact.

Police Traffic Safety

DPSST Law Enforcement Training Grant **\$87,000**

This project will be used to certify Oregon Law Enforcement officers in the use of radar and lidar, provide crash investigation training, and support motor officer training outreach. The project co-funds a full-time DPSST employee to manage the program and deliver/coordinate the training in cooperation with TSD. Additionally, this position will begin monitoring the statewide movement to eCitation and eCrash programs and its' marriage with data-based policing.

Safe Communities

Statewide Community Transportation Safety **\$10,000**

This project will provide for statewide support of local and regional efforts to promote safety efforts. Project will result in the development of materials and resources to assist specific projects, training event(s) that promote crash reduction strategies, and promote driving crash related deaths and injuries to zero. The project will provide for support materials and educational efforts to share and promote the Transportation Safety Action Plan, the state of Oregon's Strategic Highway Safety Plan.

New Safe Community **\$100,000**

The project will work with a local government to establish a Safe Communities coalition, to refine an aggressive 4E approach to reducing death and injury. The project will adapt strategies from NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model to address these specific problem stretches of roadway in cooperation with affected jurisdictions such as ODOT and city governments.

Clackamas County Safe Community **\$20,000**

The project will implement portions of the county level Transportation Safety Action Plan. This project will continue to integrate the elements of the Safe Community concept within Clackamas County, and will specifically encourage partnerships within county government, and with cities within the county. The project will specifically implement actions to initiate culture changes inside and outside county government, moving the community to a zero acceptable death approach to managing motor vehicle traffic. This project will provide for additional interaction with other counties and cities within the state.

Safe Community Services **\$100,000**

The project will provide exciting and innovate webinar and direct training, mentoring, technical assistance to promote traffic safety volunteer efforts that mirror NHTSA's "Countermeasures That Work" and other proven or promising efforts. The project will provide access to a statewide community traffic safety specialist to every traffic safety group in Oregon. This project will offer local traffic safety advocates access to additional technical assistance via weekday 1-800 "warm" line, and a minimum of 12 electronic newsletters featuring traffic safety ideas and recognition for successful programs. This project will make at minimum phone contact with 100 percent of the recognized local traffic safety communities in the fiscal year, and work with ODOT region staff to insure that 100 percent of the recognized communities receive at least one in person visit during the time. The project will be responsible to increase the number of citizens who volunteer to assist for traffic safety projects, and promote volunteerism by a measurable level. The project may allow for the award of at minimum \$5,000 in very small contracts (under \$1,000) with local governments designed to stimulate volunteer efforts.

Union/Wallowa County Coordinator **\$40,000**

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aide in the development of a county level Transportation Safety Action Plans. The project will provide funds for a part time local safe community coordinator for the Union and Wallowa county areas. The coordinator position will complement the existing volunteer efforts, and provide further organization allowing greater output from the existing coalitions.

Grant County Coordinator **\$30,000**

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work" as inspiration to pursue the current county business plan created in the prior year, and continue to update the plan as a living document for future year(s) – eventually leading to the development of a countywide Transportation Safety Action Plan. This project will provide funds for a part time local safe community coordinator in Grant County to enhance the existing active Safe Community coalition youth traffic safety coalition in pursuing countermeasures to reduce death and injury, with a focus on assisting with projects in their business plan.

Harney County Coordinator	\$20,000
<p>This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work" as inspiration to pursue the current county business plan created in the prior year, and continue to update the plan as a living document for future year(s) – eventually leading to the development of a countywide Transportation Safety Action Plan. This project will provide funds for a part time local safe community coordinator in Harney County to enhance the existing active Safe Community coalition youth traffic safety coalition in pursuing countermeasures to reduce death and injury, with a focus on assisting with projects in their business plan.</p>	
West Umatilla/North Morrow Safe Community	\$40,000
<p>This project will provide funds for a part time local safe community coordinator for Hermiston and Umatilla and North Morrow counties in conjunction with the Union/Wallowa Count Coordinator project. Project focus and direction will be to continue working with the current business plan that was created in the 2012 grant year and continue to update the plan as a living document for future year(s) using NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Countermeasures" as inspirational documents. The project staff and volunteers will guide the identification and implementation of promising projects that are appropriate for the Safe Community model using a 4E approach.</p>	
<u>Safe and Courteous Driving</u>	
Statewide Services – Driver Education	\$40,000
<p>Provides for specific public information, media, education activities and high visibility enforcement for cell phone and text messaging. Pilot projects for cell phone enforcement will be done. Transportation safety program areas such as Occupant Protection, Impaired Driving and Roadway Safety contribute additional funds so programs complement each other for public information, media and enforcement.</p>	
<u>Speed Control</u>	
Speed Enforcement, Public Information and Equipment	\$313,000
<p>This project will be used to fund police speed overtime in areas with a high incidence of speed-related problems. Additional funds for speed overtime enforcement and some equipment will be provided to each of the 5 Region Coordinators. This project will also be used to fund focused police motorcycle training in partnership with TEAM Oregon.</p>	
OSP Rural State Highway Speed Enforcement	\$100,000
<p>This project will be used to purchase overtime speed enforcement for the Oregon State Police to be used on rural state highways in areas that through statistical crash analysis coupled with local OSP office expertise and knowledge of problem areas within each command show a high incidence of speed-related crashes, injuries and fatalities.</p>	

Statewide Services

Statewide Services – Division wide Media (TSD) **\$25,000**
Contractor costs for annual reporting to TSD, and if necessary, reformatting of media products and additional consultation.

Statewide Services – Data/Observation Study/Telephone Research **\$25,000**
Contractor costs for annual reporting to TSD, and if necessary, reformatting of research products and additional consultation.

Planning and Administration

Planning and Administration **\$260,000**
[\$275,000]
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Program Management

Program Management **\$1,035,000**
[\$150,000]
Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

Total 402 **\$2,806,000**
[\$425,000]

405b

405b – Occupant Protection

Statewide Instructor Development, Regions 1 & 2 Tech Training, Region 1 Fitting Station Support (Randall Children’s Hospital) **\$52,000**
Funds administration, instructor services, equipment & supplies necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration). Also covers costs for purchase of child car seats, boosters, equipment, and supplies by administering mini-grants to fitting stations and/or alternative sentencing programs.

CPS Fitting Station Support, ODOT Region 2 **\$15,000**
Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

- CPS Tech Training & Fitting Station Support, ODOT Region 3** **\$25,000**
 Funds instructor services, equipment & supplies costs necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem costs, certification fees). Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration).
- CPS Tech Training & Fitting Station Support, ODOT Region 4** **\$25,000**
 Funds, instructor services, equipment & supplies costs necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem costs, certification fees). Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration).
- CPS Tech Training & Fitting Station Support, ODOT Region 5** **\$25,000**
 Funds, instructor services, equipment & supplies costs necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, and scholarships for technician and instructor candidates (per diem costs, certification fees). Funds mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, conference registration).
- Coordination of CPS Training, TSD** **\$13,000**
 TSD will assist in coordinating training delivery through bulk purchase, maintenance and/or distribution of supplemental training materials and aids where practical, and maintain class scheduling, community fitting station, and National Safe Kids technician resource information on the Occupant Protection Program web page.
- Local PD Safety Belt Overtime Mini-Grants, TSD** **\$280,820**
 Officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee & lodging/travel/meals per Diems.)
- Statewide Safety Belt Overtime Enforcement, OSP** **\$85,000**
 Administrative & Trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee & lodging/travel/meals per Diems.)

County Safety Belt Overtime Enforcement, OSSA **\$212,000**
Administrative & officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee & lodging/travel/meals per diems.)

Total 405b **\$732,820**

405c

405c – Traffic Records

Traffic Records Grant **\$1,249,974**
Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Evaluate the effectiveness of efforts to make such improvements. Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data. The Traffic Records Coordinating Committee (TRCC) will be selecting high priority projects that fit these criteria during FY2015.

Total 405c **\$1,249,974**

405d

405d – Impaired Driving

Statewide Services Program – DUII - Low **\$443,945**
A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide 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 will be aired. Surveys will be conducted.

DUII Resource Prosecutor - Low **\$203,400**
This project provides an expert DUII prosecutor who serves as a resource to municipal, county and state prosecutors in handling complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with DUII cases, participate as a trainer for prosecutors and law enforcement relating to DUII law and procedures.

Oregon Impact – Municipal Agencies Overtime Grants - Low	\$400,000
This grant is for DUll overtime enforcement to city police departments throughout the state. Approximately 55 cities will receive overtime funds for 2014. Cities participating in the High Visibility Enforcement events will provide DUll-specific patrols at designated high-incidence windows for impaired driving.	
Statewide Services Program – DUll - Low	\$130,000
A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUll related PSAs in the form of billboards, print, water closet, television and radio will be aired. Surveys will be conducted.	
Drug Recognition Expert Training (DRE) - Low	\$130,000
Provide 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.	
Drug Recognition Expert Overtime Enforcement Project - Low	\$85,000
Provides statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.	
Impaired Driving Regional Programs - Low	\$75,000
This grant is to go to each of the five regions to assist with impaired driving training programs as needed for each of the regions.	
Impaired Driving Program Management- Low	\$130,000
Salaries, benefits, travel, services and supplies and office equipment will be funded for Impaired Driving coordination.	
NHTSA HVE Paid Media - Mid	\$176,788
This is a quarterly HVE paid public information regarding saturation patrols equally divided among four quarters, \$50,000 each quarter.	
DUll Enforcement – OSSA Departments - Mid	\$400,000
The Oregon State Sheriffs Association will provide mini-grants for overtime hours to county sheriff’s offices for DUll saturation patrols during the High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUll.	
DUll Multi-Disciplinary Task Force Training Conference - Mid	\$65,000
This project provides funding for an annual training conference, specifically focused on DUll issues, which includes participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals and others across the DUll spectrum of involvement. The DUll Multidisciplinary Task Force Conference will reach well over 300 people within the State of Oregon, working in the DUll subject area.	

Program Management - Low **\$130,000**
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Total 405d **\$2,369,133**

405f

405f – Motorcycle Safety

Motorcycle Safety Training Enhancement **\$42,000**
This project will provide funding for new training locations by purchase or lease of land, buildings and improvements. The project may also fund curriculum improvement and development, development and enhancement of instructor recruitment and retention efforts, development and purchase of instructional materials, purchase of mobile training units and purchase or repair of training motorcycles.

Motorist Awareness **\$16,617**
This project will provide funding for the Motorcycle Program Public Information and Education campaign to address motorist awareness of motorcycles.

Total 405f **\$58,617**

408

Traffic Records

Traffic Records Grant **\$150,000**
Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Evaluate the effectiveness of efforts to make such improvements. Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data. The Traffic Records Coordinating Committee (TRCC) will be selecting high priority projects that fit these criteria during FY2015.

Total Section 408 **\$150,000**

FHWA/Highway Safety Improvement Program

Roadway Safety

Engineering Safety Short Courses and Distance Learning **[\$250,000]**

Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of the following: Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Roundabout Design and Control; Materials and Retro-Reflectivity for Signs and Markings; ADA for Bike and Peds, and Multimodal Intersections. Approximately six jurisdictions will receive on-site traffic control device and safety engineering reviews by several safety engineering specialists to be documented within individual reports.

Safety Features for Local Roads and Streets **[\$150,000]**

Provide traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. Update the electronic version of the Safety Handbook for Oregon's Local Roads and Streets and provide development of a Quick Reference Guide to the 2009 Manual on Uniform Traffic Control Devices.

Safety Corridor Education and Enforcement **[\$100,000]**

Provide state and possibly local police agency overtime enforcement and education materials for priority safety corridors statewide.

Statewide Transportation Safety Action Plans

Local Jurisdictional Assistance **[\$1,500,000]**

This project will allow for the development of local government level Transportation Safety Action Plans in communities statewide. Targeted communities will include those that show promise for implementation of the safety actions identified, or are high fatality and serious injury jurisdictions either by rate or volume. Allows for some minor facility improvements as identified in the planning processes, and within the jurisdictions.

Total Highway Safety Improvement Program **[\$2,000,000]**

Other Revenue

Highway Fund

Region Program Management

Region Program Management **[\$425,000]**

Salaries; benefits; travel; services and supplies; and office equipment will be funded for region program personnel.

School Zone

School Zone **[\$18,000]**

Half of this funding is provided to region coordinators (Regions 2, 3, 4, and 5) for the purpose of purchasing paint for striping crosswalks and/or purchasing signs in areas where students must cross a state highway to get to school. Additionally, half of this funding is provided to the Oregon Department of Education for the purpose of crossing guard materials such as flags and vests.

Total Highway **[\$443,000]**

Statewide Transportation Improvement Program (STIP)

Safe Routes to School

Safe Routes to School Non-infrastructure Grant Program **[\$250,000]**

Funding for reimbursement to communities based on a competitive award process for the creation of Oregon SRTS Action Plans and implementation of the Action Plans addressing education and encouragement, enforcement, and evaluation.

Safe Routes to School Statewide Services Program **[\$50,000]**

Providing statewide support to communities in development of Safe Routes to School programs and creation of Action Plans; assisting schools in gathering student and parent data on walking and biking to/from schools; creating public information and outreach support materials; providing and developing educational tools that promote safe walking and bicycling for grades K-8; supporting Safe Routes Advisory Committee with travel and meeting expenses.

Technical Service Provider Program **[\$65,000]**

Providing statewide support through Oregon Safe Routes clearinghouse website; training; SRTS Team facilitation; developing non-traditional partnerships, and grant-writing.

Statewide Walk + Bike Program **[\$50,000]**

Provide statewide support for October Walk+Bike to School Day and May Walk + Bike Challenge Month, by providing registration, technical support for over 200 Oregon schools.

Safe Routes to School Program Management **[\$85,000]**

Salaries, benefits, travel, services and supplies and office equipment will be funded for Safe Routes to School program coordination.

Work Zone Safety

Work Zone Education & Equipment Program **[\$200,000]**

Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit, radio, television, and internet ads. Contractual services for portions of the annual TSD Telephone Survey. Equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking information system software enhancement and maintenance agreement(s).

Work Zone Enforcement to OSP **[\$1,022,000]**

Provide year-round work zone enforcement patrols that meet federal design criteria for construction projects managed by ODOT and through its consultant Oregon Bridge Development Partners. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

Work Zone Enforcement to Local Police Agencies **[\$503,410]**

Provide year-round work zone enforcement patrols that meet federal design criteria for construction projects managed by ODOT and through its consultant Oregon Bridge Development Partners. Enforcement will be provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

Total Statewide Transportation Improvement Program **[\$2,225,410]**

Student Driver Training Fund (SDTF)

Driver Education Program Reimbursement **[\$3,280,000]**

These funds reimburse public and private providers for their cost in providing driver education to students. Reimbursement is made to each public or private provider based on the number of students completing the driver education course, not to exceed \$210 per student, the maximum allowed by law. Additionally, a low/no cost subsidy is available, not to exceed \$75 per student. Curriculum standards and delivery practices are met before reimbursement dollars are provided.

Driver Education DHS Foster Kids **[\$50,000]**

These funds reimburse DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement is made to DHS based on the number of students completing the driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program.

GDL Implementation - Information and Education **[\$425,000]**

These funds pay for a grant to Western Oregon University to train beginning instructors completing the instructor preparation courses and provide for trainer of trainers' development and workshops, additionally these funds provide for the Instructor Certification program. Funds also provide for the Pacific Northwest Driver and Traffic Safety Conference and curriculum update projects for ODOT-TSD through Western Oregon University.

Statewide Services – Driver Education **[\$250,000]**

This grant supports the driver education advisory committee quarterly meetings and activities promoting “best practices” in driver education.

Student Driver Training Fund Program Management **[\$275,000]**

Salaries, benefits, travel, services and supplies and office equipment will be funded for Driver Education staff.

Total SDTF **[\$4,280,000]**

Transportation Operating Fund (TOF)

Youth Safety

Think First **[\$47,500]**

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through Think Injury Prevention programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. Project goals are accomplished by providing family education events, injury prevention resources for parents, teachers and youth, injury prevention curriculum for schools and community members, school presentations for grades 1 through 12, and community injury prevention activities at outreach events. An increased presence of the program throughout the state will be promoted.

Trauma Nurses Talk Tough **[\$47,500]**
 This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college, helps develop and participate in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats and works with other partners to provide safety information to high risk youth, including parents whenever possible.

Total Transportation Operating Fund **[\$95,000]**

Motorcycle Funds

\$1

Statewide Services Motorcycle Safety **[\$196,175]**
 This project will provide funding for membership in the National Association of State Motorcycle Administrators, a state assessment, public information and education, and various motorcycle safety surveys. This project also supports projects prioritized by the Governor’s Advisory Committee on Motorcycle Safety and includes committee member travel and meeting expenses. Past projects have included a survey of motorcycle ridership and cross-check mailing to motorcycle owners who were not endorsed.

Oregon State University TEAM OREGON **[\$866,000]**
 This project will provide 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.

Motorcycle Safety Improvements **[\$127,825]**
 This project will provide funding for motorcycle safety training infrastructure by purchase of motorcycles, purchase or lease of land, buildings and improvements.

Motorcycle Safety Program Management **[\$60,000]**
 Salaries; benefits, travel; services and supplies; and office equipment will be funded for the Motorcycle program manager.

\$1

Total Motorcycle **[\$1,250,000]**

State Funds

School Bus Safety Education **[\$46,330]**

This funding will be granted to the Oregon Department of Education for the purpose of School Bus Safety Education. Funding will be used for training students on how to travel to and from school safely and may also be used for maintaining and/or replacing “Buster” and “Barney” buses as presentation tools for student safety training.

Total State **[\$46,330]**

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oregon

Highway Safety Plan Cost Summary

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2015-HSP-1

Report Date: 06/06/2014

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2015-91-90-00		\$.00	\$275,000.00	\$.00	\$260,000.00	\$260,000.00	\$.00
	Planning and Administration Total		\$.00	\$275,000.00	\$.00	\$260,000.00	\$260,000.00	\$.00
Emergency Medical Services								
	EM-2015-24-00-00		\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$.00
	Emergency Medical Services Total		\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$.00
Occupant Protection								
	OP-2015-45-00-00		\$.00	\$.00	\$.00	\$206,000.00	\$206,000.00	\$200,000.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$206,000.00	\$206,000.00	\$200,000.00
Pedestrian/Bicycle Safety								
	PS-2015-60-00-00		\$.00	\$.00	\$.00	\$120,000.00	\$120,000.00	\$.00
	PS-2015-68-00-00		\$.00	\$.00	\$.00	\$140,000.00	\$140,000.00	\$.00
	Pedestrian/Bicycle Safety Total		\$.00	\$.00	\$.00	\$260,000.00	\$260,000.00	\$.00
Police Traffic Services								
	PT-2015-30-00-00		\$.00	\$.00	\$.00	\$87,000.00	\$87,000.00	\$.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$87,000.00	\$87,000.00	\$.00
Codes and Laws								
	CL-2015-80-00-00		\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	Codes and Laws Total		\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
Driver Education								
	DE-2015-20-00-00		\$.00	\$.00	\$.00	\$105,000.00	\$105,000.00	\$.00
	DE-2015-20-90-00		\$.00	\$150,000.00	\$.00	\$1,035,000.00	\$1,035,000.00	\$225,000.00

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	Driver Education Total		\$.00	\$150,000.00	\$.00	\$1,140,000.00	\$1,140,000.00	\$225,000.00
	Safe Communities							
	SA-2015-25-00-00		\$.00	\$.00	\$.00	\$360,000.00	\$360,000.00	\$300,000.00
	Safe Communities Total		\$.00	\$.00	\$.00	\$360,000.00	\$360,000.00	\$300,000.00
	Speed Management							
	SC-2015-35-00-00		\$.00	\$.00	\$.00	\$413,000.00	\$413,000.00	\$400,000.00
	Speed Management Total		\$.00	\$.00	\$.00	\$413,000.00	\$413,000.00	\$400,000.00
	Traffic Courts							
	TC-2015-24-00-00		\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	Traffic Courts Total		\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	NHTSA 402 Total		\$.00	\$425,000.00	\$.00	\$2,806,000.00	\$2,806,000.00	\$1,125,000.00
	408 Data Program SAFETEA-LU							
	408 Data Program Incentive							
	K9-2015-54-00-00		\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	408 Data Program Incentive Total		\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	408 Data Program SAFETEA-LU Total		\$.00	\$.00	\$.00	\$150,000.00	\$150,000.00	\$.00
	164 Transfer Funds							
	164 Planning and Administration							
	164PA-2015-91-90-00	Planning & Administration	\$.00	\$.00	\$.00	\$90,000.00	\$90,000.00	\$.00
	164 Planning and Administration Total		\$.00	\$.00	\$.00	\$90,000.00	\$90,000.00	\$.00
	164 Alcohol							
	164AL-2015-14-00-00		\$.00	\$.00	\$.00	\$1,388,757.00	\$1,388,757.00	\$591,505.00
	164 Alcohol Total		\$.00	\$.00	\$.00	\$1,388,757.00	\$1,388,757.00	\$591,505.00
	164 Transfer Funds Total		\$.00	\$.00	\$.00	\$1,478,757.00	\$1,478,757.00	\$591,505.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
MAP 21 405b OP High								
405b High HVE								
	M1HVE-2015-46-00-00		\$.00	\$.00	\$.00	\$577,820.00	\$577,820.00	\$.00
	405b High HVE Total		\$.00	\$.00	\$.00	\$577,820.00	\$577,820.00	\$.00
405b High Community CPS Services								
	M1CPS-2015-46-00-00		\$.00	\$.00	\$.00	\$155,000.00	\$155,000.00	\$.00
	405b High Community CPS Services Total		\$.00	\$.00	\$.00	\$155,000.00	\$155,000.00	\$.00
	MAP 21 405b OP High Total		\$.00	\$.00	\$.00	\$732,820.00	\$732,820.00	\$.00
MAP 21 405c Data Program								
405c Data Program								
	M3DA-2015-54-00-00		\$.00	\$.00	\$.00	\$1,249,974.00	\$1,249,974.00	\$.00
	405c Data Program Total		\$.00	\$.00	\$.00	\$1,249,974.00	\$1,249,974.00	\$.00
	MAP 21 405c Data Program Total		\$.00	\$.00	\$.00	\$1,249,974.00	\$1,249,974.00	\$.00
MAP 21 405d Impaired Driving Mid								
405d Mid Training								
	M5TR-2015-12-00-00		\$.00	\$.00	\$.00	\$65,000.00	\$65,000.00	\$.00
	405d Mid Training Total		\$.00	\$.00	\$.00	\$65,000.00	\$65,000.00	\$.00
405d Impaired Driving Mid								
	M5X-2015-12-00-00		\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
	405d Impaired Driving Mid Total		\$.00	\$.00	\$.00	\$400,000.00	\$400,000.00	\$.00
	MAP 21 405d Impaired Driving Mid Total		\$.00	\$.00	\$.00	\$465,000.00	\$465,000.00	\$.00
MAP 21 405d Impaired Driving Low								
405d Impaired Driving Low								
	M6X-2015-12-00-00		\$.00	\$.00	\$.00	\$1,727,345.00	\$1,727,345.00	\$.00

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		405d Impaired Driving Low Total	\$.00	\$.00	\$.00	\$1,727,345.00	\$1,727,345.00	\$.00
		MAP 21 405d Impaired Driving Low Total	\$.00	\$.00	\$.00	\$1,727,345.00	\$1,727,345.00	\$.00
		MAP 21 405f Motorcycle Programs						
		405f Motorcyclist Training						
		M9MT-2015-50-00-00	\$.00	\$.00	\$.00	\$42,000.00	\$42,000.00	\$.00
		405f Motorcyclist Training Total	\$.00	\$.00	\$.00	\$42,000.00	\$42,000.00	\$.00
		405f Motorcyclist Awareness						
		M9MA-2015-00-00-00	\$.00	\$.00	\$.00	\$16,617.00	\$16,617.00	\$.00
		405f Motorcyclist Awareness Total	\$.00	\$.00	\$.00	\$16,617.00	\$16,617.00	\$.00
		MAP 21 405f Motorcycle Programs Total	\$.00	\$.00	\$.00	\$58,617.00	\$58,617.00	\$.00
		NHTSA Total	\$.00	\$425,000.00	\$.00	\$8,668,513.00	\$8,668,513.00	\$1,716,505.00
		Total	\$.00	\$425,000.00	\$.00	\$8,668,513.00	\$8,668,513.00	\$1,716,505.00

Highway Safety Plan

Oregon's federal grant funds will be used to implement projects that are designed to respond to identified problems and impact performance goals. Federal funds will be used consistent with federal program guidelines, priority areas, and other federal funding requirements.

Since strategies designed to impact individual program areas are intimately related to specific problems and performance goals for that program, they are not included here. See specific program areas for the strategies planned for individual programs.

This *Performance Plan* has been formally approved and adopted by the Governor's Representative for Highway Safety.

06/20/2014

Date



*Troy E. Costales, Administrator
Governor's Representative for Highway Safety
Transportation Safety Division
Oregon Department of Transportation*



U. S. Department
of Transportation
**National Highway Traffic
Safety Administration**

Pacific Northwest-Region 10
Oregon, Montana, Washington,
Idaho and Alaska

Jackson Federal Building
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Regional Administrator

August 25, 2014

Mr. Troy E. Costales, Administrator
Oregon Department of Transportation
Transportation Safety Division, MS-3
4040 Fairview Industrial Drive SE
Salem, Oregon 97301

Dear Mr. Costales:

We have reviewed Oregon's fiscal year 2015 Performance Plan, Highway Safety Plan, Certification Statement and Cost Summary (HS Form 217), as received on June 25, 2014. Based on this submission, we find your State's highway safety program to be in compliance with requirements of the Section 402 program and is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

As a reminder, approval of the Plan does not constitute approval of equipment purchases. Equipment purchases of \$5,000 or more must be approved by the Regional Office prior to purchase of the equipment. Please provide a written request along with adequate justification for all purchases exceeding the per unit threshold of \$5,000.

I ask you for your continued leadership on highway safety issues as we partner in innovative traffic safety measures, particularly in the areas of seat belts and impaired driving, to counter the personal and economic impact of traffic crashes in Oregon.

We look forward to working with the Oregon Transportation Safety Division and your partners on the successful implementation of this plan.

Sincerely,

for John M. Moffat

cc: Matt Garrett, Executive Director, Oregon Department of Transportation
Phillip A. Ditzler, Oregon Division Administrator, FHWA



VEHICLE SAFETY HOTLINE 888-327-4236





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