OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2018

Annual Report

Transportation Safety
Oregon Department of Transportation

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TRAFFIC SAFETY
PERFORMANCE PLAN

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Produced: December 2018

Transportation Safety Division
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Forward

This report has been prepared to satisfy federal reporting and provide documentation for the 2018 federal grant year.

The 2018 Performance Plan was presented for approval by the Oregon Transportation Safety Committee (OTSC) on May 09, 2017 and subsequent approval by the Oregon Transportation Commission (OTC) on June 15, 2017. The majority of the projects occurred from October 2017 through September 2018.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 9. A detailed flow chart of the grant program planning process is offered on page 13, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.
2. Problem statements are presented for each topical area.
3. Data tables reflect the latest information available and provide previous years' averages where possible.
4. Goal statements are aimed at 2020 and performance measures for 2018. The bold entry contained within brackets **[ ]**[1] directly following the performance measure supplies a response to the measure based on the latest data available (i.e., Decrease traffic fatalities from the 2013-2015 average of 372 to 350 by December 31, 2018. (NHTSA) [TSAP] ***[In 2017, there were 437 traffic fatalities.]***
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 2018 fiscal year the following funds have been expended (financial figures represent the latest grant and match revenues available through December 22, 2018):

Federal funds:	$ 7,341,239
State/local match:	[$11,023,333]
Grand Total	$18,364,572

Copies of this report are available and may be requested by contacting the Transportation Safety Division at (503) 986-4188.

[1] No entry indicates that 2017 data was not available at the time of this report.

Document Purpose

The Annual Evaluation reports on the accomplishments and challenges experienced in the 2018 programs including all of the funds controlled by the Transportation Safety Division. The report explains what funds were spent and how Oregon fared on its annual performance measures.

Executive Summary

The Oregon Department of Transportation was established in 1969 to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. The ODOT Transportation Safety Division (TSD) continued its mission of saving lives and preventing roadway injuries through grant programs in 2017-18. There were 112 traffic safety projects and over 240 mini-grants contributing to the highway safety program this past year.

Oregon continues to be a pioneer in traffic safety since 1944 when there were much fewer cars on the road, and less vehicle miles traveled. There are many projects throughout the state that continue to influence safer travel, safer roadways, and safer drivers.

The state's economy is made up of a number of sectors. In the 1980s, hard times hit its main resources: timber, fishing, and agriculture. During the 1990s and 2000s, Oregon had to transition its economy from one based on natural resources to one based on a mix of manufacturing, services, and high technology. And then the big recession hit in 2008; Oregon's unemployment rate climbed to a high of 11.9 percent in 2009, but in June 2018 was down to a low 4.0 percent statewide.

Oregon found itself at the forefront of gas tax increases in the 2017 Legislative Session. The state was the first to levy a gas tax, in 1919. Ever since it has been innovative in its funding of transportation, including through the recent OreGo vehicle miles traveled pilot program (charging drivers by the mile instead of gallons consumed). A 4-cent per gallon initial increment took effect in 2018, being the first gas tax increase the state has seen in five years when the rate was last adjusted for inflation. The gas tax will also increase gradually to 10-cents per gallon through 2024. As many states wait 20 years to adjust for inflation, Oregon is a leader by revisiting the issue more frequently.

The geography in Oregon is quite diverse, with 'a windswept Pacific coastline; a volcano-studded Cascade Range; abundant bodies of water in and west of the Cascades; dense evergreen, mixed, and deciduous forests at lower elevations; and a high desert sprawling across much of its east all the way to the Great Basin[2]'. Its diverse landscape also reflects its economy and culture. Main industries include construction, farming, technology, fishing, hydroelectric energy, and tourism centered on the state's natural wonders of Oregon's mountains, forests, waterfalls, rivers, beaches and lakes. Oregon's climate is generally mild, with an ocean environment west of the Cascades, dense evergreen forests across the west, and the high desert to the east. There are three metropolitan areas in Oregon, Portland, Salem and Eugene, which have the typical congestion and traffic issues of any urban city. The remainder of the state is fairly rural.

Oregon's culture is also very diverse. Oregon was the nation's "Top Moving Destination" in 2014 with two families moving into the state for every one moving out (66.4% to 33.6%). Oregon

[2] "Oregon." Wikipedia.

was also the top moving destination in 2013, and second most popular destination in 2010 through 2012.

Oregon's population reached 4.2 million in 2018, up from 3.83 million at the 2010 Census. Oregon currently has a growth rate of 0.89%, ranking 22nd in the country.

The median age across the population of Oregon is 39 years of age. In terms of the ratio of females to males, 50.5% females and 49.5% males is where the population currently stands.

The diverse population of Oregon is currently at 85.1% Caucasian, 4.4% two or more races, 4% Asians, 3.1% other races, 1.9% African American, and 1.5% Natives of North America.
The Latino population grew 72 percent since 2000 (2017); the number of U.S.-born Latino Oregonians has increased 21 percent, compared to 1 percent growth in the number of foreign-born Latino Oregonians[3]. This creates a challenge for traffic safety, law enforcement, health, and judiciary needs to educate the public and enforce state traffic laws. For example, as of 2010 no Spanish-speaking country in the world had a seat belt law. Extra efforts and resources are required to both educate, as well as explain the risks associated with not wearing a seat belt, driving impaired, or speeding in a motor vehicle.

Nationally, motor vehicle fatalities are up from recent years; every state but two saw increases in fatalities in 2014 and 2015. The lowest number of Oregon fatalities recorded was 233 in 1943, where the highest was 737 fatalities in 1972; the fourth lowest number of fatalities ever recorded for Oregon was as recent as 313 in 2013.

Regardless of how high or low the number, however, the fact remains that these numbers represent people that were killed from preventable motor vehicle crashes. The number of serious, incapacitating injuries is significantly larger.

To understand and compare the figures more accurately, it is helpful to look at fatality rates instead of actual numbers. The table below indicates how much safer Oregon's roads are today than they were more than forty years ago; but we've still got a long way to go toward 'zero.'

Year	Population in Oregon	Traffic Fatalities	Fatalities per 1000 population
1943	1.221M	233	0.19
1972	2.167M	737	0.33
2013	3.919M	313	0.07
2016	4.076M	495	0.12

[3] "Latinos in Oregon: Trends and Opportunities in a Changing State." The Oregon Community Foundation. August 2016

Oregon's Transportation Safety Action Plan (TSAP) is a five-year document outlining strategies to not only reduce, but to eliminate fatalities and serious roadway injuries by 2035. It is an aggressive goal, but everyone's goal at the end of the day: zero fatalities for themselves and their loved ones. The Highway Safety Plan (HSP) is an annual plan that indicates traffic safety projects to be undertaken in the coming year working toward several performance measures and interim targets found in the TSAP. This document serves as Oregon's Annual Report on the HSP projects that were funded and implemented during the FFY2018 grant year (October 1, 2017 – September 30, 2018) by the Oregon Department of Transportation's Transportation Safety Division (TSD).

All priorities found in the 2018 HSP were aligned with TSAP priorities and recommended strategies (from the 2016-2020 TSAP), where projects funded by TSD are data-driven and utilize evidence-based countermeasures to identified problems affecting transportation safety.

The Impaired Driving program continues a strong commitment through effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. These programs work to direct resources, leverage community strengths, advise policy and promote creative solutions towards reducing the incidents of impaired driving which can involve alcohol, prescription drugs, over-the-counter medications, controlled and other non-controlled substances.

Key programs include high visibility enforcement, enhanced accountability for offenders, support and guidance for specialty/treatment courts that supervise repeat DUII offenders, improved DUII training for officers and prosecutors, Drug Recognition Expert training, education for youth on the dangers and consequences of impaired driving, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving. All of these efforts were expanded upon in 2016 due to the recent legalization of recreational use of marijuana in Oregon (2015). Additional funds and resources were used to almost double the number of Drug Recognition Expert trainings offered across the state and respond to the dramatic interest in ARIDE training courses (Advanced Roadside Impaired Driving Enforcement); provide overtime needs for the backlog of tests needed at the state's two crime labs and purchase a liquid mass spectrometer for toxicology testing. Unfortunately, the latter equipment purchase has yet to come to fruition, extending Oregon's backlog of testing even further.

The Oregon Motorcycle Safety program provides one of the nation's strongest comprehensive motorcycle safety programs. Following national best management practice guidelines, ODOT conducted a Motorcycle Safety Program Assessment in December 2015. Led by the NHTSA Motorcycle Safety Program Highway Safety Specialist, and assisted by five nationally recognized experts in motorcycle and highway safety program management, the team provided Oregon with 96 written recommendations. TSD is moving forward in implementing many of the recommendations with its partners.

Challenges to motorcycle safety in Oregon include older riders returning to a motorcycle after years of not riding, and new and un-endorsed riders. Team Oregon provides the state with an

exemplary training program that is nationally recognized and offers various levels of training depending on skill levels and vehicle types (including three-wheelers, Cam Spyders and others).

Oregon's Transportation Safety Division is also committed to comprehensive driver safety education and increased awareness for young motorists, even before the teen driving age. Oregon has been successful in the reduction of youth fatalities because of this critical focus, and continues to educate and instruct youth through a variety of mediums and messages. These messages include being alert and aware of other road users like pedestrians and bicyclists; and the dangers of distracted driving, texting and cell phone use which continue to be a risk across the United States.

Oregon's Driver Education program works hard to educate teen drivers on safe driving habits, where its passion lay in providing driver education to every youth in the state. The instructors hold strong to the commitment that an educated driver is a safe driver.

The Occupant Protection program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints. In 2016, Oregon's observed safety belt use rate increased from the 2015 rate of 95.54 percent to 96.24 percent. The 2018 observed safety belt use rate was 95.79 percent, maintaining its position in the top three seat belt usage states in the nation. Oregon has a primary seat belt law.

Oregon's law enforcement resources are significantly low for the past several years, and this impact can be felt on highway safety as well. TSD has been fortunate in that the majority of agencies offered overtime enforcement grants are able to accept them and work them throughout the year, but only just. Citation numbers and overtime hours worked have declined, but this is a concern as there does not appear to be a remedy in sight. The Oregon State Police recently indicated that the average number of law enforcement officers per capita in Oregon is about *half* of what it is in states with similar population expanses and geography. There is talk of several bills in the upcoming 2019 Legislative Session that will address ways to grow and maintain law enforcement resources in Oregon.

With the population surpassing 4 million, it is more important than ever for the Pedestrian Safety Program to work with the wide range of transportation, health, education and enforcement partners looking to promote Oregonian safety, health and well-being. Working with partner divisions like ODOT's Active Transportation, and Transportation Options, working with local agencies and advocacy groups via the TSD Region Traffic Safety Coordinators, and distributing safety messages across media outlets allows the Pedestrian Safety Program to keep involved and informed. Since pedestrian safety is often about personal responsibility, the Pedestrian Safety Program continues to promote the messages that "Everyone is a pedestrian," "Every intersection is a crosswalk," "The first step to safety is yours," and "Watch out for each other."

The Transportation Safety Division also works closely with the Traffic Roadway Section (TRS) on identifying and prioritizing roadway safety projects through the ODOT ARTS program. The All Roads Transportation Safety Program (ARTS) is a program to address safety needs on all public roads in Oregon. Only by working collaboratively with local road jurisdictions (cities,

counties, MPO's and tribes) can ODOT expect to increase awareness of safety on all roads, promote best practices for infrastructure safety, complement behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon. This program is also data driven to achieve the greatest benefits in crash reduction and is not limited by jurisdictions or boundaries; the locations with the highest, most serious incidents get attention–regardless of whether it is on city, county or state roads.

Oregon's 2017 Legislative Session included House Bill 2017, the new transportation package for the roadmap to Oregon's future. House Bill 2017 has the potential to raise an estimated $1 billion per fiscal year for state highways when at full effect during the 2025-27 biennium. The package addresses three common priorities identified by communities across the state:

- First and foremost, traffic. Portland-area congestion is impacting all regions and contributes to higher costs to Oregon businesses. HB 2017 invests in key highway improvement projects to curb congestion and keep Oregon moving.
- Secondly, communities in every region of Oregon are looking to mass transit to meet the needs of a growing workforce and aging population.
- For the first time, Oregon will have a dedicated source of funding for transit, which can be a vehicle out of poverty for many working families.

HB 2017 also invests in critical seismic and safety improvements to Oregon's roads, bridges, and ports to better prepare Oregon for the inevitability of a Cascadia Subduction Zone earthquake.

ODOT TSD continually monitors traffic safety issues throughout the grant year and compares them to currently funded projects to see if there are any adjustments needed to the Highway Safety Plan. For instance, obtaining Oregon crash data and analysis of that data seems to always be provided 'just in time,' at best. Part of this delay is caused by some law enforcement agencies (LEAs) still reporting on paper forms. The E-Cite/E-Crash project was brought back this year allowing more LEAs to come on board with automated crash and citation reporting. Not only does this speed up the availability of data, but increases the accuracy of that data as well as avoiding redundant data entry.

The successes of Oregon can be attributed to the strong partnerships and commitment of the numerous safety programs, continuous improvements, safer engineering, education, law enforcement, emergency medical teams, and the personal commitment by Oregonians to make the state a safe place to live and recreate.

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 programs. The performance plan is based on a complete and detailed problem analysis prior to the selection of grant projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation. In addition, federal grants are awarded to TSD directly (on behalf of the State) that it can in turn award contracts to private agencies, or manage multiple sub-grants. Self-awarded TSD grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working with traffic safety programs that are usually not eligible for direct grant funds.

HSP 2018 planning began with problem analysis by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups on January 18 and 19, 2017. A state-level analysis was completed, using the most recent FARS data available (2015 data). This data was 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).

Performance goals for each program are established by TSD program staff, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Programs and projects are designed to impact problems that are identified through the problem identification process described above.

Oregon initiated over ten adjustments to its HSP 2018, upon approval by NHTSA, in response to current activities, events, and crash data.

Process for Identifying Problems

Problem analysis was completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups on January 18 and 19, 2017.

HSP development process Organizations and Committees

- ✓ Dept. of Public Safety Standards and Training
- ✓ Driver Education Advisory Committee
- ✓ GAC on DUII
- ✓ GAC on MS
- ✓ Marion County Sheriff's Office
- ✓ Multnomah County Circuit Court
- ✓ National Traffic Safety Institute
- ✓ ODOT DMV
- ✓ ODOT Highway Division Traffic-Roadway
- ✓ ODOT Motor Carrier Division
- ✓ ODOT Transportation Data
- ✓ ODOT Transportation Safety Division
- ✓ Oregon State University
- ✓ Oregon Transportation Safety Committee
- ✓ Portland Police Bureau
- ✓ Washington Traffic Safety Commission

A state-level analysis is completed, using the most recent data available (2015 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use and public perception), and other data on traffic safety problems are analyzed. 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.

Process for Establishing Performance Goals

Performance goals for each program are established by TSD program staff. 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 initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. 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 three percent.

Process for Developing Programs and Projects

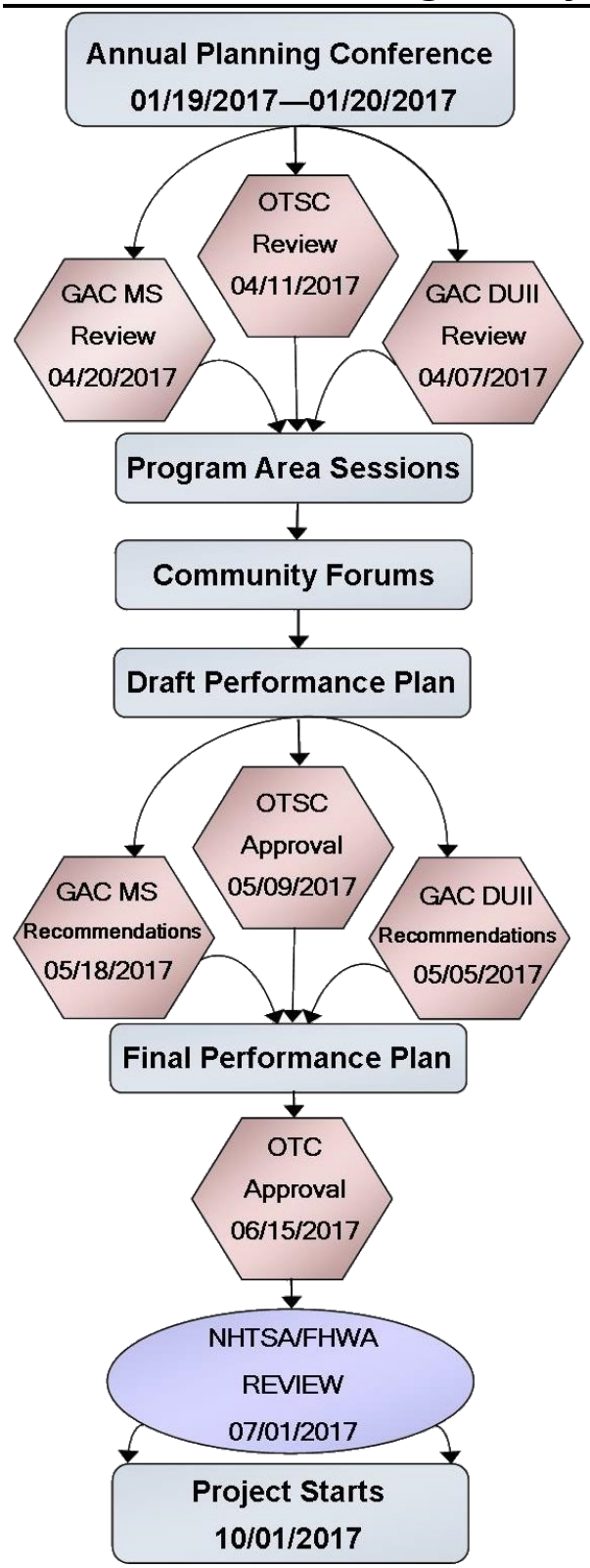
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. A series of public meetings may be 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 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. 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 FAST Act, the project selection process for NHTSA-funded grants relies 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 contained in the Performance Plan. The sources of information are:

- ✓ Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- ✓ National Agenda for Motorcycle Safety
- ✓ 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 following flow chart presents the grant program planning process in detail.

Overview of Highway Safety Planning Process



Time	Purpose
January	Annual Planning Conference to determine funding distribution and overall direction of program.
February	OTSC approval of revenue and multiple committee advice on direction of programs.
March	Program area sessions to create specific plans and projects within each program area. Community forums to gather public input.
April	Draft Performance Plan created and distributed for review by ODOT, OTSC, GAC MS, GAC DUII, NHTSA, FHWA, and program area experts.
May	OTSC (GAC MS and GAC DUII) final review of Performance Plan.
May	Final Performance Plan printed and submitted for approvals.
June	OTC approval for grants and contracts.
July	Final Performance Plan due to NHTSA and FHWA. Formal acknowledgement for NHTSA and FHWA, through Governor.
October	Field implementation of grants and contracts.
December	Staff debrief of current year's programs to determine benchmarks.

Performance Goals

This report highlights traffic safety activities during federal fiscal year 2018. The data contained in this report reflects the most current data available (calendar year).

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee, endorsed by the Governor's Advisory Committees, and these measures were reviewed in January 2017 as part of the 2018 planning process.

Performance Goals and Trends, 2011-2015

	2011	2012	2013	2014	2015	3-Year Average	5-Year Average	Goal 2018
Fatalities	331	337	313	357	447	372	357	350
Serious Traffic Injuries	1,541	1,619	1,418	1,495	1,777	1,563	1,569	1,461
Fatalities/100M VMT	0.99	1.02	0.93	1.03	1.24	1.07	1.04	0.89
Rural Road Fatalities/100M VMT*	1.48	1.58	1.33	1.76	2.19	1.76	1.67	1.52
Urban Road Fatalities/100M VMT*	0.61	0.58	0.61	0.57	0.61	0.60	0.60	0.54
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	63	61	54	61	76	64	63	57
Alcohol Impaired Driving Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 and Above	96	88	103	99	155	119	108	99
Speeding-Related Fatalities	105	103	95	105	118	106	105	96
Motorcyclist Fatalities	40	51	34	46	61	47	46	42
Unhelmeted Motorcyclist Fatalities	5	4	2	4	3	3	4	3
Drivers Age 20 or Younger in Fatal Crashes	35	40	35	33	50	39	39	35
Pedestrian Fatalities	46	55	48	57	69	58	55	55
Bicycle Fatalities	15	10	3	7	8	6	9	9
Statewide Observed Seat Belt Use, Passenger Vehicles, Front Seat Outboard Occupants	97.0%	97.0%	98.2%	97.8%	95.5%	97.2%	97.1%	97.0%

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, 2012-2016

	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 5-Year Average
Seat Belt Citations Issued During Grant Funded Enforcement	10,116	5,096	7,429	5,411	5,163	6,643
Impaired Driving Arrests During Grant Funded Enforcement	1,881	1,390	1,646	1,385	2,678	1,796
Speeding Citations Issued During Grant Funded Enforcement	17,217	12,376	21,732	4,143*	5,123	12,118

Sources: TSD Grant files, 2012 - 2016
Note: *Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

Core Outcome Measures

Traffic Fatalities (C-1)
Decrease traffic fatalities from the 2011-2015 average of 357 to 350 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 437 traffic fatalities.]***

Serious Traffic Injuries (C-2)
Decrease serious traffic injuries from the 2011-2015 average of 1,569 to 1,461 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 1,758 serious traffic injuries.]***

Fatalities/VMT (C-3)
Decrease fatalities per 100 million VMT from the 2011-2015 average of 1.04 to 0.89 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 1.19 fatalities per 100 million VMT.]***

Rural Fatalities/VMT (C-3)
Decrease rural fatalities per 100 million VMT from the 2011-2015 average of 1.67 to 1.61 by December 31, 2018. *(NHTSA)* ***[Not Available on the STSI website.]***

Urban Fatalities/VMT (C-3)
Decrease urban fatalities per 100 million VMT from the 2011-2015 average of 0.60 to 0.54 by December 31, 2018. *(NHTSA)* ***[Not Available on the STSI website.]***

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)
Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2011-2015 average of 63 to 57 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 56 unrestrained passenger vehicle occupant fatalities.]***

Alcohol Impaired Driving Fatalities (C-5)
Decrease alcohol impaired* driving fatalities from the 2011-2015 average of 108 to 99 by December 31, 2018. *(NHTSA)* *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater. ***[In 2017, there were 137 alcohol impaired* driving fatalities.]***

Speeding Related Fatalities (C-6)
Decrease fatalities in speed related crashes from the 2011-2015 average of 105 to 96 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 119 fatalities in speed related crashes.]***

Motorcyclist Fatalities (C-7)
Decrease motorcyclist fatalities from the 2011-2015 year average of 46 to 42 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 57 fatalities in motorcyclist fatalities.]***

Unhelmeted Motorcyclist Fatalities (C-8)
Decrease un-helmeted motorcyclist fatalities from the 2011-2015 average of 4 to 3 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 2 un-helmeted motorcyclist fatalities.]***

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)
Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2011-2015 average of 39 to 35 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 39 drivers; age 15-20, involved in fatal crashes.]***

Pedestrian Fatalities (C-10)
Maintain pedestrian fatalities at the 2011-2015 average of 55 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 69 fatalities in pedestrian fatalities.]***

Bicycle Fatalities (C-11)
Maintain bicyclist fatalities at the 2011-2015 average of 9 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 10 fatalities in bicyclist fatalities.]***

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 2015 usage rate of 96 percent to 97 percent by December 31, 2018. *(NHTSA)* ***[In 2017, observed seat belt use among front seat outboard occupants in passenger vehicles was 96.8 percent.]***

Activity Measures

Seat Belt Citations (A-1)
Number of Seat Belt citations issued during grant-funded enforcement activities. *(NHTSA)* ***[In 2017, there were 4,032 grant funded seat belt citations issued during grant-funded enforcement activities.]***

Impaired Driving Arrests (A-2)
Number of Impaired Driving arrests during grant-funded enforcement activities. *(NHTSA)* ***[In 2017, there were 1,065 impaired driving arrests during grant-funded enforcement activities.]***

Speeding Citations (A-3)
Number of Speeding citations issued during grant-funded enforcement activities. *(NHTSA)* ***[In 2017, there were 5,258 speeding citations issued during grant-funded enforcement activities.]***

2018 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the current NHTSA targets.

Core Measure	Performance Measures	2018 Target*	2017 STSI data used if available	Target Met	% Diff. (Actual versus Target)
C-1	Number of Fatalities	350	437	No	24.9%
C-2	Number of Serious Injuries	1,461	1,758	No	20.3%
C-3	Fatalities/VMT	0.89	1.19	No	33.7%
C-4	Unrestrained Passenger Vehicle Fatalities	57	56	Yes	-1.8%
C-5	Alcohol-Impaired Fatalities	99	137	No	38.4%
C-6	Speed-Related Fatalities	96	119	No	24.0%
C-7	Motorcyclist Fatalities	42	57	No	35.7%
C-8	Un-helmeted MC Fatalities	3	2	Yes	-33.3%
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	35	39	No	11.4%
C-10	Pedestrian Fatalities	55	69	No	25.5%
C-11	Bicycle Fatalities	9	10	No	11.1%
B-1	Observed Seat Belt Use	97%	97%	Yes	0%

FFY 2018 Activity Measures			FFY 2018 Data		
A-1	Seat Belt Citations Issued During Grant Funded Activities	n/a	4,032	n/a	n/a
A-2	Impaired Driving Arrests During Grant Funded Activities	n/a	1,065	n/a	n/a
A-3	Speeding Citations Issued During Grant Funded Activities	n/a	5,258	n/a	n/a

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

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

*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. If the 3 percent performance change is deemed unreasonable based on crash data, partner inputs during planning workshop, and legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. For the purposes of the above chart, Oregon is using a 3 year history average of the most recent FARS data available, to calculate the target.

Note: **Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

Public Opinion Measures[4]

Transportation Safety

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?

The majority of respondents believed that the transportation system in their community is about as safe now as it was a year ago (66.5% Statewide), while 22.6% reported that it is less safe now and only 8.7% reported that it is safer now. Looking at the individual regions, Region 5 had the largest proportion of respondents reporting no change over the past year (77.5%), followed by Region 2 (71.2%) and Region 3 (70.5%). Region 1 had the largest proportion of respondents reporting that the transportation system is less safe now than one year ago (29.3%), followed by Region 4 (20.8%).

Impaired Driving

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

The vast majority of respondents reported having not driven within two hours of drinking alcohol within the past 60 days (79.4% Statewide), with the regions being quite similar, ranging from 92.0% (Region 3) to 76.7% (Region 5). There were, however, 19.8% of all statewide respondents who reported having driven impaired by alcohol from one to six or more times in the past 60 days, with the largest proportion of respondents in Region 1 (22.0%).

[4] *Source: "2018 ODOT: NHTSA Program Measures Statewide Public Opinion Survey Final Results Report", September 2018.*

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

Many respondents were aware of such messaging (57.5% Statewide), with the largest proportion of respondents in Region 2 (64.1%), Region 3 (63.6%), and Region 5 (62.2%). Region 4 had the most respondents who had not been exposed to messaging about drunk driving enforcement by police (48.5%), followed by Region 1 (47.4%).

Where did you see or hear these messages?

Of the respondents who reported having recently read, seen, or heard anything about alcohol-impaired driving or drunk driving enforcement by police, the most common source of those messages was Television, both Statewide (50.2%) and across four of the five regions (46.2% to 54.4%). For Region 5, the Radio was actually the most common source of messaging (40.9%) whereas the Television was the second most common source of messaging (31.7%). The second most common source of drunk driving enforcement messaging was the Radio Statewide (23.2%), as well as in Region 4 (33.9%). For the remaining three regions, the second most common source of messaging was Billboards and outdoor signs in Region 1 (23.8%), the Internet in Region 2 (26.4%), and the Newspaper in Region 3 (21.8%).

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 largest proportion of Statewide respondents (39.6%) believe there is a 51% to 100% chance of getting arrested for drunk driving, followed by a 21% to 50% chance (24.6%) and a 6% to 20% chance (16.8%). Region 5 had the largest proportion of respondents believing there is a 51% to 100% chance of getting arrested (48.6%), followed by Region 2 (42.6%) and Region 1 (38.5%). Again, it is interesting to note that that when looking at the individual responses provided, 12.7% of all Statewide respondents reported that there is a 100% chance of getting arrested for drunk driving, with Region 5 having the largest proportion of respondents (18.8%), followed by Region 1 (13.8%), Region 2 (12.1%), Region 3 (9.9%), and Region 4 (9.7%).

Safety Belts

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)

The vast majority of respondents reported always using their safety belts when driving or riding in a passenger vehicle, with 95.8% Statewide, as well as across all five regions (84.9% to 99.1%). Region 5 had a distinctively smaller proportion of respondents reporting that they always use safety belts (84.9%) as compared to the other regions and by far the largest proportion of respondents reporting that they Almost Always (10.1%) use safety belts.

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

The majority of respondents were not aware of any seat belt law enforcement messaging, both Statewide (71.4%), as well as across all five regions (61.9% to 78.2%). Of the respondents who had recently been exposed to seat belt law enforcement messaging (28.3% Statewide), the largest proportion of respondents were in Region 3 (37.7%), followed by Region 5 (34.4%) and Region 2 (33.5%).

Where did you see or hear these messages?

Of the respondents who reported having recently read, seen, or heard anything about seat belt law enforcement by police, the most common statewide source of those messages was Television (40.7%), followed by seeing a Billboard or Outdoor Sign (25.9%) and seeing a Roadway Sign (21.0%). Television was also the most common source of messages for Region 1 (40.5%), Region 2 (39.8%), Region 3 (55.7%), and Region 4 (33.0%), while seeing a Billboard or Outdoor Sign was the most common source for Region 5 (38.5%). The second most common messaging source was seeing a Billboard or Outdoor Sign for Region 1 (30.1%) and Region 2 (29.3%), seeing a Roadway Sign for Region 3 (21.2%), and hearing it on the Radio for Region 4 (19.9%) and for Region 5 (30.9%).

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 largest proportion of Statewide respondents believe there is a 51% to 100% chance of getting a ticket for not wearing a safety belt (26.3%), followed by a 21% to 50% chance of getting a ticket (19.7%) and a 6% to 20% chance (16.9%). Region 4 had the largest proportion of respondents believing there is a 51% to 100% chance of getting a ticket (32.0%), followed by Region 5 (30.3%), and then Regions 3 (28.4%) and 2 (28.2%). It is interesting to note that when looking at the individual percentages provided, 10.3% of all Statewide respondents reported that there is a 100% chance of getting a ticket for not wearing a seat belt, with Region 1 having the largest proportion of respondents reporting a 100% chance of getting a ticket (11.4%), followed by Region 3 (10.9%), Region 2 (9.9%), Region 5 (8.9%), and Region 4 (4.9%).

Speeding

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)

Statewide respondents reported that they rarely (45.7%) drive that fast or they drive that fast half of the time (20.5%). Region 1 had the largest proportion of respondents reporting that they rarely (49.7%) drive that fast, followed by Region 5 (47.1%). Respondents in Region 5 were most likely to report that they drive that fast Most of the Time (18.8%) as compared to other regions, followed by Region 2 (17.3%).

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)

Statewide respondents reported that they rarely (40.7%) or Never (24.5%) drive that fast. Region 4 had the largest proportion of respondents reporting that they rarely drive that fast (44.7%) and that they never drive that fast (26.7%). Region 3 had the largest proportion of respondents (18.0%) reporting driving faster than 70 miles per hour on a 65 mile per hour road Most of the Time and Region 4 had the smallest proportion of respondents (10.6%) reporting Most of the Time.

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

The majority of respondents were not aware of such messaging (67.3% Statewide), with the largest proportion of respondents in Region 5 (78.4%) and Region 2 (71.5%). Regions 1 through 4 were quite comparable in the proportion of respondents who had been exposed to messaging about speeding enforcement by police, ranging from 28.4% in Region 2 to 36.0% in Region 4, however, Region 5 had a lower percentage of respondents (21.6%) reporting they were exposed to messaging.

Where did you see or hear these messages?

Of the respondents who reported having recently read, seen, or heard anything about speeding enforcement by police, the most common source of those messages was Police Presence or Outreach or have been Pulled Over for all respondents Statewide (35.1%), as well as for Region 1 (34.7%), Region 2 (37.4%), Region 3 (39.6%), and Region 4 (31.9%). Respondents in Region 5 reported Billboards or Outdoor Signs (34.9%) as the most common source of messaging, followed by a Radar Device (25.1%) as the second most common source of messaging. The second most common source of speeding enforcement messages was Television for all respondents (24.6% Statewide), as well as in Region 1 (25.8%), Region 2 (25.7%), and Region 3 (27.0%). The second most common source was Roadway Signs in Region 4 (23.3%).

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 largest proportion of statewide respondents (32.1%) believed there is a 21% to 50% chance of getting a ticket for speeding, followed by a 51% to 100% chance (24.3%). Region 5 had the largest proportion of respondents believing there is a 21% to 50% chance of getting a ticket (48.8%), followed by Region 2 (35.5%) and Region 3 (32.0%). Region 2 had the largest proportion of respondents (8.9%) who reported that there is a 1% or less chance of getting a ticket for speeding, with the remaining regions ranging from 2.9% in Region 5 to 7.7% in Region 1.

Acronyms and Definitions

"4-E"	Education, Engineering, Enforcement and Emergency Medical Services
AASHTO	American Association of State Highway and Transportation Officials
ACT	Area Commission on Transportation
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
AMR	American Medical Response
ARIDE	Advanced Roadside Impaired Driving Enforcement
ARTS	All Roads Transportation Safety
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
CARS	Crash Analysis Reporting System
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 Injuries
F & I	Fatal and Injury
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation
FAST Act	Fixing America's Surface Transportation Act, (P.L. 114-94), was signed into law by President Obama on December 4, 2015.
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GAC-DUII	Governor's Advisory Committee on DUII
GAC-MS	Governor's Advisory Committee on Motorcycle Safety
GHSA	Governors Highway Safety Association
GR	Governor's Representative
HB	House Bill
HSIP	Highway Safety Improvement Program
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.
HVE	High Visibility Enforcement
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.
MVMT	Million Vehicle Miles Traveled
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OAR	Oregon Administrative Rules
OASIS	Oregon Adjustable Safety Index System
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
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PDO	Property Damage Only
PSA	Public Service Announcement
PUC	Oregon Public Utility Commission
RUC	Road User Charge
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
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPF	Safety Performance Functions
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
STSI	State Traffic Safety Information
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Roadway Section
TSAP	Transportation Safety Action Plan

TSD	Transportation Safety Division, Oregon Department of Transportation
TSRP	Traffic Safety Resource Prosecutor
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

Statewide (SW)

Links to the Transportation Safety Action Plan (TSAP):

TSAP VISION Statement: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

"Every day, people arrive safely at their destinations in Oregon, but tragically, fatalities and serious injuries still occur on the Oregon transportation system. Any fatality or life-changing injury is a significant loss that can be avoided by implementing state-of-the-art programs, policies, and projects related to safety engineering, emergency response, law enforcement, and education. The TSAP lays the foundation to consider and prioritize safety for all modes and all users of our transportation system in order to eliminate all deaths and life-changing injuries on the transportation system.

Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon's agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. All of these organizations and individuals will be tasked with planning and implementing safe travel options, and traveling responsibly, with the safety of all users in mind."

The Problem

- In 2015, 447 people were killed and 41,675 were injured in traffic crashes in Oregon.
- In 2015, 20 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.
- Crash data increased a significant 12-15 percent from 2011 forward due to improvements in internal procedures for DMV and CARS data capture.

Oregon Traffic Crash Data and Measures of Exposure, 2011-2015

	2011*	2012	2013	2014	2015	2011-2015 Average
Total Crashes	49,050	49,797	49,495	51,244	55,156	50,948
Fatal Crashes	310	305	292	321	410	328
Injury Crashes	23,887	24,456	22,975	24,207	28,647	24,853
Fatalities and Serious Injuries	1,872	1,956	1,729	1,851	2,220	1,926
Property Damage Crashes	24,853	25,036	26,228	26,716	26,026	25,772
Fatalities	331	337	313	357	447	357
Fatalities per 100 Million VMT	0.99	1.02	0.93	1.03	1.24	1.04
Fatalities per Population (in thousands)	0.09	0.09	0.08	0.09	0.11	0.10
Injuries	35,031	36,085	33,149	35,054	41,675	36,198
Serious Injuries per Population (in thousands)	0.40	0.42	0.36	0.37	0.44	0.40
Injuries per 100 Million VMT	104.96	108.78	98.35	101.28	115.77	105.83
Injuries per Population (in thousands)	9.08	9.29	8.46	8.73	10.38	9.21
Population (in thousands)	3,858	3,884	3,919	3,963	4,014	3,927
Vehicle Miles Traveled (in millions)	33,376	33,173	33,706	34,610	35,999	34,173
No. Licensed Drivers (in thousands)	2,930	2,926	2,924	2,930	2,948	2,932
No. Registered Vehicles (in thousands)	4,022	4,028	4,128	4,193	4,294	4,141
% Who Think Transportation System is as Safe or Safer than Last Year	83%	83%	81%	73%	77%	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, 2015

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	8	0.01%	0	0.00%	0.00
15	59	0.11%	14,176	0.46%	0.23
16	658	1.20%	25,476	0.83%	1.45
17	1,044	1.90%	32,051	1.04%	1.83
18	1,392	2.54%	36,427	1.19%	2.14
19	1,405	2.56%	40,269	1.31%	1.96
20	1,432	2.61%	42,078	1.37%	1.91
21	1,394	2.54%	43,857	1.43%	1.78
22-24	4,066	7.42%	144,924	4.72%	1.57
25-34	11,423	20.84%	548,464	17.85%	1.17
35-44	9,016	16.45%	512,396	16.67%	0.99
45-54	7,944	14.50%	495,395	16.12%	0.90
55-64	6,908	12.60%	525,479	17.10%	0.74
65-74	4,016	7.33%	387,789	12.62%	0.58
75 & Older	1,952	3.56%	224,081	7.29%	0.49
Unknown	2,088	3.81%	16	0.00%	0.00
Total	54,805	100.00%	3,072,878	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 from the 2011-2015 average of 1.04 to 0.78 per hundred million vehicle miles traveled by December 31, 2020. [TSAP][τ]

Performance Measures[1]

- Increase zero fatality days from the 2013-2015 average of 144 to 158 by December 31, 2018. ***[In 2016, there were 105 zero fatality days.]***
- Reduce the fatality rate from the 2013-2015 average of 1.07 to 0.89, through December 31, 2018. [TSAP][τ] ***[In 2017, the traffic fatality rate was 1.19.]***
- Reduce the traffic injury rate from the 2013-2015 average of 105.13 per 100 million VMT to 95.95, through December 31, 2018. ***[In 2017, the traffic injury rate was 113.32.]***
- Decrease traffic fatalities from the 2013-2015 average of 372 to 350 by December 31, 2018. *(NHTSA)* [TSAP][τ] ***[In 2017, there were 437 traffic fatalities.]***
- Decrease traffic fatalities from the 2013-2015 average of 372 to 157 by December 31, 2018. *(Vision of Zero by 2035)* ***[In 2017, there were 437 traffic fatalities.]***
- Decrease serious traffic injuries from the 2013-2015 average of 1,562 to 1,461 by December 31, 2018. *(NHTSA)* [TSAP][τ] ***[In 2017, there were 1,757 serious traffic injuries.]***
- Decrease rural fatalities per 100 million VMT from the 2013-2015 average of 1.76 to 1.61 by December 31, 2018. *(NHTSA)* ***[The 2017 data not available on STSI website at the time of this publication.]***
- Decrease urban fatalities per 100 million VMT from the 2013-2015 average of 0.60 to 0.54 by December 31, 2018. *(NHTSA)* ***[The 2017 data not available on STSI website at the time of this publication.]***

[τ] Targets shown in 2016 TSAP, Table ES.1 TSAP Performance Targets

[1] The source for zero fatality days and injuries is Crash Analysis and Reporting, Oregon Department of Transportation. The remainder of the above performance measure data is Fatality Analysis Reporting System, U.S. Department of Transportation located on the *STSI* website.

Project Summaries

164PA-18-91-90		Awarded	Expended
164	Planning and Administration	$90,000	$9,372

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

PA-18-91-90		Awarded	Expended
402		$280,000	$277,909
State Funds	Planning and Administration	[$275,000]	[$336,311]

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

DE-18-20-01		Awarded	Expended
402	Statewide Services -Media Report (TSD)	$25,000	$23,970

This project provided funding for Public Information and Education Media Services annual report on the level of use received by the Transportation Safety Division's PSAs and their retail value.

DE-18-20-04		Awarded	Expended
402	Statewide Services - Data/Observation Study/Telephone Research	$25,000	$25,000

This project provided for a valuable public opinion survey, to allow a measure for success and areas where improvement may be necessary.

DE 18-21-02		Awarded	Expended
402	Trauma Nurses Talk Tough - Train the Trainer	$15,000	$15,000

This project provided funding to continue statewide training of trauma care providers to conduct safety education programs for kindergarten through college. TNTT's effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones, and speed) and dealing with distractions while driving. Training of potential education program trainers is the main emphasis of this grant.

DE-18-20-05		Awarded	Expended
402	Transportation Safety Conference	$50,000	$25,887

Provide for a statewide conference, and/or a series of regional conferences. The conference will provide a forum for sharing information and data of statewide significance in reducing transportation related deaths and debilitating injuries, and allow participants to connect traffic safety programs and ideas. The grant will provide for speakers, facilities costs, and incidental materials.

DE-18-20-90		Awarded	Expended
402		$950,000	$758,111
State Funds	Program Management	[$400,000]	[$285,013]

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

18REGPM-920		Awarded	Expended
State Hwy Funds	Region Program Management	[$500,000]	[$473,150]

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

18DRVED-920		Awarded	Expended
SDTF	Student Driver Training Fund Program Management	[$275,000]	[$233,781]

Salaries, benefits, travel, services and supplies and office equipment to support the Driver Education program manager and staff.

HU-18-10-90		Awarded	Expended
SRTS	Safe Routes to School Program Management	[$85,000]	[$43,680]

Salaries, benefits, travel, services and supplies and office equipment for the TSD Safe Routes to School program coordination (non-infrastructure).

Bicycle and Pedestrian (B/P)

Link to the Transportation Safety Action Plan:

Action # 6.11.1 Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

The Background

Section 405 of the FAST Act established the Non-Motorized Safety grant awards to states to decrease bicyclist and pedestrian crashes with motor vehicles, where bicyclist and pedestrian fatalities exceed 15 percent of the state's overall traffic fatalities. Oregon's 2013 fatalities (from Fatality Analysis Reporting System, or FARS) for pedestrians and bicyclists exceed this benchmark with 16.29 percent of the total traffic fatalities. The funding can be used for:

- Training law enforcement officials on bike/pedestrian related traffic laws
- Enforcement campaigns related to bike/pedestrian safety
- Education and awareness programs related to relevant bike/pedestrian traffic laws.

The Problem

Bicyclists

- The 942 bicyclist injuries in 2015 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The seven bicyclist fatalities in 2015 accounted for 1.6 percent of all Oregon traffic fatalities.
- For the three year period of 2013-2015, an average of 53.67 percent of motor vehicle-bicyclist crashes involved a motorist who failed to yield, compared to the average of 11.33 percent of motor vehicle-bicyclist crashes where the bicyclist failed to yield.
- In 2015, there were 112 crashes involving a bicyclist who was riding in the wrong direction, or 12 percent of all bicyclist-involved 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.
- From the ODOT 2015 Motor Vehicle Traffic Crashes Quick Facts, the most common bicyclist errors were disregarding a traffic signal, riding on a shoulder against traffic and disregarding stop sign or flashing red.
- The most common driver error in Fatal and Serious Injury pedalcycle crashes was failure to yield the right-of-way to a pedalcyclist.

Pedestrians

- The 874 pedestrian injuries in 2015 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 73 pedestrian fatalities in 2015 (ODOT Crash Analysis & Reporting, or CARS) accounted for 16.4% of all Oregon traffic fatalities.
- For the three year period of 2013-2015, for pedestrian-involved fatal and serious injury (F&A) crashes, an average of 44.6 percent of F&A crashes were coded as 'Driver Error,' and 56.36% were coded as 'Pedestrian Error'.
- For 2013-2015, the top driver error in pedestrian-involved crashes is "failure to yield right of way to the pedestrian."
- For 2013-2015, the top pedestrian error in pedestrian-involved crashes is "crossing between intersections" followed by "did not have right of way."

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Injuries:						
Number	928	1,026	922	955	942	954
Percent of total Oregon injuries	2.6%	2.8%	2.8%	2.7%	2.0%	2.5%
Serious Injuries	64	69	61	65	69	66
Fatalities:						
Number	15	10	3	7	7	6
Percent of total Oregon fatalities	4.5%	3.0%	1.0%	2.0%	1.6%	1.5%
Percent Helmet Use (children)	58%	60%	68%	n/a	n/a	n/a
Crashes:						
Number	962	1,064	957	1,001	945	986
Percent of total Oregon crashes	2.0%	2.1%	1.9%	2.0%	n/a	n/a
Fatal and Serious Injury Crashes:						
Number	79	79	64	72	76	74

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System, U.S. Department of Transportation. Bicycle Helmet Observation Study, Intercept Research Corporation

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Injuries						
Number	831	939	814	862	874	864
Percent of total Oregon injuries	2.4%	2.6%	2.5%	2.5%	2.1%	2.4%
Number injured Xing in crosswalk or intersection*	501	571	512	593	n/a	n/a
Percent Xing in crosswalk or intersection*	63.0%	60.8%	62.9%	68.8%	n/a	n/a
Injuries by Severity						
Major Injury	120	116	104	112	117	114
Moderate Injury	397	482	431	445	400	431
Minor Injury	314	341	279	305	364	321
Fatalities						
Number	47	60	52	56	74	58
Percent of total Oregon fatalities	14.2%	17.8%	16.6%	15.7%	16.6%	16.2%
Number of fatalities Xing in crosswalk or intersection*	10	19	14	19	n/a	n/a
Percent Xing in crosswalk or intersection*	21.3%	31.7%	26.9%	33.9%	n/a	n/a

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

Goals

- Reduce bicyclist-involved fatal and serious injury motor vehicle crashes from the 2011-2015 average of 74 to 64 by December 31, 2020.
- Reduce bicyclist involved motor vehicle crashes from the 2011-2015 average of 986 to 847 by December 31, 2020.
- Maintain pedestrian fatal and serious injuries at the 2011-2015 average of 172 by December 31, 2020.

Performance Measures

- Reduce bicyclist fatal and serious injury crashes from the 2013-2015 average of 71 to 65 by December 31, 2018. ***[In 2016, there were 65 bicyclist fatal and serious injury crashes.]***
- Reduce bicyclist involved motor vehicle crashes from the 2013-2015 average of 968 to 883 by December 31, 2018. ***[In 2016 there were 847 bicyclist involved motor vehicle crashes.]***
- Reduce crashes involving a cyclist who was "Riding the Wrong Direction," from the 2013-2015 average of 147 crashes to 134 crashes by December 31, 2018. ***[In 2016, there were 101 crashes involving a cyclist "Riding in the Wrong Direction."]***
- Reduce the percentage of crashes where the driver failed to yield to a cyclist from the 2013-2015 average of 520 to 475 by December 31, 2018. ***[In 2016, there were 379 crashes where drivers failed to yield to a cyclist.]***
- Maintain bicyclist fatalities at the 2013-2015 average of 6 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 10 bicyclist fatalities.]***

- Maintain pedestrian fatal and serious injuries at the 2013-2015 average of 166 by December 31, 2018. ***[In 2016, there were 191 pedestrian fatal and serious injuries.]***
- Maintain pedestrian fatalities at the 2013-2015 average of 58 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 69 fatalities in pedestrian fatalities.]***

<u>Strategies</u>

- Work with TSD media contractor to develop a media campaign with corresponding safety messages to drivers, pedestrians and bicyclists that safety 'is a shared responsibility'.
- Contribute to the annual TSD telephone citizen opinion survey that includes questions regarding Pedestrian Safety Enforcement awareness.
- Continue outreach to drivers and pedestrians promoting core messages that every intersection is a crosswalk; look out for each other; be visible; the first step to safety is yours; and, heads up for safety.
- Continue outreach to drivers and bicyclists promoting core messages that bicyclists are vehicles on the road; pass bicyclists only if it's safe to pass; drive defensively; be visible.
- Continue to update pedestrian and bicyclist safety educational materials for both the English and Spanish-speaking audiences.
- Provide bicyclist and pedestrian friendly driver education through grants to targeted areas where pedestrian and bicyclist fatal and serious injury crashes occur, and in ways that successfully educate drivers.
- Continue to provide funding for pedestrian safety enforcement operations and pedestrian safety education to law enforcement statewide.
- Continue to promote bicycle and pedestrian safety education to 4th-5th grade students to help form safe behaviors and habits that translate to adult vehicle drivers who share the road.
- Work with Region Traffic Safety Coordinators, Active Transportation Coordinators, and communities interested in the promotion of pedestrian safety education and corresponding safety resources.

Project Summaries

FHX-18-68-01		Awarded	Expended
405(h)	Bicycle & Pedestrian Statewide Services	$185,000	$150,152

This project provided funding to public information, education, and media for all road users regarding pedestrian safety. More specifically, this project provided funding for: participation in the annual TSD public opinion telephone survey; updating and reprinting of pedestrian safety education resource materials; development and execution of the annual statewide pedestrian safety media campaign with TSD media contractor; and provided funding of two mini grants with partners in Bend and Portland to start a new project, the Oregon Friendly Driver Program.

FHX-18-68-02		Awarded	Expended
405(h)	Pedestrian Safety Enforcement and Training	$100,000	$82,774

This project funded the overtime pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation which is administered by a traffic safety partner, a non-profit organization. Grant applications were open to all city and county law enforcement agencies in the state. Twenty-three agencies were awarded grants and 22 participated in the grant. A total 1,006.25 hours were reimbursed. All five ODOT regions were represented, resulting in a total of 70 PSE deployments including 759 crosswalk citations, 432 crosswalk warnings, 533 'other' citations, and 294 'other' warnings.

PSE training was held for the awarded agencies, where non-participating law enforcement agencies were also invited to attend. The PSE training was held on March 5, 2018 and twenty-three officers attended.

The following comments were made by the participants in the final reports:

- *We continue to see an increase in drivers who obey laws related to stopping for pedestrians who are crossing;*
- *We are finding that more and more people are becoming aware of the unmarked crosswalks because of all the blitzes that we are conducting;*
- *Numerous opportunities to educate citizens on pedestrian safety;*
- *We were able to educate a large number of motorists in a short period of time about the importance of pedestrian safety*

News media releases, newspaper and Facebook was utilized by agencies to inform the public of the enforcement operations as well as general education on pedestrian safety.

FHX-18-60-02		Awarded	Expended
405(h)	**Bicyclist Safety Education Training**	**$30,000**	**$29,864**

This project provided funding to the Street Trust non-profit Organization (formerly the Bicycle Transportation Alliance (BTA)) to continue bicycle safety education in Oregon schools statewide. The BSE training program provides train-the-trainer instruction and technical advice and assistance to communities implementing bike safety programs in schools.

This is the fifth year of providing the JumpStart Bicycle Fleet program to a community that is demonstrating readiness to establish a bike safety program in local schools. Seaside received the Jump Start Fleet for the 2017-2018 school year where 35 sixth graders were reached with in-class bike safety education in the fall and 84 fourth and fifth graders were reached with the full curriculum in the spring. The Street Trust supported the program with regular emails to PE teachers leading the program.

In a survey of Oregon student bike safety education in 2017, 6,764 total students were reached for bike and pedestrian safety education across the state outside of Portland during the 2017-2018 school year. Individually there were 4,322 students reached with bike safety education and 5,271 students reached with pedestrian safety education. The communities served were Springfield, Eugene, Redmond, Tigard, Hillsboro, Bend, Baker City, Rogue Valley, Klamath County, Gresham, Corvallis, Albany, Beaverton, Seaside, and Gearhart.

The Street Trust also taught bike safety education in 29 schools with 24 schools receiving the full 10-hour curriculum and 5 schools receiving a new 6-hour retreat curriculum. The total number of students taught bike safety during the 2017-2018 school year was 2,002, with 1,609 students taking the regular class and 393 students taking the 6-hour retreat version. For pedestrian safety, they taught in 38 schools with 2,579 students total over the 2017-2018 school year.

FHTR-18-60-02		Awarded	Expended
405(h)	**City of Eugene Bicycle/Pedestrian Friendly Driver Class**	**$35,000**	**$5,751**

The funding for this project developed, promoted and implemented a driver education class on pedestrian and bicycle laws and best practices for friendly driving in the City of Eugene and to other interested areas in the county as well as to collaborate with partners in Bend and Portland to develop a statewide Oregon Friendly Driver Program.

This project is a partnership between LCOG, the City of Eugene, and the other programs in Oregon. Right now it is offered through employers with a focus on employers with fleet drivers or an existing driver education program. The course is 1.5 hours over the lunch hour. The course covers common safety concerns and provides better understanding of the legal and cultural context of sharing the road. The goal is to raise awareness of safety and create a culture of caring for fellow travelers.

This year has been a successful pilot program to refine the curriculum and outreach efforts. Strengths include a strong collaboration with partners, interesting curriculum, and engaged employers who support sponsoring the class for their employees. The goal was to provide the class to 200; however 123 people completed the course in the region. These certifications were all done through an employer or a regional transportation group. Community classes were not offered at this time. However, plans to continue this project include focusing on integrating with high school driver education and other community programs in the Transportation Options programs.

Paid Media

Bicyclist and Pedestrian Safety, and Safe Routes to School Public Information Program

1.1.1 Strategic Communications Plan

The strategic communications plans for the Bicyclist and Pedestrian Safety programs were approved in April. The strategy was guided by the most recent data available about crashes involving bicyclists and pedestrians. Our message and media recommendations focused on educating drivers and vulnerable road users about Oregon's laws and promoting the right behaviors. This deliverable was included in Work Order #26 and had a budget of $4,930.

This year, the Safe Routes to School program was included on the same work order as Bicyclist and Pedestrian Safety programs (WOC #36). The strategy was to raise drivers' awareness of the presence and safety of children on the road and educate parents on safe walking and riding and driving practices. The final plan was approved in March and had a budget of $2,840.

1.1.2 Bicycle Safety Transit Creative

Four new and revised creatives were developed for the bicycle program this year, including two bus tails ("Safe Passage" and "Wait Your Turn"), one bus queen ("Together, We Roll"), and one bus shelter poster (also "Together, We Roll"). In combination, the campaign delivered specific safe driving behavior messages to drivers as well as a general message to all road users about sharing the road safely. The creative was approved in June for mid-summer releases. This deliverable was included in WOC #36 and had a budget of $5,000.

1.1.3 Bicycle Safety Bus Transit Ads

The two new bus tails were released for display on buses in Portland (10 buses), Salem (6 buses) and Eugene/Springfield (10 buses) from July through September 2018. The new bus queen was released in Portland (10 buses) during this same time period. This deliverable was included in WOC #36 and had a budget of $28,000.

1.1.4 Bicycle Safety Bus Shelter Ads

Complementing the "Together, We Roll" message on bus queens in Portland, the message was also displayed on 10 bus shelters in and throughout Portland in August and September. This deliverable was included in WOC #36 and had a budget of $16,000.

1.1.5 Pedestrian Safety Theater Screen Re-release "Oregonians Crossing"

The 0:30 PSA "Oregonians Crossing", produced by ODOT Region 1, delivers a focused message to drivers to look out for pedestrians at every intersection. This year, the spot was re-released in movie theaters with a significant statewide buy in every region of the state over an 8-week period starting Memorial Day weekend and running through late July, to take advantage of higher movie attendance. This deliverable was included in WOC #36 and had a budget of $38,300.

1.1.6 Pedestrian Safety Facebook Ad to drivers

Using the creative theme of Oregonians Crossing, we updated and re-released a Facebook ad targeting drivers statewide with the message of looking out for pedestrians at every intersection. The ad ran statewide in June and July, a time when more pedestrians are out on the streets. This deliverable was included in WOC #36 and had a budget of $4,070.

1.1.7 Pedestrian Safety Facebook ad to pedestrians

As the days started to become shorter and darker, a new Facebook ad was released targeting pedestrians in urban areas with the message "Oregonians Stand Out" – a reminder to be visible to drivers, use crosswalks and perform other defensive behaviors while walking near traffic. The ad ran August 20 through the end of September. This deliverable was included in WOC #36 and had a budget of $7,000.

1.1.8 Safe Routes to School Facebook Ads to Parents/Drivers

Facebook ads were released both near the end of the school year as the sunnier weather allowed more kids to walk and bike to school and during back-to-school time. "Kids in Motion" ran statewide in May and June reminding drivers to look out for kids in the street. "Say What You See" ran in August and September, reminding parents of school-aged children and how to help their kids look out for traffic as they walk to school. This deliverable was included in WOC #36 and had a budget of $5,160.

1.1.9 Safe Routes to School Bookmark

This year, a new children's bookmark was created as a resource for teachers and educators to communicate and reinforce best practices for children to walk and bike safely. The illustrated style was similar to that used in the infographic created last year and in other recent Safe Routes material. The art was approved in August and print-ready files were delivered to TSD for printing. This deliverable was included in WOC #36 and had a budget of $3,500.

1.1.10 Safe Routes to School Theater Screen re-release of "Say What You See"

The 0:30 TV PSA produced last year, "Say What You See", introduced a game that drivers and passengers can play to learn to actively look out for pedestrians and bicyclists on the road. This year, the program re-released the spot in major movie theaters along the I-5 corridor during the back-to-school months of September and October. This deliverable was included in WOC #36 and had a budget of $14,000.

MEDIA ADDED VALUE: $101,720

ADDITIONAL ADDED VALUE: $283,635

TOTAL MEDIA ADDED VALUE: $385,355

Budget Review:

The original budget for the Bicyclist and Safe Routes to School Programs in FY 2017-18 was $49,000 for Bicyclist Safety and $22,660 for Safe Routes to School. The Work Order was amended to include $51,370 for the Pedestrian Safety program including the additional amendment for Region 2 (detailed in the Region 2 section). All projects were completed on time under WOC #36 A1.

Community Traffic Safety (CTS)

Link to the Transportation Safety Action Plan:

Action # 6.17.2 – Encourage and support local planning for safety efforts, the formation of local government commissions and committees, and other affiliated groups that address transportation safety.

The Problem

- While a volunteer work force may exist, often there is no local mechanism for mobilizing and motivating the volunteers.
- More than 50 percent of Oregon's fatal and injury crashes occur in the north Willamette Valley in just four counties, significantly impacting overall 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 highway safety issues.
- While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often the first area considered 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 as 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 currently in place. Efforts to train local government employees, while offered, are not always coordinated.
- Two MPOs have now published the long-standing required Strategic Highway Safety Plan (Portland Metro and Lane County).

Jurisdictional Data for Oregon Counties, 2015

COUNTY		POPULATION	FATALITIES	ALCOHOL INVOLVED FATALITIES	FATAL AND INJURY CRASHES	F&I CRASHES /1,000 POP.	NIGHTTIME FATAL AND INJURY CRASHES
BAKER	*	16,425	6	3	123	7.49	24
BENTON		90,005	6	1	467	5.19	59
CLACKAMAS	!	397,385	27	16	2,705	6.81	365
CLATSOP		37,750	5	1	320	8.48	41
COLUMBIA	*	50,390	8	3	218	4.33	40
COOS		62,990	9	5	352	5.59	47
CROOK		21,085	4	3	153	7.26	24
CURRY		22,470	3	2	109	4.85	17
DESCHUTES		170,740	13	2	951	5.57	141
DOUGLAS	*	109,910	31	7	678	6.17	107
GILLIAM		1,975	0	0	25	12.66	7
GRANT	!	7,430	2	1	48	6.46	6
HARNEY	!	7,295	3	2	43	5.89	9
HOOD RIVER		24,245	2	2	124	5.11	21
JACKSON	!	210,975	24	9	1,416	6.71	200
JEFFERSON		22,445	6	4	132	5.88	27
JOSEPHINE		83,720	24	16	604	7.21	94
KLAMATH		67,110	15	6	463	6.90	79
LAKE		8,010	2	0	50	6.24	11
LANE		362,150	57	26	2,246	6.20	354
LINCOLN		47,225	7	3	377	7.98	59
LINN		120,860	26	9	906	7.50	138
MALHEUR	!	31,480	5	0	249	7.91	31
MARION		329,770	24	11	2,666	8.08	402
MORROW	!	11,630	5	1	48	4.13	14
MULTNOMAH		777,490	41	23	7,382	9.49	1,078
POLK		78,570	15	9	456	5.80	60
SHERMAN		1,790	2	2	35	19.55	10
TILLAMOOK		25,690	7	2	180	7.01	30
UMATILLA	!	79,155	11	1	462	5.84	86
UNION	!	26,625	8	2	128	4.81	24
WALLOWA		7,100	0	0	20	2.82	3
WASCO		26,370	3	1	199	7.55	42
WASHINGTON	#	570,510	28	11	4,010	7.03	471
WHEELER		1,445	1	0	7	4.84	2
YAMHILL		103,630	15	3	705	6.80	98
STATEWIDE TOTAL		**4,013,845**	**445**	**187**	**29,057**	**7.24**	**4,221**

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, 2015

City		Population Estimate	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
ALBANY	*	51,670	1	0	345	6.68	30
ASHLAND	*	20,405	0	0	78	3.82	6
BEAVERTON	*	94,215	3	0	1,102	11.70	109
BEND	*	81,310	1	1	458	5.63	50
CANBY	*	16,010	0	0	36	2.25	4
CENTRAL POINT		17,485	0	0	39	2.23	5
COOS BAY		16,470	0	0	86	5.22	6
CORNELIUS		11,900	0	0	63	5.29	6
CORVALLIS		57,390	1	1	266	4.63	31
DALLAS		15,040	0	0	33	2.19	4
DAMASCUS		10,625	0	0	91	8.56	18
EUGENE		163,400	7	4	1,031	6.31	145
FOREST GROVE		23,080	0	0	76	3.29	11
GLADSTONE	*	11,505	0	0	83	7.21	11
GRANTS PASS		36,465	1	0	340	9.32	35
GRESHAM	*	107,065	4	2	842	7.86	140
HAPPY VALLEY	#	17,510	0	0	104	5.94	7
HERMISTON	#	17,520	1	0	89	5.08	11
HILLSBORO	*	97,480	4	4	859	8.81	116
KEIZER	*	36,985	2	1	142	3.84	17
KLAMATH FALLS	#	21,580	1	0	150	6.95	23
LA GRANDE	*	13,165	0	0	34	2.58	4
LAKE OSWEGO	*	37,300	0	0	142	3.81	16
LEBANON		15,740	0	0	96	6.10	11
MCMINNVILLE		33,080	1	0	171	5.17	20
MEDFORD	*	77,655	0	0	709	9.13	71
MILWAUKIE	*	20,505	2	1	123	6.00	17
NEWBERG	#	22,900	0	0	106	4.63	9
NEWPORT		10,165	2	0	68	6.69	4
ONTARIO		11,465	0	0	99	8.63	8
OREGON CITY	*	33,940	1	1	293	8.63	25
PENDLETON	!	16,845	2	0	68	4.04	9
PORTLAND	*	613,355	35	21	6,182	10.08	861
REDMOND		27,050	1	0	145	5.36	22
ROSEBURG		22,500	3	1	213	9.47	18
SALEM		160,690	11	5	1,549	9.64	216
SANDY		10,395	1	1	66	6.35	12
SHERWOOD		19,080	0	0	96	5.03	8
SPRINGFIELD		60,135	7	1	443	7.37	63
ST. HELENS	*	13,095	1	1	45	3.44	10
THE DALLES		14,515	1	1	72	4.96	11
TIGARD		49,280	5	4	507	10.29	46
TROUTDALE		16,020	0	0	94	5.87	24
TUALATIN		26,590	1	0	284	10.68	25
WEST LINN		25,605	1	0	125	4.88	10
WILSONVILLE		22,870	0	0	129	5.64	9
WOODBURN		24,670	0	0	133	5.39	20
STATEWIDE TOTAL		**2,323,720**	**101**	**50**	**18,305**	**7.88**	**2,334**

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

Goal

- Increase the number of Oregonians (living in cities or counties with populations over 10,000) represented by a community-level transportation safety group from the 2012-2014 average of 61 percent to 77 percent by December 31, 2025.

Performance Measures

- Increase the number of active traffic safety groups from the 2010-2014 average of 47 to 52 by December 31, 2018. ***[In 2018, there were 50 active traffic safety groups.]***
- Increase the number of communities that have a "four E" based transportation safety action plan or business plan from 2 in 2015 to 6 by December 31, 2018. ***[In 2018, there were 10 communities that have a "four E" based transportation safety action plan or business plan.]***
- Increase the number of educational opportunities coordinated, designed for, and offered to both government and non-profit organizations in Oregon from 10 in 2015 to 14, or increase by four courses by December 31, 2018. ***[In 2018, there were 14 educational opportunities coordinated, designed for, and offered to both government and non-profit organizations.]***

Strategies

- Provide a statewide clearinghouse program for local volunteers, groups and efforts which encourage a 4E approach to transportation safety, and promotes proven countermeasures to address local traffic safety problems.
- Assist local Safe Community and local Safety Action Plan implementation through funding of coordinators and financial assistance to select communities.
- Provide financial assistance to local safety groups for development of safety action plans that address local crash problems using the 4E approach to safety.

Project Summaries

N/A		Awarded	Expended
402	Statewide Services – Community Transportation Safety Program	$1,000	$0

This project was not initiated, as the agency was able to complete the tasks through other means and resources.

SA-18-25-08		Awarded	Expended
402	Suburban - Clackamas Safe Community	$10,000	$7,715

Project staff worked with local government to implement elements of the current local TSAP, the Safe Communities coalition concept, and to advance an aggressive 4E approach to reducing death and injury. The project adapted 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 specific problem stretches of roadway in cooperation with affected jurisdictions such as ODOT and city governments through awareness, and in-school activity among other educational events. This project, while small, was part of a much larger county funded effort to reach 'zero' deaths and serious injuries

SA-18-25-07		Awarded	Expended
402	Suburban - Lane Safe Community	$95,000	$61,305

The project implemented several portions of a county and city level Transportation Safety Action Plan. The project continued to integrate the elements of the Safe Community concept within Lane County, and encouraged partnerships within the county, including MPO, County and city governments within the county. The project employed a coordinator who implemented actions designed to initiate cultural changes inside and outside city and county governments, moving the community to a 'zero acceptable deaths' approach to managing motor vehicle traffic. This project generated additional interaction with other local governments within the state than would have normally occurred.

SA-18-25-20		Awarded	Expended
402	Statewide: Safe Community Services	$95,000	$90,134

The project provided webinar and direct training, mentoring, and technical assistance to promote traffic safety volunteer efforts that mirror NHTSA's "Countermeasures That Work" and other proven efforts. The project provided access to a statewide community traffic safety specialist for every traffic safety group in Oregon. This project provided local traffic safety advocates access to additional technical assistance via a weekday 1-800 "warm" line, and distributed twelve monthly electronic newsletters featuring traffic safety ideas and recognition for successful safety programs in the state. Contact was made with 100% of the recognized local traffic safety communities in Oregon during the grant year either by email or phone. The project provided communities with tools designed to increase the number of citizens who volunteer for traffic safety projects, and to promote volunteerism as measured by distribution of activity tools.

SA-18-25-06		Awarded	Expended
402	Rural--Harney County Coordinator	$20,000	$19,851

This project implemented countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work" as a primary guide. The project provided funds for a part time local safe community coordinator for this rural county. The coordinator position complemented and helped to coordinate the existing volunteer and government efforts, and provided further organization allowing greater output from the existing systems.

SA-18-25-24		Awarded	Expended
402	Grant County	$20,000	$13,383

This project implemented countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work" as a primary guide. The project provided funds for a part time local safe community coordinator for this rural county. The coordinator position complemented and helped to coordinate the existing volunteer and government efforts, and provided further organization allowing greater output from the existing systems.

SA-18-25-22		Awarded	Expended
402	Union/Wallowa County Coordinator	$42,000	$40,283

This project implemented countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work" as a primary guide. The project provided funds for a part time local safe community coordinator for these two rural counties. The coordinator position complemented and helped to coordinate the existing volunteer and government efforts, and provided further organization allowing greater output from the existing systems.

N/A		Awarded	Expended
FHWA	Local Jurisdictional Assistance	[$258,000]	[$0]

This project was not initiated in the grant year. The prospective project recipients were not yet ready to begin work during this time period.

RS-18-77-08		Awarded	Expended
FHWA	Clackamas County Regional Safety Plan	[$88,000]	[$75,035]

This project allowed Clackamas County to begin the development of a County Transportation Safety Action Plan that addresses the Four E approach to transportation safety, and accounts for human factors and social norming. The planning efforts and strategies are coordinated with ODOT's TSAP, the local ODOT Region and Area Commission on Transportation, the local MPO and other local governments. This grant paid for data analysis and significant plan development. The grantee will complete the plan with grantee funds.

RS-18-77-13		Awarded	Expended
FHWA	City of Bend Regional Safety Plan	[$40,000]	[$0]

This project allowed The City of Bend to begin the process of developing a City Transportation Safety Action Plan that addresses the Four E approach to transportation safety. The eventual plan will coordinate with ODOT's TSAP, the local ODOT Region, the local MPO, and County where practicable. The resulting plan will identify data driven safety actions that address fatality and serious injury within the city. The local jurisdiction worked to develop a scope of work, and to award a contract. The expenditures made by the county this year were all considered match toward the project.

RS-18-77-12		Awarded	Expended
FHWA	Deschutes County Regional Safety Plan	[$80,000]	[$0]

This project was initiated this grant year, allowing for the development of an additional County Transportation Safety Action Plan that addresses the Four E approach to transportation safety. The eventual plan will coordinate with ODOT's TSAP, the local ODOT Region and Area Commission on Transportation, the local MPO and other local governments where practicable. The resulting plan will identify data driven safety actions that address fatality and serious injury within the jurisdiction. The local jurisdiction worked to develop a scope of work, and to award a contract. The expenditures made by the county this year were all considered match toward the project.

Driver Education (DE)

Link to the Transportation Safety Action Plan:

Action # 6.17.6 – Provide continued improvement of the education system for new drivers, including issues dealing with access to, and cost associated with passenger vehicle operator training. Evaluate required driving training for youthful operators.

The Problem

- In 2015, drivers age 15-20 represented 6.2 percent of total licensed drivers, who are 19 percent of all fatal and serious injury crashes. There is a need to increase the number of teens who participate in an approved driver education program.
- There is a need to eliminate inconsistencies in the various driver education public/private provider services by enforcing a model statewide program with standards proven to reduce the risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Additionally, a refresher course needs to be provided for instructors out in the field over four years.
- There is a statewide need for more exposure of novice driver training 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 an approved course; and a need to be able to identify the approved provider in cases of repeated deficiencies.
- There is a need to continually update the Playbook and DVD Instructor interface (curriculum guide), in an effort to compare to the national curriculum standards.
- There is a need to evaluate Oregon driver education instructors and compare the evaluation programming and results to the national standards.
- There are currently 27 Commercial Drive Schools certified by Oregon DMV operating in the state of Oregon; ten of these also participate in the ODOT-Approved Driver Education Program. The need continues for incorporating the remaining DMV certified schools into TSD Approved status.

Youth Drivers on Oregon Roadways, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Age 15-20, % of Total Licensed Drivers	6.13%	6.03%	6.11%	6.23%	6.20%	6.14%
Overrepresentation of Drivers Age 15-20**	1.79	1.68	1.65	1.64	1.76	1.70
Total 15-20 Drivers in Fatal Crashes	35	40	35	33	50	39
Total 15-20 Drivers Alcohol Involved	5	7	10	7	10	8
Percent Alcohol Involved	14.3%	17.5%	28.6%	21.2%	20.0%	21.1%
15-20 Auto Occupant Fatalities	26	18	25	27	23	24
15-20 Unrestrained Auto Occupant Fatalities	4	7	8	3	9	6

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 serious injury crashes divided by percent of licensed drivers.

Driver Education in Oregon, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
DMV licenses issued (Age 16-17)	23,514	23,515	24,813	26,406	27,178	25,085
Students completing Driver Education	7,819	6,906	7,632	7,656	8,813	7,765
Students that did not complete an ODOT-TSD approved DE program before licensing	15,695	16,609	17,181	18,750	18,365	17,320
Number of instructors completing two courses or more	43	40	43	45	65	47

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

Goals

- Reduce the number of drivers age 15-20 involved in fatal and serious injury crashes from the 2011-2015 average of 291 to 250 by December 31, 2020.
- Increase student completion of driver education of newly permitted teens under the age of eighteen from the 2011-2015 average of 7,765 to 9,002 by December 31, 2020.

Performance Measures

- Increase the number of students completing driver education from the 2013-2015 average of 8,034 to 8,779 by December 31, 2018. ***[In 2017, there were 10,140 students who successfully completed driver education.]***
- Increase the percentage of commercial drive schools participating in the TSD-Approved program from 40 percent in 2015 to 44 percent by December 31, 2018. ***[In 2018, there were 56 percent of the commercial drive schools (15 out of 27) that participated in the TSD Approved driver education program.]***
- Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2013-2015 average of 39 to 36 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 39 drivers age 15-20 involved in fatal crashes.]***

Strategies

- Evaluate and improve the marketing plan (including adaptive strategies and instructor recruitment plans) to increase access and completion of quality Driver Education in Oregon.
- 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 quality implementation of statewide curriculum standards and instructor training. Primary focus will be on recruitment and retention of instructors, in conjunction with implementing an improved instructor evaluation program.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon Driver Education program.
- Implement updating delivery system (Revision 2) of the state curriculum guide (Playbook®) and related Instructor DVD Interface (Digital Revision 2) by December 31, 2018.
- Maintain the centralized instructor certification process and continue to improve the system for which student certification is accomplished and secured.

Project Summaries

DE 18-20-02		Awarded	Expended
402	Statewide Services – Pac NW Regional Conference	$15,000	$15,000

These funds provided support for both out-of-state and non-ODOT instructors to attend the Pacific Northwest Regional Driver and Traffic Safety Conference held annually in March each year. This Portland based regional conference provided support for 278 instructors from Oregon, Washington, Montana, Idaho, Missouri, and British Columbia through two days of general, keynote and breakout sessions.

18DRVED-001		Awarded	Expended
SDTF	Driver Education Program Reimbursement	[$2,393,000]	[$2,110,463]

These funds reimbursed public and private providers for their cost in providing driver education to students. Reimbursement was 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 was available, not to exceed $75 per qualified student. Curriculum standards and delivery practices were met before reimbursement dollars we provided. Adaptive Strategies Program allowed TSD DE to fund project specific activities that increased access to Frontier Oregon teens.

18DRVED-002		Awarded	Expended
SDTF	GDL Implementation - Information and Education	[$550,000]	[$573,724]

These funds paid for a grant to Western Oregon University (WOU) to train beginning instructors by completing the instructor preparation courses, of which 62 participants completed; and provided for trainer of trainers' development and workshops. Additionally these funds provided for the Instructor Certification program and for the Pacific Northwest Driver and Traffic Safety Conference in March, along with curriculum update projects through this project with WOU.

18DRVED-003		Awarded	Expended
SDTF	Statewide Services – Driver Education	[$232,000]	[$203,843]

This grant supported the Driver Education Advisory Committee quarterly meetings and activities promoting "best practices" in driver education. Additionally, the grant funded mass media design, production and distribution in the form of billboards, print, transit posters, television and radio. The grant provided for printing and other support materials and educational efforts which shared and promoted the program statewide. Finally, the project provided mini-grant opportunities to community partners for providing instructor support throughout the state.

18DRVED-004		Awarded	Expended
SDTF	Driver Education DHS Foster Kids	[$50,000]	[$12,161]

These funds reimbursed the Department of Human Services (DHS) for the parent cost portion of providing driver education to eligible foster teens. Reimbursement was made to DHS based on the number of these students completing the driver education course. Eligibility standards and course completion continue to be managed by the DHS Foster Care Program. This is the second year the grant experienced a decline in the number of youth accessing driver education course fees.

18BUSTRNG-000		Awarded	Expended
State Funds	School Bus Safety Education	[$46,330]	[$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” buses as presentation tools for student safety training. Over 8,100 students participated in presentations and 201 students were trained for the Safety Patrol.

18-TOFYOUTH-961		Awarded	Expended
TOF	Think First	[$47,500]	[$47,500]

This project addressed the high incidence of brain and spinal cord injuries suffered by Oregon’s youth through Think Injury Prevention programs. Program goals were accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. Project goals were accomplished as the program reached 35,913 people by providing injury prevention programs, prevention materials, and participating in community events

18-TOFYOUTH-962		Awarded	Expended
TOF	Trauma Nurses Talk Tough (TNTT)	[$47,500]	[$47,500]

This funding supports the ongoing and expanding work of TNTT. TNTT continued to conduct safety education programs for kindergarten through college; helped develop and participate in statewide safety promotional events, participated in research and data collection about traumatic injuries, promoted proper use of bicycle helmets, safety belts and car seats; and worked with other partners to provide safety information to high risk youth, including parents whenever possible. The total number of students that attended TNTT presentations were: elementary school age 1,825, middle school age 870, high school age 6,552 and high-risk schools 139 for this grant year.

Paid Media

3.2 Driver Education Public Information Program (PA #34032 WOC #33)

3.2.1 Strategic Communications Plan

Recent crash data clearly show that teens who complete ODOT-approved driver education are much less likely be involved in a crash than those who do not take driver education. In fact, teens with ODOT-approved driver education made up only 8.6% of all teen crashes in Oregon in 2014-2016. This year's campaigns continued to promote the benefits of driver education to parents and teens, while making a concerted effort to support the recruitment of new driver education instructors. The statewide shortage of instructors, especially in areas outside of the Willamette Valley, continues to be an obstacle to making high quality driver education accessible to teens throughout the state. The plan was completed in February. This deliverable was included in WOC #26 and had a budget of $4,740.

3.2.2 Driver Education Instructor Recruitment Materials and Media Instructor recruitment was a top priority of this year's plan and a number of materials were developed and research conducted to support recruitment efforts:

- A survey was conducted of driver education providers to develop a demographic profile of instructors that could be targeted in advertising and outreach.
- Based on the survey results, a list of events and conferences was developed for the program manager to use to better target recruitment efforts.
- Large standing roll-up displays were produced and distributed to the program manager and each ODOT regional office. The displays promote becoming a driver education instructor and can be taken to events and conferences.
- Promotional postcards were designed and printed that could be taken to events and distributed by ODOT staff.
- A new feature was added to the WhyDriveWithEd.com website allowing providers to advertise instructor openings.
- Various technical upgrades and content improvements were made to WhyDriveWithEd.com to make it easier for potential instructor recruits to find employers and certification courses in their area.
- Facebook ads were developed targeting the demographic groups identified in the survey of providers.
- A digital recruitment kit including web banners, social media assets and other assets was produced that could be easily distributed to partner organizations willing to promote driver education recruitment messages.

This deliverable was included in WOC #33 and had a budget of $22,000.

3.2.3 Driver Ed Instagram Ads for Teens

Instagram continues to lead in social media preferences among teenagers and youth. This year, a new Instagram ad targeting teens, "Come and Get It", was developed and placed statewide. The message promoted awareness among teens about the DMV test waiver among the other benefits of completing a driver education course. The ad was approved in June and ran June through September.

This deliverable was included in WOC #33 and had a budget of $12,000.

3.2.4 Driver Ed High School Geo-targeting Ads

Based on the provider survey, school employees (primarily) and first responders (secondarily) were identified as key potential driver education instructor recruits. Although the plan called for geo-targeting high schools with the idea of reaching parents and school employees with various driver education messages, the program manager agreed to use this budget to show instructor recruitment ads to the target audiences based on Facebook's targeting tools (regardless of physical location). The ads directed the target audience to the new recruitment landing page on WhyDriveWithEd.com. The ads ran June through September.

This deliverable was included in WOC #33 and had a budget of $15,000.

3.2.5 Driver Ed Facebook Design and Support

As Facebook continues to be an important venue for delivering Driver Ed messages to parents, teens and potential instructor recruits, a new series of 13 posts were created targeting these three audiences. The posts can be repurposed year after year, both as ads and organic posts. The posts were approved in August and several were rotated into existing recruitment and parent Facebook campaigns. This deliverable was included in WOC #33 and had a budget of $10,000.

3.2.6 Driver Ed Facebook Ad to Parents

With over 280,000 subscribers among parents 35-54 in Oregon, Facebook offers unparalleled reach and affordability. This year, we produced and placed three new ads reminding parents of the safety and financial benefits of enrolling their teens in driver education: "Shocking Truth", "Fear Not", and "Save". The ads were approved in June and ran June through September.

This deliverable was included in WOC #33 and had a budget of $15,000.

MEDIA ADDED VALUE: $0.00

ADDITIONAL ADDED VALUE: $2,288

TOTAL MEDIA ADDED VALUE: $2,288

Budget Review:

The budget for the Driver Ed program public information campaign in FY 2017-18 was $74,000 in WOC #33. The Communications Plan ($4,740) was included in WOC #26 for a total budget of $78,740. All projects were completed on time and on budget.

Emergency Medical Services (EMS)

Link to the Transportation Safety Action Plan:

Action # 6.15.1 – Recruit, train, and retain EMS responders in urban, rural, and sparsely populated areas.

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 Oregon Administrative Rules governing the continuing education and recertification requirements for EMTs of all levels.
- Rural crashes are often the worst of crashes because they often involve higher rates of speed and longer response times. 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.
- 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 education.
- 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 motorized crashes. A lack of pediatric specific training and education as well as appropriately sized equipment contribute to less than optimal care of children outside of pediatric trauma centers.

Oregon's EMS Workforce 2014-2015

EMS Level	2014	2015	Difference
Emergency Medical Responders (EMR)	1,596	1,932	+336
Emergency Medical Technician (EMT)	5,366	4,407	-959
Advance/Emergency Medical Technician (A/EMT)	60	83	+23
Emergency Medical Technicians-Intermediate (EMT-I)	918	795	-123
Paramedics	3,617	3,347	-270
Total	**11,557**	**10,564**	-993

Data according to Oregon Health Authority. All EMT's are expected to renew their license every two years.

Oregon's Average Response Times 2014-2015

	2014	2015	Difference
Response time	7	7	0
Time on Scene to stabilize and prepare for transport	7	14	-7
Transport time to medical facility	23	13	-10
Total Incident time	**37**	**34**	-3

Data according to Oregon Health Authority. 2015 reported in median minutes.

Goals

- Improve transportation safety related trauma medical care and associated EMS/Trauma programs throughout Oregon through participation from 16 EMS statewide and national meetings in 2016 to 18 by December 31, 2020.
- Increase knowledge of EMS personnel by increasing the number of EMS conference scholarship awards from 51 in 2016 to 57 by December 31, 2020.
- Decrease response, scene and transport times, through training and appropriate equipment, from the statewide average of 34 minutes in 2014-2015 to 29 minutes by December 31, 2020.
- Maintain attendance of one OTSC member at the quarterly EMS Advisory Committee meetings by December 31, 2020.

Performance Measures

- Increase TSD attendance at EMS meetings statewide and nationally from 16 meetings in 2016 to 17 by December 31, 2018. ***[In 2018, TSD attended 17 statewide and national EMS meetings]***
- Increase the number of scholarships for individual rural EMS personnel from 51 in 2016 to 58 by December 31, 2018. ***[In 2018, there were 90 scholarships issued to rural EMS personnel.]***
- Decrease response, scene and transport times from the statewide average of 35 minutes in 2014-2015 to 32 minutes by December 31, 2018. ***[In 2018, the statewide average scene and transport times was 35 minutes.]***
- Maintain the 2016 attendance of one OTSC member as a formal part of the state's EMS Advisory Committee through December 31, 2018. ***[In 2018, at least one OTSC member participated in the EMS Advisory Committee.]***

Strategies

- Work in coordination through EMS meetings statewide to collaborate and improve transportation safety related trauma medical care and associated EMS/Trauma programs throughout Oregon.
- Increase scholarships awarded to rural EMS professionals, both paid and volunteer, to attend EMS conferences to receive EMS training for CEs.
- Provide on-line EMS training to rural/frontier EMS professionals, both paid and volunteer, who are responsible for responding to motor vehicle crashes.
- Provide training opportunities to decrease response, scene and transport times.
- Maintain attendance of at least one OTSC member at quarterly EMS Advisory Committee Meetings.

Project Summaries

EM-18-24-01		Awarded	Expended
402	EMS Statewide Services	$50,000	$15,717

This funding assisted in strengthening Oregon's EMS capabilities statewide. It was used for scholarships for rural emergency medical services personnel, both paid and volunteer, to attend one of three statewide emergency medical services training conferences. Funding was not used to conduct a statewide pilot for on-line EMS training due to contractor illness (ReelDX). Even though this part of the grant was not fully executed, EMS conference attendance increased along with CE's earned. There were 1,284 CE's earned in 2018 compared to 762 in 2017.

Equipment Safety Standards (EQ)

Link to the Transportation Safety Action Plan:

Action # 6.17.3 – Implement education, training or examinations to ensure licensed drivers understand current traffic laws.

The Problem

- Many Oregon drivers are not well-informed about current vehicle equipment/operation laws. This lack of knowledge presents safety hazards as drivers violate equipment statutes by failing to properly maintain their vehicles, or add non-permissible equipment. Unsafe tire tread depth is a common example of vehicle owners failing to follow manufacturer guidelines and Oregon's laws requiring motorists to maintain their vehicle in a safe manner.
- Equipment retailers sell products and/or modify vehicles that are not in compliance with the Federal Motor Vehicle Safety Standards (FMVSS), Oregon Revised Statutes or Oregon Administrative Rules.
- Vehicle owners are choosing to install non-compliant vehicle equipment which is resulting in safety hazards for other drivers.
- Law enforcement lacks the resources (personnel, dedicated traffic enforcement teams, budget) to consistently pursue vehicle equipment violators. Equipment violations are potentially a low priority issue in relation to other law enforcement time demands.
- 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.

Automobile Vehicle Defect Crashes , Fatalities, and Injuries, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Total Number of Vehicle Defect Crashes	691	605	604	707	811	684
Total Number of Fatal, Vehicle Defect Crashes	5	3	3	4	4	4
Total Number of Non-Fatal, Vehicle Defect Crashes	335	262	273	318	395	317
Crashes due to tire failure*	231	216	206	264	278	239
Crashes due to defective brakes	202	187	162	192	227	194
Crashes due to mechanical defects	196	178	123	145	178	164
Fatalities due to Vehicle Defect	5	4	4	4	4	4
Injuries due to Vehicle Defect	535	421	406	443	587	478
Fatalities due to tire failure	0	1	1	1	2	1
Injuries due to tire failure	138	122	125	148	159	138
Fatalities due to defective brakes	1	3	0	1	1	1
Injuries due to defective brakes	171	173	129	152	220	169
Fatalities due to mechanical defects	3	1	3	1	1	2
Injuries due to mechanical defects	175	143	84	99	149	130
Convictions for unlawful use of or failure to use lights (ORS 811.520)	1,170	1,170	953	676	661	926

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

*Note: More than one type of mechanical problem may occur in any given vehicle or crash

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

- Reduce total vehicle defect-related crashes from the 2011-2015 average of 684 to 587 by December 31, 2020.

Performance Measures

- Reduce the number of people killed or injured due to tire-failure from the 2013-2015 average of 145 to 133 by December 31, 2018. ***[In 2016, there were 189 people killed or injured due to tire-failure.]***
- Reduce the number of people killed or injured due to defective brakes from the 2013-2015 average of 168 to 153 by December 31, 2018. ***[In 2016, there were 260 people killed or injured due to defective brakes.]***
- Reduce the number of people killed or injured due to mechanical defects from the 2013-2015 average of 112 to 102 by December 31, 2018. ***[In 2016, there were 115 people killed or injured due to mechanical defects (other than those related to brakes, steering, tires or wheels).]***

Strategies

- Increase public awareness of the need to secure loads through partnerships with vehicle/trailer dealerships, recycling centers, reclamation/refuse collection groups, law enforcement, website updates, seasonal press releases, association newsletters, partnership with ODOT Motor Carrier, Oregon Contractors Board, and yard maintenance/product companies.
- Distribute the "Towing a Trailer in Oregon" publication electronically, by mail, and at events to educate the towing public on the laws and rules that guide safe towing operation.
- Promote NHTSA Safer Car Vehicle Recall Campaigns and monitor the Oregon Legislature's actions related to vehicle owner notifications on recalls.
- Increase accessibility of vehicle equipment laws and rules through the use of TSD's website, partnership with Ask ODOT, flyers, news releases, verbal communications and publications.
- Disseminate information about proper tire pressure monitoring to tire retailers and the general public. Partner with tire dealers and wholesalers to promote National Tire Safety Week (last week in May).
- Update Oregon Administrative Rules (OAR) on equipment to reflect current federal law or clarify current federal or state law through consultation with Assistant Attorney General assigned to ODOT.
- Continue to monitor the feasibility of Oregon requiring a trailer brake law.
- Continue to collaborate with operators of emergency vehicles to insure they are properly equipped, operators are adequately trained, and appropriate use of emergency lighting/sirens is clearly understood.

Project Summaries

CL-18-80-01		Awarded	Expended
402	Statewide Services – Equipment	$15,000	$0

This project continued to provide information related to vehicle safety equipment requirements through the Ask ODOT system, direct email, phone calls, DMV call center referrals, Ask OSP referrals, ODOT-TSD vehicle equipment webpages and publication distribution. Limited assistance was provided to law enforcement agencies/judicial representatives in law/rule references and enforcement efforts. Publication quantities in the ODOT Storeroom permitted the program to not expend dedicated funds for replacement materials.

Highway Safety Improvement Program (HSIP)

Link to the Transportation Safety Action Plan:

Action # 6.7.1 – Design and implement treatments addressing risk factors associated with roadway departure crashes.

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, but 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 (F&A) 2011-2015

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	954	4.59	590	8.19	382	5.31	1,925	5.63
Roadway Departure F&A	396	1.95	122	1.69	268	3.73	786	2.30
Intersections F&A	267	1.23	315	4.38	54	0.76	636	1.86
Pedestrians and Bicyclists F&A	95	0.46	136	1.89	15	0.21	246	0.72

*Fatalities and serious injuries per one hundred million vehicle miles traveled (non-state VMT is 42% 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 roadway.
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.
Pedestrian and Bicyclist Crash – a crash in which a pedestrian or pedal cyclist was struck by a motor vehicle.
Fatal and Serious Injuries (F&A) – Number of people killed (Fatal) and seriously injured (Serious Injury A) in crashes.

Goals

- Reduce fatalities and serious injuries from the 2011-2015 average of 1,925 to 1,696 by December 31, 2020. [TSAP][τ]

Performance Measures

- To reduce the average number of roadway departure fatal and serious injuries from the 2013-2015 average of 759 to 693 by December 31, 2018. ***[In 2017, there were 892 Fatal and Serious Injury Crashes.]***
- To reduce the average number of intersection fatal and serious injury crashes from the 2013-2015 average of 658 to 601 by December 31, 2018. ***[In 2017, there were 714 Fatal and Serious Injury Crashes.]***
- To reduce the average number of pedestrian and bicycle (non-motorized) fatal and serious injuries from the 2013-2015 average of 242 to 229 by December 31, 2018. [TSAP][τ]***[In 2017, there were 250 Fatal and Serious Injury Crashes.]***

Strategies

- Improve the reporting, accuracy, and usefulness of the Project Safety Management System.
- Continue development and refinement of the Safety Tools, including:
  - ✓ Investigate new SPIS for all public roads eliminating PDOs from consideration
  - ✓ Update Intersection Implementation Plan
  - ✓ Investigate new GIS crash reporting tool for local roads
  - ✓ Investigate new Crash Reduction Factors for inclusion in CRF list

- Evaluate developing an Older Driver Safety plan

[τ] Targets shown in 2016 TSAP, Table ES.1 TSAP Performance Targets

- Evaluate developing new methodologies for setting urban speeds
- Evaluate Speed increases in central and eastern Oregon
- Participate in developing a new urban design guide
- Develop a pilot of a Wrong Way Driving Implementation plan in one region
- Research risks of pedestrian and bicycle crashes to further explore improving project selection for bike and pedestrian safety projects.
- Evaluate how to update systemic plans on a regular basis possibly utilizing a SPIS/OASIS for all public roads.
- Work with Transportation Development Division to incorporate locations from the Roadway Departure Plan, Intersection Plans and Pedestrian/Bicycle Plan into TransGIS.
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Evaluate Older Driver and High Risk Rural Roads measures to determine if penalties occur.
- Implement second round of ARTS for the 2021-2024 STIP
- Implement the Highway Safety Manual (HSM) and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:

    - ✓ Begin collecting MAP 21 Fundamental Data Elements
    - ✓ Evaluate HSM analysis tools for possible development
    - ✓ Develop more Oregon specific Safety Performance Functions (SPFs), including for Freeways

- Improve coordination and communication between and within ODOT and local agencies responsible for safety, including:
    - ✓ Provide training for local agency staff on Safety process, data analysis and the use of new SPIS/OASIS for all public roads
    - ✓ Continue to improve coordination and communication with local agencies responsible for safety
    - ✓ Work with TSD to develop local Safety plans for cities and counties
    - ✓ Expand reporting capabilities to enhance usefulness of crash data to local agencies
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety, including:

    - ✓ Develop a plan and implement recommendations of red clearance extension research to reduce red light running
    - ✓ Evaluate and implement variable speed systems to reduce weather related incidents
    - ✓ Update Signal Detection Guidance to include latest technology and detection methods for motorcycles and bicycles

- ✓ Develop new guidance to encourage use of roundabouts and separation of turning movements at rural intersections
- ✓ Evaluate the use of profiled durables as an alternative to rumble strips
- ✓ Evaluate the use of low noise rumble strips
- ✓ Develop new criteria and policy for expanding the use of rumble strips in Oregon
- ✓ Develop a method of force account work for local agencies using Federal funds
- ✓ Participate in national pooled fund study of low cost countermeasures

Impaired Driving – Alcohol (AL)

Links to the Transportation Safety Action Plan:

Action # 6.1.3 – Conduct targeted impaired driving enforcement.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2014, 33.6 percent of all traffic fatalities were alcohol-involved. Eighty-nine of the fatalities involved only alcohol; and 31 were a combination of both alcohol and other drugs.
- Due to lack of monitoring methodology, there are a high number of 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. This problem of oversight will be addressed during the 2017 Legislative Session based on an interim workgroup from the House Judiciary Committee. In 2015, the Legislature passed SB397, which clarified how IID information was to flow between IID providers, courts and treatment providers, along with penalties and incentives for offender compliance with the IID requirements.
- Budget cutbacks at the local level have led to lowered participation in grant-funded overtime enforcement activities when smaller agencies do not have adequate staffing to fill straight time shifts and existing officers are over-worked. Moreover, federal requirements have discouraged smaller agency participation which may not have dedicated public information officers and budget managers to meet the non-enforcement requirements.
- The IID for Diversion statute has recently come under criticism as being excessive and legislative changes to make IID's optional for drug-only impairment, or for blows under a 0.08 BAC were made in 2016. Additionally, administrative changes need to be made to how courts, DMV and IID providers communicate and report data to accurately track those IID's installed for diversion. These circumstances will have a significant impact on the viability of this particular goal.

Impaired Driving in Oregon - Alcohol, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Fatal & Injury Crashes	24,197	24,761	23,266	24,528	29,057	25,162
Fatalities	331	337	313	357	447	357
Alcohol Only Fatalities	104	95	100	90	155	109
Combination Alcohol & Other Drugs	19	28	28	31	32	28
Alcohol Involved Fatalities	123	123	128	121	187	136
Percent Alcohol Involved Fatalities	37.2%	36.5%	40.9%	33.9%	41.8%	38.1%
Alcohol Involved Fatalities per 100 Million VMT	0.37	0.37	0.38	0.35	0.52	0.40
Drivers in Fatal Crashes with BAC .08 & above	81	68	88	74	125	87

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, FFY 2012-2016

	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFY 2016	2012-2016 Average
Impaired Driving Arrests	1,881	1,390	1,646	1,385	2,678	1,796

Sources: TSD Grant files, 2012 - 2016

Impaired Driving in Oregon - Alcohol, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Number of Confirmed Installed IID	3,037	3,756	3,597	3,235	2,874	3,695
DUII Offenses	21,534	20,042	17,342	15,484	11,894	17,255
All Fatal & Injury Crashes	24,197	24,762	23,266	24,528	29,057	25,162
All Nighttime* F&I Crashes	3,530	3,646	3,415	3,455	4,221	3,653
% Nighttime* F&I Crashes	14.6%	14.7%	14.7%	14.1%	14.5%	14.5%
All Fatalities	331	337	313	357	447	357

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

*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

- Decrease alcohol-involved fatalities from the 2011-2015 average of 136 to 117 by December 31, 2020.
- Increase the number of Oregon municipal police agencies participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2015 number of 43 to 56 by December 31, 2020.
- Increase the number of Oregon County Sheriff's Offices participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2015 number of 17 to 27 by December 31, 2020.
- Increase the number of required Ignition Interlock Devices (IID) installed on vehicles for a DUII diversion from the 2009-2013 average of 32 percent to 50 percent by December 31, 2020.

Performance Measures

- Decrease alcohol-involved* traffic fatalities from the 2013-2015 average of 145 to 133 by December 31, 2018. ***[In 2016, there were 173 alcohol-involved traffic fatalities.]*** *Note: Alcohol-involved driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .01 or greater.
- Decrease alcohol impaired* driving fatalities from the 2013-2015 average of 119 to 109 by December 31, 2018. ***[In 2017, there were 137 alcohol-impaired traffic fatalities.]*** *(NHTSA)* *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.
- Maintain the number of Oregon municipal police agencies participating in NHTSA sponsored High Visibility Enforcement (HVE) events at the 2011-2013 average of 56 (42%) without losing any net population representation by December 31, 2018. ***[In the FFY2018 grant year, there were 49 participating municipal agencies.]***
- Increase the number of Oregon County Sheriff's Offices participating in NHTSA sponsored High Visibility Enforcement (HVE) events from the 2016 level of 17 offices to 19 offices by December 31, 2018. ***[In the FFY2018 grant year, there were 21 participating sheriff's offices.]***

Strategies

- Conduct targeted public opinion research to help guide legislative and public education efforts regarding DUII.
- Expand resources available for HVE events in prioritized areas and promote local flexibility in targeting significant events with a specific or implied alcohol focus.
- Study DUII offense/offender patterns statewide and look for incident commonalities and ways to better prioritize efforts for maximized return in the form of lowered recidivism.
- 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.
- Develop and refine a standardized, on-line method to report HVE statistics compatible across state, county and city agencies to reduce administrative burden and increase participation.
- Work to develop and support key community groups that can speak as surrogates on the DUII issue throughout the state.
- Continue to study the nexus between Treatments, Prevention and Enforcement efforts to better target resources and provide solid policy advice and data-driven prioritization.
- Work with Law Enforcement, Courts and Prosecutors to examine ways 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 resource locally.
- Continue support for increased judicial and prosecutorial education on DUII issues.
- Continue collaboration with Health and Hospital systems in Oregon to educate their staff and develop (if necessary) 'Memorandums of Understanding' for local law enforcement agencies to eliminate problems for hospital reporting and warrant services.
- Promote improved IID technology standards to prosecutors and courts that have resulted from the administrative rule process.

- Promote a strong IID management and oversight program that will increase installation rates and a uniform approach to data reporting.
- Work across program areas within ODOT-Transportation Safety Division to find common touch points and gaps with Impaired Driving: Motorcycles, Youth, Driver Education, Judicial Programs, etc.
- Continue participation and support with the Law Enforcement Traffic Safety Advisory Committee to promote cross-jurisdictional collaboration and coordination for addressing impaired driving across the state.
- Maintain collaboration with the Governor's Advisory Committee on DUII and promote cooperative efforts of public education, stakeholder partnerships and advancement of policy.
- Promote and support continued SFST training (and trainer) opportunities around the state.
- Promote "No Refusal" training, awareness and events in every ODOT region in cooperation with local enforcement, prosecution and courts.
- Work to develop a statewide 24/7 Sobriety Program.

Project Summaries

164AL-18-14-01		Awarded	Expended
164AL	DUII Statewide Services	$103,000	$101,851

A comprehensive traffic safety public information program was conducted, where materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol. DUII related PSAs in the form of billboards, print, water closet, television and radio will be aired. Surveys were conducted to measure public perception, awareness, message saturation and levels of support for DUII laws.

164AL-18-14-03		Awarded	Expended
164AL	Ignition Interlock Device Program	$47,300	$25,346

This program was implemented this year after 2017 legislation assigned one state agency to provide oversight and management for Oregon's IID vendors and installers, service centers and technicians; as a basis for increasing the mandatory IID usage compliance rate in Oregon. Currently Oregon's compliance rate for IID's is 34 percent. During FFY2018, temporary Oregon Administrative Rules (OAR) were written and put into place, as well as training meetings with Washington State, whose program serves as the model for Oregon. Permanent OARs are set for approval in January 2019, in tandem with OARs being developed in tandem with ODOT's as OSP will take over the oversight program July 1, 2019.

164AL-18-14-02		Awarded	Expended
164AL	DUII Court 1 - City of Beaverton	$100,000	$40,557

Funds for this project supported a program coordinator for the municipal DUII treatment court 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. Part of this program included outreach to other jurisdictions and municipalities that expressed an interest in establishing a similar DUII treatment court.

164AL-18-14-09		Awarded	Expended
164AL	DUII Overtime Enforcement Program - OSP	$150,000	$120,089

Oregon State Police continue to participate in the High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant provided overtime funds for troopers working in coordinated statewide DUII-specific patrols. Troopers averaged one DUII arrest per 11.9 hours of OT worked, up from 14.5 hours in FFY2017. Troopers worked 1,371.25 hours, resulting in 115 DUII arrests.

164AL-18-14-20		Awarded	Expended
164AL	Law Enforcement Spokesperson – DPSST	$100,000	$86,312

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations, to increase the number of Standardized Field Sobriety Test (SFST) certified trainers, provide mobile video training and conduct a survey of police agencies. In FFY2018, 883 law enforcement officers received SFST training. Forty-one officers received SFST Instructor training as well.

164AL-18-14-36		Awarded	Expended
164AL	Oregon Impact - Municipal Agencies Overtime Grants	$621,465	$445,298

This grant provided for DUII overtime enforcement to city police departments throughout the state. Forty-nine cities received overtime funds for 2018. Cities participating in the High Visibility Enforcement events provided DUII-specific patrols at designated high-incidence windows for impaired driving in addition to targeting local events with an alcohol focus. In FFY2018, an additional 711 DUII arrests and MIP's were made while executing this grant, along with 72 felony warrants.

164AL-18-14-21		Awarded	Expended
164AL	DUII Enforcement – OSSA	$320,073	$226,443

The Oregon State Sheriffs Association provided mini-grants for overtime enforcement hours to county sheriff's offices for DUII saturation patrols during the High Visibility Enforcement events throughout the year, designated as high-incidence windows for DUII. In FFY2018, a total of 239 DUII arrests were made during grant overtime – 197 for alcohol and 42 for drugs. This is a decrease of 58 arrests from FFY2017. A total of 21 Sheriff's Offices participated in the grant.

164AL-18-14-01		Awarded	Expended
164AL	NHTSA HVE Paid Media (Statewide Services)	$216,000	$216,000

This was a quarterly HVE paid public information announcement regarding saturation patrols equally divided among four quarters, $50,000 each quarter.

M6X-18-12-01		Awarded	Expended
405(d)	Program Management	$135,000	$127,105

This project did not expend any funds, as the Impaired Driving program salaries, benefits, travel, services and supplies and office equipment was funded by other resources in 2018.

M6X-18-12-12	DUII Disciplinary Conference	Awarded	Expended
405(d)	DUII Multi-Disciplinary Task Force Training Conference	$130,000	$130,000

This project provided funding for an annual training conference, specifically focused on DUII issues, which included participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference held on May 3-4, 2018 trained 428 individuals, an increase from last year's conference at 316, a 35 percent increase in attendance.

M6X-18-12-22	DUII Prosecutor I	Awarded	Expended
405(d)	DUII Resource Prosecutor I	$231,543	$231,518

This project provided an expert DUII prosecutor who serves as Oregon's TSRP resource to municipal, county and state prosecutors in handling complex DUII laws, including new marijuana DUII cases. The DUII Prosecutor traveled throughout Oregon to assist with DUII cases, participate as a trainer for prosecutors and law enforcement relating to DUII law and procedures.

M6X-18-12-24	DUII Prosecutor II	Awarded	Expended
405(d)	DUII Resource Prosecutor II	$171,000	$170,047

This project provided a second expert DUII prosecutor who serves as a resource to municipal, county and state prosecutors in handling complex DUII laws. This position assists with DUII cases, and develops and maintains DUII case law resources, list-serves and databases for local prosecutors working on DUII cases. This position was also based within the Criminal Justice Division of the Department of Justice and worked with the other TSRP to increase capacity, training and services for prosecutors across the state. The TSRP(2) provided 26 trainings to over 1,088 traffic safety partners, as well as resolving felony DUII manslaughter cases across the state. This grant project was intended to run three years before being absorbed by DOJ completely. 2019 will be the final year for grant funding from ODOT TSD for this postion.

M6X-18-12-02		Awarded	Expended
405(d)	Beaverton PD – No Refusal	$14,400	$8,772

The goal of the “No Refusal” Program is to deter people from driving under the influence and prevent impaired driving crashes. The program provided a tool for law enforcement to collect and preserve time-sensitive evidence. The BPD worked with prosecutors and judges to quickly obtain blood draw warrants for drivers who refuse Blood Alcohol Content (BAC) testing. Individuals suspected of impaired driving who unlawfully refuse to provide a breath test was subject to blood testing, generally conducted at the Beaverton Police Department. 49 successful blood draws were conducted out of a total of 396 DUII arrests. This percentage is lower than the previous year, a decrease of 2 percent, indicating increased initial compliance with Implied Consent.

Impaired Driving – Drugs (DR)

Links to the Transportation Safety Action Plan:

Action # 6.1.2 – Provide training and education on marijuana impairment detection for law enforcement.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, shows that in 2014, 22.4 percent of all traffic fatalities were drug-related (80 deaths). Eighty-nine of the fatalities involved only alcohol; 49 involved only other drugs; and 31 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 906 in 2013. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- Due to current Oregon law, drivers impaired solely by over-the-counter and/or non-controlled prescription drugs cannot be prosecuted for DUIIs and are therefore not referred to treatment.
- In November 2014, Oregon voted to legalize recreational marijuana, joining Colorado, Washington and Alaska. In 2016, this now includes the states of California, Nevada, Maine and Massachusetts. This new law took effect July of 2015 and includes possession limits larger than any other state, as well as home-grow provisions and allowances for hash oil and other potent concentrates. An anecdotal increase has been seen in Oregon drug-impaired driving that closely resembles increases in Washington and Colorado. There is no set standard in Oregon for per se impairment as in Colorado and Washington (5 ng/ml THC).
- Anecdotal evidence from Oregon, Washington and Colorado is showing that a successful prosecution for drug-impaired driving is significantly harder to achieve because of the lack of understanding and case law about drug impairment, the role of the DRE, and the lack of a per se limit for marijuana. This will prove challenging to offer a policy solution, as a per se limit can be equally problematic in gathering rapidly dissipating evidence.
- A recent U.S. Supreme Court decision (Missouri v. McNeely) in April 2013 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.

Impaired Driving in Oregon – Other Drugs, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Other Drug Only Fatalities	27	42	46	49	56	44
Combination Other Drug and Alcohol	19	28	28	31	32	28
Total Other Drug Only & Combination	46	70	74	80	88	72
Percent Other Drug-Involved Fatalities	13.9%	20.8%	23.3%	22.4%	19.7%	20.1%
DUII Arrests (Drugs other than Alcohol)	1,083	900	906	960	1,132	996

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

Goals

- Maintain the total number of Impaired Driving drug-involved fatalities at the 2011-2015 average of 65 by December 31, 2020.
- Increase the number of active certified Drug Recognition Experts in Oregon from the 2012-2014 average of 180 to 240 by December 31, 2020.

Performance Measures

- Maintain the total number of Impaired Driving drug-involved fatalities at the 2011-2015 average at 65 by December 31, 2018. ***[In 2016, there were 103 drug-involved fatalities.]***
- Increase the number of active certified DREs from the 2017 number of 217 to 225 by December 31, 2018. ***[In 2018, there were 215 active certified DRE's.]***

Strategies

- Continue providing support for 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 and support a second DRE school if participants are available.
- Expand ARIDE training in efforts to increase awareness and to recruit potential DRE officers from within the classes, paying attention to underserved rural areas.
- Promote policy education around "any impairing substance" for DUII laws.
- Target revised public opinion research to help guide legislative and public education efforts, specifically related to the impacts of marijuana legalization and its relation to impaired driving.
- Work with OHA to track DUII-Drug offender patterns, recidivism rates, treatment methodology, effectiveness and overall impacts to the DUII system.
- Work with Oregon Liquor Control Commission as standards are developed for Impaired Driving and marijuana impairment and for education efforts as it relates to the legal consumption of marijuana.

- Support policy education to include an administrative penalty for a blood test refusal under implied consent.
- Work to expand capabilities and capacity at the Oregon State Police Crime Lab regarding blood toxicology.
- Target creative media to educate the public on the dangers of driving impaired from the use of marijuana, as well as a focus on Oregon's high rate of prescription drug abuse.
- Continue to closely monitor the legalization of marijuana and all aspects of this policy direction for potential impacts to Impaired Driving.

Project Summaries

M6X-18-12-03		Awarded	Expended
405(d)	Drug Recognition Expert – Blood Testing	$130,000	$123,106

This project was designed to encourage state and local law enforcement agencies to pursue the collection and analysis of blood evidence for drugs in DUII cases, for the purposes of improved prosecution, more complete data gathering, and as a tool for improving DRE evaluation accuracy. Costs for blood testing can be prohibitive for agencies, especially when it comes to prosecution. This grant helps cover those costs and encourages agencies to pursue the best evidence possible, especially with the toxicology backlog in the OSP labs. In FFY2018, blood samples were tested in 105 injury crashes and 41 fatal crashes, representing 63 percent of the incidences assisted by this grant. This is an increase of 26 percent over FFY2017, both in number of samples tested, and number of incidences requesting this testing. 384 samples from 356 incidents were tested, utilized by 45 different LE agencies across Oregon. When a DRE opinion was involved with these draws, their overall confirmation rate via this grant was 93.5 percent accuracy.

M6X-18-12-06		Awarded	Expended
405(d)	Oregon District Attorneys Association - “Protecting Lives Saving Futures”	$65,026	$63,529

This project funded training for prosecutors in the specific processes and techniques involved in DUII arrests and convictions and encourages partnerships in dealing with the crime of alcohol and drug-impaired driving. The training was held on March 12-15, 2018 and hosted 31 prosecutors and 34 law enforcement officers. An additional training held in August hosted 51 prosecutors from 18 different counties.

M6X-18-12-16		Awarded	Expended
405(d)	Drug Recognition Expert Training (DRE)	$168,597	$168,553

Provided training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and NHTSA guidelines and recommendations. This grant provided for two complete DRE schools in FY2018.

M6X-18-12-23		Awarded	Expended
405(d)	Drug Recognition Expert Overtime Enforcement Project	$140,000	$138,831

This project provided funds for statewide overtime enforcement of impaired driving laws by certified DREs (Drug Recognition Experts). Multiple participating law enforcement agencies represented a significant portion of the state's population.

M6X-18-12-25		Awarded	Expended
405(d)	CLEAR Alliance Prevention Education to Reduce Impaired Driving	$290,000	$289,485

This project developed and provided educational materials and training related to drugs and impaired driving to schools, and for driving instructors. The project also developed and placed media messages targeted for youth audiences that are focused on the dangers of marijuana and other impairing drugs and impaired driving. For FFY2018, CLEAR Alliance trained 114 trainers for their TMEC program, and now has 132 instructors in 30 of 36 counties statewide.

M6X-18-12-36		Awarded	Expended
405(d)	Oregon State Police Crime Lab – OSP LC/MS/MS Equipment	$348,995	$0

This project was for the purchase and calibration of a Liquid Chromatograph Tandem Mass Spectrometer (LC/MS/MS) for blood analysis in DUII-Drug cases. Currently, the OSP crime lab has a several-month backlog on toxicology and evidence is being sent out of state for processing. This grant was to add capacity to the crime lab for DUII cases and reduce expenses for testimony during trial. Until Oregon TSD is granted a waiver to the Buy America Act for this equipment, this project will be unable to complete.

M6X-18-12-17		Awarded	Expended
405(d)	Oregon State Police Crime Lab – Forensic Scientists	$192,825	$139,842

This project paid for two additional forensic scientists at the OSP crime lab dedicated to cleaning up the backlog of blood toxicology testing needed by Oregon law enforcement agencies. In FFY2018, the toxicology backlog at the Portland laboratory was reduced from 1,124 to 542, a 48 percent reduction. The total pending backlog over all laboratories was reduced by 16.8 percent. Turnaround time was also reduced by 35 days over the course of the year.

M6X-18-12-07		Awarded	Expended
405(d)	DUII Investigator – Lane County DA	$120,000	$16,615

This project paid for a DUII Investigator position with the Lane County District Attorney's Office to specifically assist prosecutors with complex DUII and Drug DUII cases, and to serve warrants in DUII failure-to-appear cases so that dismissal of the charges is less likely due to the Sixth Amendment (speedy trial) issues. This position is filled with an experienced investigator who is a Drug Recognition Expert and who also attended Crash Reconstruction School. This position was filled in August 2018 and the project will continue for three years with the LCDA picking up a progressively larger portion of the expenses until completely absorbed by that office.

Judicial Outreach (JO)

Link to the Transportation Safety Action Plan:

Action # 6.17.15 – Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

The Problem

- Limited outreach and training availability for judges, district attorneys and court clerks/administrators relating to transportation safety issues.
- Numerous incidents 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.
- Lack of education regarding impaired driving under the influence of marijuana, and the new marijuana laws related to traffic safety.
- Lack of participation by Oregon Judicial Department in Transportation Safety-facilitated trainings.

Judicial Outreach, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
No. of Judges trained during offered training sessions	78	70	81	77	67	75
No. of Court Staff/Administrators trained	85	28	24	25	20	36
No. of Prosecutors trained	132	135	109	97	113	117
Combined total of CLE* Credits Approved	63	61	65	64.5	53.8	61.5

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

Goals

- Maintain the number of justice and municipal court judges participating in transportation safety related judicial education programs hosted by TSD at the 2011-2015 average of 75 annually by December 31, 2020.
- Maintain the number of prosecutors participating in transportation safety related judicial education programs funded by TSD at the 2011-2015 average of 117 annually by December 31, 2020.
- Increase the number of training opportunities delivered by TSD for judges relating to impaired driving from the 2016 number of 1 to 2 annually by December 31, 2020.

Performance Measures

- Maintain the number of prosecutors participating in traffic education programs at the 2013-2015 average of 106 annually by December 31, 2018. ***[In 2018, 107 prosecutors attended traffic education programs.]***
- Increase the number of judges attending a one day judicial workshop on impaired driving from the 2016 calendar base of 0 to 30 by December 31, 2018. ***[In 2018, zero judges attended a judicial workshop on impaired driving.]***
- Increase the number of circuit court judges attending trainings facilitated by TSD from the 2016 calendar base of 2 to 10 by December 31, 2018. ***[In 2018, 2 circuit court judges attended TSD-facilitated training programs.]***

Strategies

- Coordinate and deliver an annual traffic safety education conference for Oregon judges. Invite court administrators to attend.
- Coordinate and deliver a one day judicial education workshop specific to impaired driving.
- Work with the Oregon District Attorney's Association to coordinate and deliver a traffic safety education conference for prosecutors.

Project Summaries

TC-18-24-08		Awarded	Expended
402	Judicial Education	$30,000	$28,842

This project provided for annual traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges. Court Administrators were also encouraged to attend. The three day training was held March 14-16, 2018 at the Riverhouse Convention Center in Bend, OR and provided training to 84 attendees, including 65 Judges. The agenda included a wide variety of traffic safety information including impaired driving, legal updates, legislative updates, the use of electronic logs by the trucking industry, and distracted driving. A total of 16.25 continuing education credits were awarded through the Oregon State Bar association for this conference.

Motorcycle Safety (MS)

Link to the Transportation Safety Action Plan:

Action # 6.9.1 – Increase awareness among motorcycle drivers that the majority of crashes involve speed, impairment, and roadway departure.

The Problem

- Fatal motorcyclist crashes represented 14.6 percent of the fatal crashes in 2015 while only representing 3.1 percent of the total vehicles registered in 2015.
- Alcohol and/or drugs were involved in at least 38.3 percent of motorcyclist fatalities in 2015.
- Riding at speeds above the suggested/posted speed, riding too fast for conditions, and riding impaired continue to be leading rider errors in motorcyclist fatalities.
- Motorists continue to "not see" motorcyclists which leads to violation of riders' right of way resulting in property damage, injury and fatality crashes.
- Riding without a DOT compliant helmet may be contributing to increases in injury severity and additional fatalities for riders involved in crashes.
- Legislative proposals including the repeal of the helmet law, increased speed limits in rural areas and lane sharing may lead to additional crashes. Passage of these proposals will make the goal less achievable.

Motorcyclists on Oregon Roads, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Fatal Crashes	38	47	32	43	60	44
Percent of fatal crashes	12.3%	15.4%	11.0%	13.4%	14.6%	13.3%
Motorcyclists killed	39	49	31	44	60	45
Fatalities						
Percent alcohol involved fatalities	41.0%	28.6%	32.3%	25.0%	38.3%	33.0%
Percent unhelmeted fatalities	10.5%	6.4%	0.0%	16.3%	3.3%	7.3%
Injury Crashes	919	1,028	953	874	978	950
Percent of injury crashes	3.8%	4.2%	4.1%	3.6%	3.4%	3.8%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System, U.S. Department of Transportation. TSD files[1].

Motorcycles on Oregon Highways, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Registered Motorcycles	131,427	130,885	131,464	132,123	134,711	131,510
Percent of registered vehicles	3.3%	3.2%	3.2%	3.2%	3.1%	3.2%
Motorcyclist fatalities per registered motorcycle (in thousands)	0.30	0.37	0.24	0.33	0.45	0.34
Team Oregon Students Trained	10,286	11,805	11,230	11,279	9,812	10,882

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, TSD files.

Goal

- Reduce the number of people killed or seriously injured in motorcyclist crashes from the 2011-2015 average of 299 to 257 by December 31, 2020.

Performance Measures

- Reduce fatal motorcyclist crashes when the rider was alcohol impaired and/or involved other drugs from the 2013-2015 average of 15 to 13 by December 31, 2018. ***[In 2016, there were 20 fatal motorcyclist crashes when the rider was alcohol impaired and/or involved other drugs.]***
- Reduce speed related motorcyclist crashes from the 2013-2015 average of 241 to 220 by December 31, 2018. ***[In 2016, there were 231 total speed related motorcycle crashes.]***
- Reduce fatal motorcyclist crashes that occurred while negotiating a curve from the 2013-2015 average of 23 to 21 by December 31, 2018. ***[In 2016, there were 7 fatal motorcyclist crashes that occurred while negotiating a curve.]***
- Decrease motorcyclist fatalities from the 2013-2015 year average of 47 to 43 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 57 motorcyclist fatalities.]***
- Decrease un-helmeted motorcyclist fatalities from the 2013-2015 average of 3 to 2 by December 31, 2018. *(NHTSA)* ***[In 2017 two riders were killed while riding without helmets.]***
- Reduce fatal motorcyclist crashes when the rider was not properly endorsed from the 2013-2015 average of 9 to 8 by December 31, 2018. ***[This data has not been tracked by TSD since 2016 due to changes in fatal motorcycle CARS file review.]***

Strategies

- Collaborate with the Governor's Advisory Committee on Motorcycle Safety (GAC-MS), law enforcement and motorcycle groups to educate riders on the effects of riding under the influence of intoxicants and speeding, and their potential consequences, as well as other motorcycle related topics.
- Continue proportional funding of the TEAM OREGON basic rider training and intermediate rider training at strategic locations throughout the state.
- Assess the potential of partnering with health care groups and rider training providers to promote ongoing learning and training for riders that complete their health engagement model questionnaire.

- Assess data needs and available resources for strategic focus on locations, riders, skill levels, and demographics to address high risk areas, high risk behavior, low enforcement locations, and Oregon specific causative factors related to severe injury and fatality crashes.
- Continue the motorcyclist safety campaigns in the Transportation Safety Division's Public Information and Education Program, focusing on motorist awareness of motorcyclists, separating drinking/drug use and riding, correct licensing, proper protective riding gear, ongoing rider training and speed related issues.
- Ensure that media products are designed to target the majority of Oregon motorcyclists, with a focus on the demographic(s) most represented in the crash statistics.
- Ensure motorcyclist training courses are located within reasonable travel distance of Oregon's motorcycle owner population and courses are offered within a maximum of 60 days at all locations.
- Partner with Region Traffic Safety Coordinators to support targeted outreach efforts to riders that promote safe riding, and skills development and practice.

Project Summaries

M9MT-18-50-02		Awarded	Expended
405(f)	Motorcyclist Safety Training Enhancement	$45,000	$44,831

This project provided funding for the purchase of a training motorcycle transport trailer, two training course site support trailers, outreach event pop-up tents to support safety training outreach efforts, and the payment for a third party review of existing curriculm review resulting in recommendations for improvements and development of new need-specific training opportunities.

M9MT-18-50-03		Awarded	Expended
405(f)	Motorcyclist Safety Training Enhancement	$39,996	$39,996

This project provided funding for a new Team Oregon Headquarters transport vehicle, funding was carried over from 2017 due to delays regarding “Buy America” requirements which resulted in a change in project scope and timelines. This vehicle is used to tow training motorcycle transport trailers and support trailers throughout the State to ensure safe, reliable motorcycles are available at all training locations. The tow vehicle also facilitate Team Oregon’s long term plans of increasing in-house motorcycle maintenance and repair work by purchasing a dedicated vehicle to facilitate central motorcycle service and repair in Corvallis, Oregon.

M9MA-18-50-01		Awarded	Expended
405(f)	Motorist Awareness	$22,000	$18,000

This project provided funding for the Motorcyclist Safety Program Public Information and Education campaign, which addressed motorist awareness of motorcycles in traffic. The media campaign was developed in partnership with the Governor’s Advisory Committee on Motorcycle Safety (GAC-MS). The media campaign followed the FAST Act requirements for crash analysis and motorist awareness media placement. The media material was also placed on the GAC-MS website. The media on the website also included additional information for drivers and riders to increase their awareness of motorcycle riders, as well as information related to motorcycle/vehicle crashes.

MC-18-80-03		Awarded	Expended
State Funds	Oregon State University --Team Oregon	[$1,126,000]	[$997,466]

This project provided funding for training sites and daily operation of statewide motorcycle safety training delivery. Expenditures reflect claims up to the third quarter of this calendar year grant. Actual expenditures will be summarized in the first quarter of calendar year 2019. Daily operation includes: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, public information and education activities by staff and instructors (public awareness presentations, fairs, mall shows, Sober Graduation presentations, motorcycle events, etc.) and daily operational functions. Training sites include site assistance, statewide liability insurance, equipment, printing and materials.

MC-18-80-04		Awarded	Expended
State Funds	Oregon State University --Team Oregon	[$100,000]	[$9,000]

This project provided funding for motorcycle safety training infrastructure through the purchase or lease of land, buildings and improvements, maintenance of training sites, motorcycle and scooter purchases and support equipment / materials, and mobile site support vehicles and trailers. Site development and leases continue to be difficult to obtain. The expenditures reflect those expenses incurred up to the end of the second quarter of the year and do not reflect the total expenditures expected to be reported for this entire project. Final expenditures are expected to be reported in the first quarter of calendar year 2019.

MC-18-80-01		Awarded	Expended
State Funds	Statewide Services Motorcycle Safety	[$159,000]	[$67,347]

This project provided funding for membership in the National Association of State Motorcycle Safety Administrators, and implementation of elements of Oregon Revised Statute 802.320 (including motorcyclist safety promotion and public education, training range rental and classroom and driving instruction (experienced motorcycle riders, three wheel motorcycle riders, endorsed and unendorsed moped riders, and motorcycle-riding traffic code violators), acquisition of films and equipment to be loaned to the public for the encouragement of motorcyclist and moped rider safety, advice and assistance for motorcycle safety and auditing programs, and programs that reduce the need for intensive highway policing); public information and educational campaigns, and various motorcycle safety surveys. This project also supported projects prioritized by the Governor's Advisory Committee on Motorcycle Safety (GAC-MS) and included committee member travel, meeting expenses, research projects, and publication expenses.

MC-18-80-05		Awarded	Expended
State Funds	Oregon State University Team Oregon	[$150,000]	[$120,276]

This project provided specific funding for motorcycle (two and/or three wheel) and scooter purchases, including support equipment / materials, to address fleet replacement needs. This allowed Team Oregon to maintain the ten year or ten thousand mile training motorcycle fleet rotation schedule that they have adopted. This fleet management plan ensures training students are riding on mechanically safe motorcycles while limiting costs to the training program for expensive overhauls of older motorcycles. This rotation plan also minimizes difficulties in locating limited and expensive motorcycle parts for older motorcycles. This grant allowed the training program to continually invest in modern motorcycles that are equipped with new safety technology. The expenditures to date reflect claims up to the third quarter of this grant. Actual final expenditures will be reported in the first quarter of the 2019 calendar year.

Paid Media

NHTSA 405(f) funds were used to address motorist awareness of motorcyclists in 2018, following the 405(f) requirements in crash data analysis and location specific advertisement targeting. Additionally, Oregon motorcycle rider endorsement funds were also used to address crash specific factors in an effort to change rider behavior. The following information is a summary of paid media for the motorcycle safety program in 2018:

3.5 Motorcycle Safety Public Information Program (PA #34032 WOC #31)
3.5.1 Strategic Communications Plan
On the basis of recent crash statistics, the program continued to focus messages to riders on the dangers of impaired riding and the need to keep skills up, especially for older "returning riders". This year, the program also partnered with the Governor's Advisory Committee on Motorcycle Safety (GAC-MS) on a campaign addressing the issue of "looking but failing to see," where drivers fail to see (and avoid hitting) oncoming motorcycles, especially when pulling out and turning left. The Communications Plan was approved in February.
This deliverable was included in WOC #26 and had a budget of $4,840.

3.5.2 Motorcycle Safety Print Ads
Continuing a tactic employed with success last year, we placed print ads in three interest publications suggested by the Program Manager: *Quick Throttle, Thunder Press* and *Come Ride with Us*. The first two publications are monthly, while *Come Ride With Us* is a series of seven regional motorcycle maps covering Oregon and parts of Washington and Idaho, published once a year. To keep within budget limits, we re-released existing materials focused on impaired riding: "Lose your cool," Don't trash your ride," and "Every ounce you drink." The creative rotated over the course
of April – July.
This deliverable was included in WOC #31 and had a budget of $8,000.

3.5.3 Motorcycle Safety Google Display Ads
Returning motorcyclists – primarily older men with a renewed interest in riding after years out of the saddle – have increasingly been overrepresented in crash data. Google display ads offer the ability to target specific demographics and people searching for and visiting niche interest

websites. This year, we targeted returning riders with a series of nine web ads with messages focused on riding sober ("Keep a Handle", "Head on Straight") and keeping up skills ("Rusty" and "Back in the
Saddle").
This deliverable was included in WOC #31 and had a budget of $12,000.

3.5.4 Motorcycle Safety Water Closet – Impaired Riding
Water closet posters in biker bars are exceptional proximity media for reaching riders at risk of riding impaired. This year, we rotated two new creatives in 24 locations in the Portland and Eugene areas throughout the peak riding months of July and August with ride sober messages ("Keep a Handle" and "Got a Minute?")
This deliverable was included in WOC #31 and had a budget of $10,000.

3.5.5 Motorcycle Safety Facebook Ad – Impaired Riding
Because the GAC-MS decided to focus its campaign on a message to drivers, the program manager decided to use this task budget to amplify the "ride sober" message to riders on Facebook. The creative mirrored the style and message of the "Keep a Handle" water closet poster and Google web ads and targeted male riders 30-64 from mid-June through August.
This deliverable was included in WOC #31 and had a budget of $7,000.

3.5.6 Motorcycle Safety GAC-MS Creative – Driver Awareness
After discussing several creative and media options with the GAC-MS, the group decided to focus on delivering a message to drivers to counteract the problem of motorists continuing to fail to see motorcyclists (despite looking) – especially while pulling out or turning left. Facebook was determined to be the most cost effective way of reaching the broad statewide audience of drivers. Two variations of the ad "Tragic Turn" were created to simulate the feeling of not seeing a motorcyclist until it is too late. The creative was approved in June and the campaign ran July 23 through September. (The delay between approval and release to media was due to a delay in waiting for Amendment 1 to be issued by procurement authorizing the media budget.)
This deliverable was included in WOC #31 and had a budget of $5,000.

3.5.7 Motorcycle Safety GAC-MS Media
The GAC-MS Facebook buy was weighted proportionally to each ODOT Region based on its share of motorcycle crashes in the most recent annual data available (2016). Additional weight was given to the 15 counties that accounted for 80% of crashes. The campaign ran July 23 through September.
This deliverable was included in WOC #31 and had a budget of $18,000.

MEDIA ADDED VALUE: $6,000

ADDITIONAL MEDIA VALUE: $87,538

TOTAL MEDIA ADDED VALUE: $93,538

Budget Review:
The total budget for the 2017-18 Motorcycle Safety Program was $69,840, including the strategic plan (under WOC #26). All tasks were carried out on time and budget.

Occupant Protection (OP)

Link(s) to the Transportation Safety Action Plan:

Action # 6.2.1 Conduct targeted enforcement of occupant protection laws.
Action # 6.2.2 – Conduct targeted education to increase use of seat belts and child safety seats.
Action # 6.2.3 Provide youth safety items (e.g., child seats, bicycle helmets) to satisfy public demand.
Action # 6.2.4 Recruit and train certified child passenger safety (CPS) technicians as needed.

The Problem

- **Non-use of Restraints:** According to the 2016 Oregon observed use survey, 3.8 percent of front seat passenger vehicle occupants did not use restraints. During 2015, Oregon crash reports (FARS) indicate 27 percent of motor vehicle occupant fatalities were unrestrained and 9 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 in 2014, according to Safe Kids Worldwide. Drivers are confused by frequently changing state laws, national "best practice" recommendations, and constantly evolving child seat technology.
- **Premature Graduation of Children to Adult Belt Systems:** Current crash data from 2014 indicates that 43 percent of injured children under age twelve were reporting not using a child restraint system. Although Oregon law requires use of child restraints to age eight or four feet nine inches in height, Safe Kids Worldwide indicates many children will be eight to twelve years of age before they meet this height requirement and can fit properly in an adult belt system.
- **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.
- **Risky Drivers:** According to the 2016-2020 TSAP analysis, approximately 65% of fatal and serious injury crashes involving 'non-use of restraints' occurred in rural areas and are the result of lane departures (72%), aggressive driving (44%), and speeding (41%).

NHTSA Observed Use Survey, 2012-2016

Front Seat Outboard Use	2012	2013	2014	2015	2016	2012-2016 Average
Passenger car	97%	98%	98%	96%	96%	97%

Source: NHTSA Seatbelt Usage Study Post-Mobilization Findings, Intercept Research Corporation and Portland State University, 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.

Occupant Use Reported in Crashes, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Total Occupant Fatalities	215	199	216	232	289	230
Number Unrestrained	61	61	54	61	79	63
Percent Unrestrained	28.4%	30.7%	25.0%	26.3%	27.3%	27.5%
Number Unrestrained, Night Time	55	52	55	38	54	51
Percent Unrestrained, Night Time	51.4%	45.6%	48.2%	54.3%	49.5%	49.8%
Total Occupants Injured	31,787	32,512	29,955	31,809	38,302	32,873
Percent Injured Restrained	87.3%	87.4%	88.2%	96.1%	87.6%	89.3%
Total Injured Occupants Under Age Twelve	1,662	1,476	1,555	1,558	1,706	1,591
Percent of Injured in Child Restraint	42.8%	47.2%	42.4%	42.7%	44.5%	43.9%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System, U.S. Department of Transportation. 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, 2012-2016

	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFY2016	2012-2016 Average
Seat belt citations issued	10,116	5,096	7,429	5,411	5,163	6,643

Source: TSD Grant files, 2012 - 2016, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use from the 2016 usage rate of 96 to 97 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by December 31, 2020.
- To increase percentage of reported proper child restraint use among injured occupants under twelve years old from the 2011-2015 average of 44 percent to 50 percent by December 31, 2020.
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2011-2015 average of 63 to 58, as reported by FARS, by December 31, 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 2015 usage rate of 96 percent to 97 percent by December 31, 2018. *(NHTSA)* ***[In 2018, the safety belt use rate was 95.79%.]***
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2013-2015 average of 65 to 60 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 56 unrestrained passenger vehicle occupant fatalities.]***
- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2013-2015 average of 49 to 45 by December 31, 2018. *(NHTSA)* ***[In 2016, there were 79 unrestrained nighttime passenger vehicle occupant fatalities.]***
- Increase percentage of reported proper child restraint use among injured occupants under twelve years old from the 2013-2015 average of 43 percent to 47 percent by December 31, 2018. ***[In 2016, proper child restraint use among injured occupants under twelve years old was 42.8 percent.]***

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 including parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Provide funding for overtime enforcement of Oregon's occupant protection 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.
- Strengthen service capacities of local child seat fitting station and seat distribution programs by providing funding for durable, essential fitting station equipment and supplies including, to the extent that federal funding guidelines allow, purchase of child seats or boosters for distribution at discounted prices to families in need.
- Support and promote nationally recognized "best practice" recommendations for motor vehicle restraint use.

Project Summaries

OP-18-45-01		Awarded	Expended
402	Statewide Services – Occupant Protection	$203,100	$202,975

Funds were used to contract mass media design, production and distribution; paid and unpaid media; public attitude and observed restraint use survey; and TSD direct purchase, reproduction and distribution of educational materials.

OP-18-45-03		Awarded	Expended
402	Local PD Safety Belt Overtime Mini-Grants, TSD	$200,000	$186,317

Funds were used for officer overtime for traffic enforcement and educational activities that facilitated compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". There were no expenses for officers to attend child passenger safety certification training during this grant year. Thirty-eight local law enforcement agencies participated in HVE enforcement using these grant funds.

M1CPS-18-45-01		Awarded	Expended
405(b)	Statewide Instructor Development, Tech Training, & Region 1 Fitting	$105,000	$87,801

Funds were used for administration, instructor services, and equipment & supplies necessary to train CPS technicians & develop instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training track at TSD annual conference, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, and conference registration). A total of 113 people were trained as nationally certified Child Passenger Safety Technicians in Oregon this year. Also provided mini-grants to ODOT Region 1 community fitting stations and/or alternative sentencing programs to cover costs of equipment and supplies. The agencies that received mini-grants were the Tom Sargent Safety center at Doernbecher Children's Hospital, the Child Passenger Safety Program at Randall Children's Hospital, Tualatin Police Department and Tuality Community Hospital.

M1HVE-18-46-08		Awarded	Expended
405(b)	County Safety Belt Overtime Enforcement, OSSA	$235,000	$215,888

Funds were used for administrative & officer overtime for traffic enforcement and educational activities that facilitated 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 and lodging/travel/meals per diem.). Twenty-one sheriff's offices participated in the grant this year.

M1HVE-18-46-02		Awarded	Expended
405(b)	Statewide Safety Belt Overtime Enforcement, OSP	$85,000	$71,339

Funds were used for administrative & trooper overtime for traffic enforcement and educational activities that facilitated 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.).

M1HVE-18-46-03		Awarded	Expended
405(b)	Local PD Safety Belt Overtime Mini-Grants, TSD	$65,600	$59,191

Funds were used for officer overtime for traffic enforcement and educational activities that facilitated compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. There were no expenses for officers to attend child passenger safety certification training during this grant year. Eight local law enforcement agencies participated in HVE enforcement using these grant funds.

M1X-18-45-01		Awarded	Expended
405(b)	Safety Belt Survey Methodology (continuation)	$19,000	$12,400

Funded unfinished work from FY 2017 project M1X-17-45-01 to complete contracted redesign of annual statewide observed use survey as required by USDOT NHTSA to meet March 1, 2018 deadline.

Police Traffic Services (PTS)

Link to the Transportation Safety Action Plan:

Action # 6.17.5 – Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

Evidence Based Traffic Safety Enforcement Plan

The Oregon Department of Transportation, in conjunction with its law enforcement partners, provides for an evidence based traffic safety enforcement program designed to prevent traffic safety violations, crashes, and crash fatalities and injuries.

ODOT-TSD works to identify law enforcement partner agencies with the data-driven need to conduct overtime traffic enforcement projects. Each high visibility enforcement (HVE) project is designed to coordinate with national mobilizations and/or efforts for maximized visibility and effectiveness.

TSD and its partner agencies work together in providing continuous follow-up to the efforts, adjusting plans in response to evaluation and feedback. For instance, midway through FFY2017 an additional $500,000 was requested and approved for Oregon's HSP, dedicated to speed overtime enforcement as the state was experiencing a concerning spike in speed-related crashes. Speed is consistently a primary cause of serious injury and fatal traffic crashes on Oregon roadways. Serious injury and fatal crash data was analyzed for the most recent five years, identifying the top 10 jurisdictions for speed problems on city streets, county roadways and/or state highway area commands. These law enforcement agencies were then awarded dedicated funds focused on conducting additional HVE speed campaigns for 2017 (no equipment). Agencies were also encouraged to conduct Multi-Agency Traffic Team saturation events, partnering several jurisdictions together for their speed enforcement efforts. Additional funding for the speed problem will also be made available in 2018, with the same criteria and focus.

At the end of each funding cycle a TSD program report evaluates the State's performance in meeting the PTS program's goals through an analysis of regional performance and needs, cost-effectiveness of deployed strategies, and any opportunities for improved performance or a shifting of resources.

In 2018, the Oregon State Police, Oregon State Sheriff's Association, and local police departments have been awarded HVE grant projects where grantees are required to participate during these specific calendar events:

- Thanksgiving and Christmas/New Year's Eve holidays for Driving under Influence of Intoxicants (DUII focus)
- May 13 through June 4 OP blitz w/emphasis on Nighttime Belt Use, Prohibition of Minors in Pickup Truck beds - complements National "Click It or Ticket" mobilization (CIOT, OP focus)
- August 15 through September 3 for the Labor Day Impaired Driving blitz (DUII focus)
- September 23 through September 29 OP blitz w/emphasis on Child Seats/Fitting Station Referrals -- complements National Child Passenger Safety Week (OP focus)

Agencies can also use HVE grant funding for the following high incidence periods throughout the year:

- Super Bowl (DUII focus)
- Memorial Day (OP/CIOT)
- 4th of July (DUII)
- Back to School
- Halloween

Overtime enforcement activity data is compiled from individual agency reports that include hours worked, number and type of enforcement contacts made, educational activities and other earned media (news stories/articles) conducted during the HVE blitz periods.

Additionally, many local and national media campaigns will be produced in conjunction with several of the HVE and high incidence periods to reinforce the messages and heighten community awareness.

2018 HVE Grant Projects are listed below, and described in detail in the Project Narratives chapter of this document:

Sub-Recipient (Grantee)	Project Number	Title
Oregon Impact	164AL-18-14-36	DUII HVE for municipalities
Oregon State Sheriff's Association	164AL-18-14-21	DUII HVE for counties
Oregon State Police	164AL-18-14-08	DUII HVE for statewide patrol
TSD-Local Jurisdictions	M1HVE-18-46-03	Safety Belt OT Enforcement
Oregon State Sheriff's Association	M1HVE-18-46-08	Safety Belt OT Enforcement
Oregon State Police	M1HVE-18-46-02	Safety Belt OT Enforcement
TSD-Local Police Departments	OP-18-45-03	Safety Belt OT Enforcement
TBD	SC-18-35-05	Statewide Speed Enforcement

Overtime enforcement activity data is compiled from individual agencies that include hours worked, number and type of enforcement contacts made, educational activities and other earned media (news stories/articles) during the HVE blitz periods.

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar/lidar), crash investigations, and traffic law (including any updates from recent legislative sessions, like the legalization of recreational marijuana and its impact on impaired driving).
- There is an additional need to increase advanced motor training availability to motorcycle officers in Oregon.
- Decreasing agency budgets resulting in larger officer-to-population ratios prevent most enforcement agencies from having capacity to respond to crashes that are non-injury and non-blocking.

- Many county and city police agencies lack the resources necessary to dedicate officers to traffic teams, or to even have a traffic team.
- Many agencies are struggling to maintain regular patrol functions and don't have the resources to increase or in some cases, even maintain traffic enforcement levels (traffic teams/motor units).

Police Traffic Services, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Total Fatal Traffic Crashes	310	305	292	321	410	328
Total Injury Crashes	23,887	24,457	22,975	24,208	28,647	24,835
Total Fatalities	331	337	313	357	447	357
Total Injuries	35,031	36,083	33,149	35,054	41,675	36,198
Top 10 Driver Errors in Total Crashes*:						
Failed To Avoid Stopped Or Parked Vehicle Ahead Other Than School Bus	14,619	15,138	14,278	14,738	14,869	14,728
Did Not Have Right-Of-Way	8,981	9,130	8,768	9,535	10,573	9,397
Ran Off Road	6,208	6,427	5,968	6,177	7,246	6,405
Failed To Maintain Lane	7,667	7,580	6,777	5,767	6,542	6,867
Driving Too Fast For Conditions (Not Exceeding Posted Speed)	5,235	4,732	4,259	4,627	4,317	4,634
Following Too Closely (Must Be On Officer's Report)	2,765	2,753	2,935	3,141	3,755	3,070
Inattention	2,428	2,456	2,681	3,522	3,392	2,896
Failed To Decrease Speed For Slower Moving Vehicle	-	-	-	2,344	3,209	n/a
Improper Change Of Traffic Lanes	2,243	2,239	2,539	2,669	3,033	2,545
Left Turn In Front Of Oncoming Traffic	2,304	2,288	2,026	2,380	2,803	2,360
Number of Speed Involved Convictions	139,554	132,483	130,305	113,950	129,214	129,101
Total number of all entered traffic convictions	430,555	413,569	401,352	361,516	378,309	397,060
No. of Law Enforcement Officers	5,610	5,480	5,435	5,462	5,430	5,483
Officers per 1,000 Population	1.47	1.41	1.39	1.38	1.35	1.40
Number of Speed eCitations Issued	80,190	93,080	117,826	136,700	138,567	101,525
Total Number of eCitations Issued	180,039	223,189	272,993	326,970	322,871	265,212
Number of eCrash Reports Completed	3,942	8,063	9,296	12,200	12,188	9,142

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

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

*PDO crash data is preliminary at the time of this report.

Annual Total Traffic Stops by Oregon State Police, 2006-2015

Year	Number of Traffic Stops	% Change from Previous Year
2006	197,183	-2.97%
2007	207,592	5.28%
2008	230,045	10.82%
2009	277,460	20.61%
2010	285,100	2.75%
2011	263,306	-7.64%
2012	224,387	-14.78%
2013	221,129	-1.45%
2014	258,065	16.70%
2015	198,805	-22.96 %

Source: Oregon State Police

Goal

- Through TSD sponsored traffic safety trainings, increase the number of police officers trained from the 2013-15 average of 167 officers to 275 officers (5 percent of the total police population) by December 31, 2020.

Performance Measures

- Increase training in advanced crash investigations from the 2013-2015 average of 49 police officers to 60 officers by December 31, 2018. ***[In 2018, 54 police officers were trained in advanced crash investigations.]***
- Maintain the number of advanced motorcycle officers trained at the 2015 number of 60 by December 31, 2018. ***[In 2018, 30 motorcycle officers were provided advanced motor training.]***
- Increase the number of officers trained statewide through a traffic safety training conference for law enforcement from the 2014-2016 number of 168 to at least 250 by December 31, 2018. ***[In 2018, 218 officers were trained at the annual traffic safety training conference for law enforcement.]***
- Increase the number of police officers trained in Radar/Lidar use from the 2013-2015 average of 376 officers to 387 officers by December 31, 2018. ***[In 2018, 806 officers were trained in Radar/Lidar use.]***

Strategies

- Coordinate and deliver an annual traffic safety education conference for Oregon police officers.
- Provide a minimum two-day advanced traffic crash investigation training conference for Oregon law enforcement officers.
- Provide continued support for Oregon Motorcycle Officer training.

Project Summaries

PT-18-30-03		Awarded	Expended
402	DPSST Law Enforcement Training Grant	$77,000	$71,091

This project co-funded a full time DPSST law enforcement liaison to manage the law enforcement training program and deliver/coordinate regional traffic safety related trainings in coordination with TSD; including assistance with the delivery of the advanced crash investigation training conference for 54 Oregon law enforcement officers. This project was also used to certify 806 Oregon law enforcement officers in the use of radar and lidar (speed measuring equipment).

PT-18-30-04		Awarded	Expended
402	Law Enforcement Training Grant	$130,000	$113,949

This project funded traffic safety related training to over 200 Oregon law enforcement officers at the annual Police Traffic Safety conference; 54 officers attended the advanced crash investigation conference and 30 motorcycle officers received advanced police motorcycle skills training, including “code three” riding and new trail braking theory and content.

FATESS-18-30-05		Awarded	Expended
402	Automated Traffic Enforcement Survey	$30,000	$0

This project was intended to fund the NHTSA-required biennial survey of Oregon’s automated traffic enforcement equipment utilized on its public roads. The final report included a list of automated traffic enforcement systems in the State (location, jurisdiction, etc.), and addressed transparency, accountability and safety attributes of those systems as applicable. Due to the low number of agencies utilizing this technology, this project was able to be completed without contracting with an outside firm. No project grant funds were expended to complete the project.

Region 1 (R1)

Link to the Transportation Safety Action Plan:

Action # 6.17.8 – Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 1 Overview

Region 1 oversees the public's transportation investments in Clackamas, Hood River, and Multnomah counties and a portion of Washington County. Motorists, truckers, buses, and bicyclists travel more than 17 million miles on Region 1 highways every day. Region 1 is responsible for:

- 879 miles of highway
- 231 miles of urban bike facilities; 428 rural miles with roadway shoulders bicyclists can use
- 194 miles of sidewalks and 136 enhanced crossings
- 1,081 state bridges
- 803 traffic signals
- 142 ramp meters
- Over 100 highway cameras
- Over 3,500 major signs
- Thousands of smaller signs, lights, variable signs, etc.
- Nine cities and two counties, with established local traffic safety committees or similar action groups
- One safety corridor

The Problem

- More than 99 percent of the fatal and serious injury crashes in Region 1 involve human factors, as opposed to vehicle or roadway issues. Building a positive safety culture to change human behaviors is needed to continue to reduce fatal and serious injury crashes, with emphasis on positive messages, community building, and developing partnerships not only in traffic engineering, EMS, and enforcement; but looking more broadly to work with health and prevention programs and community groups.
- Intersection crashes continue to increase in Region 1 and statewide, with the number of fatal and serious injury crashes remaining steady. Roadway departure is also a major factor in Region 1 crash fatalities and serious injuries. HSIP (Highway Safety Improvement Program) funds are being used through the All Roads Transportation Safety (ARTS) program to help address engineering solutions for intersections, and for roadway departure with curve warning signs and rumble strips.
- Speed, impaired driving, and young drivers continue to be top contributing factors in crashes resulting in fatalities and serious injuries on the roads in Region 1.
    - ✓ Speed fatalities and serious injuries rose in 2015; there are organized speed racing issues in the Portland area that the Portland Police and Multnomah County Sheriff's Office are working together to stop.
    - ✓ Fatal and serious injury crashes involving drivers age 15-20 have declined from a 2011 high, but are still fluctuating.
    - ✓ Alcohol impaired fatal and injury crashes rose again in 2015.

- ✓ Legalized recreational marijuana use in Oregon state law as of July 2015 raised concerns that drug-impaired driving would increase; intensifying the continued need to work on human factors in getting safety messages to resonate with drivers to be effective at changing bad driving behaviors.

- Pedestrian fatalities in Region 1 increased 12 percent in 2015 compared to the 2012-2014 average of twenty-five (25). Distracted driving is becoming a greater safety threat to all modes of transportation, and is suspected to be under-reported. Distraction includes use of cell phones, GPS, and other electronic devices as well as reading, eating, and conversation.
- With the FAST Act continuing the emphasis on reducing fatal and serious injury crashes on all facilities, ODOT is transitioning to assess all roads for safety projects. Through the ARTS program, ODOT is apportioning some of the funds to hot spots, such as those identified by SPIS analysis; and to systemic low cost, high benefit countermeasures applied systematically for roadway departure, intersections, and bicycle and pedestrian safety issues. The ARTS program presents new opportunities for partnerships with local governments.
- Media attention and political interest dedicated to specific locations or problems are often not related to the actual injury potential of the stated crash problem. It's important to continue to work in a data driven process, providing reliable information to form effective strategies with available resources.

Region 1, Transportation Safety Information

Fatalities & Serious Injuries - Region 1

	2011	2012	2013	2014	2015	2011-2015 Average
Clackamas County	**168**	**129**	**109**	**129**	**146**	**136**
Hood River County	**15**	**15**	**11**	**15**	**8**	**13**
Multnomah County	**319**	**329**	**271**	**304**	**356**	**316**
Washington County	**177**	**175**	**164**	**147**	**209**	**174**
Region 1 Fatalities & Serious Injuries Total	679	648	555	595	719	639
Region 1 Fatalities Total	88	89	91	83	98	90
Statewide Fatalities & Serious Injuries (F&A)	1,872	1,955	1,729	1,851	2,220	1,925
Region 1 Percent of State	36.27%	33.15%	32.10%	32.14%	32.39%	33.21%
Region 1 F&A per 100,000 Population	40.43	38.21	32.33	34.17	40.63	37.15

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

Speed Involved Fatalities & Serious Injuries – Region 1

	2011	2012	2013	2014	2015	2011-2015 Average
Clackamas County	**51**	**38**	**27**	**28**	**25**	**34**
Hood River County	**4**	**4**	**3**	**5**	**3**	**4**
Multnomah County	**62**	**61**	**60**	**61**	**75**	**64**
Washington County	**30**	**22**	**25**	**23**	**34**	**27**
Region 1 Fatalities & Serious Injuries Total	147	125	115	117	137	123
Region 1 Speed Involved Fatalities - Total	32	27	38	29	31	31
Statewide Total Speed Involved F&A	557	519	484	502	510	514
Speed-Involved F&A Percent of Region 1	21.65%	19.29%	20.72%	19.66%	19.05%	19.24%
Speed-Involved F&A Percent of State	26.39%	24.08%	23.76%	23.31%	26.86%	24.67%
Region 1 Speed Involved F&A per 100k Population	8.75	7.37	6.70	6.72	7.74	7.15

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

Alcohol Involved Fatalities & Serious Injuries – Region 1

	2011	2012	2013	2014	2015	2011-2015 Average
Clackamas County	**32**	**28**	**22**	**19**	**33**	**27**
Hood River County	**2**	**5**	**1**	**2**	**4**	**3**
Multnomah County	**59**	**93**	**67**	**55**	**54**	**66**
Washington County	**19**	**26**	**16**	**14**	**37**	**22**
Region 1 Fatalities & Serious Injuries Total	112	152	106	90	128	108
Region 1 Alcohol Involved Fatalities Total	33	43	43	27	41	37
Statewide Total Alcohol Involved F&A	368	413	346	307	433	373
Alcohol-Involved F&A Percent of Region 1	16.49%	23.46%	19.10%	15.13%	17.80%	16.90%
Alcohol Involved F&A Percent of State	30.43%	36.80%%	30.64%	29.32%	29.56%	29.83%
Region 1 Alcohol Involved F&A per 100,000 Population	6.67	8.96	6.17	5.17	7.23	6.28

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

Population - Region 1

County	2011	2012	2013	2014	2015	2011-2015 Average
Clackamas County	**378,480**	**381,680**	**386,080**	**391,525**	**397,385**	**387,030**
Hood River County	**22,625**	**22,875**	**23,295**	**23,730**	**24,245**	**23,354**
Multnomah County	**741,925**	**748,445**	**756,530**	**765,775**	**777,490**	**758,033**
Washington County	**536,370**	**542,845**	**550,990**	**560,465**	**570,510**	**552,236**
Region 1 Total	1,679,400	1,695,845	1,716,895	1,741,495	1,769,630	1,720,653

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

Bicyclist and Pedestrian Involved Fatalities & Serious Injuries – Region 1

	2011	2012	2013	2014	2015	2011-2015 Average
Clackamas County	29	17	15	25	24	22
Hood River County	2	1	0	2	0	1
Multnomah County	60	85	70	84	73	74
Washington County	23	31	22	19	30	25
Region 1 Total	114	134	107	130	127	122
Statewide Total	246	255	220	240	266	245

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

Distracted Driver Involved Fatalities & Serious Injuries – Region 1

	2011	2012	2013	2014	2015	2011-2015 Average
Clackamas County	9	3	7	4	4	5
Hood River County	2	0	0	5	0	1
Multnomah County	8	7	4	14	23	11
Washington County	16	8	15	11	5	11
Region 1 Total	35	18	26	34	32	29
Statewide Total	123	138	111	154	144	135

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 fatalities in Region 1 from the 2011-2015 average of 90 to 77 by December 31, 2020.
- Decrease serious injuries in Region 1 from the 2011-2015 average of 549 to 472 by December 31, 2020.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 1 from the 2013-2015 average of 123 to 112 by December 31, 2018. ***[In 2016, there were 120 speed involved fatalities and serious injuries in Region 1.]***
- Decrease alcohol fatalities and serious injuries in Region 1 from the 2013-2015 average of 108 to 99 by December 31, 2018. ***[In 2016, there were 152 alcohol involved fatalities and serious injuries in Region 1.]***
- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2013-2015 average of 167 to 152 by December 31, 2018. ***[In 2016, there were 207 roadway departure fatalities and serious injuries in Region 1.]***
- Decrease fatalities and serious injuries in bicycle and pedestrian crashes in Region 1 from the 2013-2015 average of 121 to 111 by December 31, 2018. ***[In 2016, there were 164 fatalities and serious injuries in bicycle and pedestrian crashes in Region 1.]***

- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2013-2015 average of 89 to 82 by December 31, 2018. ***[In 2016, there were 120 fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1.]***
- Decrease fatalities and serious injuries in motorcycle crashes in Region 1 from the 2013-2015 average of 86 to 78 by December 31, 2018. ***[In 2016, there were 115 fatalities and serious injuries in motorcycle crashes in Region 1.]***
- Decrease fatalities and serious injuries related to driver distraction in Region 1 from the 2013-2015 average of 31 to 28 by December 31, 2018. ***[In 2016, there were 63 fatalities and serious injuries related to driver distraction in Region 1.]***

<u>Strategies</u>

- Advocate for transportation safety in Region 1 by providing information and education on priority transportation safety program areas to community organizations, local agencies, ODOT staff and traffic safety committees.
- Build on and retain 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 spots as well as systemic approaches to improve roadway safety. Participate in the Region 1 SPIS report review of high crash locations and identifying potential safety remedies in Region 1; and support HSIP planning and implementation for ARTS hot spot and systemic engineering approaches to highway safety.
- Develop methodologies to identify traffic safety problem areas in Region 1. Establish efforts aimed at reducing crashes in these categories; including roadway departure, young drivers, speed, impaired driving, pedestrian and bicycle crashes, distracted driving, and motorcycle safety.
- Promote and encourage attendance at available traffic safety related training offered to ODOT personnel, local jurisdiction enforcement, engineers, managers, and community volunteers. Consider additional safety 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 for improving other corridors.
- Encourage local and regional governments carrying out or developing a TSAP (Transportation Safety Action Plan) style approach to traffic safety. Provide state data (like crash, health, economic loss, etc.) to them as needed to help support traffic safety efforts.

Project Summaries

DE-18-24-11		Awarded	Expended
402	Regional Services	$15,000	$5,000

This project provides transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction in Region 1, PDX metro area. Mini-grants may also be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems. Due to a vacancy in the Transportation Safety Coordinator position for Region 1 from Jan 2018 – October 2018, very little was done with this project during the grant year. The $5,000 expenditure was the Region's portion of a bike/pedestrian media campaign in local movie theaters.

M6X-18-12-31		Awarded	Expended
405(d)	Region Impaired Driving Programs	$5,000	$565

This grant was awarded to each of the five ODOT Regions to assist with impaired driving training and outreach programs as needed for region partners. Due to a long-term vacancy within TSD, this project was minimally spent, where funds were transferred to other DUII projects throughout the grant year.

SC-18-35-11		Awarded	Expended
402	Regional Speed Grant	$104,000	$76,631

This project was used to fund speed overtime enforcement for city and county law enforcement agencies in Region 1. As a result of these overtime funds, 1,637 citations for speeding were issued during the grant period.

Region 2 (R2)

Link to the Transportation Safety Action Plan:

Action # 6.17.8 – Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

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, southwestern Clackamas, and western Washington counties. Region 2 has over 5,100 lane miles of state highways, with 868 bridges, including five movable bridges and four 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

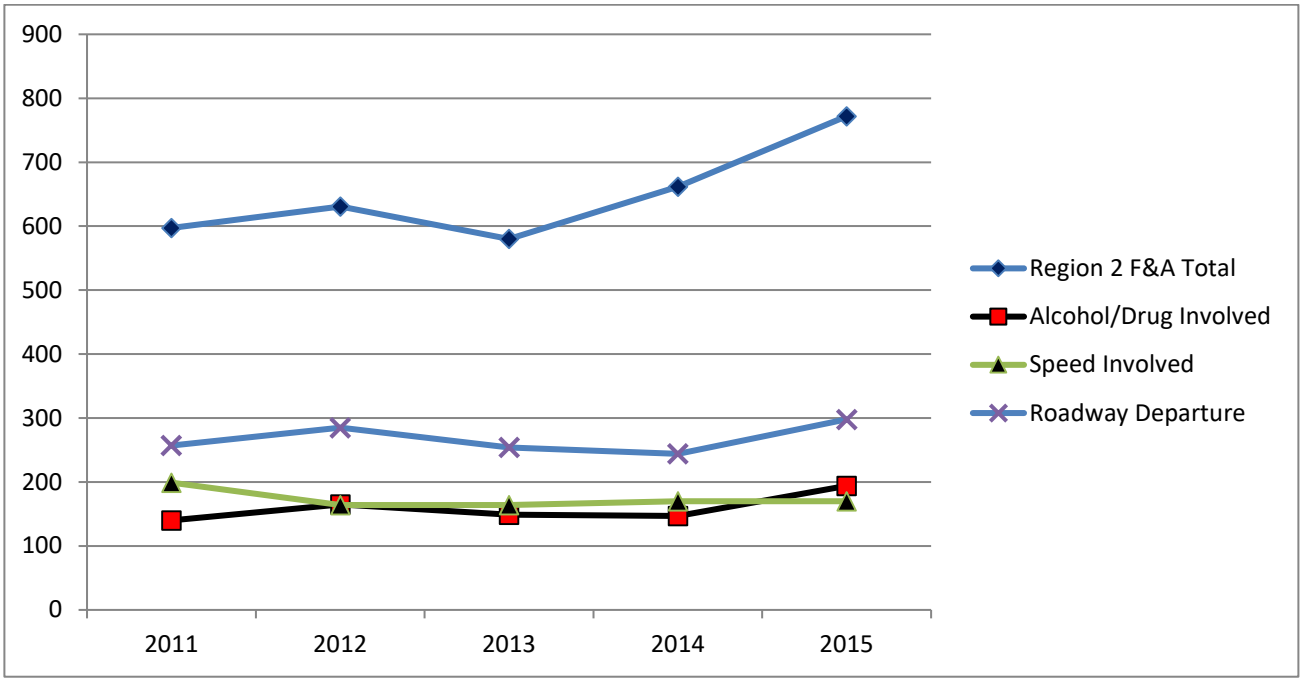
- Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and safety belt use continue to be major factors contributing to deaths and injuries on all roads in Region 2.
- Roadway departure fatalities and serious injuries continue to be a priority in Region 2. These types of crashes are common and preventable. During 2011-2015, there was an average of 268 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 2011-2015, there was an average of 103 fatalities and serious injuries per year in crashes where the driver was age 15-20.
- Motorcycle fatalities and serious injuries continue to be an issue. During 2011-2015, there was an average of 84 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 2011-2015, there was an average of 66 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.

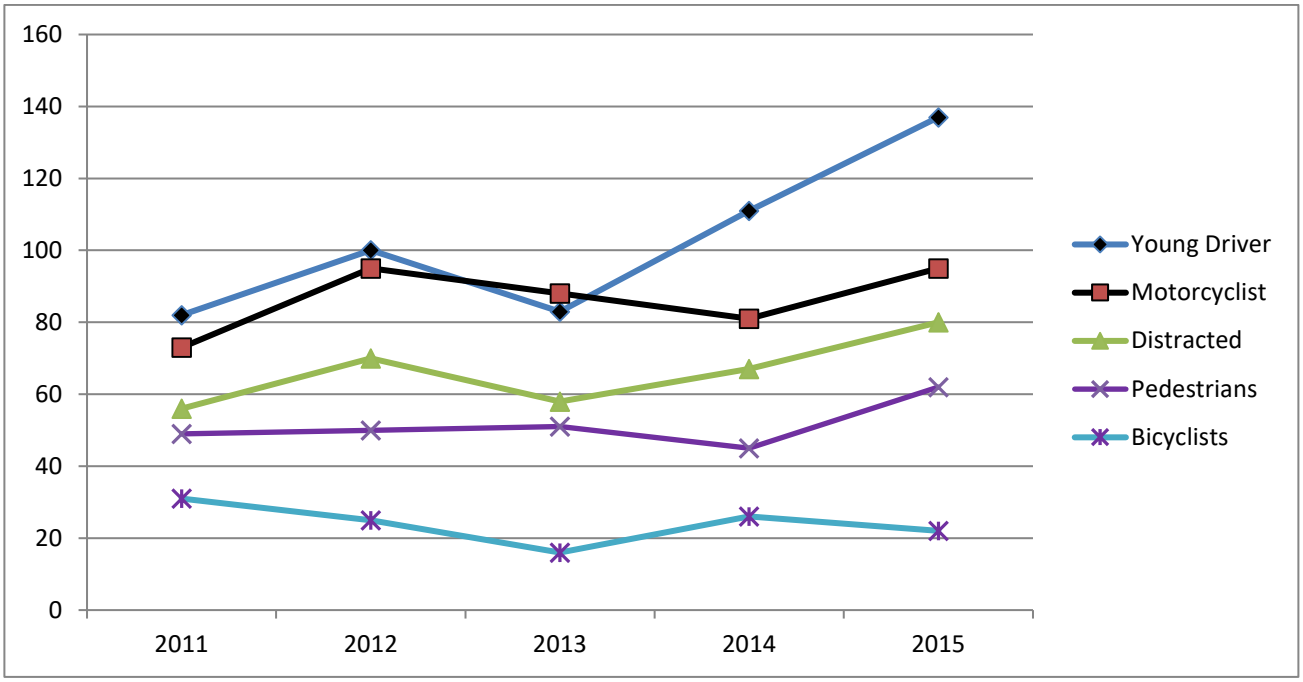
Region 2 – Fatalities & Serious Injuries

Counties	2011	2012	2013	2014	2015	2011-2015 Average
Benton County	**22**	**32**	**15**	**27**	**28**	**25**
Clatsop County	**40**	**26**	**35**	**26**	**35**	**32**
Columbia County	**34**	**18**	**32**	**22**	**28**	**27**
Lane County	**169**	**169**	**146**	**158**	**204**	**169**
Lincoln County	**42**	**43**	**45**	**41**	**53**	**45**
Linn County	**52**	**78**	**72**	**95**	**99**	**79**
Marion County	**104**	**100**	**113**	**172**	**173**	**132**
Polk County	**38**	**52**	**56**	**52**	**65**	**53**
Tillamook County	**43**	**46**	**20**	**31**	**24**	**33**
Yamhill County	**53**	**67**	**46**	**38**	**63**	**53**
Fatal & Serious Injuries (F&A) Total	597	631	580	662	772	648
Fatalities	109	112	108	126	170	125
Alcohol/Drug Involved F&A	140	165	149	147	194	159
Alcohol/Drug Fatalities	50	57	58	62	98	65
Percent Alcohol/Drug F&A	23%	26%	26%	22%	25%	25%
Speed Involved F&A	199	164	164	170	170	173
Speed Fatalities	46	32	39	45	50	42
Percent Speed-Involved F&A	33%	26%	28%	26%	22%	27%
Roadway Departure F&A	257	285	254	244	298	268
Roadway Departure Fatalities	66	59	51	64	78	64
Percent Roadway Departure F&A	43%	45%	44%	37%	39%	41%

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

Fatalities & Serious Injury Charts – Region 2





Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 2 from the 2011-2015 average of 125 to 107 by December 31, 2020.
- Decrease serious injuries in Region 2 from the 2011-2015 average of 523 to 449 by December 31, 2020.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 2 from the 2013-2015 average of 168 to 153 by December 31, 2018. ***[In 2016, there were 203 speed related fatalities and serious injuries.]***
- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2013-2015 average of 121 to 110 by December 31, 2018. ***[In 2016, there were 118 alcohol related fatalities and serious injuries.]***
- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2013-2015 average of 265 to 242 by December 31, 2018. ***[In 2016, there were 320 roadway departure fatalities and serious injuries.]***
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2013-2015 average of 110 to 101 by December 31, 2018. ***[In 2016, there were 125 fatalities and serious injuries where the driver was age 15-20.]***
- Decrease fatalities and serious injuries in motorcycle crashes in Region 2 from the 2013-2015 average of 86 to 78 by December 31, 2018. ***[In 2016, there were 97 fatalities and serious injuries in motorcycle crashes.]***
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2013-2015 average of 68 to 62 by December 31, 2018. ***[In 2016, there were 91 distracted driving related fatalities and serious injuries.]***
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2013-2015 average of 53 to 48 by December 31, 2018. ***[In 2016, there were 47 pedestrian involved fatalities and serious injuries.]***

Strategies

- 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 Safety Priority Index System (SPIS) sites within Region 2 (SPIS has been recognized as an effective problem identification tool for evaluating road segments with higher crash histories).
- 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.
- 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.

- Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids 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.
- Identify and increase the opportunities to provide state data (crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Work with multi-disciplinary teams to identify traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions.

Project Summaries

DE-18-24-12		Awarded	Expended
402	Regional Services	$15,000	$8,412

The major activities of the project were to provide funding for outreach and education about pedestrian safety, speeding, and distracted driving – three areas that saw an increase in fatal and serious injuries in the prior year in Region 2. The grant funded pedestrians safety ads on social media and movie theater screens, printing pedestrian safety yard signs, printing graphics and adding awnings and lights to the distracted driving crash car trailer, printing a speed pledge form, and safety fair vendor registration fees.

M6X-18-12-32		Awarded	Expended
405(d)	Region Impaired Driving Programs	$5,000	$0

This grant is awarded to each of the five regions to assist with impaired driving training programs as needed for each of the regions. This grant was not initiated during the grant year due to funding restrictions and time limitations.

SC-18-35-12		Awarded	Expended
402	Regional Speed Grant	$80,000	$70,206

The major activities of the project were to provide funding for speed overtime enforcement to local police agencies in Region 2. Eight agencies received a mini-grant in Region 2: Marion and Polk County Sheriff's Offices, and Albany, Eugene, Keizer, McMinnville, Salem, and Springfield Police Departments. For the grant funded speed overtime enforcement, there were 1,490 speed citations issued (not including warnings, match hours or vehicles stopped). Speed enforcement grants were selected based on local problem identification, where overtime enforcement efforts were then conducted to reduce speed related motor vehicle fatalities and serious injuries.

M1CPS-18-45-12		Awarded	Expended
405(b)	CPS Fitting Station Support	$5,100	$4,295

This grant provided child car seats to low income families in Region 2 and education to parents/caregivers on the proper installation and fit of child passenger safety seats for their children. The grant activities contributed to the program goals by increasing proper child safety restraint usage to reduce injury and death in children. Mini-grants were provided to AFFCAF (Albany), CARE, Inc. (Tillamook), Safe Kids Columbia County (Rainier), Safe Kids North Coast (Warrenton), and Salem Hospital (Salem). There were approximately 263 child passenger safety seats provided during this grant year and 24 new CPS technicians were trained.

Paid Media

Pedestrian Safety Facebook Ads: ODOT Communications boosted Facebook ads in Springfield, Eugene, Salem, Astoria, McMinnville, and Albany for National Walking Day in April focused on adult drivers to slow down and be prepared to stop for pedestrians. Total budget was $330 and 17,370 people were reached; 788 total engagements with the ad.

Gard Media contractor released an existing ad aimed at pedestrian safety and placed on Facebook targeting adults 25-64 in Springfield, Eugene, Salem, Astoria, McMinnville, and Albany. Focus of the ads was on safe pedestrian behaviors and visibility. This deliverable was included in WOC #36 A2 Task 7 with a budget of $2,000.

Pedestrian Safety TV PSA “Oregonian Crossing” on Theater Screens. The 0:30 PSA “Oregonian Crossing” was produced to promote pedestrian safety. This TV PSA was released to theater complexes in Astoria, Lincoln City, Springfield, Salem, Eugene (and throughout Oregon as part of the statewide campaign) on May 25 and aired until August 16. This deliverable was included in WOC #36 Task 9 and had a budget of $2,000.

Region 3 (R3)

Link to the Transportation Safety Action Plan:

Action # 6.17.8 – Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses the five southwestern Oregon counties: Coos, Curry, Douglas, Jackson, and Josephine. The region is primarily rural in nature; however Interstate 5 and Hwy 101 run the entire length of the region from top to bottom. The financial condition of the five counties in Region 3 indicates that they are at a higher risk of distress than most other Oregon counties.

The Problem

- Traffic fatalities are over-represented with 20.45 percent of total state traffic fatalities compared with 13.6 percent of the state's driving population. Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and roadway departure continue to be major factors contributing to deaths and injuries on all roads in Region 3.
- Speed was a contributing factor in 92 fatal and serious injury crashes in Region 3 (18 percent of the statewide fatal and serious injury crashes) in 2015, increasing from 82 in 2014.
- In 2015, 21 percent of the alcohol involved fatal and serious injury crashes in the state (91) occurred in Region 3.
- In 2015, total safety belt use and child safety seat use in Region 3 closely reflect the statewide figures; however there continues to be a need for public education on the importance of child passenger safety and proper use of restraint systems.
- Motorcycle fatalities and serious injuries increased from 34 in 2014 to 44 in 2015 in Region 3 and continued work is needed to reduce these fatal and serious injuries.
- Roadway departure crash fatalities and serious injuries increased from 130 in 2014 to 177 in 2015 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.

Fatalities – Region 3

	2011	2012	2013	2014	2015	2011-2015 Average
Coos County	15	5	6	11	9	9
Curry County	3	0	3	4	3	3
Douglas County	12	15	13	27	31	20
Jackson County	21	14	15	17	24	18
Josephine County	13	18	12	13	24	16
Region 3 Total	64	52	49	72	91	66
Statewide Fatalities	331	337	313	356	445	356
Region 3 Fatalities Percent of State	19.34%	15.43%	15.65%	20.22%	20.45%	18.22%
Region 3 Fatalities per 100,000 Population	13.34	10.82	10.14	14.81	18.57	13.54

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

Fatalities & Serious Injuries – Region 3

	2011	2012	2013	2014	2015	2011-2015 Average
Region 3 Fatalities & Serious Injuries	288	312	305	268	367	308
Statewide Fatalities & Serious Injuries	1,872	1,955	1,729	1,851	2,220	1,925

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

Speed Involved Fatalities – Region 3

	2011	2012	2013	2014	2015	2011-2015 Average
Coos County	8	2	2	6	1	4
Curry County	1	0	2	1	0	1
Douglas County	3	5	3	10	10	6
Jackson County	8	8	8	9	8	8
Josephine County	2	6	3	8	8	5
Region 3 Speed Involved Fatalities	22	21	18	34	27	24
Statewide Total Fatalities Speed Involved	127	114	120	144	138	129
Region 3 Speed Involved Fatalities Percent of State	17.32%	18.42%	15.00%	23.61%	19.57%	18.78%
Region 3 Speed Involved Fatalities per 100k Population	4.58	4.37	3.73	6.99	5.51	5.04

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

Speed Involved Fatalities & Serious Injuries – Region 3

	2011	2012	2013	2014	2015	2011-2015 Average
Region 3 Speed Involved F&A Total	79	81	95	82	92	86
Statewide Speed Involved F&A Total	557	519	484	502	510	514

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

Alcohol Involved Fatalities – Region 3

	2011	2012	2013	2014	2015	2011-2015 Average
Coos County	**9**	**2**	**0**	**6**	**5**	**4**
Curry County	**1**	**0**	**2**	**2**	**2**	**1**
Douglas County	**4**	**2**	**7**	**6**	**7**	**5**
Jackson County	**3**	**4**	**7**	**9**	**9**	**6**
Josephine County	**8**	**7**	**8**	**6**	**16**	**9**
Region 3 Alcohol Involved Fatalities	25	15	24	29	39	26
Statewide Total Fatalities Alcohol Involved	123	123	128	120	187	136
Region 3 Alcohol Involved Fatalities Percent of State	20.33%	12.20%	18.75%	24.17%	20.86%	19.26%
Region 3 Alcohol Involved Fatalities per 100k Population	5.21	3.12	4.97	5.97	7.96	5.44

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

Alcohol Involved Fatalities & Serious Injuries – Region 3

	2011	2012	2013	2014	2015	2011-2015 Average
Region 3 Alcohol Involved F&A Total	68	61	62	52	91	67
Statewide Total Alcohol Involved F&A Total	368	413	346	307	433	373

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

Populations – Region 3

County	2011	2012	2013	2014	2015	2011-2015 Average
Coos County	**62,960**	**62,890**	**62,860**	**62,900**	**62,990**	**62,920**
Curry County	**22,335**	**22,295**	**22,300**	**22,355**	**22,470**	**22,351**
Douglas County	**107,795**	**108,195**	**108,850**	**109,385**	**109,910**	**108,827**
Jackson County	**203,950**	**204,630**	**206,310**	**208,375**	**210,975**	**206,848**
Josephine County	**82,820**	**82,775**	**82,815**	**83,105**	**83,720**	**83,047**
Region 3 Total	479,860	480,785	483,135	486,120	490,065	483,993

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

Goals

- Decrease fatalities in Region 3 from the 2011-2015 average of 66 to 56 or below by December 31, 2020.
- Decrease serious injuries in Region 3 from the 2011-2015 average of 242 to 208 by December 31, 2020.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 3 from the 2013-2015 average of 90 to 82 by December 31, 2018. ***[In 2016, there were 105 speed involved fatalities and serious injuries from traffic crashes in Region 3.]***
- Decrease alcohol involved fatalities and serious injuries in Region 3 from the 2013-2015 average of 68 to 62 by December 31, 2018. ***[In 2016, there were 83 alcohol and/or drug related fatalities and serious injuries from traffic crashes in Region 3.]***
- Decrease fatalities and serious injuries in motorcycle crashes in Region 3 from the 2013-2015 average of 41 to 37 by December 31, 2018. ***[In 2016, there were 52 motorcycle involved fatalities and serious injuries from traffic crashes in Region 3.]***
- Reduce crashes associated with inclement weather on state highways in Region 3 from the 2013-2015 average of 569 to 519 by December 31, 2018. ***[In 2016, there were 634 inclement weather traffic crashes in Region 3.]***

Strategies

- Serve as a resource to ODOT Region 3 for transportation safety priority program areas. Attend transportation safety meetings, both internal and external of ODOT, as a resource to local and regional safety programs. Attend event planning meetings as a coordinator or partner for applicable transportation safety related events, programs, or fairs within the region.
- Coordinate and/or provide resources for traffic safety events. Advocate transportation safety programs and awareness to partners and communities in Region 3.
- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and partner on proven countermeasures to impact those identified problems within Region 3.
- Provide mini-grants to local jurisdictions for DUII community education, speed overtime enforcement or equipment, and/or for CPS equipment, supplies, and training.
- Partner in educational opportunities as often as possible on transportation safety problem areas, with an emphasis on Impaired Driving (Drugs and Alcohol), Speed, Distracted Driving, and Motorcycle safety.
- Work with local traffic safety committees to enhance existing programs and provide transportation safety resources and information. Work to stabilize struggling committees by identifying gaps and needs; working also with communities that have a need, or have expressed interest in forming new traffic safety committees.

- Assist w/coordination of Child Passenger Safety (CPS) coalitions in Region 3. Provide mini-grants to local agencies to enhance support of public CPS events, distribution clinics, or trainings. Support regular meetings with certified CPS Technicians in the region to help expand existing programs as well as stay current on CPS recertification, paperwork, and reporting requirement.
- Partner on utilizing ODOT variable message signs (VMS) to warn the motoring public of any adverse weather or roadway conditions.
- Partner on the implementation of a Salt Use Pilot program on the Siskiyou Pass; monitor for anticipated reductions in crashes during adverse weather conditions.
- Partner on the implementation of a tree removal program on select Region highways where vegetation causes shading and contributes to ice on the roadway.
- Partner on the implementation of Region-wide projects to increase visibility on highways, including pavement markers, roadside delineation, and curve signage.
- Partner on the implementation of a Region-wide rumble strip countermeasure project to address roadway departure crash issues.

Project Summaries

DE-18-24-13		Awarded	Expended
402	Regional Services	$15,000	$7,949

This project provided transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. One mini-grant was provided to Port Orford Police Department for speed enforcement equipment. Other project activities included participation in, and providing for transportation safety related fairs and safety outreach events.

M6X-18-12-33		Awarded	Expended
405(d)	Region Impaired Driving Programs	$5,000	$0

This grant was meant to assist with impaired driving training programs as needed for region partners. No potential projects were identified and the grant funding was not utilized.

SC-18-35-13		Awarded	Expended
402	Regional Speed Grant	$75,187	$61,022

This project funded speed overtime enforcement for city or county law enforcement agencies in the region. The funding was used for speed related outreach and education to residents in Region 3. The agencies include: Winston, Roseburg, Medford, Talent, Grants Pass, and Sutherlin Police Departments as well as Jackson County Sherriff's Office. For the grant funded speed overtime enforcement, five of the above-mentioned agencies participated and there were 759 speed citations issued. Speed enforcement grants were selected based on local problem identification, where overtime enforcement efforts were then conducted to reduce speed related motor vehicle fatalities and serious injuries.

M1CPS-18-45-13		Awarded	Expended
405(b)	CPS Fitting Station Support	$5,100	$0

The major activities of the project were to provide funding for transportation safety coordination throughout ODOT Region 3, providing information, education, and assistance on Child Passenger Safety to Region 3 County CPS Coalitions, community members and agency partners. One mini-grant was provided, but due to staff changes during the grant period, no funds were expended. They did however coordinate and participate in several CPS activities.

FESX-18-20-13		Awarded	Expended
405(e)	Region 3 Distracted Driving Enforcement	$3,000	$0

This project was to provide funding for Distracted Driving overtime enforcement. One agency was selected and a grant was in process when they had to decline due to their unexpected mandatory participation in assisting with wildfires.

Region 4 (R4)

Link to the Transportation Safety Action Plan:

Action # 6.17.8 – Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and had an estimated population of 320,970 in 2015. The Region has 1,861 miles of state highway centerline miles (4,146 lane miles), three ODOT maintenance districts, and one active Safe Kids Chapter (Safe Kids Columbia Gorge). Region 4 has one safety corridor on OR Route 140 W – Lake of the Woods from mile point 29 to mile point 47.

The Problem

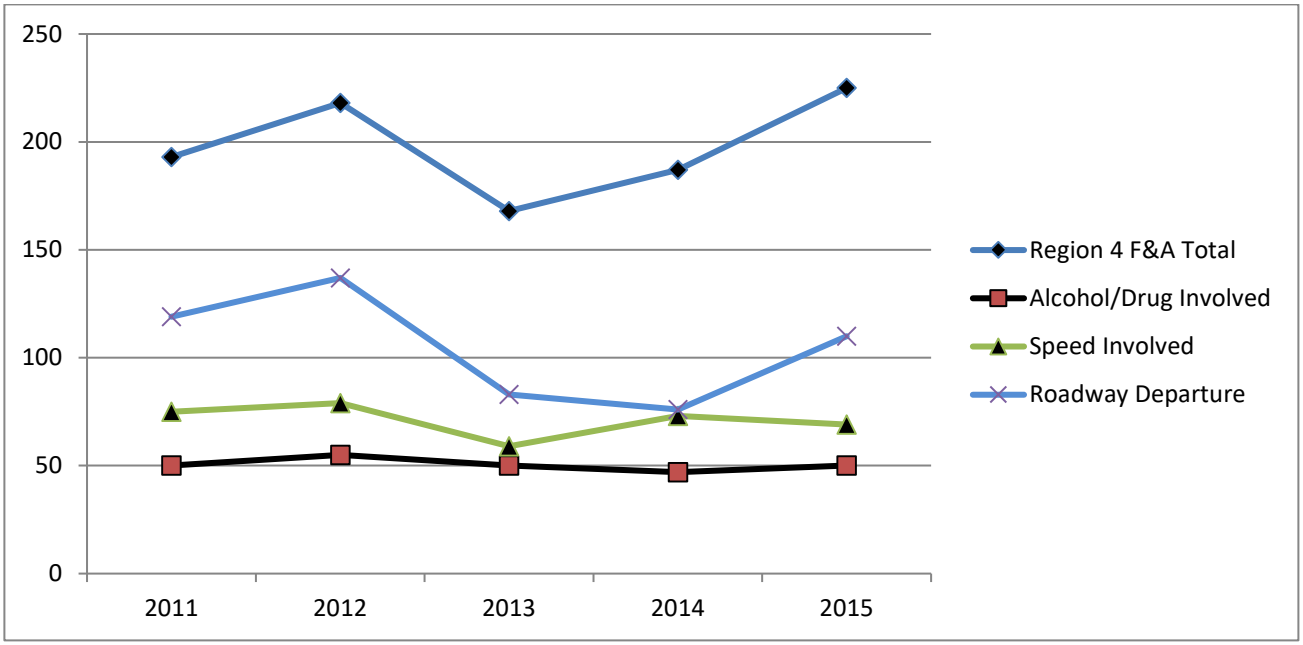
- In 2015, Region 4 had 46 fatal crashes, with a majority of those having alcohol/drugs, speed, and roadway departure as a contributing factor.0
- 'Alcohol and/or drugs' was a contributing factor in 50 fatal or serious injuries in 2015, an increase from 47 in 2014: 22 percent of all fatal and serious injuries were alcohol and/or drug involved but they constituted 48 percent of all fatalities. Highest counties for 2015 alcohol and/or drug involved fatal of serious injuries in Region 4 were Klamath (16), Deschutes (12), Wasco (7), Jefferson (7), and Crook (5) counties.
- 'Speed' was a contributing factor accounting for 69 fatal or serious injuries in 2015, or 31 percent of all fatal and serious injuries in Region 4; this was down from 73 in 2014. Highest counties for speed related fatal or serious injuries were Deschutes (19), Klamath (18), and Wasco (11).
- 'Roadway departure as a contributing factor' made up a large percentage of the 2015 fatalities and serious injuries in Region 4. There was a large increase to 110 fatalities and serious injuries in Region 4 from the 76 in 2014: this represents 49 percent of all fatalities and serious injuries in the Region. During 2011-2015, there was an average of 105 roadway departure fatalities and serious injuries per year.

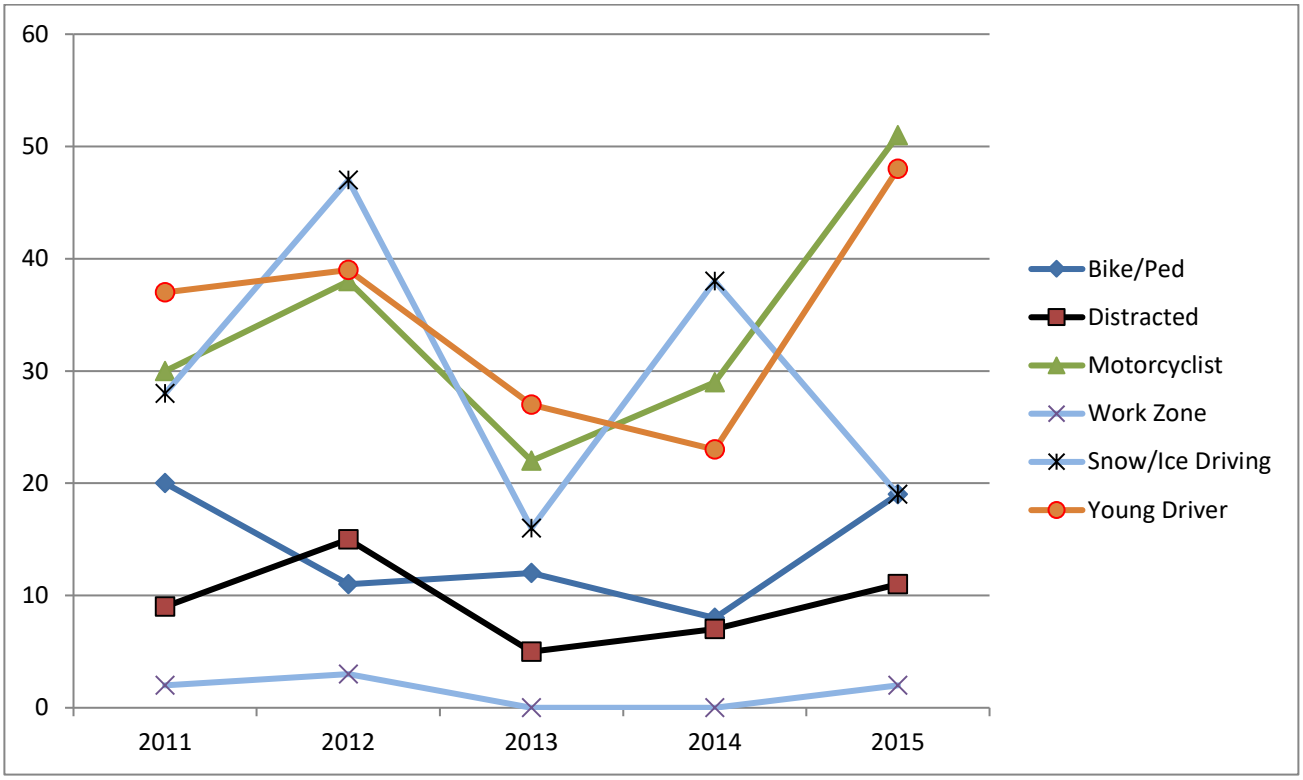
Region 4, Transportation Safety Information

Region 4 - Fatalities and Serious Injuries

Counties	2011	2012	2013	2014	2015	2011-2015 Average
Crook County	**10**	**16**	**16**	**16**	**21**	**16**
Deschutes County	**74**	**80**	**64**	**64**	**81**	**73**
Gilliam County	**2**	**4**	**1**	**1**	**2**	**2**
Jefferson County	**17**	**23**	**13**	**35**	**25**	**23**
Klamath County	**37**	**65**	**37**	**44**	**54**	**47**
Lake County	**8**	**6**	**13**	**5**	**5**	**7**
Sherman County	**8**	**4**	**2**	**3**	**5**	**4**
Wasco County	**35**	**19**	**20**	**18**	**30**	**24**
Wheeler County	**2**	**1**	**2**	**1**	**2**	**2**
Fatal & Serious Injuries (F&A) Total	193	218	168	187	225	198
Fatalities	40	40	36	41	46	41
Alcohol/Drug Involved F&A	50	55	50	47	50	50
Alcohol/Drug Fatalities	34	35	31	19	22	28
Percent Alcohol/Drug F&A	26%	25%	30%	25%	22%	25%
Speed Involved F&A	75	79	59	73	69	71
Speed Fatalities	14	13	12	19	21	16
Percent Speed-Involved F&A	39%	36%	35%	39%	31%	36%
Roadway Departure F&A	119	137	83	76	110	81
Roadway Departure Fatalities	25	30	18	21	27	24
Percent Roadway Departure F&A	62%	63%	49%	41%	49%	53%

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: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 4 from the 2011-2015 average of 41 to 31 by December 31, 2020.
- Decrease serious injuries in Region 4 from the 2011-2015 average of 158 to 118 by December 31, 2020.

Performance Measures

- Decrease alcohol/drug involved fatalities and serious injuries in Region 4 from the 2013-2015 average of 49 to 42 by December 31, 2018. ***[In 2016, there were 65 alcohol and/or drug related fatalities from traffic crashes in Region 4.]***
- Decrease speed involved fatalities and serious injuries in Region 4 from the 2013-2015 average of 67 to 57 by December 31, 2018. ***[In 2016, there were 102 speed involved fatalities from traffic crashes in Region 4.]***
- Decrease the number of roadway departure fatalities and serious injuries from the 2013-2015 average of 90 to 77 by December 31, 2018. ***[In 2016, there were 145 roadway departure fatalities from traffic crashes in Region 4.]***

Strategies

- Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Collaborate with state, regional, tribal, county, city transportation safety agencies, and other stakeholders to identify unsafe walking, biking, or driving behaviors which could be addressed through legislation. Identify and discuss the countermeasure with legislators to possibly modify these behaviors (during times when Legislation is not in Session).
- Coordinate and/or provide resources and education with a focus on the following priority areas: highway safety improvement program, speed, impaired driving - alcohol, impaired driving – drugs, roadway safety, safe and courteous driving, and motorcycle safety.
- Provide transportation, safety leaders and staff with training, information and education on proven methods to integrate safety into all aspects of transportation planning, programming, project development, construction, operations, and maintenance processes.
- Support a data-driven approach to law enforcement, using data analysis to efficiently deploy law enforcement resources to problem locations or corridors.
- Conduct education and outreach to law enforcement to increase understanding and enforcement of traffic, commercial vehicle, pedestrian, and bicycle laws.
- Identify community needs for funding and training to enhance traffic safety programs and enforcement.
- Provide transportation safety educational opportunities for people of all ages, ethnicities, and income levels.

- Engage ODOT Regions and Divisions, metropolitan planning organizations (MPOs), Active Community Traffic Safety groups (ACTS), tribes, cities, counties, the health and medical community, transportation services, enforcement, emergency medical service, and traffic incident management providers in safety planning and implementation.

Project Summaries

DE-18-24-14		Awarded	Expended
402	Regional Services	$15,000	$9,348

The major activities of the project were to provide funding for transportation safety coordination throughout ODOT Region 4, providing information and education on a variety of transportation safety activities and speed enforcement. The project provided distracted driving crash car updates and mini-grants to supplement the CPS, Distracted Driving and Speed programs – mini-grants went to the Lakeview Police Department, Wheeler County Sheriff, Bend Police Department, Safe Kids Columbia Gorge, Crook County Fire, Sisters-Camp Sherman Fire, and Lake County Health.

M6X-18-12-34		Awarded	Expended
405(d)	Region Impaired Driving Programs	$5,000	$0

This project was not initiated due to shifting priorities and timing constraints.

SC-18-35-14		Awarded	Expended
402	Regional Speed Grant	$26,000	$20,392

This project funded speed overtime enforcement for city or county law enforcement agencies in the region. The funding was also used to fund speed related outreach and education to residents in Region 4. Six agencies received a mini-grant in Region 4: Madras, Redmond, Prineville, Merrill, Black Butte Ranch, and Warm Spring Police Departments. For the grant funded speed overtime enforcement, there were 417 speed citations issued (not including warnings, match hours or vehicles stopped). Speed enforcement grants were selected based on local problem identification, where overtime enforcement efforts were then conducted to reduce speed related motor vehicle fatalities and serious injuries.

M1CPS-18-45-14		Awarded	Expended
405(b)	Regional Services	$6,900	$6,537

The major activities of the project were to provide funding for transportation safety coordination throughout ODOT Region 4, providing information and education on a variety of transportation safety activities and speed enforcement. The project provided distracted driving crash car updates and mini-grants to supplement the CPS, Distracted Driving and Speed programs – mini-grants went to the Lakeview Police Department, Wheeler County Sheriff, Bend Police Department, Safe Kids Columbia Gorge, Crook County Fire, Sisters-Camp Sherman Fire, and Lake County Health.

FESX-18-20-14		Awarded	Expended
405(e)	Region 4 Distracted Driving Enforcement	$3,000	$2,977

The major activities of the project were to provide funding for Distracted Driving overtime enforcement to the Prineville Police Department. Seven distracted driving citations and 25 warnings were issued during these shifts, along with 20 other citations and 114 other warnings.

Region 5 (R5)

Link to the Transportation Safety Action Plan:

Action # 6.17.8 – Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 5 Overview

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 187,140 encompassing 2,228 state highway, 10,384 county and 892 city miles of roadway, with no active safety corridors.

All eight counties in Region 5 have established local traffic safety committees or similar organizations.

The Problem

- In 2016, several of the rural highways in Region 5 saw speed limit increases from 55mph to 65mph. I-84 from The Dalles to the Idaho border, I-82 to Washington, and HWY 95 in Malheur County increased from 65mph to 70mph.
- In 2015, traffic fatalities continued to be a major issue in Region 5 with 40 deaths.
- In 2015, serious injuries due to traffic crashes totaled 97.
- In 2015, alcohol was involved in 25 deaths and serious injuries in Region 5, down from 26 in 2014.
- In 2015, 31 percent of all Region 5 fatalities and serious injuries were speed involved, totaling 42.
- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departures due to the rural nature of the region. 2015 was no exception with 75 fatalities and serious injuries. This represents 55 percent of the total F&A's in Region 5 for 2015.
- In 2015, 10 percent of all Region 5 fatalities and serious injuries (F&A) were due to motorcycle crashes for a total of 14.

Fatalities – Region 5

	2011	2012	2013	2014	2015	2011-2015 Average
Baker County	3	4	2	5	6	4
Grant County	2	1	1	0	2	1
Harney County	3	2	2	5	3	3
Malheur County	4	6	8	3	5	5
Morrow County	3	1	2	3	5	3
Umatilla County	11	27	11	12	11	14
Union County	4	1	2	1	8	3
Wallowa County	0	2	1	5	0	2
Total Region 5	30	44	29	34	40	35
Statewide Fatalities	331	337	313	356	445	356
Region 5 Fatalities Percent of State	9.06%	13.06%	9.27%	9.55%	8.99%	9.98%
Region 5 Fatalities per 100,000 Population	16.37	23.92	15.67	18.29	21.37	19.12

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

Serious Injuries – Region 5

	2011	2012	2013	2014	2015	2011-2015 Average
Baker County	11	9	9	7	8	9
Grant County	9	7	2	3	3	5
Harney County	6	4	1	6	7	5
Malheur County	11	16	21	18	17	17
Morrow County	5	3	10	6	7	6
Umatilla County	27	45	35	57	35	40
Union County	11	13	11	7	13	11
Wallowa County	5	5	3	1	7	4
Region 5 Serious Injuries Total	85	102	92	105	97	96

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

Fatalities & Serious Injuries - Region 5

	2011	2012	2013	2014	2015	2011-2015 Average
Region 5 Fatalities & Serious Injuries	115	146	121	139	137	132
Statewide Fatalities & Serious Injuries	1,872	1,955	1,729	1,852	2,220	1,925

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

Speed Involved Fatalities –Region 5

	2011	2012	2013	2014	2015	2011-2015 Average
Baker County	2	3	1	2	0	2
Grant County	2	1	1	0	1	1
Harney County	2	0	1	1	2	1
Malheur County	0	1	3	2	1	1
Morrow County	2	0	1	2	0	1
Umatilla County	4	16	4	5	4	7
Union County	1	0	1	1	1	1
Wallowa County	0	0	1	4	0	1
Region 5 Speed Involved Fatalities	13	21	13	17	9	15
Statewide Total Speed Involved Fatalities	127	114	120	144	138	129
Region 5 Speed Involved Fatalities Percent of State	10.24%	18.42%	10.83%	11.81%	6.52%	11.56%
Region 5 Speed Involved Fatalities per 100k Population	7.09	11.41	7.02	9.08	4.81	7.90

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

Speed Involved Fatalities & Serious Injuries - Region 5

	2011	2012	2013	2014	2015	2011-2015 Average
Region 5 Speed Involved F&A Total	57	70	51	60	42	56
Statewide Speed Involved F&A Total	557	519	484	502	510	514

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

Alcohol Involved Fatalities – Region 5

	2011	2012	2013	2014	2015	2011-2015 Average
Baker County	1	0	1	0	3	1
Grant County	0	0	1	0	1	0
Harney County	1	1	1	3	2	2
Malheur County	2	3	3	0	0	2
Morrow County	1	0	1	2	1	1
Umatilla County	4	3	5	5	1	4
Union County	1	0	0	1	2	1
Wallowa County	0	1	1	4	0	1
Region 5 Alcohol Involved Fatalities	10	8	13	15	10	11
Statewide Total Alcohol Involved Fatalities	123	123	128	120	187	136
Region 5 Alcohol Involved Fatalities Percent of State	8.13%	6.50%	10.16%	12.50%	5.35%	8.53%
Region 5 Alcohol Involved Fatalities per 100k Population	5.46	4.35	7.02	8.07	5.34	6.05

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

Alcohol Involved Fatalities & Serious Injuries - Region 5

	2011	2012	2013	2014	2015	2011-2015 Average
Region 5 Alcohol Involved F&A Total	19	20	28	26	25	24
Statewide Total Alcohol Involved F&A Total	368	413	346	307	433	373

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

Populations – Region 5

County	2011	2012	2013	2014	2015	2011-2015 Average
Baker County	16,215	16,210	16,280	16,325	16,425	16,291
Grant County	7,450	7,450	7,435	7,425	7,430	7,438
Harney County	7,375	7,315	7,260	7,265	7,295	7,302
Malheur County	31,445	31,395	31,440	31,470	31,480	31,446
Morrow County	11,270	11,300	11,425	11,525	11,630	11,430
Umatilla County	76,580	77,120	77,895	78,340	79,155	77,818
Union County	25,980	26,175	26,325	26,485	26,625	26,318
Wallowa County	6,995	7,015	7,045	7,070	7,100	7,045
Region 5 Total	183,310	183,980	185,105	185,905	187,140	185,088

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 traffic related fatalities in Region 5 from the 2011-2015 average of 35 to 30 by December 31, 2020.
- Decrease serious injuries in Region 5 from the 2011-2015 average of 96 to 83 by December 31, 2020.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2013-2015 average of 51 to 47 by December 31, 2018. ***[In 2016, there were 44 speed involved fatalities and serious injuries in Region 5.]***
- Decrease alcohol involved fatalities and serious injuries in Region 5 from the 2013-2015 average of 26 to 24 by December 31, 2018. ***[In 2016, there were 22 alcohol involved fatalities and serious injuries in Region 5.]***
- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2013-2015 average of 75 to 68 by December 31, 2018. ***[In 2016, there were 96 roadway departure involved fatalities and serious injuries in Region 5.]***
- Decrease fatalities and serious injuries in motorcycle crashes in Region 5 from the 2013-2015 average of 19 to 17 by December 31, 2018. ***[In 2016, there were 32 motorcyclist fatalities or serious injuries in Region 5.]***

Strategies

- Serve as a resource to ODOT Region 5 for transportation safety priority program areas. Attend transportation safety meetings, both internal and external of ODOT, as a resource to local and regional safety programs. Attend event planning meetings as a coordinator or partner for applicable transportation safety related events, programs, or fairs within the region.
- Coordinate and/or provide resources and education for transportation safety events, with a focus on priority areas of speed, impaired driving, distracted driving, road departure/winter driving, motorcycle safety, and occupant protection.
- Work with the existing local transportation safety committees (or similar) within the region to enhance and strengthen programs and provide resources and other important information. Member retention and recruitment is a priority in those communities struggling to keep their groups active.
- Collaborate and work to enhance or create new partnerships with local agencies/groups to raise awareness around transportation safety issues within the region.
- Provide mini-grants to local jurisdictions for DUII community education, speed equipment and/or overtime enforcement, and/or for child passenger safety equipment, supplies, and/or training.
- Assist with coordination of bi-annual meetings with certified CPS Technicians to help them maintain certification, and to stay active in their communities. Techs will be able to network, share training opportunities, and stay current on recertification requirements to help with Technician retention rates.
- Assist with coordination of bi-annual meetings of the Region 5 Safe Communities Grant Coordinators; as an opportunity to share resources, review local data, coordinate projects, and/or assist with grant writing and reporting.
- Assist with coordination of bi-annual meetings with Region 5 School Resource Officers (SRO) to share information specific to transportation safety; and to give the local SROs opportunity to network, share resources, and coordinate efforts as needed.
- Assist Region 5 law enforcement agencies on training needs and share with state trainers to assist with planning and promotion of training opportunities in Region 5.

Project Summaries

DE-18-24-15		Awarded	Expended
402	Regional Services	$13,600	$8,874

This project provided transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. One mini grant was provided to Ontario PD for speed enforcement equipment. However, OPD had a staffing issue after the award which caused some miscommunication after the grant was signed. The Officer assigned to coordinate the grant was unaware that the grant had been received so no funds were expended on this mini grant. Other project activities included participation in, and providing for, transportation safety related fairs and safety events and activities.

M6X-18-12-35		Awarded	Expended
405(d)	Region Impaired Driving Programs	$5,000	$4,953

This year, the project funded three types of activities. The first was to provide three total training opportunities in R5 for law enforcement to be trained on current alcohol and other drug trends. All three trainings were collaborations with other agencies. A total of 173 participants showed up to the trainings (29, 84, and 60). As these were collaborative events, the trainings were themed towards law enforcement but open to other professions as well. The second funded activity was to work with SROs in Region 5 to bring in a speaker about the dangers of DUII and the encouragement of making positive choices. The speaker spoke to two schools in Malheur County reaching approximately 700 students. The third funded activity was the production of DUII focused radio PSAs that aired throughout the region.

SC-18-35-15		Awarded	Expended
402	Regional Speed Grant	$34,813	$30,994

This project funded speed overtime enforcement for city or county law enforcement agencies in the region. The funding was also used to fund speed related outreach and education to residents in Region 5. Nine local agencies received mini- grants including: Baker City Police Department, Baker County Sheriff's Office, Burns Police Department, Hines Police Department, Milton-Freewater Police Department, Morrow County Sheriff's Office, Pendleton Police Department, Union County Sheriff's Office and Umatilla County Sheriff's Office.

M1CPS-18-45-15		Awarded	Expended
405(b)	CPS Fitting Station Support	$6,900	$5,065

This grant provided child safety seats to low income families in Region 5 in conjunction with education to parents/caregivers on the proper installation and fit of these seats. Without this program, five out of the eight counties in Region 5 would have nowhere in the county to purchase a seat. Mini grants were awarded to five local agencies including Baker City Police Department, Boardman Police Department, Good Shepherd Medical Center, Harney County Safe Communities, and St. Anthony Hospital. Towards the end of the grant year, R5 received a grant adjustment in the amount of $1,800 (which brought the total awarded amount to $6,900 from the original $5,100). These funds were ready to be added to Harney County's grant to cover the costs of sending someone from the local hospital to Portland the last week in September to become CPST trained and to purchase additional seats. During that last week, we found out that the potential CPST did NOT make it to the class so those funds were not expended. Since it was the last week of the grant year, we were unable to re-allocate the funds in time. Among the five mini grants, a total of 110 seats were purchased for distribution and a total of six clinics were held within the grant time frames.

FESX-18-20-15		Awarded	Expended
405(e)	Region 5 Distracted Driving Enforcement	$3,000	$2,003

This project was to provide funding for Distracted Driving overtime enforcement in coordination with educational and awareness activities whenever possible with a focus on April as Distracted Driving Awareness Month. Four local agencies received mini- grants including: Baker City Police Department, Baker County Sheriff's Office, Burns Police Department, and Hines Police Department. With staffing turnover and vacancies, Burns PD was unable to utilize any of their funds for OT, however, their Chief did attend a local awareness event and logged that time as match. Among the mini grants that were utilized, a total of 33 OT hours were worked with 35 straight time distracted driving enforcement hours worked as match. A total of 1 distracted driving citation and 17 distracted driving warnings were written during the OT hours and a total of 1 distracted driving citation and 22 distracted driving warnings were written as match.

18DRVED-005		Awarded	Expended
SDTF	Region 5 Driver Education Initiative	[$100,000]	[$25,559]

This project was originally intended to be administered by Malheur County ESD as in the previous grant year. In the middle of the second quarter, the agency made the decision that they did not want to accept the funds to continue the project as they were re-vamping their entire Driver Ed program and would not be moving forward with the original expansion of services in R5 by their agency. This decision meant that Union and Baker Counties will no longer have DE courses administered by Malheur County and will be transitioning those programs to local partners. It also meant that the instructors trained last year in Harney and Grant Counties did not have an agency to support their newly trained skills. In an effort to maintain some momentum with the project, late in the second quarter this program was adjusted to be administered by the R5TSC to support two instructor courses that would be held in Region 5 as well as provide travel mini-grants to agencies who have prospective instructors to attend courses. Two courses were paid for this grant year (one in Boardman and the other in Vale). Two mini-grants were funded this year to support new Driver Ed instructors in Baker and Union Counties. Baker City Police Department sent their School Resource Officer to attend a training and the Union County Sheriff's Office Safe Communities Grant sent two local professionals to attend training.

Roadway Safety (RS)

Link to the Transportation Safety Action Plan:

Action # 6.17.8 – Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

The Problem

- There is a lack of a blended "4 E" (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide.
- There is not general acceptance of the Highway Safety Manual or an identified set of trainings for its benefits and 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 flexibility, legal requirements, and identification of safety projects.
- There is a need for a statewide comprehensive roadway safety, engineering-related training program. The program should address continuing and enhanced education on a variety of roadway safety engineering related topics, and cover elementary to advanced courses, with efforts made to provide training at low to no cost.
- Roadway safety engineering does not cover the identified need.
- Road authorities find it difficult to attend necessary highway safety training.
- There is a growing need to conduct jurisdictional traffic control device assessments; only some are covered through services provided by Oregon State University.

Traffic Rates in Oregon, 2011-2015

	2011	2012	2013	2014	2015*	2011-2015 Average
National Traffic Fatality Rate[1]	1.10	1.14	1.10	1.08	1.12	1.11
Oregon Traffic Fatality Rate[1]	0.99	1.02	0.93	1.03	1.24	1.04
Highway System, Non-freeway Crash Rate[2]	1.48	1.51	1.45	1.53	n/a	n/a
Highway System Rural Non-freeway Crash Rate	0.80	0.81	0.76	0.81	n/a	n/a
Highway System, Freeway Crash Rate	0.44	0.46	0.47	0.51	n/a	n/a
County Roads/City Streets Crash Rate	2.04	2.08	2.00	2.11	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
*PDO crash data not available at the time of this report.

Goals

- Increase the number of trainings and local workshops available for state and local public works, and law enforcement staff on various roadway safety related topics from the 2011-2015 average of 30 to 34 by December 31, 2020.
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2011-2015 average of 641 to 744 by December 31, 2020.

Performance Measures

- Increase the number of trainings and local workshops for state and local public works; and law enforcement staff on various roadway safety related topics including human factors engineering from the 2013-2015 average of 30 to 33 by December 31, 2018. ***[In 2018, 26 roadway safety workshops were held.]***
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2013-2015 average of 612 to 669 by December 31, 2018. ***[In 2018, 473 staff were trained on roadway safety related topics.]***

Strategies

- Participate in the following ODOT efforts in order to continue the enhancement of roadway safety:
  - ✓ Highway Safety Engineering Committee (HSEC)
  - ✓ Research projects and Expert Task Group(s)
  - ✓ Informal Safety Committee
- Provide overtime traffic enforcement on the worst ranked safety corridors.
- 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 and implement its benefits to the state.
- Advance the adoption of the “4 E” approach to traffic safety (e.g., education, enforcement, engineering and emergency medical services).
- Continue to promote Human Factors Countermeasures in an effort to identify and implement its benefits to the state.

Project Summaries

RS-18-77-01		Awarded	Expended
FHWA/HSIP	Engineering Safety Short Courses and Distance Learning & Human Factors Engineering	[$300,000]	[$296,720]

This project provided transportation safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Training consisted of Traffic Engineering Fundamentals, Human Factors, Fundamentals of Transportation Safety, Highway Safety Manual, Uniform Traffic Control Devices and the Highway Capacity Manual. Five Oregon jurisdictions received on-site traffic control device and safety engineering reviews conducted by several safety engineering specialists as documented in individual reports (Oakland, Brookings, Tillamook County, Toledo, and Fairview). The Human Factors training was also provided to internal ODOT staff. The training covered methods within the latest Human Factors Guide. Seven courses were held, and 184 participants completed them during the grant year.

RS-18-77-04		Awarded	Expended
FHWA/HSIP	Safety Features for Local Roads and Streets	[$150,000]	[$143,759]

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. Develop and enhance local agency guidance documents and provide additional local agency services to enhance safety knowledge and application in their jurisdiction.

RS-18-77-18		Awarded	Expended
FHWA/HSIP	Roadway Departure Enforcement	[$218,000]	[$178,226]

This project resumes roadway departure traffic enforcement on specific roadway infrastructure projects either identified within the updated Roadway Departure Plan, or by the Region. Projects are selected by the Highway Safety Engineering Committee (HSEC) and utilize funding identified for FFY 2018.

RS-18-77-05		Awarded	Expended
FHWA/HSIP	Safety Corridor Education and Enforcement	[$40,000]	[$0]

This program was not initiated this year due to limited staff resources to carry it out and manage it.

Safe & Courteous Driving (DD)

Link to the Transportation Safety Action Plan:

Action 6.4.2: Decrease distracted driving through education and changing social norms.

The Problem

- There are no dedicated grant funds for Oregon's Safe & Courteous programs (Drowsy Driving; Lights & Swipes; Red Light Running; Safe Following Distance; and until recently, Distracted Driving). Yet there is strong evidence that 'high visibility enforcement' efforts are highly successful in changing bad driver behavior. In addition, the National Highway Traffic Safety Administration (NHTSA) indicates that public information and education programs should be comprehensive, seasonally focused, and sustained; but this is difficult to maintain for the program without a specific funding source.
- "Safe Following Distance" is one component of the Safe & Courteous program, as 'following-too-close' related crashes were the fifth most common driver error in Oregon crashes for 2015.
- "Red Light Running" is another significant cause of death and serious injury on Oregon streets. Red light running crashes can result in debilitating brain injury and death due to the type of crash that typically occurs from this behavior.
- "Lights and Swipes" refers to safety precautions to use while driving in inclement weather; headlights and windshield wipers used together help your vehicle be more visible to other motorists and road users.
- "Drowsy Driving," or fatigued driving, is another component of the Safe and Courteous program. From 2011-2015 there were 3,288 drowsy driving fatal and injury crashes that resulted in 50 fatalities and 4,435 injuries in Oregon.
- "Distracted Driving" is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike. From 2011-2015 there were 9,955 fatal and injury crashes resulting in 55 fatalities and 15,154 injuries caused by crashes involving a distracted driver in Oregon.
- From 2011-2015 there were 918 fatal and injury crashes, resulting in 15 fatalities and 1,330 injuries caused by drivers reported to have been using a cell phone at the time of the crash. These crashes are underreported in Oregon; convictions for this offense during the same time frame totaled 94,099.
- A 2015 Appellate Court case clarified for Oregon that drivers can only be cited for distracted driving if they are witnessed talking or texting on their hand-held device by law enforcement. In addition, Oregon's law refers to 'communication' devices, not all electronic devices. This law may be further clarified and improved upon during Oregon's 2017 Legislative Session.

Oregon Driver reported to have used Cell Phone, Fatalities and Injuries 2011-2015

Year	Fatalities	Injuries
2011	4	238
2012	1	296
2013	4	235
2014	3	245
2015	2	316
Total	14	1,330

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

Oregon Cell Phone Use Convictions 2011-2015

Year	Convictions
2011	16,643
2012	22,892
2013	21,520
2014	17,723
2015	15,264
Total	94,099

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

- Decrease drowsy driving fatalities from the 2011-2015 average of 10 to 9 by December 31, 2020.
- Decrease drowsy driving injuries from the 2011-2015 average of 887 to 762 by December 31, 2020.
- Decrease distracted driving fatalities related to driver use of a cell phone from the 2011-2015 average of 3 to 2 by December 31, 2020.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2011-2015 average of 191 to 164 by December 31, 2020.

Performance Measures

- Decrease drowsy driving fatalities from the 2013-2015 average of 10 to 9 by December 31, 2018. ***[In 2016, there were 15 drowsy driving fatalities.]***
- Decrease drowsy driving injuries from the 2013-2015 average of 919 to 839 by December 31, 2018. ***[In 2016, there were 1,100 drowsy driving injuries.]***
- Decrease distracted driving fatalities related to driver use of a cell phone from 2013-2015 average of 3 to 2 by December 31, 2018. ***[In 2016, there were 8 distracted driving fatalities related to driver use of a cell phone.]***

- Decrease distracted driving injuries related to driver use of a cell phone from the 2011-2015 average of 205 to 187 by December 31, 2018. ***[In 2016, there were 405 distracted driving injuries related to driver use of a cell phone.]***

Strategies

- Utilize paid and earned media opportunities with partners for public information and education to raise awareness of Safe and Courteous Programs.
- Work with and educate law enforcement to find ways to detect and enforce distracted and drowsy driving laws.
- Utilize law enforcement statewide to conduct HVEs, focusing on high use and crash areas for distracted and drowsy driving.
- Work with judges to provide clarity of the distracted driving law to increase convictions of distracted driving citations.
- Actively participate in the 5th National Distracted Driving Awareness Campaign, April 2018.

Project Summaries

FESX-18-20-01		Awarded	Expended
405(e)	Statewide Services – Distracted Driving	$80,000	$67,960

This project funded PI&E (public information and education/media) and HVE (high visibility enforcement) of Oregon's distracted driving law and best practices. TSD partnered with OSP (Oregon State Police) to conduct distracted driving enforcement throughout the year, and particularly in April during National Distracted Driving Awareness month. In addition to any local earned media, TSD worked with its media contractor and ODOT Communications on both distracted driving safety and enforcement messages and artwork for the HVE effort. ODOT re-released two Facebook ads and a TV PSA that ran in Oregon and Washington. This joint event reflected the partnership between Oregon and Washington to combat distracted driving. This also provided closure to the 2016-2018 statewide campaign that showcased and toured an actual crashed distracted driving car enclosed in a trailer to raise awareness and provide education statewide throughout the year. Billboards, bus transits and rest area kiosks were also used to get the message out throughout the year.

FESDD-18-20-02		Awarded	Expended
405(e)	Drowsy Driving	$24,000	$20,500

This project funded PI&E specific to drowsy driving safety issues in Oregon. Drowsy Driving, or fatigued driving, is another component of the Safe and Courteous program. From 2012-2016 there were 3,427 drowsy driving fatal and injury crashes that resulted in 51 fatalities and 4,646 injuries in Oregon, indicating a rising trend in this problem area. During 2018, drivers age 16-24 and 25-44 were the targeted demographic, based on the data, using a radio PSA and two Facebook ads.

Paid Media

3.7.1 Strategic Communications Plan
This year's plan focused on two objectives: First, continuing to promote awareness of Oregon's new distracted driving law. Second, to educate drivers on the signs and symptoms of drowsy driving, and strategies for avoiding this dangerous driving behavior. The plan was approved in February. This deliverable was included in WOC #26 and had a budget of $4,840.

3.7.2 Distracted Driving Print Ads
The PSA print ad "One call can wreck your day" was updated and re-released this year to the publication "101 Things to Do". This deliverable was included in WOC #28 and had a budget of $1,000.

3.7.3 Distracted Driving :30 TV PSA Re-release "Alexxyss' Story"
As part of this campaign, we re-released the existing 0:30 TV PSA produced in 2015 that tells the story of twenty year old Alexxyss Therwhanger who died in a fatal car crash in 2016 near Pendleton as a consequence of texting and using her cell phone while driving. She also crashed into an oncoming vehicle, severely injuring the other occupants. The spot featured Alexxyss' mother and OSP's Public Information Officer delivering powerful encouragement to drive safely. The PSA was distributed to all TV stations in Oregon on March 30, 2018. This deliverable was included in WOC #28 and had a budget of $500.

3.7.4 Distracted Driving Billboard and Transit
Billboards featuring existing art with Alexxyss Therwhanger and the message "Distracted driving can be deadly" were posted along I-84 in Portland, Hermiston, Pendleton and Salem in April, May, June and July. "I need alone time" bus tails focused on promoting awareness of the new distracted driving law ran in Portland and Salem in April. This deliverable was included in WOC #28 and had a budget of $17,000.

3.7.5 Distracted Driving Facebook Ads
We re-released Facebook ads created last year to educate the public about Oregon's new distracted driving law: "I need alone time". The ads ran statewide targeting adults 25-44 throughout April (Distracted Driving Month) and May. This deliverable was included in WOC #28 and had a budget of $6,660.

3.7.6 Drowsy Driving :30 Radio PSA "Wake Up"
On September 4, we released a new 0:30 radio PSA addressing the problem of drowsy driving to radio stations statewide. The new spot uses a dose of humor to draw attention to the tactics drowsy drivers often use to keep themselves awake that don't work, before pointing them to one that will: pulling over and getting some rest. The release letter made the unusual request to have stations play the spot at night and in the early morning hours when drowsy driving crashes are most likely to happen. This deliverable was included in WOC #28 and had a budget of $10,000.

3.7.7 Drowsy Driving Facebook Ads
In September and October we released two new Facebook ads focused on drowsy driving with the message "It only takes a second for sleep to hit you". The message reminds drivers of the dangers of driving drowsy and strategies for avoiding it. Drowsy drivers tend to be younger, and the ads targeted men and women 16-44 statewide. This deliverable was included in WOC #28 and had a budget of $11,000.

Summary:
MEDIA ADDED VALUE: $6,760
ADDITIONAL MEDIA VALUE: $316,847
TOTAL MEDIA ADDED VALUE: $323,607
Budget Review: The total budget for the 2017-18 Distracted Driving Program and Drowsy Driving Campaign was $54,000, including Strategic Planning under WOC #26. All deliverables were completed on time and on budget.

Safe Routes to School (SRTS)

Link to the Transportation Safety Action Plan:

Action # 6.11.1 – Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

Safe Routes to School Overview

The purposes of a Safe Routes to School 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.

The Problem

- In Oregon in 2016, school-aged children (5-14 years old) were 13 percent of the total population in households. (surburbanstats.org)
- In Oregon in 2016, the 5-14 age group had 3 pedestrian fatalities which accounted for 4 percent of the state's pedestrian fatalities (3 of 72, preliminary figures and subject to change). The 15-18 age group had 2 pedestrian fatalities or 3% of the state's pedestrian fatalities (2 of 72, preliminary figures).
- In Oregon in 2016, the 5-14 age group had no bicyclist fatalities. There was one bicyclist fatality in the 15-18 age group, or 10% of the state's bicycle fatalities (1 of 10, preliminary figures and subject to change).
- A SRTS Action Plan evaluates the travel modes of students to a specific school site and identifies the barriers and hazards to students walking and biking to the school. The conclusions drawn from the collected information lead to priority projects and activities that the school, municipality and community can advance to promote safe walking and bicycling to school. Pedestrian safety and bicycle safety education are typical components of a Safe Routes to School program.
- In Oregon there are more than 1,200 public K-12 schools organized into 197 school districts.
- SRTS Action Plans are required for education and encouragement programmatic grants, but are not a requirement for application of infrastructure improvements on the routes to schools. While the community process and conclusions of a SRTS Action Plan lead to an effective work plan, communities often see them as extra effort if they're only focused on infrastructure improvements.

Methods of Traveling to School in Oregon 2012-2015
Children Living within One Mile of the School, Grades K-8

Mode	2012	2013	2014	2015
Car	35%	46%	43%	42%
School Bus	33%	26%	28%	34%
Walk	28%	21%	21%	17%
Bike	2%	4%	2%	1%
Public transit	-	1%	1%	0.3%
Other	-	-	-	6%
Don't' know	1%	-	2%	0.2%

Source: Intercept Research Corporation, Public Opinion Survey, Summary and Technical Report, May 2014
Portland State University Survey Research Lab: 2015 ODOT NHTSA Program Measures Statewide Public Opinion Survey

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%.
"Other" category was identified in the 2015 PSU survey, with the three types of responses found being homeschooled, bike and school bus equally, and car and school bus equally.

Goals

- Increase the number of completed Oregon SRTS Action Plans from 195 in 2015 to 220 by December 31, 2020.

Performance Measures

- To increase the number of schools that has a SRTS Action Plan from 195 in 2015 to 205 by December 31, 2018 ***[In 2018, 205 Action Plans have been completed.]***

Strategies

- Assist communities in developing SRTS Action Plans by providing training through the SRTS Technical Service Provider consultant.
- Support SRTS efforts at schools implementing their SRTS Action Plans or looking to create SRTS Action Plans by providing "Train the Coordinator" workshops through the SRTS Technical Service Provider consultant.
- Promote safe walking and biking through media campaign materials targeted to parents and kids choosing active travel modes to school.
- Assist the Oregon Safe Routes to School Network in their development of the SRTS Recognition Program.
- Collaborate with the SRTS Technical Service Provider consultant in updating and managing the OregonSafeRoutes.org website.
- Continue to provide educational resources for statewide distribution promoting safe walking and biking to/from school.
- Assist communities that have identified infrastructure enhancements for walking and biking to school to learn about potential federal aid opportunities through ODOT.

Project Summaries

HU- (see below)		Awarded	Expended
STIP	Safe Routes to School Non-infrastructure Grant Program	[$369,003]	[$279,216]

This was umbrella funding for sub-grant reimbursement to multiple communities based on a competitive award process for creating Oregon SRTS Action plans and implementation of the local Action Plans; in addressing education, encouragement, enforcement, and evaluation. Participants of this grant included the following:

Sub-project number	Agency/Project Title	Awarded	Expended
HU-18-10-08	Central and Eastern Oregon- Commute Options SRTS	$43,236	$43,236
HU-18-10-09	Lane Transit District- Point2Point SRTS	$44,901	$44,901
HU-18-10-10	Portland Bureau of Transportation	$45,000	$45,000
HU-18-10-11	City of Hillsboro SRTS	$ 49,999	$49,383
HU-18-10-12	Jackson Co. Health & Human Services SRTS	$30,000	$16,372
HU-18-10-13	Clackamas County DOT & Development SRTS	$56,645	$49,144
HU-18-10-14	Linn, Benton and Lincoln Counties-Oregon Cascades West COG SRTS	$82,366	$25,346
HU-18-10-15	City of Gresham SRTS	$16,856	$5,834
Totals		[$369,003]	[$279,216]

HU-18-10-07		Awarded	Expended
STIP	Statewide Walk + Bike Program	[$50,000]	[$49,997]

Provided statewide support for October 2017 Walk + Roll to School Day and 2018 May Walk + Roll Challenge Month, by providing registration and technical support for over 200 Oregon schools. This year, 298 schools registered for October Walk+Roll day. This number has steadily increased from previous years, where in 2016, 271 schools participated; 2015: 270; 2014: 206; 2013: 118. Oregon had 268 schools register for the 2018 Walk+Roll Challenge Month. In previous years the number of schools registered were 2017: 284; 2016: 159; 2015:166; 2014: 206; 2013: 118.

This year we moved from more general outreach via emails to more targeted outreach with social media. We used email to communicate with past participants and created the Walk+Roll Facebook group to encourage conversation and engagement with SRTS event coordinators. We also allowed SRTS coordinators to take over the communication of Walk + Roll activities with their schools, allowing them more control over the communications their schools received. The main networking event this year was the SRTS annual meeting held in Salem on June 25-26. We had 54 attendees from across the state for the first day's meeting and 15 attendees for the second day's training. This event was put on by members of the OR SRTS Leadership Committee. A Google form was created to ask about the actions a school has already been

taking to promote walking and rolling among their students. Continued work was completed to implement the OR SRTS school recognition program where schools receive a banner plus additional incentive decals (Bronze, Gold, Silver, and Platinum) to be placed on the banner with corresponding level of SRTS programming involvement. Over the summer we worked with SRTS coordinators to refine the questions on the form and redesigned what it takes to achieve each level decal with the goal being to make it easy to take the first steps and get a banner and harder to reach the final, platinum, level.

HU-18-10-06		Awarded	Expended
STIP	Safe Routes to School Statewide Services Program	[$30,000]	[$27,099]

This project funded statewide support to communities in development of Safe Routes to School programs and creation of Action Plans; assisted schools in gathering student and parent data on walking and biking to/from schools; created public information and outreach support materials; and supported Oregon Safe Routes Network in their efforts to establish a SRTS Recognition Program.

As futher detailed in the Paid Media report below, Facebook ads were released at the beginning of summer in May-June and as the school year commenced in Sept-October, reminding parents and drivers to drive with caution. Also a theatre screen re-release of the “Say what you See Campaign” occurred in Sept-Oct. Lastly, a double sided new children’s bookmark was created as a resource for teachers and educators to communicate and reinforce best practices for children to walk and bike safely.

HU-18-10-23		Awarded	Expended
STIP	Technical Service Provider Program	[$45,000]	[$37,583]

This project provided statewide support through Oregon Safe Routes clearinghouse website; training; SRTS Team facilitation; developing non-traditional partnerships.

The new website, oregonsaferoutes.org, has been received well by state partners. We had 3,065 users during the year, with 86% of those being new visitors. There were 10,242 page views, with individuals viewing about 2.5 pages per visit. 86% of our users view the site in English, and 12% choose French. Our most popular pages are the Home Page, Action Plan, Find your Coordinator, Calendar, News/Blog, and Videos/Materials.

Commute Options sent out e-newsletters to 1,167 subscribers, one per month from October 2017 to September 2018. The click rate was between 15% and 23%, depending on the content and time of year (the industry average click rate is just under 20%). August was the most popular newsletter, which contained information about the SRTS Infrastructure letter of intent deadline, information about Walk and Roll to School, and other back-to-school news. Over 50 posts were made on the Oregon Safe Routes to School Facebook page during the 12 month grant cycle. We have 348 Facebook followers who saw information about the website with links to appropriate pages.

Three 1.5 day trainings were offered to encourage sustainable SRTS programming where trainers received training to teach pedestrian and bicycle safety. This was completed for

Hillsboro School District P.E. teachers, OR SRTS Network Coordinators, and Kids Club of Jefferson County.

Commute Options provided technical services to many requests from communities who are interested in upcoming new funding cycles for SRTS non-infrastructure funding; specifically working closely with communities in Dufur, Mosier, Roseburg and Salem-Keizer on top of the three communities they were working with on three Action Plan Mini-grants; The Dalles, Hood River, and Gaston. Commute Options helped in the process of completing action plans and developing long term SRTS program goals for their communities. A total of five action plans were developed in The Dalles, Hood River, Gaston, Dufur, and Mosier.

Paid Media

Bicyclist and Pedestrian Safety, and Safe Routes to School Public Information Program

1.1.1 Strategic Communications Plan

The strategic communications plans for the Bicyclist and Pedestrian Safety programs were approved in April. The strategy was guided by the most recent data available about crashes involving bicyclists and pedestrians. Our message and media recommendations focused on educating drivers and vulnerable road users about Oregon's laws and promoting the right behaviors. This deliverable was included in Work Order #26 and had a budget of $4,930.

This year, the Safe Routes to School program was included on the same work order as Bicyclist and Pedestrian Safety programs (WOC #36). The strategy was to raise drivers' awareness of the presence and safety of children on the road and educate parents on safe walking and riding and driving practices. The final plan was approved in March and had a budget of $2,840.

1.1.2 Bicycle Safety Transit Creative

Four new and revised creatives were developed for the bicycle program this year, including two bus tails ("Safe Passage" and "Wait Your Turn"), and one bus queen. ("Together, We Roll") and one bus shelter poster (also "Together, We Roll"). In combination, the campaign delivered specific safe driving behavior messages to drivers as well as a general message to all road users about sharing the road safely. The creative was approved in June for mid-summer releases. This deliverable was included in WOC #36 and had a budget of $5,000.

1.1.3 Bicycle Safety Bus Transit Ads

The two new bus tails were released for display on buses in Portland (10 buses), Salem (6 buses) and Eugene/Springfield (10 buses) from July through September 2018. The new bus queen was released in Portland (10 buses) during this same time period. This deliverable was included in WOC #36 and had a budget of $28,000.

1.1.4 Bicycle Safety Bus Shelter Ads

Complementing the "Together, We Roll" message on bus queens in Portland, the message was also displayed on 10 bus shelters in and throughout Portland in August and September. This deliverable was included in WOC #36 and had a budget of $16,000.

1.1.5 Pedestrian Safety Theater Screen Re-release "Oregonians Crossing"

The 0:30 PSA "Oregonians Crossing", produced by ODOT Region 1, delivers a focused message to drivers to look out for pedestrians at every intersection. This year, the spot was re-released in movie theaters with a significant statewide buy in every region of the state over an 8-week period starting Memorial Day weekend and running through late July, to take advantage of higher movie attendance. This deliverable was included in WOC #36 and had a budget of $38,300.

1.1.6 Pedestrian Safety Facebook Ad to drivers

Using the creative theme of Oregonians Crossing, we updated and re-released a Facebook ad targeting drivers statewide with the message of looking out for pedestrians at every intersection. The ad ran statewide in June and July, a time when more pedestrians are out on the streets. This deliverable was included in WOC #36 and had a budget of $4,070.

1.1.7 Pedestrian Safety Facebook ad to pedestrians

As the days started to become shorter and darker, a new Facebook ad was released targeting pedestrians in urban areas with the message "Oregonians Stand Out" – a reminder to be visible to drivers, use crosswalks and perform other defensive behaviors while walking near traffic. The ad ran August 20 through the end of September. This deliverable was included in WOC #36 and had a budget of $7,000.

1.1.8 Safe Routes to School Facebook Ads to Parents/Drivers

Facebook ads were released both near the end of the school year as the sunnier weather allowed more kids to walk and bike to school and during back-to-school time. "Kids in Motion" ran statewide in May and June reminding drivers to look out for kids in the street. "Say What You See" ran in August and September, reminding parents of school-aged children and how to help their kids look out for traffic as they walk to school. This deliverable was included in WOC #36 and had a budget of $5,160.

1.1.9 Safe Routes to School Bookmark

This year, a new children's bookmark was created as a resource for teachers and educators to communicate and reinforce best practices for children to walk and bike safely. The illustrated style was similar to that used in the infographic created last year and in other recent Safe Routes material. The art was approved in August and print-ready files were delivered to TSD for printing. This deliverable was included in WOC #36 and had a budget of $3,500.

1.1.10 Safe Routes to School Theater Screen re-release of "Say What You See"

The 0:30 TV PSA produced last year, "Say What You See", introduced a game that drivers and passengers can play to learn to actively look out for pedestrians and bicyclists on the road. This year, the program re-released the spot in major movie theaters along the I-5 corridor during the back-to-school months of September and October. This deliverable was included in WOC #36 and had a budget of $14,000.

MEDIA ADDED VALUE: $101,720

ADDITIONAL ADDED VALUE: $283,635

TOTAL MEDIA ADDED VALUE: $385,355

Budget Review:

The original budget for the Bicyclist and Safe Routes to School Programs in FY 2017-18 was $49,000 for Bicyclist Safety and $22,660 for Safe Routes to School. The Work Order was amended to include $51,370 for the Pedestrian Safety program including the additional amendment for Region 2 (detailed in the Region 2 section). All projects were completed on time under WOC #36 A1.

Speed (SP)

Link to the Transportation Safety Action Plan:

Action # 6.14.2 – Increase funding for traffic patrols to enforce traffic laws.

The Problem

- In 2015, 30.21 percent of all traffic fatalities in Oregon involved speeding (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 2014.
- Twenty-one percent of all 2015 speed related traffic deaths in Oregon occurred on the State Highway System. The Oregon State Police do not currently have the staffing levels needed to appropriately enforce traffic laws in significantly reducing traffic deaths and injuries. Multi-agency partnerships and events will be required to address this problem.
- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed speed enforcement equipment, such as radar and lidar devices, to assist them with traffic enforcement duties.
- Speed Racing is becoming an increasing problem in Oregon (primarily an urban issue). In 2015 there were 396 convictions for Speed Racing in Oregon. Law Enforcement is also seeing an increase in coordinated events where racers are taking over freeways and bridges.
- Following are facts relative to increased speed:
    - ✓ The chances of dying or being seriously injured in a traffic crash double for every 10 mph driven over 50 mph - this equates to a 400 percent greater chance of dying 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 - the same equipment loses the ability to work effectively at higher speeds.

Speed in Oregon, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Total Number of Fatalities Statewide	331	337	313	357	447	357
Number of People Killed Involving Speed	127	114	120	144	138	129
Percent Involving Speed	38.4%	33.8%	38.3%	40.3%	30.9%	36.3%
Total Number of Injuries Statewide	35,031	36,083	33,149	35,054	41,675	36,198
Number of People Injured Involving Speed	4,921	5,149	5,759	5,760	5,238	5,365
Percent Involving Speed on State Hwys	14.0%	14.3%	17.4%	16.4%	12.6%	14.9%
Number of Speed Involved Convictions	139,554	132,483	130,305	133,950	129,214	129,101
Number of Speed eCitations Issued	80,190	93,080	117,826	136,700	79,829	101,525
Total Number of eCitations Issued	180,039	223,189	272,993	326,970	322,871	265,212
Number of eCrash Reports Completed	3,942	8,063	9,296	12,220	12,188	9,142

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, 2012-2016

	FFY 2012	FFY 2013	FFY 2014	FFY 2015	FFY2016	2012-2016 Average
Speeding citations issued	17,217	12,376	21,732	4,143**	5,123	12,118

Sources: TSD Grant files, 2011 - 2015
**Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

Goals

- Decrease fatalities in speed related crashes from the 2011-2015 average of 105 to 90 by December 31, 2020. *(NHTSA)*
- Decrease the number of people injured in speed related crashes from the 2011-2015 average of 5,365 to 4,607 by December 31, 2020.

Performance Measures

- Decrease fatalities in speed related crashes from the 2013-2015 average of 106 to 97 by December 31, 2018. *(NHTSA)* ***[In 2017, there were 119 fatalities in speed related crashes.]***
- Decrease the number of people injured in speed related crashes from the 2013-2015 average of 5,586 to 5,098 by December 31, 2018. ***[In 2016, there were 5,005 people injured in speed related crashes.]***
- Increase the number of eCitations issued statewide from the 2013-2015 average of 307,611 to 336,135 by December 31, 2018. ***[In 2017, there were 256,344 eCitations issued statewide]***
- Increase the number of eCrash reports issued statewide from the 2013-2015 average of 11,235 to 12,276 by December 31, 2018. ***[In 2017, there were 13,568 eCrash reports issued statewide]***
- Increase the number of speed related eCitations issued from the 2013-2015 average of 111,452 to 121,786 by December 31, 2018. ***[In 2017, there were 163,871 speed related eCitations issued.]***

Strategies

- Provide annual public information and education on the issue of speed via media contractor, ODOT public information officers and other media and outreach outlets.
- Utilize traffic safety and the Law Enforcement Traffic Safety Advisory Committee (LETS) to address Oregon's speed issues.
- Through data analysis, ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of speed involved death and injuries are occurring. Priority order is: Rural State Highways, County Roads, City Streets and the Interstate System.
- Provide comprehensive statewide analysis of speed involved crashes, by ODOT Region, annually. Work with Regional Traffic Safety Coordinators (RTSCs) to address specific problems in their Region's communities. Provide funding if available.
- Work to educate the public on the seriousness and potential consequences of speeding behavior as one of Oregon's primary contributing factors to traffic deaths and serious injuries.

Project Summaries

SC-18-35-05		Awarded	Expended
402	Speed Enforcement	$118,000	111,151

This project was used to fund a pilot project in Yamhill County for a dedicated Traffic Enforcement Deputy, with an emphasis on speed enforcement. The Deputy focused enforcement in areas with a high incidence of speed-related problems including serious injury and fatal crashes. The agency also committed to continue funding of the position at the completion of the grant year. Overall, the project was very successful and was well received by the community.

SC-18-35-05		Awarded	Expended
402	Speed Public Education & Information	$75,000	$70,682

This project funded a community outreach survey and provided for public education through various paid media outlets related to speed. Media included a TV Public Service Announcement which ran on statewide news stations as well as in movie theaters. In addition, an interview on AM Northwest with a Deputy in the PSA was broadcast showcasing the dangers of speeding and other traffic safety issues.

SC-18-35-06		Awarded	Expended
402	Oregon State Police (OSP) Rural State Highway Speed Enforcement	$150,000	$131,764

This project was used to fund overtime speed enforcement for the Oregon State Police with an emphasis on rural state highways in locations that through statistical crash analysis, coupled with local OSP office expertise and knowledge of problem areas within each Area Command, show a high incidence of speed-related crashes resulting in injuries and fatalities.

Traffic Records (TR)

Link to the Transportation Safety Action Plan:

Action #6.16.5 – Develop and implement a new Traffic Records Strategic Plan based on the 2016, and subsequent future assessments of the traffic records system.

The Problem

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data has 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 incidences. There is also no web-based tool available for reporting of crashes by involved drivers.
- Access is very limited to online crash data, as well as to user-friendly analytic tools that support GIS mapping and non-spatial analysis (e.g., cross-tabulated data aggregation) through a single point of access.
- There is not a fully deployed standardized, unique identifier system that follows patients across multiple incidents; such a system would allow for later linkage with crash and other data.
- There is a need for crash report training to be delivered at law 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, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Total Crashes	49,053	49,798	49,495	51,245	55,156	50,948
Fatal Crashes	310	305	292	321	410	328
Injury Crashes	23,887	24,457	22,975	24,207	28,647	24,853
Property Damage Crashes	24,856	25,036	26,228	26,685	26,026	25,772
Fatal Crashes Police Reported	98%	97%	98%	98%	95%	97%
Serious Injury Crashes Police Reported	83%	84%	81%	79%	78%	81%
Moderate Injury Crashes Police Reported	74%	72%	73%	73%	73%	73%
Minor Injury Crashes Police Reported	49%	49%	50%	51%	47%	49%
Fatalities	331	337	313	357	447	357
Fatalities per 100 Million VMT	0.99	1.02	0.93	1.03	1.24	1.04
Injuries	35,031	36,083	33,149	35,054	41,675	36,198
Injuries per 100 Million VMT	104.96	108.78	98.38	101.28	115.77	105.83
Number of Speed eCitations Issued	80,190	93,080	117,826	136,700	79,829	101,525
Total Number of eCitations Issued	180,039	223,189	272,993	326,970	322,871	265,212
Number of eCrash Reports Completed	3,942	8,063	9,296	12,220	12,188	9,142

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 increase the level of improvement made annually on one or more of the State's traffic records systems that address one or more of these elements: timeliness, accuracy, completeness, uniformity, integration, and/or accessibility of transportation safety data by December 31, 2020.
- Increase the linkages between state traffic records data systems from zero to at least one within the State of Oregon by December 31, 2020.

Performance Measures

- Increase the number of e-crash reports produced and submitted by law enforcement agencies from the 2013-2015 average of 11,234 to 11,300 by December 31, 2018. ***[In 2017, there were 13,568 eCrash reports issued statewide]***
- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from the 2012-2014 average of 48 percent to 54 percent by December 31, 2018. ***[In 2016, the percentage of crash reports submitted by law enforcement officers in Oregon was 62 percent.]***
- Increase the percentage of Pre-Hospital Admission reporting agencies and sub agencies in the pre-hospital admission reporting system from 80 percent in 2015 to 88 percent by December 31, 2018. ***[The comparable performance measure data is unavailable at the time of publication due to a legislative change in the calculation method at OHA. In 2018, 52 percent of agencies are live on the new data standard.]***

- Improve the driver records file from zero 'driver record errors' known to DMV, to one or more 'driver record errors' auto-identified by DMV's system by December 31, 2018. ***[In 2018, Improvements to the driver and vehicle records are ongoing, with multiple file improvements realized, however final data on the quantity of improvements is not available at the time of this publication.]***
- Increase the number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan, by one or more by December 31, 2018. ***[In 2018, the traffic records performance measures improved include the above four performance measures, plus the establishment of a citation data base system.]***

<u>Strategies</u>

- Implement the 2017 Traffic Records Strategic Plan as developed and adopted by the TRCC and the OTSC to address and 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 recommendations from NHTSA's Assessment of Oregon's Traffic Records program results to be addressed by 2018 Traffic Records projects include:
    - ✓ Number 23: Develop a new traffic records strategic plan that responds to recommendations and issues identified in the newly completed Traffic Records Assessment
    - ✓ Number 24: Does the TRCC have a process for prioritizing traffic records improvement projects in the TRCC strategic plan? The strategic plan does not contain a priority structure based on an approach agree upon by the TRCC.
    - ✓ Number 166: Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads? Other than the data required for HPMS, ODOT has very little traffic and roadway data for local roads, thus receiving a "partially meets the standard" rating. Oregon should consider expanding the roadway data coverage to include all local roads in the future.
    - ✓ Number 204: Is there a statewide authority that assigns unique citation numbers? The State court case management assigns unique court case numbers upon filing, but that system does not assign numbers for the local courts. Each law enforcement agency assigns its own citation numbers.
    - ✓ Number 227: Can the State track citations from point of issuance to posting on the driver file?
    - ✓ The State is unable to track citations that are adjudicated by the local (municipal and justice) courts.
    - ✓ Number 256: Does the injury surveillance system include EMS data? EMS data is available on a large subset of EMS transports in the State and the information collected is submitted to the NEMSIS Technical Assistance Center. However, that data only applies to patients treated at a trauma center, not all motor vehicle crash victims receiving EMS treatment.

- ✓ Number 320: Are there completeness performance measures tailored to the needs of EMS system managers and data users? There are no completeness performance measures for the EMS system. Although 100% completeness is required for successful submission, performance measures should be implemented for continual evaluation of the system despite automated standards.

Project Summaries

M3DA18-54-05		Awarded	Expended
405(c)	Data Linkage	$70,000	$0

The Oregon Health Division did not initiate this project due to multiple staffing changes that began just prior to the grant year, and continued into the grant year. Even though this portion of the project was not implemented, the OHD did continue to expand the state of Oregon's pre- and post-hospital admission data within the Oregon Health Division's data system, resulting in measurable continued improvements in local accessibility, expanded entry of data elements to NEMSIS 3.0 standards, and other quality improvements.

M3DA-18-54-13		Awarded	Expended
405(c)	Traffic Count Management Improvement Project	$550,772	$0

This project was initiated and generated significant match this grant year for next year's grant cycle. Due to added software and IT solution processes brought about as a result of several unsuccessful system development efforts, this project was significantly delayed. It is slated for completion in the coming grant year. ODOT's Transportation System Monitoring (TSM) Unit did conduct preliminary work to improve the Traffic Count Management (TCM) program by preparing to purchase and deploy software to gather and retain data needed to inform safety related decisions about programs, major projects and planning efforts for state and local government. No major project expenses were reimbursed by the Transportation Safety Division, but the grantee completed necessary preliminary work including software needs identification, and the establishment of both an IS Project Manager and a Project Analyst. The positions have provided project leadership to develop project scope and requirements, documentation, budget management, project reporting, and communication facilitation.

M3DA-18-54-15 F1906CMD-18		Awarded	Expended
405(c) 1906	**Statistical Transparency Of Policing**	$767,750	$329,503 $375,000

This project designed and built a system to collect data from a variety of law enforcement sources and storage systems and aggregate them via a data collection portal. The aggregated data will now be forwarded into a data base designed to allow for criminal justice data queries and system reporting, along with allowing public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads in Oregon. This project serves as a solid beginning of a criminal justice reporting system that provides citation and arrest data for a host of purposes. The project allows Oregon to move toward meeting the citation recommendations for model traffic records systems.

M3DA-18-54-08		Awarded	Expended
405(c)	**E-Citation Implementation**	$250,000	$220,359

This project expanded the availability of e-citation and e-crash system equipment and software to law enforcement organizations statewide to enable more accurate and timely citation and crash information transmission to the courts and DMV as applicable. The project also upgraded the statewide software portal and other packages to take into account law changes that otherwise would have rendered the system obsolete and unusable by local agencies. Multnomah, Gladstone, Junction City, the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians, and West Linn participated in this grant year.

Work Zone Safety (WZ)

Link to the Transportation Safety Action Plan:

Action # 6.17.7 – Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public.

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 fatalities, injuries, and crashes to all roadway crash data or other traffic safety issues would not be effective or accurate. This comparison would only be feasible if all roadways had an active work zone all year long.
- Inattentiveness continues to be the number one cause of work zone crashes. Driving too fast for conditions/Speed is a compounding factor.
- Lack of awareness that more drivers and their passengers are injured and killed than are construction workers in work zone crashes.
- Most work zone crashes involve male drivers.
- Most work zone crashes occur within a driver's local area e.g. within 25 miles of their residence.
- According to national studies, work zone crashes tend to be more severe than other crashes.

Work Zones in Oregon, 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Work Zone Fatal/Serious Injury Crashes	25	22	14	14	19	19
Work Zone Injury Crashes	280	244	211	271	324	266
All Work Zone Crashes	528	429	427	512	544	488
Work Zone Fatalities	11	6	6	4	3	6
Work Zone Fatal/Serious Injuries	36	25	18	16	19	21
Work Zone Injuries	466	375	326	439	498	421

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

Goals

- Reduce work zone fatalities from 6, the average for 2011-2015, to 5 or below by December 31, 2020.
- Maintain work zone fatal crashes from 5, the average for 2011-2015, to 5 or below by December 31, 2020.
- Reduce work zone serious injuries from 15, the average for 2011-2015, to 12 or below by December 31, 2020.
- Reduce work zone serious injury crashes from 14, the average for 2011-2015, to 11 or below by December 31, 2020. Reduce work zone injury crashes from 266, the average for 2011-2015, to 228 or below by December 31, 2020.
- Reduce work zone total crashes from 488 the average for 2011-2015 to 419 or below by December 31, 2020.

Performance Measure

- Reduce work zone fatalities from 5, the average for 2013-2015, to 4 or below by December 31, 2018. ***[In 2016, there were 7 work zone fatalities.]***
- Reduce work zone fatal crashes from 5, the average for 2013-2015, to 4 or below by December 31, 2018. ***[In 2016, there were 5 work zone fatal crashes.]***
- Reduce work zone serious injuries from 15, the average for 2013-2015, to 13 or below by December 31, 2018. ***[In 2016, there were 26 work zone serious injuries.]***
- Reduce work zone serious injury crashes from 12, the average for 2013-2015, to 11 or below by December 31, 2018. ***[In 2016, there were 22 work zone serious injury crashes.]***
- Reduce work zone injury crashes from 269, the average for 2013-2015, to 245 or below by December 31, 2018. ***[In 2016, there were 349 work zone injury crashes.]***
- Reduce work zone total crashes from 494, the average for 2013-2015 to 451 or below by December 31, 2018. ***[In 2016, there were 633 work zone total 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 emergency medical services).
- Provide Work Zone traffic enforcement overtime funding to various state and local police agencies.
- Identify best practices for work zone enforcement and implement through ODOT partners as possible.
- Serve as staff to the statewide Work Zone Safety Executive Steering Committee; implement and/or coordinate/ initiatives.
- Further implement Statewide Work Zone Photo Radar legislative initiative.

Project Summaries

1719WKZN-000		Awarded	Expended
FHWA	Work Zone Education & Equipment Program	[$200,000]	[$154,244]

Provided design, printing and distribution of promotional materials, as well as 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 public opinion survey and law enforcement training services were covered with this project. Any equipment purchases which consisted 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).

1719WKZN-421		Awarded	Expended
FHWA	Work Zone Enforcement -- OSP	[$1,000,000]	[$592,945]

Provided year-round work zone enforcement patrols that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by OSP. Photo radar enforcement in work zones as an ODOT project was also included.

1719WKZN-421		Awarded	Expended
FHWA	Work Zone Enforcement to Local Police Agencies	[$684,000]	[$157,276]

Provided year-round work zone enforcement patrols that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT project were also included.

Highway Safety Program Cost Summary

Program Area	HSP Approved Program Funds	State Funds	Previous Bal.	Share to Local
402 Planning and Administration	280,000.00	336,311.32	277,909.16	-
402 Emergency Medical Services	50,000.00	8,000.00	15,717.00	15,717.00
402 Motorcycle Safety	-	3,565,188.96	-	-
402 Occupant Protection	400,000.00	277,684.99	389,292.16	383,202.93
402 Police Traffic Services	237,000.00	297,016.00	185,039.95	35,006.42
402 Codes and Laws	15,000.00	-	-	-
402 Driver Education	4,407,957.11	608,532.73	902,550.96	46,718.45
402 Roadway Safety	40,000.00	-	-	-
402 Safe Communities	430,036.60	194,625.85	232,670.93	232,670.93
402 Speed Management	630,692.87	365,864.89	540,534.38	404,710.91
402 Speed Enforcement	225,000.00	-	32,307.13	-
402 Traffic Courts	30,000.00	47,360.00	28,842.24	-
NHTSA 402 Total	6,745,686.58	5,700,584.74	2,604,863.91	1,118,026.64
164 Planning and Administration	77,311.06	-	9,371.93	
164 Alcohol	2,184,372.07	2,036,369.95	1,297,861.41	988,576.27
164 Alcohol Total	2,261,683.13	2,036,369.95	1,307,233.34	988,576.27
405b Occupant Protection High	1,105,114.59	541,326.62	462,516.77	430,227.07
405b OP High Total	1,105,114.59	541,326.62	462,516.77	430,227.07

405c Data Program	2,139,791.75	1,074,464.41	549,862.04	220,359.35
405c Data Program Total	2,139,791.75	1,074,464.41	549,862.04	220,359.35
405d Impaired Driving Low	3,926,080.15	1,532,126.46	1,612,921.93	1,108,571.86
405d Impaired Driving Low Total	3,926,080.15	1,532,126.46	1,612,921.93	1,108,571.86
405f Motorcycle Programs	200,598.36	49,454.60	102,826.92	15,998.40
405f Motorcycle Programs Total	200,598.36	49,454.60	102,826.92	15,998.40
405e Distracted Driving	161,332.51	56,193.15	93,440.07	28,509.14
405e Distracted Driving Total	161,332.51	56,193.15	93,440.07	28,509.14
405h Nonmotorized Safety	694,633.39	181,494.31	268,541.90	231,003.88
405h Nonmotorized Safety Total	694,633.39	181,494.31	268,541.90	231,003.88
1906 Prohibit Racial Profiling	375,000.00	93,750.01	375,000.00	-
1906 Prohibit Racial Profiling Total	375,000.00	93,750.01	375,000.00	-
NHTSA Total	17,609,920.46	11,265,764.25	7,377,206.88	4,141,272.61

State Official Authorized Signature

_____

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

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

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

Regional Administrator

Jackson Federal Building
915 Second Avenue, Suite 3140
Seattle, Washington 98174-1079
(206) 220-7640
(206) 220-7651 Fax

January 28, 2019

Mr. Troy Costales, Administrator
Governor's Representative for Highway Safety
Oregon Department of Transportation
Oregon Transportation Safety Division, MS-3
4040 Fairview Industrial Drive SE
Salem, Oregon 97302-1142

Dear Mr. Costales:

The National Highway Traffic Safety Administration (NHTSA) Region 10 staff and I have carefully reviewed and analyzed the Oregon 2018 Highway Safety Annual Report. Based on the specifications of *23 CFR 1300.35: Annual Report*, we find the document to be complete and I accept it in fulfillment of the regulatory requirements.

We look forward to working with you and your staff in achieving your 2019 Highway Safety Performance Goals. Should you have any questions or need additional information, please contact me or Mari Hembeck, Deputy Regional Administrator at (206) 220-7647 or mari.hembeck@dot.gov.

Sincerely,

Greg T. Fredericksen

cc: Phillip A. Ditzler, Oregon Division Administrator, FHWA

Transportation Safety
Oregon Department of Transportation

Drive Safely. *The Way to Go.*