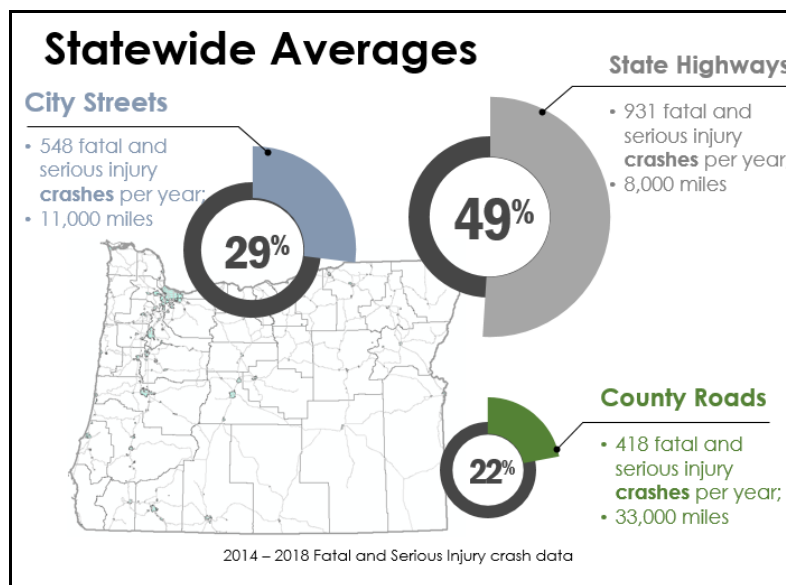
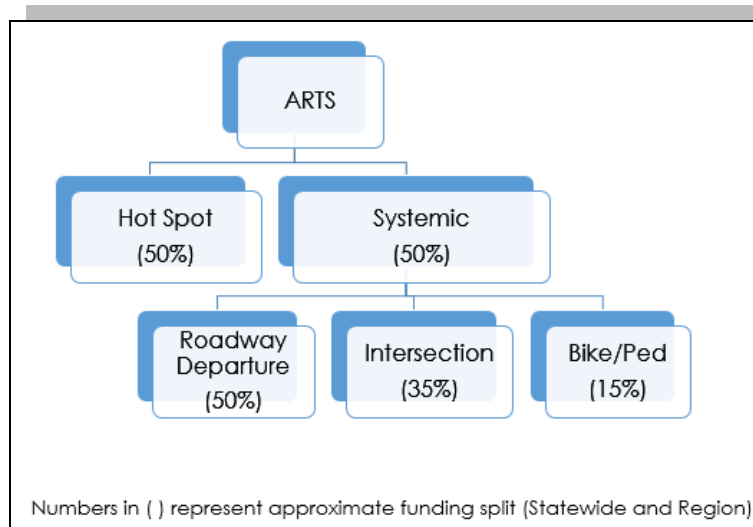


All Roads Transportation Safety Program Key Facts —2023

- The Oregon Department of Transportation (ODOT) and representatives of the League of Oregon Cities (LOC) and the Association of Oregon Counties (AOC) have examined road safety statistics throughout the state. The results reveal a great need to improve local road safety.
- In February 2013, ODOT entered into a memorandum of understanding (MOU) with AOC and LOC. The MOU establishes that all Oregonians share the roads and that safety is everyone's concern. The common purpose is to reduce fatal and serious injuries on all public roads through a data-driven process.
- The Moving Ahead for Progress in the 21st Century Act (MAP 21) increased safety funding and emphasizes a focus on all public roads. Because of this, ODOT decided to offer a portion of its safety funds to improve safety on local roads, leading to the creation of the All Roads Transportation Safety (ARTS) program.
- The state road system makes up about 10 percent of the total mileage in the total road system. Ten percent of the system carries 50 percent of all traffic and has 50 percent of all crashes in the state. The other 50 percent of crashes occur off the state system. Under the ARTS program, available funds go toward the best and highest use.



- The available money is separated into two categories — systemic and hot spot.



- Systemic projects are for proven, low-cost countermeasures that have successfully reduced the occurrence of fatal and serious injury crashes and that can be widely implemented, like rumble strips on the shoulder of the road.
- Hot spot projects are identified by a higher than normal crash occurrence. These are often higher-cost projects and are targeted to a specific segment of roadway or intersection.
- ODOT collected input from the local governments in each region of the state. By cooperating with local agencies ODOT hopes to raise the awareness of safety on all roads and promote best practices.
- Funding is allocated to each region based on the distribution of the most current 5-year of fatal and serious injury crashes.
- Potential projects within each region are prioritized based on application type.
 - Hot spot, systemic roadway departure and systemic intersection projects are prioritized by their benefit cost which factors in the number of crashes, the crash reduction potential of the safety treatment and the project cost.
 - Systemic pedestrian/bicycle projects are prioritized by their cost effectiveness index (CEI) which factors in risks, crash history, the crash reduction potential of the safety treatment and the project cost.
- The program is data-driven, using crash data to perform problem identification and analysis, to achieve the greatest benefits in terms of fatal and serious injury crash reduction.