

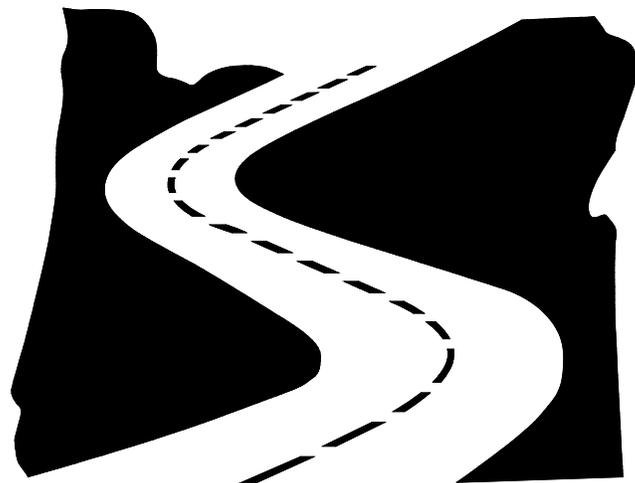
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# OREGON TRANSPORTATION SAFETY PERFORMANCE PLAN

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Fiscal Year 2019

*Highway Safety Plan*



**OT** **Transportation Safety**  
Oregon Department of Transportation

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**OREGON  
TRAFFIC SAFETY  
PERFORMANCE PLAN**

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**Fiscal Year 2019**

Highway Safety Plan

**Produced: May 2018**

Transportation Safety Division  
Oregon Department of Transportation  
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# Foreword

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This performance plan has been prepared to provide documentation for the 2019 program plan for highway safety.

The 2019 Performance Plan will be presented for approval to the Oregon Transportation Safety Committee (OTSC) on May 09, 2018 and subsequent approval by the Oregon Transportation Commission (OTC) on June 21, 2018. The majority of the projects will occur from October 2018 through September 2019.

The process for identification of problems, establishing performance goals, and developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 7, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how ODOT-TSD is 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 year averages where available.
4. Goal statements are aimed for the year 2020 (TSAP): performance measure targets are for 2019.
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 2019 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through April 26, 2018):

Federal funds:	\$12,106,489
State/local match:	<u>[\$ 6,552,330]</u>
Grand Total	\$18,658,819

Copies of this performance plan are available and may be requested by contacting the Transportation Safety Division at (503) 986-3883.

# Document Purpose

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The purpose of this document is two-fold; it primarily serves as Oregon's annual application for federal NHTSA Highway Safety grant funds, but it also shows the effectiveness of the broad collaboration that takes place in Oregon's highway safety community. It conveys the significant impact that TSD funds, time, and programs continue to have on the safety of Oregon's traveling public.

The plan represents a one-year look at the 2019 transportation safety program including all of the highway safety funds managed by the Transportation Safety Division, both state and federal. In addition, every year an Annual Evaluation report is completed that explains what funds were spent and how ODOT-TSD fared on its annual performance measures.

TSD looks forward to a successful 2019 program where many transportation injuries are avoided and the fatality toll is dramatically reduced. Each and every day, Oregon's goal is zero fatalities.

# Process Description

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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-grant projects. Self-awarded TSD grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working within traffic safety programs that are usually not eligible for direct grant funds.

HSP 2019 planning began with problem analysis by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups on October 24, 2017 and again on January 17, 2018. A state-level analysis was completed, using the most recent FARS data available (2016 data). The data is directly linked to performance goals and proposed projects for the coming year, and is included in the 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. TSD Programs and their projects are designed to impact problems identified through the problem identification process described above.

TSD and its partner agencies work together in providing continuous follow-up to these efforts throughout the year, adjusting plans or projects in response to evaluation and feedback as feasible. For instance, Lane County currently has the highest fatal crash rate in the state. They are starting to build a local TSAP now with many partner agencies. One of their biggest traffic problems is impaired driving, where the county leads the state in incidences of drug-impaired driving. After participating in a planning meeting with Lane County's TSAP group, TSD requested and obtained NHTSA approval to fund a new DUII Investigator project for Lane County's District Attorney's Office in the current grant year that will focus exclusively on the investigations surrounding DUII crimes, crashes and fatalities and the resulting cases, providing a level of support and specialty not previously available to the seven attorneys currently assigned to major vehicle crash-related assault cases and DUII.

Oregon initiated over ten adjustments to the HSP 2018 federal program, upon approval by NHTSA, in response to increasing fatality and serious injury crashes.

## Process for Identifying Problems

Problem analysis was completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved partner agencies and groups on October 24, 2017 and again on January 17, 2018.

## HSP development process Organizations and Committees

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- Association of Oregon Counties
- Beaverton SRTS Coordinator
- City of Keizer - Traffic
- Clackamas County
- Dept. of Public Safety Standards and Training
- Federal Highway Administration
- GAC on Motorcycle Safety
- Lane County
- Marion County Sheriff's Office
- Mid-Willamette Valley Council of Governments
- Multnomah County Circuit Court
- NHTSA
- ODOT - Planning Unit
- ODOT Driver and Motor Vehicle Services
- ODOT Motor Carrier Division
- ODOT Traffic Services
- ODOT Transportation Safety Division
- ODOT TSD - Region 2
- ODOT TSD - Region 4
- Oregon Impact
- Oregon State University
- Portland Police Bureau
- Washington County Land Use and Transportation
- Western Oregon University
- Beaverton Police Dept.
- City of Eugene
- City of Salem - Public Works
- Clackamas County Traffic Safety Commission
- Driver Education Advisory Committee
- GAC on DUII
- Gard Communications
- Legacy Emanuel Trauma Nurses Talk Tough
- McMinnville Police Department
- Morrow County SO
- National Traffic Safety Institute
- Oregon Driver Education Center
- ODOT - Region 5 District 13
- ODOT Highway Division Traffic-Roadway
- ODOT Traffic Roadway Section
- ODOT Transportation Data Section
- ODOT TSD - Region 1
- ODOT TSD - Region 3
- ODOT TSD - Region 5
- Oregon State Police
- Oregon Transportation Safety Committee
- Washington Co Sheriff's Office
- Washington Traffic Safety Commission

A state-level analysis is completed, using the most recent data available (2016 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 (TSAP goals)) 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 3 percent.

## **Process for Developing Programs and Projects**

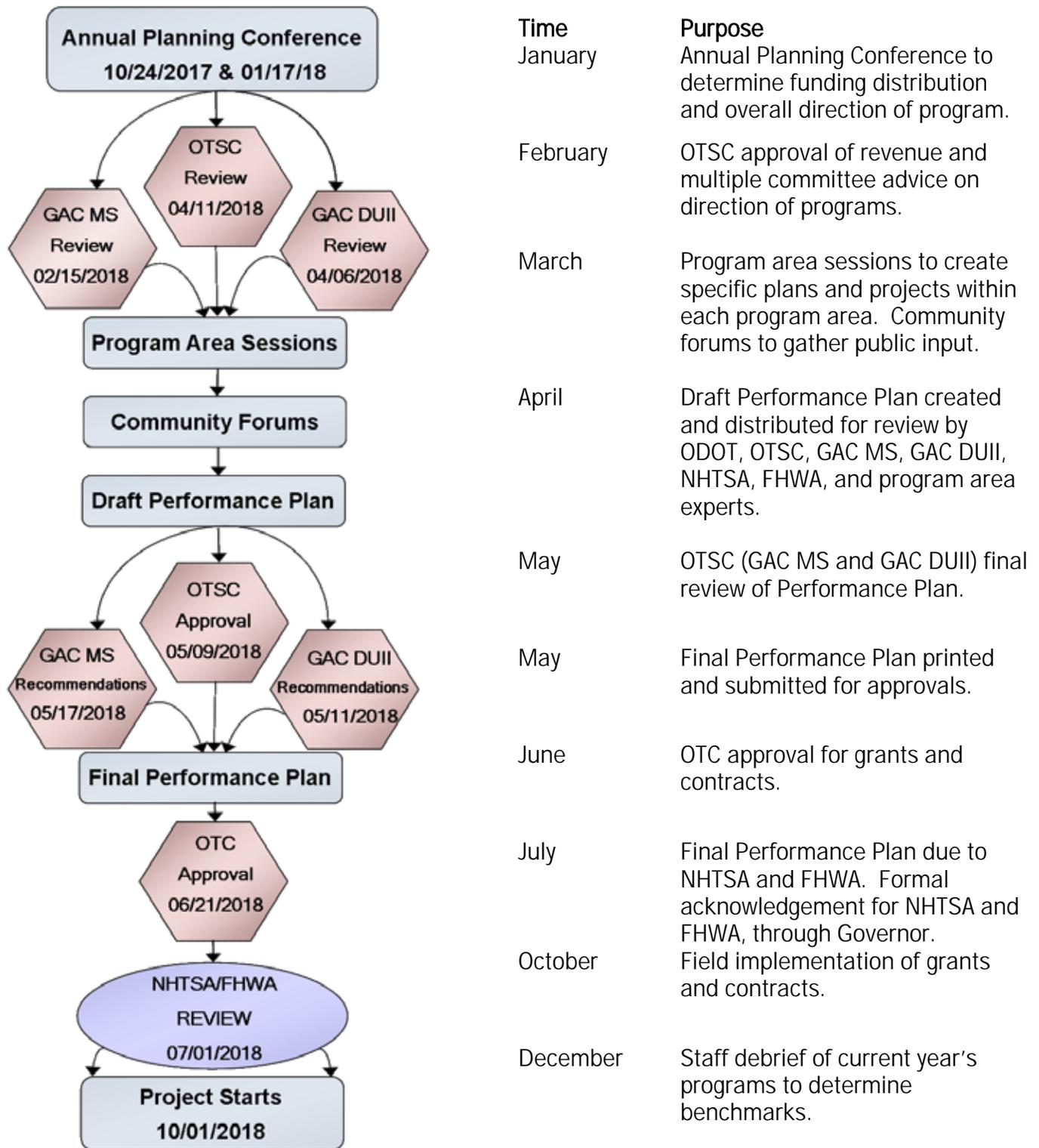
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. 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 include:

- ü Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- ü National Agenda for Motorcycle Safety
- ü Annual Evaluation - TSD
- ü Annual Evaluation - various SHSO's from across the country
- ü State Highway Safety Showcase - GHSA
- ü Mid-Year Project Evaluations - TSD
- ü Research Notes - USDOT
- ü Program Assessments - various SHSO's from across the country
- ü 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





# Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2019. The data contained in this report reflects the most current data available.

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee, endorsed by the Governor's Advisory Committees, and these measures were reviewed in October 2017 and January 2018 as part of the 2019 planning process.

## Performance Goals and Trends, 2012-2016

	2012	2013	2014	2015	2016	3-Year Average	5-Year Average	Target 2019
Fatalities	337	313	357	446	495	433	390	343
Serious Traffic Injuries	1,619	1,418	1,495	1,777	1,973	1,748	1,655	1,432
Fatalities/100M VMT	1.02	0.93	1.03	1.24	1.35	1.21	1.11	0.83
Rural Road Fatalities/100M VMT*	1.58	1.33	1.76	1.97	n/a	n/a	n/a	n/a
Urban Road Fatalities/100M VMT*	0.58	0.61	0.57	0.75	n/a	n/a	n/a	n/a
Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	61	54	61	82	76	73	67	67
Alcohol Impaired Driving Fatalities Involving a Driver or Motorcycle Operator with a BAC of .08 and Above	88	103	99	154	154	136	120	124
Speeding-Related Fatalities	103	95	105	119	142	122	113	111
Motorcyclist Fatalities	51	34	46	61	54	54	49	49
Unhelmeted Motorcyclist Fatalities	4	2	4	3	3	3	3	3
Drivers Age 20 or Younger in Fatal Crashes	40	35	33	50	56	46	43	42
Pedestrian Fatalities	55	48	57	69	72	66	60	60
Bicycle Fatalities	10	3	7	8	10	8	8	8
Statewide Observed Seat Belt Use, Passenger Vehicles, Front Seat Outboard Occupants	97.0%	98.2%	97.8%	95.5%	96.2%	97%	97%	97%

Sources: Injury data from Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality data from Fatality Analysis Reporting System, U.S. Department of Transportation  
 Survey data from Oregon Occupant Protection Observation Study,

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

## Grant Funded Enforcement, 2013-2017

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017	5-Year Average
Seat Belt Citations Issued During Grant Funded Enforcement	5,096	7,429	5,411	5,163	8,236	6,267
Impaired Driving Arrests During Grant Funded Enforcement	1,390	1,646	1,385	2,678	1,474	1,796
Speeding Citations Issued During Grant Funded Enforcement	12,376	21,732	4,143*	5,123	12,750	12,118

Sources: TSD Grant files, 2013 - 2017

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 2014-2016 moving average of 433 to 395 by December 31, 2019. (NHTSA)

#### *Serious Traffic Injuries (C-2)*

- Decrease serious traffic injuries from the 2014-2016 moving average of 1,748 to 1,595 by December 31, 2019. (NHTSA)

#### *Fatalities/VMT (C-3)*

- Decrease fatalities per 100 million VMT from the 2014-2016 moving average of 1.21 to 1.10 by December 31, 2019. (NHTSA)

#### *Rural Fatalities/VMT (C-3)*

- Decrease rural fatalities per 100 million VMT from the 2013-2015 moving average of 1.67 to 1.61 by December 31, 2019. (NHTSA)

#### *Urban Fatalities/VMT (C-3)*

- Decrease urban fatalities per 100 million VMT from the 2013-2015 moving average of 0.60 to 0.54 by December 31, 2019. (NHTSA)

#### *Unrestrained Passenger Vehicle Occupant Fatalities (C-4)*

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2014-2016 moving average of 73 to 67 by December 31, 2019. (NHTSA)

#### *Alcohol Impaired Driving Fatalities (C-5)*

- Decrease alcohol impaired\* driving fatalities from the 2014-2016 moving average of 136 to 124 by December 31, 2019. (NHTSA) \*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.

### *Speeding Related Fatalities (C-6)*

- Decrease fatalities in speed related crashes from the 2014-2016 moving average of 122 to 111 by December 31, 2019. (NHTSA)

### *Motorcyclist Fatalities (C-7)*

- Decrease motorcyclist fatalities from the 2014-2016 moving average of 54 to 49 by December 31, 2019. (NHTSA)

### *Unhelmeted Motorcyclist Fatalities (C-8)*

- Decrease un-helmeted motorcyclist fatalities from the 2014-2016 moving average of 3 to 2 by December 31, 2019. (NHTSA)

### *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 2014-2016 moving average of 46 to 42 by December 31, 2019. (NHTSA)

### *Pedestrian Fatalities (C-10)*

- Decrease pedestrian fatalities from the 2014-2016 moving average of 66 to 64 by December 31, 2019. (NHTSA)

### *Bicycle Fatalities (C-11)*

- Maintain bicyclist fatalities at the 2014-2016 moving average of 8 by December 31, 2019. (NHTSA)

## **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 2017 usage rate of 96 percent to 97 percent by December 31, 2019. (NHTSA)

## **Activity Measures**

### *Seat Belt Citations (A-1)*

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

### *Impaired Driving Arrests (A-2)*

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

### *Speeding Citations (A-3)*

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

## 2018 Performance Report

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

Core Measure	Description	2017 Target**	Status	Comments
C-1	Number of Fatalities	306	The 2016 number of traffic fatalities is: 446	The 2012-2016 average is: 390
C-2	Number of Serious Injuries	1,379	The 2016 preliminary number of Serious Injuries is: 1,973	The preliminary 2012-2016 average is: 1,655
C-3	Fatalities/VMT	0.91	The 2016 Fatality Rate is: 1.35	The 2012-2016 average is: 1.11
C-4	Unrestrained Passenger Vehicle Fatalities	54	The 2016 number of Unrestrained Passenger Vehicle Fatalities is: 76	The 2012-2016 average is: 67
C-5	Alcohol-Impaired Fatalities	89	The 2016 number of Alcohol-Related Fatalities is: 154	The 2012-2016 average is: 120
C-6	Speed-Related Fatalities	92	The 2016 number of Speed-Related Fatalities is: 142	The 2012-2016 average is: 113
C-7	Motorcyclist Fatalities	40	The 2016 number of Motorcyclist Fatalities is: 54	The 2012-2016 average is: 49
C-8	Un-helmeted MC Fatalities	2	The 2016 number of Un-helmeted MC Fatalities is: 3	The 2012-2016 average is: 3
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	33	The 2016 number of Drivers Age 20 or Younger Involved in Fatal Crashes is: 56	The 2012-2016 average is: 43
C-10	Pedestrian Fatalities	49	The 2016 number of Pedestrian Fatalities is: 72	The 2012-2016 average is: 60
C-11	Bicycle Fatalities	6	The 2016 number Bicycle Fatalities is: 10	The 2012-2016 average is: 8
B-1	Observed Seat Belt Use	97%	The 2016 Observed Seat Belt Use rate is: 96.20%	The 2016 number represents a 0.7% increase from the previous the year.

Other Areas Tracked			
		FFY 2016 Data	FFY 2017 Data
A-1	Seat Belt Citations Issued During Grant Funded Activities	5,163	8,236
A-2	Impaired Driving Arrests During Grant Funded Activities	2,678	1,474
A-3	Speeding Citations Issued During Grant Funded Activities**	5,123	12,750

Sources: Fatality Analysis Reporting System, U.S. Department of Transportation  
 Crash Analysis and Reporting, Oregon Department of Transportation  
 Oregon Occupant Protection Observation Study, 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<sup>1</sup>**

*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 (62.5 percent Statewide), while 26.2 percent reported that it is less safe now and only 8.3 percent 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 (81.3 percent), followed by Region 2 (68.6 percent) and Region 3 (65.1 percent). Region 4 had the largest proportion of respondents reporting that the transportation system is less safe now than one year ago (36.1 percent), followed by Region 1 (29.8 percent).

<sup>1</sup> Source: "2017 ODOT: NHTSA Program Measures Statewide Public Opinion Survey Final Results Report", October 2017.

*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 (83.1 percent Statewide), with the regions being quite similar, ranging from 85.4 percent (Region 3) to 80.7 percent (Region 1). There were, however, 16.4 percent 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 (19.1 percent).

*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 (58.4 percent Statewide), with the largest proportion of respondents in Region 4 (65.7 percent), Region 5 (63.9 percent), and Region 2 (60.7 percent). Region 1 had the most respondents who had not been exposed to messaging about drunk driving enforcement by police (45.1 percent), followed by Region 3 (39.5 percent) and Region 2 (39.3 percent).

*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 (54.6 percent) and across all five regions (48.5 percent to 65.4 percent). The second most common source of drunk driving enforcement messaging was Radio Statewide (25.0 percent), as well as in Region 1 (24.8 percent), Region 2 (29.4 percent), and Region 4 (22.8 percent). The Internet was the second most common source in Region 3 (27.3 percent), and Newspaper in Region 5 (24.0 percent). More than one response option could be identified for this survey item, so the percentages in the columns of Table 6 add up to more than 100 percent. Also note that the sample size for some of the regions is quite small, so cautiously interpret these findings.

*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 (43.1 percent) believe there is a 51 percent to 100 percent chance of getting arrested for drunk driving, followed by a 21 percent to 50 percent chance (25.6 percent) and a 6 percent to 20 percent chance (15.5 percent). Region 2 had the largest proportion of respondents believing there is a 51 percent to 100 percent chance of getting arrested (48.4 percent), followed by Region 5 (45.7 percent) and Region 4 (45.3 percent). Again, it is interesting to note that that when looking at the individual responses provided, 13.4 percent of all Statewide respondents reported that there is a 100 percent chance of getting arrested for drunk driving, with Region 5 having the largest proportion of respondents (22.4 percent), followed by Region 4 (20.3 percent), Region 2 (17.4 percent), Region 3 (15.7 percent), and Region 1 (13.4 percent).

*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 using their safety belts when driving or riding in a passenger vehicle, with 93.6 percent Statewide, as well as across all five regions (73.9 percent to 96.0 percent). Region 5 had a distinctively smaller proportion of respondents reporting that they always use safety belts (73.9 percent) than the other regions and by far the largest proportion of respondents reporting that they Almost Always (22.8 percent) 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 (72.3 percent), as well as across four of the five regions (68.3 percent to 79.4 percent). Of the respondents who had recently been exposed to seat belt law enforcement messaging (27.2 percent Statewide), the largest proportion of respondents were in Region 4 (50.4 percent), followed by Region 3 (30.3 percent) and Region 2 (29.7 percent).

*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 (37.8 percent), followed by Roadway Sign (27.7 percent), and seeing a Billboard or Outdoor Sign (24.1 percent). Television was also the most common source of messages for Region 1 (47.1 percent), Region 3 (35.3 percent), and Region 4 (42.0 percent), while seeing a message on a Roadway Sign was the most common source for Region 2 (31.5 percent) and Region 5 (36.7 percent). The second most common messaging source was seeing a Billboard or Outdoor Sign for Region 1 (28.1 percent) and Region 5 (27.2 percent), and Region 5 (29.3 percent), seeing a Roadway Sign for Region 3 (28.1 percent) and Region 4 (26.0 percent), and Television for Region 2 (30.4 percent).

*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 percent to 100 percent chance of getting a ticket for not wearing a safety belt (30.1 percent), followed by a 21 percent to 50 percent chance of getting a ticket (19.9 percent) and a 6 percent to 20 percent chance (15.0 percent). Region 4 had the largest proportion of respondents believing there is a 51 percent to 100 percent chance of getting a ticket (41.4 percent), followed by Region 5 (34.6 percent) and Region 3 (32.0 percent). It is interesting to note that when looking at the individual percentages provided, 15.9 percent of all Statewide respondents reported that there is a 100 percent chance of getting a ticket for not wearing a seat belt, with Region 4 having the largest proportion of respondents reporting a 100 percent chance of getting a ticket (20.5 percent), followed by Region 2 (17.9 percent), Region 3 (17.6 percent), Region 5 (14.9 percent), and Region 1 (13.2 percent).

*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 (46.7 percent) drive that fast or they drive that fast Half of the Time (21.1 percent) drive that fast. Region 3 had the largest proportion of respondents reporting that they rarely (55.6 percent) drive that fast, followed by Region 5 (51.2 percent). Respondents in Region 1 were most likely to report that they drive that fast most of the time (17.5 percent), followed by Region 5 (14.1 percent).

*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 (40.2 percent) or Never (26.4 percent) drive that fast. Region 5 had the largest proportion of respondents reporting that they rarely drive that fast (49.1 percent) and Region 4 had the largest proportion of respondents reporting that they Never drive that fast (34.0 percent). Regions varied slightly in driving faster than 70 miles per hour on a 65 mile per hour road Most of the Time, with Region 3 having the largest proportion of respondents (16.6 percent) and Region 5 having the smallest proportion of respondents (9.7 percent).

*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 (70.1 percent Statewide), with the largest proportion of respondents in Region 3 (71.0 percent) and Region 1 (70.9 percent). The regions were quite comparable in the proportion of respondents who had been exposed to messaging about speeding enforcement by police, ranging from 28.5 percent in Region 1 to 32.8 percent in Region 5.

*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 Television for all respondents (32.3 percent Statewide), as well as for Region 1 (33.8 percent), Region 2 (33.7 percent), Region 4 (33.4 percent), and Region 5 (28.3 percent). Respondents in Region 2 also reported Police Presence or Outreach or have been Pulled Over (33.7 percent) as the most common source of messaging, which was the most common in Region 3 (25.9 percent). The second most common source of speeding enforcement messages was Police Presence or Outreach or having been Pulled Over for all respondents (29.4 percent Statewide), as well as in Region 1 (27.7 percent), Region 4 (31.4 percent), and Region 5 (21.3 percent). The second most common source was Roadway Signs in Region 2 (24.9 percent) and Television in Region 3 (23.5 percent).

*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 (32.5 percent) believed there is a 21 percent to 50 percent chance of getting a ticket for speeding, followed by a 51 percent to 100 percent chance (26.2 percent). Region 5 had the largest proportion of respondents believing there is a 21 percent to 50 percent chance of getting a ticket (41.5 percent), followed by Region 2 (35.5 percent) and Region 4 (32.6 percent). Region 4 had the largest proportion of respondents (13.3 percent) who reported that there is a 1 percent or less chance of getting a ticket for speeding, with the remaining regions ranging from 5.8 percent in Region 5 to 9.0 percent in Region 1.



# Acronyms and Definitions

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4-E	Education, Engineering, Enforcement and Emergency Medical Services
AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
ADA	Americans with Disabilities
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
BLTS	Bicycle Level Traffic Stress
CARS	Crash Analysis Reporting System
CCF	Commission on Children and Families
CDC	Centers for Disease Control Prevention
CLE	Continuing Legal Education
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.
COIC	Commanding Officer In Charge
CPS	Certified Child Passenger Safety
CTSP	Community Traffic Safety Program
DEAC	Driver Education Advisory Committee
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
EMT	Emergency Medical Technician
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
GDL	Graduated Driver License
GHSA	Governors Highway Safety Association
GIS	Geographic Information System Mapping Technology
GR	Governor's Representative
HB	House Bill
HSEC	Highway Safety Engineering Committee
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.
MC	Motorcycle
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.
MS	Motorcycle Safety
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
ODTSEA	Oregon Driver and Traffic Safety Education Association
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
PAR	Police Accident Report
PDO	Property Damage Only
PI&E	Public Information and Education
PSA	Public Service Announcement
PSE	Pedestrian Safety Enforcement
PUC	Oregon Public Utility Commission
RADAR/LIDAR	RAdio Direction And Ranging/Light Detection and Ranging
RTSC	Region Traffic Safety Coordinator

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPF	Safety Performance Functions
SPIS	Safety Priority Index System
SRO	School Resource Officers
STIP	Statewide Transportation Improvement Program
STSI	State Traffic Safety Information
TNTT	Trauma Nurses Talk Tough
TOF	Transportation Operating Fund
TRCC	Traffic Records Coordinating Committee
TSAP	Transportation Safety Action Plan
TSD	Transportation Safety Division, Oregon Department of Transportation
TSEP	Traffic Safety Enforcement Plan
TSRP	Traffic Safety Resource Prosecutor
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled



# Statewide (SW)

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## 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 2016, 498 people were killed and 44,496 were injured in traffic crashes in Oregon.
- In 2016, 19 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.

## Oregon Traffic Crash Data and Measures of Exposure, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Total Crashes*	49,797	49,495	51,244	55,156	44,102*	n/a
Fatal Crashes	306	292	321	410	448	355
Injury Crashes	24,455	22,975	24,207	28,721	30,162	26,104
Fatalities and Serious Injuries	1,956	1,729	1,851	2,222	2,471	2,046
Property Damage Crashes	25,036	26,228	26,716	26,026	13,492	23,500
Fatalities	337	313	356	445	498	390
Fatalities per 100 Million VMT	1.02	0.93	1.03	1.24	1.35	1.11
Fatalities per Population (in thousands)	0.09	0.08	0.09	0.11	0.12	0.10
Injuries	36,083	33,149	35,054	41,754	44,496	38,107
Serious Injuries per Population (in thousands)	0.42	0.36	0.37	0.44	0.48	0.42
Injuries per 100 Million VMT	108.78	98.35	101.28	115.99	121.18	109.11
Injuries per Population (in thousands)	9.29	8.46	8.85	10.40	10.92	9.58
Population (in thousands)	3,884	3,919	3,963	4,014	4,076	3,971
Vehicle Miles Traveled (in millions)	33,173	33,706	34,610	35,999	36,719	34,841
No. Licensed Drivers (in thousands)	2,926	2,924	2,930	2,948	3,101	2,966
No. Registered Vehicles (in thousands)	4,069	4,113	4,180	4,281	4,410	4,211
% Who Think Transportation System is as Safe or Safer than Last Year	83%	81%	73%	77%	79%	79%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation  
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University  
Public Opinion Survey, Executive Summary, Quality Counts

\*2016 Total Crashes is preliminary and does not include all Property Damage Only Crashes (PDO)

## Fatal and Injury Crash Involvement by Age of Driver, 2016

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	5	0.01%	0	0.00%	0.00
15	66	0.12%	16,044	0.52%	0.24
16	618	1.16%	27,513	0.90%	1.29
17	1,007	1.88%	32,947	1.07%	1.76
18	1,422	2.66%	37,921	1.23%	2.15
19	1,489	2.78%	40,116	1.31%	2.13
20	1,464	2.74%	42,864	1.39%	1.96
21	1,390	2.60%	44,545	1.45%	1.79
22-24	4,102	7.67%	144,670	4.71%	1.63
25-34	10,905	20.39%	551,812	17.96%	1.14
35-44	8,729	16.32%	511,182	16.64%	0.98
45-54	7,660	14.32%	489,650	15.93%	0.90
55-64	6,776	12.67%	524,356	17.06%	0.74
65-74	3,874	7.24%	405,493	13.20%	0.55
75 & Older	1,985	3.71%	231,197	7.52%	0.49
Unknown	1,989	3.72%	11	0.00%	0.00
Total	53,481	100.00%	3,100,321	0.00%	n/a

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2012-2016 moving average of 1.11 to 0.78 per hundred million vehicle miles traveled by December 31, 2020. [TSAP]<sup>†</sup>

## Performance Measures

- Increase zero fatality days from the 2014-2016 moving average of 123 to 134 by December 31, 2019.
- Reduce the fatality rate from the 2014-2016 moving average of 1.21 to 0.83, through December 31, 2019. [TSAP]<sup>†</sup>
- Reduce the traffic injury rate from the 2014-2016 moving average of 112.82 per 100 million VMT to 102.97, through December 31, 2019.
- Decrease traffic fatalities from the 2014-2016 moving average of 433 to 343 by December 31, 2019. (NHTSA) [TSAP]<sup>†</sup>
- Decrease traffic fatalities from the 2014-2016 moving average of 433 to 137 by December 31, 2019. (*Vision of Zero by 2035*)
- Decrease serious traffic injuries from the 2014-2016 moving average of 1,748 to 1,432 by December 31, 2019. (NHTSA) [TSAP]<sup>†</sup>
- Decrease rural fatalities per 100 million VMT from the 2013-2015 moving average of 1.67 to 1.61 by December 31, 2019. (NHTSA)
- Decrease urban fatalities per 100 million VMT from the 2013-2015 moving average of 0.60 to 0.54 by December 31, 2019. (NHTSA)

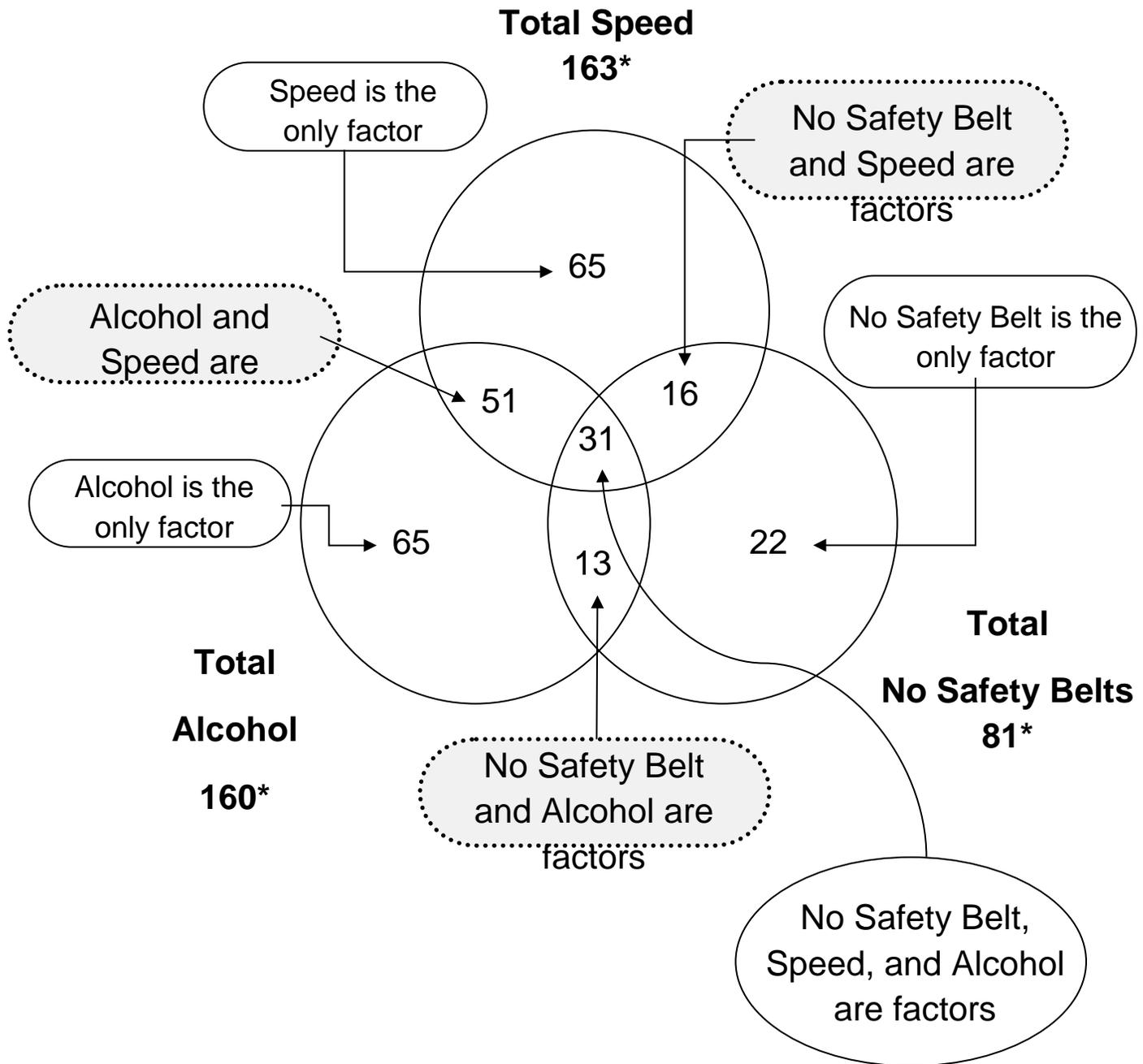
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<sup>†</sup> Targets updated for 2016 TSAP with most current data available, Table ES.1 TSAP Performance Targets



## Oregon Average Traffic Fatalities per Year, 2014 - 2016, Select Crash Factors

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



\*These three represent 61 percent average of the fatal crashes for 2014 - 2016.

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



# Bicycle and Pedestrian (B/P)

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## 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 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 2016 fatalities (from the Fatality Analysis Reporting System, or FARS) for pedestrians and bicyclists exceeded this benchmark with 16.6 percent of all 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 traffic laws
  - Education and awareness programs related to relevant bike/pedestrian traffic laws

## The Problem

- Vulnerable road users are people who use alternative non-motorized transportation options such as people who walk (pedestrians) or roll using a wheelchair, skates, skateboards, or scooters and bicycles.
- Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes (MVCs). Using the most current available data from 2016, the number of pedestrian fatalities has steadily increased to the highest frequency since 1990. Nationally, 2016 pedestrian fatalities (5,987) increased by 9 percent since 2015 (5,495) (NHTSA, 2017).
- Bicyclist fatalities have also steadily increased to their highest number since 1991. In 2016, bicyclist fatalities (840) increased by approximately 1 percent since 2015 (829). In combined total nationally, bicycle and pedestrian fatalities made up 18 percent of overall motor vehicle crash fatalities (bicycle (2 percent) and pedestrian (16 percent)) (NHTSA, Travel Safety Facts, Research Note for 2016 data 2017). Compared to the national statistics, in Oregon there were 74 pedestrian fatalities (14.5 percent) and 10 bicycle fatalities (2.2 percent) in 2016, for a combined total of 16.6 percent of Oregon's 2016 motor vehicle fatalities.
- Using the most current data from 2016, Oregon ranks as the 18<sup>th</sup> highest pedestrian fatality rate state at 1.76 per 100,000 people (NHTSA.gov). There is no current state bicycle fatality rate ranking available; however, the rate for Oregon is 2.0 per million population (National rate is 2.5 with a range of 0.0-7.4).

## Bicyclists

- Using the most current data from ODOT Crash Analysis & Reporting, or CARS, the 836 bicyclist injuries in 2016 accounted for approximately 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 10 bicyclist fatalities in 2016 accounted for 2 percent of all Oregon traffic fatalities (preliminary data).
- For the three year period 2014-2016, an average of 52 percent of motor vehicle-bicyclist crashes involved a motorist who failed to yield, compared to the average of 10.7 percent of motor vehicle-bicyclist crashes where the bicyclist failed to yield.
- For 2014-2016, the most common driver errors in fatal and serious injury bicycle crashes were failure to yield the right-of-way to a bicyclist, inattention, speeding and disregarding traffic signals.
- For 2014-2016, the most common bicyclist errors in fatal and serious injury crashes was disregarding traffic signal, not stopping at a stop sign or flashing red and failure to yield right of way.

## Pedestrians

- In Oregon, 1,062 pedestrian injuries in 2016 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 74 pedestrian fatalities in 2016 (ODOT Crash Analysis & Reporting, or CARS) accounted for 14.8 percent of all Oregon traffic fatalities.
- For 2014-2016, for all crashes involving pedestrians , an average of 48.6 percent involved drivers who failed to yield to the pedestrian and an average of 8.3 percent were where the pedestrian failed to yield the right of way.
- However, for fatal and serious injury (F&A) crashes involving pedestrians (2014-2016), an average of 45 percent were coded as 'Driver Error,' and an average of 56 percent were coded as 'Pedestrian Error'.
- For 2014-2016, the top driver errors in pedestrian-involved fatal and serious injury crashes was "failure to yield right of way to the pedestrian", speeding and reckless driving.
- For 2014-2016, the top pedestrian errors in fatal and serious injury pedestrian-involved crashes was "crossing between intersections followed by not yielding the right of way and disregarding a traffic signal."
- For 2014-2016 an average 77 percent of crashes involving at least 1 pedestrian fatality occurred in the dark.

## Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
<b><u>Injuries:</u></b>						
Number	1,026	922	955	957	836	939
Percent of total Oregon injuries	2.8%	2.8%	2.7%	2.3%	1.9%	2.5%
Serious Injuries	69	61	65	69	54	64
<b><u>Fatalities:</u></b>						
Number	10	3	7	7	11	8
Percent of total Oregon fatalities	3.0%	1.0%	2.0%	1.6%	2.2%	1.9%
Percent Helmet Use (children)	60%	68%	n/a	n/a	n/a	n/a
<b><u>Crashes*:</u></b>						
Number	1,033	916	959	960	838	941
Percent of total Oregon crashes	2.1%	1.9%	1.9%	1.7%	1.9%	1.9%
<b><u>Fatal and Serious Injury Crashes:</u></b>						
Number	79	64	72	76	66	71

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

Note: PDO crashes are not included.

## Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
<b><u>Injuries</u></b>						
Number	939	813	862	886	1,057	911
Percent of total Oregon injuries	2.6%	2.5%	2.5%	2.1%	2.4%	2.4%
Number injured Xing in crosswalk or intersection*	571	512	593	n/a	n/a	n/a
Percent Xing in crosswalk or intersection*	60.8%	62.9%	68.8%	n/a	n/a	n/a
<b><u>Injuries by Severity</u></b>						
Major Injury	116	104	112	117	141	118
Moderate Injury	482	431	445	400	n/a	n/a
Minor Injury	341	279	305	364	n/a	n/a
<b><u>Fatalities</u></b>						
Number	60	52	56	73	74	63
Percent of total Oregon fatalities	17.8%	16.6%	15.7%	16.4%	14.9%	16.3%
Number of fatalities Xing in crosswalk or intersection*	19	14	19	n/a	n/a	n/a
Percent Xing in crosswalk or intersection*	31.7%	26.9%	33.9%	n/a	n/a	n/a

Source: Crash Analysis and Reporting, Oregon Department of Transportation

## Goals

- Reduce bicyclist-involved fatal and serious injury motor vehicle crashes from the 2012-2016 moving average of 71 to 64 by December 31, 2020.
- Reduce bicyclist involved motor vehicle crashes from the 2012-2016 moving average of 919 to 847 by December 31, 2020.
- Sustain pedestrian fatal and serious injuries at the 2012-2016 average of 181 by December 31, 2020.

## Performance Measures

- Decrease bicyclist fatal and serious injury crashes from the 2014-2016 moving average of 71 to 65 by December 31, 2019.
- Decrease bicyclist involved motor vehicle crashes from the 2014-2016 moving average of 919 to 836 by December 31, 2019.
- Decrease the number of crashes involving a bicyclist who failed to yield the right of way from the 2014-2016 moving average of 97 to 94 by December 31, 2019.
- Decrease the number of crashes where the driver failed to yield to a bicyclist from the 2014-2016 moving average of 483 to 469 by December 31, 2019.
- Sustain bicyclist fatalities at the 2014-2016 moving average of 8 by December 31, 2019. *(NHTSA)*
- Decrease pedestrian involved motor vehicle crashes from the 2014-2016 moving average of 958 to 930 by December 31, 2019.
- Decrease pedestrian involved fatality and serious injury crashes from the 2014-2016 moving average of 186 to 182 by December 31, 2019.
- Decrease the 2014-2016 average percentage of crashes involving pedestrian fatalities in the dark from of 77 percent to 75 percent by December 31, 2019.
- Decrease the average number of pedestrian errors in pedestrian fatal and serious injury crashes from the 2014-2016 moving average of 57 percent to 55 percent by December 31, 2019.
- Decrease the average number of driver errors in pedestrian fatal and serious injury crashes from the 2014-2016 moving average of 43 percent to 42 percent by December 31, 2019.
- Decrease pedestrian fatalities from the 2014-2016 moving average of 66 to 64 by December 31, 2019. *(NHTSA)*

## Strategies

- Work with TSD media contractor to develop media campaigns 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 and bicyclist safety, enforcement, and law 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; heads up for safety and every road user is responsible for safe behavior.
- 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, and every road user is responsible for safe behavior.
- 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 youth to help them form safe behaviors and habits as adult vehicle drivers who share the road.
- Work with Region Traffic Safety Coordinators, Active Transportation Coordinators, ODOT engineers and communities interested in the promotion of bicycle and pedestrian safety education and corresponding safety resources.



# Community Traffic Safety (CTS)

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## 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

- Volunteerism is changing. For many Oregon communities, there is no local mechanism for mobilizing and motivating volunteer resources, as well as plans for keeping up with attrition numbers and training requirements.
- Over half 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 people 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 where budget cuts or other changes are made
- 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, 2016

COUNTY	POPULATION	FATALITIES	ALCOHOL INVOLVED FATALITIES	FATAL AND INJURY CRASHES	F&I CRASHES /1,000 POP.	NIGHTTIME FATAL AND INJURY CRASHES	
BAKER	*	16,510	7	3	130	7.87	16
BENTON		91,320	9	1	539	5.90	85
CLACKAMAS	!	404,980	44	16	2,884	7.12	425
CLATSOP		38,225	13	1	339	8.87	47
COLUMBIA	*	50,795	4	3	263	5.18	45
COOS		63,190	7	5	343	5.43	48
CROOK		21,580	2	3	158	7.32	30
CURRY		22,600	1	2	108	4.78	20
DESCHUTES		176,635	24	2	1,051	5.95	145
DOUGLAS	*	110,395	16	7	664	6.01	107
GILLIAM		1,980	4	0	35	17.68	6
GRANT	!	7,410	3	1	42	5.67	6
HARNEY	!	7,320	5	2	51	6.97	11
HOOD RIVER		24,735	3	2	139	5.62	15
JACKSON	!	213,765	34	9	1,596	7.47	258
JEFFERSON		22,790	9	4	140	6.14	20
JOSEPHINE		84,675	24	16	600	7.09	101
KLAMATH		67,410	14	6	491	7.28	101
LAKE		8,015	3	0	69	8.61	13
LANE		365,940	45	26	2,415	6.60	344
LINCOLN		47,735	15	3	370	7.75	54
LINN		122,315	18	9	931	7.61	131
MALHEUR	!	31,705	7	0	259	8.17	58
MARION		333,950	37	11	2,934	8.79	423
MORROW	!	11,745	4	1	56	4.77	10
MULTNOMAH		790,670	55	23	7,418	9.38	1,132
POLK		79,730	13	9	508	6.37	75
SHERMAN		1,795	1	2	40	22.28	10
TILLAMOOK		25,920	3	2	194	7.48	28
UMATILLA	!	79,880	14	1	473	5.92	91
UNION	!	26,745	4	2	133	4.97	21
WALLOWA		7,140	2	0	30	4.20	5
WASCO		26,700	10	1	195	7.30	47
WASHINGTON	#	583,595	30	11	4,228	7.24	488
WHEELER		1,465	0	0	11	7.51	1
YAMHILL		104,990	14	3	773	7.36	116
<b>STATEWIDE TOTAL</b>		<b>4,076,350</b>	<b>498</b>	<b>187</b>	<b>30,610</b>	<b>7.51</b>	<b>4,533</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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, 2016

City		Population Estimate	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
ALBANY	*	52,540	0	0	366	6.97	39
ASHLAND	*	20,620	1	0	79	3.83	8
BEAVERTON	*	95,385	8	3	1,090	11.43	122
BEND	*	83,500	5	1	478	5.72	47
CANBY	*	16,420	0	0	48	2.92	5
CENTRAL POINT		17,585	0	0	57	3.24	7
COOS BAY		16,615	1	0	60	3.61	5
CORNELIUS		11,915	0	0	84	7.05	8
CORVALLIS		58,240	1	1	313	5.37	37
DALLAS		15,345	0	0	48	3.13	4
DAMASCUS		10,625	1	0	131	12.33	18
EUGENE		165,885	8	4	1,129	6.81	128
FOREST GROVE		23,375	0	0	104	4.45	10
GLADSTONE	*	11,660	0	0	94	8.06	11
GRANTS PASS		36,815	4	1	324	8.80	33
GRESHAM	*	108,150	9	5	858	7.93	130
HAPPY VALLEY	#	18,680	0	0	160	8.57	24
HERMISTON	#	17,730	1	0	97	5.47	8
HILLSBORO	*	99,340	2	1	905	9.11	106
KEIZER	*	37,505	3	0	174	4.64	17
KLAMATH FALLS	#	21,640	1	0	118	5.45	20
LA GRANDE	*	13,200	0	0	36	2.73	3
LAKE OSWEGO	*	37,425	0	0	140	3.74	21
LEBANON		16,435	0	0	85	5.17	8
MCMINNVILLE		33,405	0	0	201	6.02	27
MEDFORD	*	78,500	0	2	763	9.72	91
MILWAUKIE	*	20,510	0	0	114	5.56	17
NEWBERG	#	23,465	0	0	114	4.86	9
NEWPORT		10,190	1	0	90	8.83	6
ONTARIO		11,465	0	0	85	7.41	8
OREGON CITY	*	34,240	2	0	332	9.70	31
PENDLETON	!	16,880	0	0	71	4.21	5
PORTLAND	*	627,395	42	14	6,180	9.85	939
REDMOND		27,595	1	0	185	6.70	24
ROSEBURG		22,820	0	0	189	8.28	16
SALEM		162,060	6	3	1,673	10.32	218
SANDY		10,655	1	1	75	7.04	7
SHERWOOD		19,145	0	0	123	6.42	7
SPRINGFIELD		60,140	1	1	491	8.16	70
ST. HELENS	*	13,120	0	0	52	3.96	11
THE DALLES		14,625	1	0	71	4.85	6
TIGARD		49,745	5	3	516	10.37	50
TROUTDALE		16,035	1	0	75	4.68	10
TUALATIN		26,840	2	0	295	10.99	30
WEST LINN		25,615	0	0	111	4.33	14
WILSONVILLE		23,740	0	0	124	5.22	18
WOODBURN		24,795	2	0	162	6.53	19
STATEWIDE TOTAL		2,359,6100	110	40	19,070	8.08	2,452

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2012-2016 average of 66 percent to 77 percent by December 31, 2020.

## Performance Measures

- Increase the number of active<sup>2</sup> traffic safety groups from the 2014-2016 moving average of 52 to 55 by December 31, 2019.
- Increase the number of communities that have a “four E” based transportation safety action plan or business plan from 6 in 2015 to 8 by December 31, 2019.
- Increase the number of video or in person educational opportunities addressing community level safety efforts that are coordinated, designed for, and offered to both government and non-profit organizations in Oregon from 14 in 2016 to 18, or an increase of four courses by December 31, 2019.

## 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.
- Provide topically coordinated funding from multiple Division programs and federal, state and local funding streams to develop leveraged and fully integrated local transportation safety programs.

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<sup>2</sup> An “active” local traffic safety committee or group is defined as meeting twice a year or more; to address local transportation safety issues.

# Driver Education (DE)

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## 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 2016, drivers age 15-20 represented 6.4 percent of total licensed drivers, but were involved in 13 percent of all fatal and serious injury crashes that year. There is a need to increase the number of teens who participate in an approved driver education program to reduce the incidence of these crashes.
- 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. Current approved instructors need to be evaluated and contrasted to the national standards, and a refresher course needs to be provided for instructors out in the field more than four years.
- There is a statewide need for more exposure to 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, to evaluate program effectiveness; 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 acknowledge best practices and compare to the national curriculum standards.
- There are currently 25 Commercial Drive Schools certified by Oregon DMV operating in the state of Oregon; eleven 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, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Age 15-20, % of Total Licensed Drivers	6.03%	6.11%	6.23%	6.20%	6.37%	6.19%
Overrepresentation of Drivers Age 15-20**	1.68	1.65	1.64	1.76	1.78	1.70
Total 15-20 Drivers in Fatal Crashes	40	35	33	50	56	43
Total 15-20 Drivers Alcohol Involved	7	10	7	10	8	8
Percent Alcohol Involved	17.5%	28.6%	21.2%	20.0%	14.3%	20.3%
15-20 Auto Occupant Fatalities	18	25	27	23	34	25
15-20 Unrestrained Auto Occupant Fatalities	7	8	3	9	12	8

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
DMV Provisional Licenses Issued (Age 16-18)	23,515	24,813	26,406	27,178	27,292	25,841
Students completing Driver Education	6,906	7,632	7,656	8,813	9,761	8,154
Students that did not complete an ODOT-TSD approved DE program before licensing	16,609	17,181	18,750	18,365	17,531	17,687
Number of instructors completing two courses or more	40	43	45	65	73	53
DMV Certified Drive Schools	21	22	22	27	25	23
DMV Certified Drive Schools with ODOT-TSD Approval (Driver Education)	7	7	8	10	11	9

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

## Goals

- Decrease the number of drivers age 15-20 involved in fatal and serious injury crashes from the 2012-2016 moving average of 335 to 250 by December 31, 2020.

## Performance Measures

- Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2014-2016 moving average of 46 to 42 by December 31, 2019. (*NHTSA*)
- Increase the number of students completing driver education from the 2014-2016 moving average of 8,743 to 10,140 by December 31, 2019.
- Increase the number of DMV Certified drive schools participating in the TSD-Approved program from the 2014-2016 moving average of 10 to 12 by December 31, 2019.
- Increase the number of students exposed to "pre-driver education" formational education from the 2014-2016 annual average of 20,905 to 26,036 by December 31, 2019.

## Strategies

- Implement a marketing plan (including adaptive strategies and instructor recruitment plans) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training. Additionally, continue work towards implementation of an instructor evaluation program.
- 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 student participants.
- Continue to work with NHTSA, ODOT Research Division and other groups to evaluate the elements of the Oregon Driver Education program, and other ways to effectively teach (and reach) Oregon youth.
- Implement Revision Three (R3) of the state curriculum guide (Playbook®) and related Instructor DVD Interface (D3) by December 31, 2019.
- Maintain the centralized instructor certification process and continue to improve the efficiency of system(s) for which student and instructor certification is accomplished and secured.



# Emergency Medical Services (EMS)

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## 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. During the last recession many larger hospitals had to make budget cuts and their foundations suffered financially as well. Smaller rural community hospitals faced even more severe budget constraints that continue to impact their ability to obtain necessary training and equipment. Oregon Administrative Rules determine continuing education and recertification requirements for EMTs of all levels.
- Rural crashes can be more severe than other crashes because they often involve higher rates of speed and longer emergency 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 facility can provide. These crashes can seriously extend response times and delay adequate care needed in that critical 'golden hour' after a serious crash injury.
- Trauma is one of the leading causes of morbidity and mortality among pediatric patients within the state of Oregon and nationwide. According to the CDC, injuries due to transportation were the leading cause of death for children in the U.S. in 2015:
  - The highest death rates were among occupants of motor vehicles in traffic.
  - There were also a substantial number of pedestrian and pedal cyclist deaths among children.
- 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, 2017

EMS Level	2014	2015	*2017
Emergency Medical Responders (EMR)	1,596	1,932	2,394
Emergency Medical Technician (EMT)	5,366	4,407	4,762
Advance/Emergency Medical Technician (A/EMT)	60	83	162
Emergency Medical Technicians-Intermediate (EMT-I)	918	795	748
Paramedics	3,617	3,347	3,779
Total	11,557	10,564	11,845

Data according to Oregon Health Authority. All EMT's are expected to renew their license once in two years.  
 \*2016 Data does not exist, during this year Oregon transitioned their licensure levels to match national levels.

## Oregon's Average Response Times 2015-2017

	2015	2016	2016 Difference
Response time	7	6	-1
Time on Scene to stabilize and prepare for transport	14	16	2
Transport time to medical facility	13	15	2
Total Incident time	34	37	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 in 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 2017 to 17 by December 31, 2019.
- Increase the number of scholarships for individual rural EMS personnel from 99 in 2017 to 105 by December 31, 2019.
- Decrease response, scene and transport times from the statewide average of 35.5 minutes in 2015-2016 to 34 minutes by December 31, 2019.

## Strategies

- Increase opportunities for EMS certification and training by providing scholarships and on-line training opportunities to rural paid and volunteer providers for responding to motor vehicle crashes.



# Equipment Safety Standards (EQ)

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## 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

- Neither long- nor short-term resident drivers are well-informed about Oregon's vehicle equipment/operation laws. This lack of knowledge presents safety hazards as drivers unknowingly violate equipment and operation statutes by failing to properly maintain their vehicles, adding non-permissible equipment, or violating vehicle operation laws. Unsafe tire tread depth is a common example of vehicle owners failing to follow manufacturer guidelines, which can create a significantly increased stopping distance; where Oregon law requires 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. Owners are either unaware that the product is not permitted, or they are disregarding existing safety equipment laws/rules.
- 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 competing law enforcement time demands. Additionally, new Oregon traffic stop data gathering requirements coupled with the potential of accusations of racial profiling as a result of initiating traffic stops for vehicle safety equipment violations or malfunctions may be a barrier to enforcement.
- 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. This can contribute to crashes as a result of the lack of awareness for the total distance required to safely slow or stop a vehicle/trailer combination.
- Vehicle equipment defects may not be consistently reported in crashes.

## Automobile Vehicle Defect Crashes , Fatalities, and Injuries, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Total Number of F&I Vehicle Defect Crashes	265	276	322	399	444	341
Total Number of Fatal, Vehicle Defect Crashes	3	3	4	4	6	4
Total Number of Non-Fatal, Vehicle Defect Crashes	262	273	318	395	438	337
F&I Crashes due to tire failure*	75	84	109	113	128	102
F&I Crashes due to defective brakes	108	87	104	138	174	122
F&I Crashes due to mechanical defects	88	59	77	98	87	82
Fatalities due to ANY Vehicle Defect	4	4	4	4	6	4
Injuries due to ANY Vehicle Defect	421	406	443	587	647	501
Fatalities due to tire failure	1	1	1	2	0	1
Injuries due to tire failure	122	125	148	159	189	149
F&I Tire Failure	123	126	149	161	189	150
Fatalities due to defective brakes	3	0	1	1	2	1
Injuries due to defective brakes	173	129	152	220	258	186
F&I defective brakes	176	129	153	221	260	188
Fatalities due to mechanical defects	1	2	1	1	1	1
Injuries due to mechanical defects	143	84	99	149	114	118
F&I mechanical defects	144	86	100	150	115	119
Convictions for unlawful use of or failure to use lights (ORS 811.520)	1,170	953	676	661	374	767

Source: Crash Analysis and Reporting, Oregon Department of Transportation, DMV, \*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 fatal and injury vehicle defect-related crashes from the 2012-2016 average of 341 to 279 by December 31, 2020.

### Performance Measures

- Reduce the number of people killed or injured due to tire-failure or wheel coming off from the 2014-2016 moving average of 166 to 152 by December 31, 2019.
- Reduce the number of people killed or injured due to defective/inadequate brakes or vehicles with no brakes from the 2014-2016 moving average of 212 to 194 by December 31, 2019.
- Reduce the number of people killed or injured due to mechanical defects from the 2014-2016 moving average of 564 to 515 by December 31, 2019.

## Strategies

- Identify opportunities for drivers to develop and maintain awareness of new and existing transportation laws. The 2017 Transportation Safety Division Fall Conference, and the January planning meeting attendees prioritized traffic law education as a focus for 2019.
- Continue to directly share Oregon Vehicle Code information with customers of ODOT/sister agencies to maximize safety in the transportation system. This will be carried out through partnerships with Ask ODOT, Ask OSP, DMV call centers, phone/email inquiries, and focused outreach to events featuring specific equipment (trailers, custom vehicles, new vehicles).
- Continue to collaborate with operators/owners of emergency vehicles to insure they are properly equipped, are adequately trained, and fully understand "due care" when operating in code.
- Assist employers in awareness and understanding of worker transport vehicle laws and rules.
- Work with the ODOT Assistant Attorney General, Government Relations, ODOT Oregon Administrative Rules Coordinator, law enforcement, sister agencies, and stakeholder groups to address ongoing and new issues related to vehicle equipment questions. Act on opportunities for law/rule clarification or updates to laws/rules to reflect technology improvements and research findings. Monitor national developments in vehicle equipment requirements and assess the impacts to Oregon drivers.
- Continue the 2017-2018 efforts to promote motorist awareness of "cover/secure your cargo" campaign to increase transportation system user safety and reduce preventable crashes.



# Highway Safety Improvement Program (HSIP)

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## 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) 2012-2016

Public Roads by Jurisdiction	State Highways		Urban Non-State		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	per VMT*
All F&A	1026	4.80	646	8.39	374	4.89	2046	5.57
Roadway Departure F&A	421	1.97	136	1.76	260	3.39	817	2.22
Intersections F&A	300	1.40	365	4.74	56	0.73	721	1.96
Pedestrians and Bicyclists	93	0.43	146	1.89	14	0.19	252	0.69

\*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 2012-2016 average of 2,045 to 1,696 by December 31, 2020. [TSAP]<sup>†</sup>

### Performance Measures

- To reduce the average number of roadway departure fatal and serious injuries from the 2014-2016 moving average of 829 to 740 by December 31, 2019.
- To reduce the average number of intersection fatal and serious injuries from the 2014-2016 moving average of 739 to 660 by December 31, 2019.
- To reduce the average number of pedestrian and bicycle (nonmotorized) fatal and serious injuries from the 2014-2016 moving average of 262 to 225 by December 31, 2019. [TSAP]<sup>†</sup>

### 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 using buffering protocols for including relevant crashes and to make the processing more timely each year.
  - Update Intersection Implementation Plan.
  - Investigate usefulness of GIS in crash reporting.

<sup>†</sup> Targets shown in 2016 TSAP, Table ES.1 TSAP Performance Targets

- Evaluate and implement a Speed Management Plan.
- Evaluate and implement an Intersection Control Evaluation Plan.
- Evaluate developing an Older Driver Safety plan that includes strategy's and measures.
- Research BLTS as a possible risk factor for 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 for all public roads using OASIS.
- Work with Transportation Development Division to incorporate locations from the Roadway Departure Plan, Intersection Plans and Pedestrian/Bicycle Plan into TransGIS.
- Work with TSD to develop local Safety plans for cities and counties.
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Track and evaluate projects on High Risk Rural Roads to determine if penalties occur.
- Evaluate and suggesting further changes to the ARTS Safety program and guidance based on the implementation of the 2022-2024 STIP.
- Implement the Highway Safety Manual (HSM) and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
  - Develop a plan for collecting MAP 21 Fundamental Data Elements.
  - Provide or obtain training on the Highway Safety Manual procedures.
  - Collect data in Region 1 as identified in the Signalized Intersection HSM pilot Project.
  - Develop more Oregon specific SPFs for statewide application, including Freeways.
  - Continue to update and add new CRF's that can be applied Agency-wide.
- Improve coordination and communication between and within ODOT and local agencies responsible for safety, including:
  - Provide training for ODOT and local agency staff on Safety process, data analysis and the use of new SPIS for all public roads.
  - Expand reporting capabilities to enhance usefulness of crash data within ODOT and to local agencies.
  - Encourage local agency's to utilize the state funded local programs (SFLP) for project delivery.
- 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.
- Participate in national pooled fund study of low cost countermeasures.

# Impaired Driving - Alcohol (AL)

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## Links to the Transportation Safety Action Plan:

- Action # 6.1.3 - Conduct targeted impaired driving enforcement.

## The Problem

- Data from ODOT's Crash Analysis Reporting System (CARS data is based on police, medical, and other crash reporting) show that in 2016, 125 fatalities were alcohol-impaired (0.08 BAC or higher); 138 fatalities involved alcohol only at any detectable level; and 35 were a combination of both alcohol and other impairing drugs.
- Due to lack of monitoring methodology, there are a high number of ignition interlock devices (IID) that are not installed as required. Legislation passed in 2012 estimates an additional 10,000 IIDs were mandated for DUII diversion. 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. However, there is no coordinating oversight for the qualifications of the sellers or installers for either the IID or how frequently the IID's report back to the courts for offender accountability. This problem of oversight was addressed during the 2017 Legislative Session based on an interim work group's work from the House Judiciary Committee which authorized the creation of a management oversight structure for IID vendors, installers and manufacturers to be developed and operational by ODOT-TSD and then permanently transferred to the Oregon State Police in 2019 for the critical enforcement component of implementation.
- While enforcement has shown itself to be the most effective tool at combatting impaired driving, budget cutbacks and shortfalls 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. Agencies are also dismantling specialized units, such as traffic teams and motorcycle units, in favor of general patrol duties. 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.
- Oregon's Impaired Driving recidivism rate is about 30 percent. Additionally, between 80-90 percent of those arrested for impaired driving are evaluated to have a substance abuse/dependency issue. This means that 80-90 percent are going through treatment and 30 percent of those are reoffending. However, treatment outcomes are not being tracked and tied to recidivism, and correlated to programmatic methodology differences to determine best practices and to insist on the most effective providers and tools.

- In February of 2018, the Oregon Court of Appeals overturned a DUI conviction for a defendant who blew a 0.09 BAC, stating that enough evidence was not presented to specifically prove impairment, even though Oregon's per se limit is 0.08. The appellate court also gave weight to the argument that the defendant could have consumed alcohol immediately prior to the arrest and may have been sober when pulled over (known as the "Rising BAC Defense"). This will undoubtedly be used in future DUI defenses and create complications.
- Oregon's 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 breath 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, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Fatal & Injury Crashes	24,761	23,266	24,528	29,131	30,610	26,459
Fatalities	337	313	357	445	498	390
Alcohol Only Fatalities	95	100	90	155	138	116
Combination Alcohol & Other Drugs	28	28	31	32	35	31
Alcohol Involved Fatalities	123	128	121	187	173	146
Percent Alcohol Involved Fatalities	36.5%	40.9%	33.9%	41.9%	34.9%	37.6%
Alcohol Involved Fatalities per 100 Million VMT	0.37	0.38	0.35	0.52	0.47	0.40
Drivers in Fatal Crashes with BAC .08 & above	68	88	74	125	108	92

Source: Crash Analysis and Reporting, Oregon Department of Transportation

### Impaired Driving Arrests During Grant Funded Activities, FFY 2013–2017

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017	2013-2017 Average
Impaired Driving Arrests	1,390	1,646	1,385	2,678	1,474	1,796

Sources: TSD Grant files, 2013 - 2017

### Impaired Driving in Oregon - Alcohol, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Number of Confirmed Installed IID	3,756	3,597	3,235	2,874	n/a	n/a
DUI Offenses	20,042	17,342	15,484	11,894	16,052	16,163
All Fatal & Injury Crashes	24,761	23,267	24,528	29,131	30,610	26,459
All Nighttime* F&I Crashes	3,646	3,413	3,455	4,238	4,533	3,857
% Nighttime* F&I Crashes	14.7%	14.7%	14.1%	14.5%	14.8%	14.6%
All Fatalities	337	313	357	445	498	390

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, 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 2012-2016 average of 146 to 130 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 2014-2016 moving average of 145 to 133 by December 31, 2019.
- Decrease alcohol impaired\* driving fatalities from the 2014-2016 moving average of 136 to 124 by December 31, 2019. *(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 2017 level of 49 agencies without losing any net population representation by December 31, 2019.
- Maintain the number of Oregon County Sheriff's Offices participating in NHTSA sponsored High Visibility Enforcement (HVE) events at the 2017 level of 22 offices by December 31, 2019.

## Strategies

- Expand resources available for HVE events in prioritized areas and promote local flexibility in targeting significant events with a specific or implied alcohol focus.
- 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 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, such as MADD.
- Work to replicate effective best practices for DUII specialty courts in Oregon for those communities that can support this tool locally.
- Continue support for increased judicial and prosecutorial education on DUII issues.

- Continue participation and support with the Law Enforcement Traffic Safety Advisory Board 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 for public education, stakeholder partnerships and advancement of policy.
- Continue the development and implementation of the Ignition Interlock Device Oversight and Management program to improve Oregon's IID installation compliance rate.
- Promote and support continued Standardized Field Sobriety Tests training (and trainer) opportunities around the state.
- Promote "No Refusal" policies with local jurisdictions to reduce court costs, time and law enforcement burdens.
- Target media efforts towards enforcement message, personal responsibility (harm to others) and the concept of "Crash, not Accident" campaign.
- Continue development of engagement marketing to key audiences, and partnerships with industry stakeholders.

# Impaired Driving - Drugs (DR)

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## 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 FARS, which is based on police, medical, and other information, shows that in 2016, 20.1 percent of all traffic fatalities were drug-related (100 deaths). One hundred of the fatalities involved only alcohol; 65 involved only other drugs; and 32 were a combination of both alcohol and other drugs.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 1,192 in 2016. 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 DUIs and are therefore not referred to treatment.
- A lack of capacity in the Oregon State Police toxicology laboratories has led to a significant backlog of evidence testing. This backlog has caused the dismissal of many DUI cases, as well as expenses to contract with out-of-state labs to handle additional toxicology casework. Delays at the federal level to obtain the necessary waivers to purchase the toxicology instruments that can overcome the backlog continue to be a roadblock.
- 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. As there have yet to be validated scientific standards correlating THC levels in the blood to impairment, there is no per se impairment in Oregon, unlike Colorado and Washington which have chosen the arbitrary 5 ng/ml THC.
- Prosecutions for marijuana impairment have been difficult, post-legalization. As a cognitive impairment, marijuana is less familiar and more difficult to identify and articulate for untrained officers, inexperienced prosecutors and for jurors as well.

## Impaired Driving in Oregon – Drug Involved, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Other Drug Only Fatalities	42	46	49	56	65	52
Both Drug and Alcohol	28	28	31	32	35	30
Total Other Drug Only & Combination	70	74	80	88	100	82
Percent Other Drug-Involved Fatalities	20.8%	23.6%	22.5%	19.8%	20.1%	21.3%
DUII Arrests (Drugs other than Alcohol)	900	906	960	1,132	1,192	1,018

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2012-2016 moving average of 180 to 240 by December 31, 2020.

### **Performance Measures**

- Maintain the total number of Impaired Driving drug-only fatalities at the 2012-2016 average at 50 by December 31, 2019.
- Increase the number of active certified DREs from the 2017 number of 217 to 225 by December 31, 2019.

### **Strategies**

- Continue support for increased judicial and prosecutorial education on DUII-Drug issues.
- Continue support for DRE training and education programs and support a second DRE school if student interest, capacity and availability are evident.
- Target revised public opinion research to help guide legislative and public education efforts, specifically related to the impacts of marijuana legalization related to impaired driving.
- Support policy movement to include a penalty for a blood test refusal under implied consent, and allowing a DRE to testify on a refusal for a DRE examination, or on the results of an incomplete exam.
- Work to expand capabilities and capacity at the Oregon State Police Crime Lab in regards to blood toxicology testing.
- Target creative media to educate the public on the dangers of driving impaired from now-legal marijuana, as well as a focus on Oregon's high rate of prescription drug abuse and the growing opioid problem.
- Continue to closely monitor the legalization of marijuana and all aspects of this policy direction for potential impacts to Impaired Driving.

- Initiate outreach to the marijuana industry leaders for creative partnerships in communicating with and educating consumers.
- Encourage Oregon State Police to pursue a policy of training all patrol and Fish and Wildlife troopers across in ARIDE by December 2019.



# Judicial Outreach (JO)

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## 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, providing citizens with inconsistent and mixed messages.
- Lack of education regarding driving under the influence of any impairing 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 on an ongoing basis.
- Lack of education regarding impaired driving under the influence of marijuana and other drugs; how the de-felonization of certain drugs may impact traffic safety.
- Lack of participation by Oregon Judicial Department in Transportation Safety-facilitated trainings such as the Spring Judicial Conference
- New cell phone law; lack of consistency with understanding and thus adjudication of the law.

## Judicial Outreach, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
No. of Judges trained during offered training sessions	70	81	77	67	69	73
No. of Court Staff/Administrators trained	28	24	25	20	19	23
No. of Prosecutors trained	135	109	97	113	354	162
Combined total of CLE* Credits Approved	61	65	64.5	53.8	70.5	63.0

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](http://www.osbar.org/docs/rulesregs/mclerules.pdf).

## 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 for Circuit Court judges.

- Work with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors.

### **Goals**

- Maintain the number of justice and municipal court judges participating in transportation safety related judicial education programs hosted by TSD at the 2012-2016 average of 73 annually by December 31, 2020.
- Increase the number of prosecutors participating in annual transportation safety related judicial education programs funded by TSD from the 2012-2016 average of 162 to 167 by December 31, 2020.
- Increase the number of training opportunities delivered by TSD for judges relating to impaired driving from the 2017 number of 1 to 2 annually by December 31, 2020.

### **Performance Measures**

- Maintain the number of prosecutors participating in traffic education programs at the 2014-2016 average of 188 annually by December 31, 2019.
- Increase the number of judges attending a one day judicial workshop on impaired driving from the 2017 calendar base of 0 to 25 by December 31, 2019.
- Increase the number of circuit court judges attending trainings facilitated by TSD from the 2017 calendar base of 3 to 7 by December 31, 2019.

# Motorcycle Safety (MS)

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## 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 12.1 percent of the fatal crashes in 2016 while only representing 3.1 percent of the total vehicles registered in 2016.
- Alcohol and/or drugs were involved in at least 37 percent of motorcyclist fatal crashes in 2016.
- 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. These rider decisions are leading to roadway departure crashes. Stakeholders attending the 2017 Transportation Safety Division Fall Conference and the January 2018 planning meeting identified “addressing risk factors associated with roadway departure crashes” as one of the most important issues to focus on in 2019.
- Motorists continue to “not see” motorcyclists which leads to violation of riders’ right of way resulting in property damage, injury and fatal crashes.
- Riding without a DOT compliant helmet and protective riding gear may be contributing to increases in injury severity and additional fatalities for motorcycle riders involved in crashes.
- People returning to riding after a significant break (months/years) may not be taking into account the changes in motorcycle technology, power, weight, and handling characteristics of modern motorcycles. Additionally, returning riders may not be accounting for personal human factors or choices (slower reaction time, vision decline, reduced physical fitness, use of alcohol/drugs preceding or during a ride, decreased situational awareness and unpracticed riding skills) that negatively impact their ability to ride safely. These factors contribute to the motorcycle crashes resulting in fatalities in Oregon. Stakeholders at the 2017 Transportation Safety Division Fall Conference prioritized “identifying risk factors for older drivers” as an elevated action item for 2019.
- Legislative proposals including the repeal of the helmet law, increased speed limits in rural areas and lane sharing/splitting may lead to additional crashes. Passage of these proposals will make the goal of eliminating crashes less achievable.

## Motorcyclists on Oregon Roads, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Fatal Crashes	47	32	43	60	54	47
Percent of fatal crashes	15.4%	11.0%	13.4%	14.6%	12.1%	13.3%
Injury Crashes	929	874	844	889	906	888
Percent of injury crashes	3.8%	3.8%	3.5%	3.1%	3.0%	3.4%
<b>Fatalities</b>						
Motorcyclists killed	49	31	44	60	55	48
Percent alcohol impaired and/or drug fatalities	21.3%	31.3%	25.6%	40.0%	38.9%	31.4%
Percent unhelmeted fatalities	6.1%	0.0%	15.9%	6.7%	12.7%	8.3%

Source: Crash Analysis and Reporting, Oregon Department of Transportation,

### Strategies

- Continue proportional funding of the TEAM OREGON basic rider training and intermediate rider training at strategic locations throughout the state.
- 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. Ensure that the training material continues to address the safety and legal informational needs of new riders to ensure safe and compliant riding.
- Ongoing collaboration with the Governor's Advisory Committee on Motorcycle Safety (GAC-MS), law enforcement, and motorcycle groups in educating riders on the effects of riding under the influence of intoxicants, speeding, roadway departure crashes, multiple vehicle crashes and motorcycle safety related topics.
- Ongoing collaboration with the Governor's Advisory Committee on Motorcycle Safety (GAC-MS) on road construction and maintenance practice review to engage with all road authority decision makers and promote information sharing and consideration of motorcycle specific issues. Publicize motorcycle specific construction/maintenance practices that increase or enhance rider safety.
- Partner with Region Traffic Safety Coordinators to support targeted outreach efforts to riders (impaired riding, speed, skill diminishment, emergency medical care).
- Analyze crash data and other available resources for identifying Oregon specific causative factors related to severe injury and fatality crashes. Where trends are identified, work with partners to implement NHTSA approved and/or new countermeasures in these high crash areas.
- 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 from riding, factors in motorcycle crashes (single/multi vehicle), and speed related issues.
- Ensure that media products are designed to connect and resonate with the majority of Oregon motorcyclists, with a focus on the demographic(s) most represented in the crash statistics.

## Motorcycles on Oregon Highways, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Registered Motorcycles	130,885	131,464	132,123	134,711	135,464	132,929
Percent of registered vehicles	3.2%	3.2%	3.2%	3.1%	3.1%	3.2%
Motorcyclist fatalities per registered motorcycle (in thousands)	0.37	0.24	0.33	0.45	0.41	0.36
Team Oregon Students Trained	11,805	11,230	11,279	9,812	9,832	10,792

Source: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2012-2016 moving average of 279 to 257 by December 31, 2020.

### Performance Measures

- Reduce people killed in motorcyclist crashes when the rider was alcohol impaired and/or involved other drugs from the 2014-2016 moving average of 19 to 17 by December 31, 2019.
- Reduce speed related motorcyclist crashes from the 2014-2016 moving average of 227 to 207 by December 31, 2019.
- Reduce fatal motorcyclist crashes that occurred while negotiating a curve from the 2013-2015 moving average of 23 to 21 by December 31, 2019.
- Decrease motorcyclist fatalities from the 2014-2016 moving average of 54 to 49 by December 31, 2019. (*NHTSA*)
- Decrease un-helmeted motorcyclist fatalities from the 2014-2016 moving average of 3 to 2 by December 31, 2019. (*NHTSA*)



# Occupant Protection (OP)

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## 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 annual 2017 Oregon observed seat belt use survey, 3.2 percent of front seat passenger vehicle occupants did not use restraints, a reduction from 3.8 percent in the 2016 survey (or 16 percent improvement). During 2016, crash reports (FARS) indicate 25.9 percent of motor vehicle occupant fatalities were unrestrained (5 percent improvement from 2015) and 16.3 percent were of unknown restraint use status (15 percent increase from 2015).
- **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 2016 indicates that of the 1,992 injured children under age twelve, 10 percent were reported 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 percent of fatal and serious injury crashes involving 'non-use of restraints' occurred in rural areas and are the result of lane departures (72 percent), aggressive driving (44 percent), and speeding (41 percent).
- **2017 NHTSA Program Measures Statewide Public Opinion Survey:** The annual telephone survey of Oregonians conducted statewide showed the following results:
  - 93.6 percent of respondents reported 'Always using their safety belts when driving or riding in a passenger vehicle,' as well as across all five ODOT regions (73.9 percent to 96.0 percent ); the 2017 observed seat belt usage rate for Oregon was 96.84 percent.
  - The respondents who reported they did not 'Always use safety belts' when they drive or are a passenger in a vehicle were asked why they do not. The most common reason statewide was when they Forget (23.9 percent ), followed by when it was a Short Trip (23.0 percent ), and only In Particular Areas (13.3 percent ).

### NHTSA Observed Use Survey, 2013–2017

	2013	2014	2015	2016	2017	2013-2017 Average
Front Seat Outboard Use	98%	98%	96%	96%	97%	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, 2012–2016

	2012	2013	2014	2015	2016	2012-2016 Average
Total Occupant Fatalities	199	216	232	289	198	227
Number Unrestrained	61	54	61	79	89	69
Percent Unrestrained	30.7%	25.0%	26.3%	27.3%	44.9%	30.8%
Number Unrestrained, Night Time	52	55	38	54	99	60
Percent Unrestrained, Night Time	45.6%	48.2%	54.3%	49.5%	51.0%	49.7%
Total Occupants Injured	32,512	29,955	31,809	38,342	40,893	34,702
Percent Injured Restrained	87.4%	88.2%	96.1%	87.6%	87.6%	91.1%
Total Injured Occupants Under Age Twelve	1,476	1,555	1,558	1,709	1,992	1,658
Percent of Injured in Child Restraint	N/A*	N/A*	42.7%	44.5%	42.8%	43.9%

Source: Crash Analysis and Reporting, Oregon Department of Transportation,

Note: 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.

\*Changed data collected to under twelve years in age in 2014.

### Belt Enforcement Citations During Grant Funded Activities, 2013–2017

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017	2013-2017 Average
Seat belt citations issued	5,096	7,429	5,411	5,163	8,236	6,267

Source: TSD Grant files, 2013 - 2017, 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 2012-2016 average of 44 percent to 50 percent by December 31, 2020.
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2012-2016 average of 69 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 2017 usage rate of 96.8 percent to 97 percent by December 31, 2019. (*NHTSA*)
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2014-2016 moving average of 73 to 67 by December 31, 2019. (*NHTSA*)
- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2014-2016 moving average of 64 to 58 by December 31, 2019.
- Increase percentage of reported proper child restraint use among injured occupants under twelve years old from the 2014-2016 moving average of 43 percent to 47 percent by December 31, 2019.

## 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 to the public including parents, child care providers, new residents, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Provide funding for the 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-usage populations.
- Provide funding for statewide coordination of child passenger safety technician training.
- Strengthen service capabilities 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.



# Older Drivers (OD)

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## Link to the Transportation Safety Action Plan:

- Action # 6.12.1 - Identify risk factors for older drivers and implement treatments, within current law.

## The Problem

- The effects of aging on people as drivers and pedestrians are highly individual. Challenges that may impact people as they age include declining vision, decreased flexibility and psychomotor performance, and changes in perceptual and cognitive performance.
- According to the Administration on Aging, the 65-and-older age group, which numbered 39.6 million in the United States in 2009, will grow to more than 55 million in 2020. By 2030, there will be approximately 72.1 million aging persons, accounting for roughly one-fifth of the driving age population nationwide.
- This means that there will be a steadily increasing proportion of drivers and pedestrians who experience declining vision; slowed decision-making and reaction times; exaggerated difficulty when dividing attention between traffic demands and other sources of information; and reductions in strength, flexibility, and general fitness.
- There are important consequences of these changing demographics, and life for aging persons depends to an extraordinary degree on remaining independent. Independence requires mobility. In our society the overwhelming choice of mobility options is the personal automobile. Other mobility options that may be utilized include public transit and walking.
- According to NHTSA's February 2017 Traffic Safety Fact sheet on Older Population, in 2015 there were 6,165 people age 65 and older killed and an estimated 240,000 injured in motor vehicle traffic crashes nationwide. Older people made up 18 percent of all traffic fatalities and 10 percent of all people injured in traffic crashes nationwide. Most traffic fatalities in crashes involving older drivers occurred during the daytime (74 percent), on weekdays (70 percent), and involved other vehicles (67 percent). This is an increase compared to all fatalities, which was 49 percent during the daytime, 59 percent on weekdays, and 44 percent involving another vehicle.

## DRIVERS AGE 65 & OLDER 2011-2015

	2011	2012	2013	2014	2015	2011-2015 Average
Fatal Crashes	41	39	44	44	56	45
Serious Injury Crashes*	140	148	119	149	176	146
Fatalities	41	39	45	44	56	45
DRIVERS AGE 65 & OLDER Fatalities Percent of State	12.4%	11.6%	14.4%	12.4%	12.6%	12.7%
Serious Injuries	147	153	120	153	184	151
DRIVERS AGE 65 & OLDER Serious Injuries Percent of State	9.5%	9.5%	8.5%	10.2%	10.4%	9.6%
Oregon Population Ages 65 and over	552,191	575,357	552,191	632,755	657,586	594,016

Source: ODOT Crash Data System

\*includes serious injuries sustained in "Fatal" Crashes

### Goal

- Decrease the number of fatal and serious injuries for drivers 65 years of age and older from the 2011-2015 average of 196 to 169 by December 31, 2020.

### Performance Measure

- Decrease the number of fatal and serious injuries for drivers 65 years of age and older from the 2013-2015 moving average of 201 to 178 by December 31, 2019.

### Strategies

- Determine the current Oregon inventory of public education, information and other resources already being provided to older drivers/pedestrians in regard to traffic safety, public transit and other transportation options, DMV licensing, etc.; to identify any gaps and the best way to approach and educate this demographic.
- Work in cooperation with ODOT Highway and other divisions in identifying infrastructure risk factors for older walkers and implement treatments, within current law.

# Police Traffic Services (PTS)

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## 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 (TSEP)

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 across the state.

ODOT-TSD identifies Oregon law enforcement partner agencies with the data-driven need to conduct overtime traffic enforcement projects within their communities. All of Oregon's TSEP high visibility enforcement (HVE) projects are designed to coordinate with national mobilizations and/or state efforts for maximized visibility and effectiveness. High visibility enforcement has proven to be an effective countermeasure to traffic violations and poor driving behaviors, as motorists fear getting a ticket more than getting hurt in a crash (i.e., getting a ticket is more likely because the alternative of hurting someone or getting hurt 'is not going to happen to me.')

Law enforcement agencies are encouraged to conduct Multi-Agency Traffic Team saturation events, partnering several jurisdictions together for exponential exposure of enforcement and awareness efforts.

TSD and its partner agencies work together in providing continuous follow-up to these enforcement efforts, adjusting plans in response to data analysis, evaluation and feedback. As agencies submit their event reports, TSD program managers review them for accuracy, grant requirements, and any anomalies that might appear from those reviews. For instance, if a grantee conducted DUII enforcement on a Tuesday from 9am to noon, TSD would want to understand the agency's identified problem (data) that supports that day and time as high incidence of DUII and may request it from the agency during a monitoring visit, or for the resulting impact and effectiveness of the HVE on that particular problem. Another example might be a higher number of stops made on a certain roadway than usual; questions like 'why the increase in vehicle miles traveled at this location,' or 'why the higher incidence of this traffic infraction here than other locations' can lead to adjustments made in enforcement schedules, and sometimes to problem identification.

In addition to grant project monitoring, TSD contact is continually maintained with the state's law enforcement agencies via related meetings, conferences, training sessions, governor-advisory committees, joint press events, and similar venues throughout the year. 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 agency and regional performance and needs, cost-effectiveness of deployed strategies, and any opportunities for improved performance or a shifting of resources. This type of analysis is also done throughout the grant year as a short-term evaluation tool to identify any needed adjustments.

Because speed is a primary factor in 37% of Oregon’s fatal crashes, and non-use of safety belts is 28%, speed and safety belt enforcement are inherent in all HVE grant-funded events, even though these two problem areas also have their own HVE time frames and campaigns throughout the year.

In 2019, the Oregon State Police, Oregon State Sheriff’s Association, and local police departments will be awarded HVE grant projects. Grantees will be required to participate during specific campaign and calendar events in 2019 (Labor Day and Christmas/New Year’s Eve holidays for Impaired Driving; and *Click It or Ticket* mobilization for Occupant Protection (May)); agencies can also use HVE grant funding for high incidence periods throughout the year such as:

- Super Bowl (DUII focus)
- St. Patrick’s Day (DUII focus)
- April (Distracted Driving)
- 4th of July (DUII)
- Back to School (Bike/Pedestrian)
- Halloween (DUII, Pedestrian)

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 campaigns. 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.

Traffic Safety Enforcement Program TSEP--(HVE)--Statewide	Awarded
164AL - Impaired Driving OSP	\$100,000
164AL - Impaired Driving Local PDs	\$300,000
164AL - Impaired Driving OSSA	\$150,000
405(b) - Occupant Protection OSSA	\$190,000
405(b) - Occupant Protection OSP	\$70,000
405(b) - Occupant Protection Local PDs	\$52,897
405(e) - Distracted Driving	\$30,000
405(h) - Bicycle/Pedestrian	\$80,000
Section 402 - Speed	\$400,000
Section 402 - Occupant Protection Local PDs	\$200,000

Multiple 2019 enforcement events will be available to choose from based on NHTSA’s and ODOT’s Communications Calendars, and on local problem identification. All event reports will be evaluated as they come in to determine any needed adjustment to the enforcement calendar, or to problem focus area(s).

## 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, the legalization of recreational marijuana and its continued impact on impaired driving, and recent dangers related to the drug fentanyl).
- 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 recruit and train qualified police officer applicants. This in turn makes it difficult to maintain regular patrol functions and some agencies don't have the resources to increase or in some cases, even maintain traffic enforcement levels (traffic teams/motor units).

### Police Traffic Services, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Total Fatal Traffic Crashes	306	292	321	410	448	355
Total Injury Crashes	24,455	22,975	24,207	28,721	30,162	26,104
Total Fatalities	337	313	357	447	498	357
Total Injuries	36,083	33,149	35,054	41,754	44,496	38,107

## Police Traffic Services, 2012-2016

### Top 10 Driver Errors in Total Crashes\*:

Failed To Avoid Stopped Or Parked Vehicle Ahead Other Than School Bus	8,037	7,161	7,450	8,215	8,383	7,849
Did Not Have Right-Of-Way	4,234	3,934	4,498	5,337	5,632	4,727
Ran Off Road	3,121	2,875	3,013	3,700	4,112	3,364
Failed To Maintain Lane	3,562	3,137	2,653	3,083	3,028	3,093
Driving Too Fast For Conditions (Not Exceeding Posted Speed)	2,436	2,048	2,289	2,353	2,845	2,394
Following Too Closely (Must Be On Officer's Report)	1,866	1,808	1,992	2,646	2,824	2,227
Inattention (Failure To Dim Lights Prior To 4/1/97)	1,357	1,470	1,886	1,862	2,343	1,784
Left Turn In Front Of Oncoming Traffic	1,357	1,085	1,340	1,685	1,803	1,454
Failed To Decrease Speed For Slower Moving Vehicle			1,167	1,745	1,750	1,554
Disregarded Traffic Signal	1,298	1,104	1,267	1,523	1,642	1,367
No. of Law Enforcement Officers	5,480	5,435	5,462	5,430	5,336	5,429
Officers per 1,000 Population	1.41	1.39	1.38	1.35	1.33	1.37
Number of Speed eCitations Issued	93,080	117,826	136,700	138,567	154,836	101,525
Total Number of eCitations Issued	223,189	356,965	428,593	427,804	469,740	323,153
Number of eCrash Reports Completed	8,063	9,322	12,230	12,203	13,057	10,975

Source: Crash Analysis and Reporting, Oregon Department of Transportation, 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 not available at the time of this report.

## Annual Total Traffic Stops by Oregon State Police, 2007-2016

Year	Number of Traffic Stops	% Change from Previous Year
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%
2016	211,891	6.58%

Source: Oregon State Police

## Annual Total Number of Officers Attending TSD Trainings, 2012-2016

Year	Number of Officers Attending	2012 – 2016 Average
2012	178	178
2013	43	111
2014	40	87
2015	203	116
2016	257	144

Source: TSD Files

### Goal

- Through TSD sponsored traffic safety trainings, increase the number of police officers trained from the 2014-16 average of 144 officers to 267 officers (5 percent of the total police population) by December 31, 2020.

### Performance Measures

- Increase training in advanced crash investigations from the 2014-2016 moving average of 49 police officers to 65 officers by December 31, 2019.
- Maintain the number of advanced motorcycle officers trained at the 2015 number of 60 by December 31, 2019.
- Increase the number of officers trained statewide through a traffic safety training conference from the 2014-2016 moving average of 168 officers to at least 250 officers by December 31, 2019.
- Increase the number of police officers trained in Radar/Lidar use from the 2014-2016 moving average of 583 officers to 600 officers by December 31, 2019.

### Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon police officers.
- Provide two-day Advanced Traffic Crash Investigation training for Oregon police officers.
- Continue to support Oregon Advanced Motor Officer training.
- Conduct HVE events throughout the State based on data and problem identification.



# Region 1 (R1)

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## Link to the Transportation Safety Action Plan:

- Action # 6.17.8 - Provide support for use of comprehensive, integrated approaches such as 4 E's 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

ODOT's Region 1 is responsible for management and implementation of public transportation infrastructure and non-infrastructure projects in Clackamas, Hood River, and Multnomah counties, and a portion of Washington County. Motorists, truckers, buses, pedestrians and bicyclists travel more than 17 million miles on Region 1 highways every day. Region 1 is the most urban and densely populated of the five ODOT regions, and includes responsibility for the following:

- 881 miles of highway
- 231 miles of urban bike facilities;
- 428 rural miles with roadway shoulders
- 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
- VMS (variable message signs) on freeways
- Thousands of smaller signs, lights, variable signs, etc.
- Nine cities and two counties with established local traffic safety committees or similar advocacy groups
- One safety corridor

## The Problem

- Intersection crashes are the most prevalent crash type for all roads in Region 1 that result in a fatality or serious injury, compared to the other regions (1,438, or 42.4 percent of 2012-2016 intersection crashes); as well as on city roads statewide (895, or 58.6 percent of all crashes).
- Roadway departure is also a major crash factor on city roads in Region 1, 267, or 53.8 percent of all 2012-2016 roadway departure crashes that resulted in fatalities and serious injuries; where out of all roadway departure crashes (on all roads), Region 2 had the most (1,489, or 36.5 percent). This makes sense due to the geographic, business, industry, and community traveling distances (VMT) that differ between the five regions.
- An example of the engineering 'E' is found in ODOT's Highway Safety Improvement Plan's All Roads Transportation Safety (ARTS) program that helps implement engineering solutions for intersections, bicycle & pedestrian facilities, and roadway departure issues in local communities (and not just state highways) with infrastructure safety solutions.

- Speed, impaired driving, and young drivers continue to be top contributing factors in crashes resulting in fatalities and serious injuries in Region 1.
  - Speed F&A injuries rose dramatically in 2016, from increases already experienced in 2015, to 198 or 45 percent more than the previous year (137). Organized speed racing issues in the Portland area continue to be a problem that the Portland Police and Multnomah County Sheriff's Offices work together to combat.
  - Fatalities and serious injuries due to alcohol impairment also rose dramatically in 2016, to 152 or 19 percent more than the previous year (128). Oregon was considered a 'low-rate' state for NHTSA funding purposes, but due to this increase will now have to qualify for national priority impaired driving funds as a 'mid-rate' state in FFY2019 (> 30 percent of all motor vehicle fatalities are related to impaired driving).
  - Legalized recreational marijuana use in Oregon state law (July 2015) has led to an increase in drug-impaired driving incidences, and combination alcohol/drug driving as well. This intensifies the continued need to work on human factors by providing educational and safety messages that resonate with these drivers in order to be effective at reducing this unsafe and illegal driving behavior.
- Fatal and serious injury crashes involving drivers age 15-20 have declined from a 2011 high, but are still fluctuating.
- Pedestrian fatalities in Region 1 increased 12 percent in 2015 compared to the 2012-2014 average of twenty-five (25). Pedestrian fatalities have been increasing nationally; Oregon was no different, also seeing a spike primarily in urban areas like Region 1. (Combining pedestrian and bicycle fatal and serious injuries, they rose 29 percent in 2016 from 2015 (to 164 from 127), with the majority of those being pedestrian crashes.
- Distracted driving has become a greater safety threat to all modes of transportation, and was suspected to be under-reported in Oregon. House Bill 2597 in the 2017 Legislative Session, and later HB 4116 in 2018 clarified Oregon's law to not allow the use of 'mobile electronic devices' while driving (formerly 'communication devices'); strengthened penalties and fines upon subsequent offenses; removed several exemptions, and developed an avoidance course for violators. The state's standardized Police Accident Report, or PAR, was also updated to provide data specific to mobile device usage vs. other distracted driving behaviors. (Distraction can include use of cell phones, GPS, and other electronic devices, as well as reading, eating, children, and conversation).

## Region 1, Transportation Safety Information

### Fatalities & Serious Injuries - Region 1

	2012	2013	2014	2015	2016	2012-2016 Average
<b>Clackamas County</b>	<b>129</b>	<b>109</b>	<b>129</b>	<b>146</b>	<b>182</b>	<b>139</b>
<b>Hood River County</b>	<b>15</b>	<b>11</b>	<b>15</b>	<b>8</b>	<b>16</b>	<b>13</b>
<b>Multnomah County</b>	<b>329</b>	<b>271</b>	<b>304</b>	<b>356</b>	<b>430</b>	<b>338</b>
<b>Washington County</b>	<b>175</b>	<b>164</b>	<b>147</b>	<b>209</b>	<b>206</b>	<b>180</b>
Region 1 Fatalities & Serious Injuries Total	648	555	595	719	834	670
Region 1 Fatalities Total	89	91	83	98	132	99
Statewide Fatalities & Serious Injuries (F&A)	1,955	1,729	1,851	2,220	2,471	2,045
Region 1 Percent of State	33.15%	32.10%	32.14%	32.39%	33.75%	32.71%
Region 1 F&A per 100,000 Population	38.21	32.33	34.17	40.63	46.23	38.31

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
<b>Clackamas County</b>	<b>38</b>	<b>27</b>	<b>28</b>	<b>25</b>	<b>58</b>	<b>35</b>
<b>Hood River County</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>5</b>
<b>Multnomah County</b>	<b>61</b>	<b>60</b>	<b>61</b>	<b>75</b>	<b>99</b>	<b>71</b>
<b>Washington County</b>	<b>22</b>	<b>25</b>	<b>23</b>	<b>34</b>	<b>32</b>	<b>27</b>
Region 1 Fatalities & Serious Injuries Total	125	115	117	137	198	138
Region 1 Speed Involved Fatalities - Total	27	38	29	31	45	31
Statewide Total Speed Involved F&A	519	484	502	510	652	533
Speed-Involved F&A Percent of Region 1	19.29%	20.72%	19.66%	19.05%	23.74%	20.49%
Speed-Involved F&A Percent of State	24.08%	23.76%	23.31%	26.86%	30.37%	25.68%
Region 1 Speed Involved F&A per 100k Population	7.37	6.70	6.72	7.74	10.98	7.90

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
<b>Clackamas County</b>	<b>28</b>	<b>22</b>	<b>19</b>	<b>33</b>	<b>49</b>	<b>30</b>
<b>Hood River County</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>3</b>
<b>Multnomah County</b>	<b>93</b>	<b>67</b>	<b>55</b>	<b>54</b>	<b>69</b>	<b>68</b>
<b>Washington County</b>	<b>26</b>	<b>16</b>	<b>14</b>	<b>37</b>	<b>32</b>	<b>25</b>
Region 1 Fatalities & Serious Injuries Total	152	106	90	128	<b>152</b>	<b>126</b>
Region 1 Alcohol Involved Fatalities Total	43	43	27	41	23	35
Statewide Total Alcohol Involved F&A	413	346	307	433	429	386
Alcohol-Involved F&A Percent of Region 1	23.46%	19.10%	15.13%	17.80%	18.23%	18.74%
Alcohol Involved F&A Percent of State	36.80%	30.64%	29.32%	29.56%	35.43%	31.24%
Region 1 Alcohol Involved F&A per 100,000 Population	8.96	6.17	5.17	7.23	8.43	7.19

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

## Population - Region 1

County	2012	2013	2014	2015	2016	2012-2016 Average
<b>Clackamas</b>	<b>381,680</b>	<b>386,080</b>	<b>391,525</b>	<b>397,385</b>	<b>404,980</b>	<b>392,330</b>
<b>Hood River</b>	<b>22,875</b>	<b>23,295</b>	<b>23,730</b>	<b>24,245</b>	<b>24,735</b>	<b>23,776</b>
<b>Multnomah</b>	<b>748,445</b>	<b>756,530</b>	<b>765,775</b>	<b>777,490</b>	<b>790,670</b>	<b>76,7782</b>
<b>Washington</b>	<b>542,845</b>	<b>550,990</b>	<b>560,465</b>	<b>570,510</b>	<b>583,595</b>	<b>56,1681</b>
Region 1 Total	1,695,845	1,716,895	1,741,495	1,769,630	1,803,980	1,745,569

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
<b>Clackamas</b>	<b>17</b>	<b>15</b>	<b>25</b>	<b>24</b>	<b>25</b>	<b>21</b>
<b>Hood River</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>
<b>Multnomah</b>	<b>85</b>	<b>70</b>	<b>84</b>	<b>73</b>	<b>108</b>	<b>84</b>
<b>Washington</b>	<b>31</b>	<b>22</b>	<b>19</b>	<b>30</b>	<b>28</b>	<b>26</b>
Region 1 Total	134	107	130	127	164	132
Statewide Total	255	220	240	266	280	252

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Clackamas County	3	7	4	4	17	7
Hood River County	0	0	5	0	0	1
Multnomah County	7	4	14	23	31	16
Washington County	8	15	11	5	15	11
Region 1 Total	18	26	34	32	63	35
Statewide Total	138	111	154	144	208	152

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2012-2016 average of 99 to 77 by December 31, 2020.
- Decrease serious injuries in Region 1 from the 2012-2016 average of 572 to 472 by December 31, 2020.

### Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 1 from the 2014-2016 moving average of 150 to 123 by December 31, 2019.
- Decrease alcohol fatalities and serious injuries in Region 1 from the 2014-2016 moving average of 123 to 108 by December 31, 2019.
- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2014-2016 moving average of 184 to 167 by December 31, 2019.
- Maintain fatalities and serious injuries in bicycle and pedestrian crashes in Region 1 at the 2013-2015 moving average of 122 by December 31, 2019.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2014-2016 moving average of 106 to 89 by December 31, 2019.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 1 from the 2014-2016 moving average of 97 to 86 by December 31, 2019.
- Decrease fatalities and serious injuries related to driver distraction in Region 1 from the 2014-2016 moving average of 43 to 31 by December 31, 2019.

## Strategies

Action Items from Oregon's 2016-2020 Transportation Safety Action Plan for pedestrian safety (vulnerable road users) primarily address infrastructure analysis and improvements:

6.8.1	Evaluate the safety performance of innovative pedestrian facilities. Continue implementing the most effective.
6.8.2	Provide safe facilities and crossings in areas where pedestrians are present or access is needed. Prioritize transit corridors, school areas, multilane streets and highways and other high risk areas and facilities.
6.8.3	Improve maintenance of existing pedestrian facilities.

However, TSD is able to concurrently provide some technical and other support to local groups, facilities or schools looking to improve pedestrian (and other vulnerable users) roadway safety, while project scoping, construction, or other transportation planning efforts are being conducted (in tandem). Other strategies follow.

- Continue efforts in building a positive transportation safety culture to change risky behaviors, develop partnerships to leverage efforts, and build community buy-in and motivation.
- Continue and improve on safety messaging and public outreach efforts conducted in local communities and neighborhoods, especially those with identified safety issues. Continue to build on partnerships within the City of Portland's "Vision Zero" planning group and local traffic safety teams in promoting and/or conducting outreach and educational opportunities for related public events, as well as for at-risk populations within the community.

### Priority problem area efforts include:

- **Pedestrian Safety** - Facilitate safe walking practices to improve health and fitness through education, enforcement, engineering, and public information on Oregon law.
- **Bicyclist Safety** - Encourage bicyclist safety through public information and education programs for targeted audiences, school presentations, and law enforcement training.
- **Community Traffic Safety** - Provide a big-picture approach to injury prevention through: citizen input and participation; collaboration, business and health care participation; data collection and analysis; and combined injury prevention efforts.
- **ODOT Region Office** - Reducing the traffic related fatality and injury rate on state and local roads within the Region by providing expertise on the behavioral and design elements of all transportation safety programs. Work proactively with Region staff in developing solutions to transportation safety issues. Partner and coordinate with public and private agencies and organizations, including local transportation safety committees and law enforcement, to enhance community safety programs.

- **Roadway Safety** - Continue work with the ODOT Traffic-Roadway Division, local and regional governments, as well as private contractors and local law enforcement, to ensure that all roads are engineered to meet the highest safety standards and assist in providing recommendations for systematic improvements in high crash risk locations. The four E's of safety - engineering, enforcement, education and emergency medical services - are the foundation of all Roadway Safety Program activities
- **Safe Routes to School** - Promote walking and biking for the health/wellness and physical activity benefits; potential to lower traffic congestion around schools; and potential to increase air quality around schools. Program efforts are directed toward children in grades K-8 and are built around 5-E's: education, *encouragement*, enforcement, engineering, and evaluation. TSD is responsible for the non-infrastructure piece of the state's SRTS program (education, enforcement, and encouragement).



# Region 2 (R2)

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## 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 is responsible for the safety, construction, and maintenance of almost 25 percent of the state highway miles and has two major Cascade mountain passes (Santiam and Willamette). Region 2 is home to nearly 200 miles of U.S. 101 - The Oregon Coast Highway is a destination, a historic and cultural resource, and a challenge to maintain with landslides, hurricane force winds, and more than 90 inches of rain per year.

## The Problem

- Reducing roadway departure crashes continues to be a priority in Region 2. These types of crashes are common and preventable. During 2014-2016, there was an average of 287 roadway departure involved fatalities and serious injuries per year.
- 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.
- According to the CDC, motor vehicle fatalities continue to be the leading cause of accidental death among teenagers. In the U.S., six teens age 16-19 died every day from motor vehicle injuries (2015). During 2014-2016, there was an average of 124 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 2014-2016, there was an average of 88 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 and these types of crashes are increasing as well in Region 2. During 2014-2016, there was an average of 80 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.

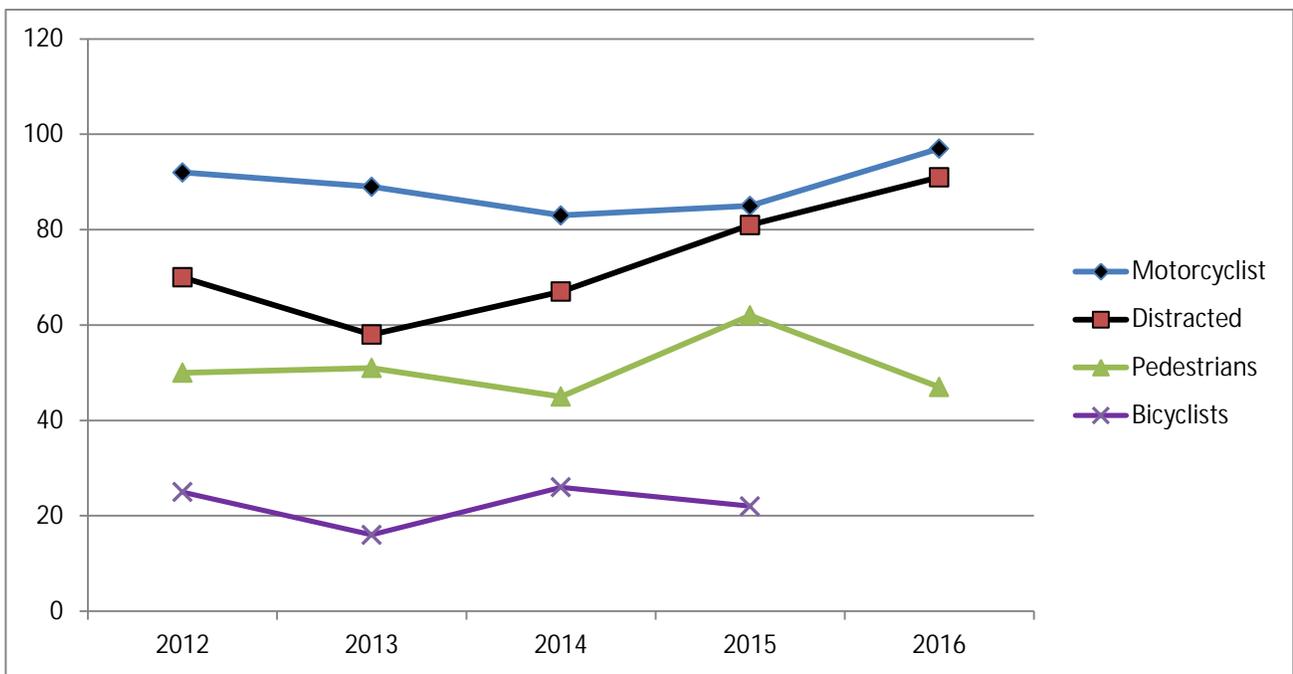
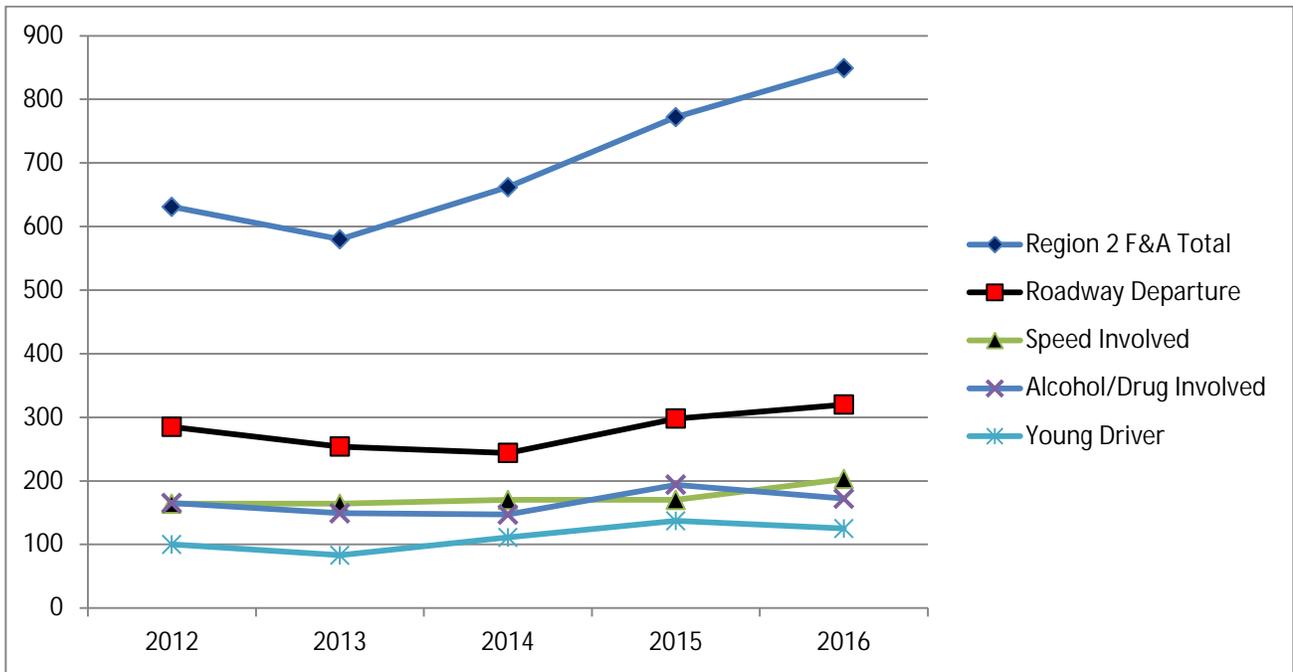
## Region 2, Transportation Safety Information

### Region 2 – Fatalities & Serious Injuries

Counties	2012	2013	2014	2015	2016	2012-2016 Average
<b>Benton County</b>	<b>32</b>	<b>15</b>	<b>27</b>	<b>28</b>	<b>52</b>	<b>31</b>
<b>Clatsop County</b>	<b>26</b>	<b>35</b>	<b>26</b>	<b>35</b>	<b>43</b>	<b>33</b>
<b>Columbia County</b>	<b>18</b>	<b>32</b>	<b>22</b>	<b>28</b>	<b>20</b>	<b>24</b>
<b>Lane County</b>	<b>169</b>	<b>146</b>	<b>158</b>	<b>204</b>	<b>190</b>	<b>173</b>
<b>Lincoln County</b>	<b>43</b>	<b>45</b>	<b>41</b>	<b>53</b>	<b>64</b>	<b>49</b>
<b>Linn County</b>	<b>78</b>	<b>72</b>	<b>95</b>	<b>99</b>	<b>84</b>	<b>86</b>
<b>Marion County</b>	<b>100</b>	<b>113</b>	<b>172</b>	<b>173</b>	<b>233</b>	<b>158</b>
<b>Polk County</b>	<b>52</b>	<b>56</b>	<b>52</b>	<b>65</b>	<b>50</b>	<b>55</b>
<b>Tillamook County</b>	<b>46</b>	<b>20</b>	<b>31</b>	<b>24</b>	<b>17</b>	<b>28</b>
<b>Yamhill County</b>	<b>67</b>	<b>46</b>	<b>38</b>	<b>63</b>	<b>96</b>	<b>62</b>
Fatal & Serious Injuries (F&A) Total	631	580	662	772	849	699
Fatalities	112	108	126	170	171	137
Alcohol/Drug Involved F&A	165	149	147	194	172	165
Alcohol/Drug Fatalities	57	58	62	98	81	71
Percent Alcohol/Drug F&A	26%	26%	22%	25%	20%	24%
Speed Involved F&A	164	164	170	170	203	174
Speed Fatalities	32	39	45	50	31	39
Percent Speed-Involved F&A	26%	28%	26%	22%	24%	25%
Roadway Departure F&A	285	254	244	298	320	280
Roadway Departure Fatalities	59	51	64	78	87	68
Percent Roadway Departure F&A	45%	44%	37%	39%	38%	40%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2012-2016 moving average of 137 to 122 by December 31, 2020.
- Decrease serious injuries in Region 2 from the 2012-2016 moving average of 561 to 497 by December 31, 2020.

## Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2014-2016 moving average of 287 to 262 by December 31, 2019.
- Decrease speed related fatalities and serious injuries in Region 2 from the 2014-2016 moving average of 181 to 165 by December 31, 2019.
- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2014-2016 moving average of 123 to 112 by December 31, 2019.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2014-2016 moving average of 124 to 114 by December 31, 2019.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 2 from the 2014-2016 moving average of 88 to 80 by December 31, 2019.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2014-2016 moving average of 80 to 73 by December 31, 2019.
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2014-2016 moving average of 51 to 47 by December 31, 2019.

## 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.



# Region 3 (R3)

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## 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 Department is responsible for the safety, construction, and maintenance of the State's Highway system. The region is primarily rural in nature; however Interstate 5 and Hwy 101 run the entire length of the region from north to south. The economic 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

- Fatal and serious injury motor vehicle crashes are over-represented and caused primarily by human behavior and poor choices, as opposed to vehicle or roadway issues. Region 3 had 16.46 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. Building a positive safety culture to change human behaviors is needed to maintain the momentum toward reducing fatal and serious injury crashes.
- Speed was a contributing factor in 105 fatal and serious injury crashes in Region 3 (16 percent of the statewide fatal and serious injury crashes) in 2016, increasing from 92, or by 14 percent in 2015.
- In 2016, 19 percent of the alcohol involved fatal and serious injury crashes in the state (83) occurred in Region 3.
- In 2016, total safety belt use and child safety seat use in Region 3 closely reflected 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 44 in 2015 to 52 in 2016 in Region 3 and continued work is needed to reduce these fatal and serious injury crash types.
- Roadway departure crash fatalities and serious injuries increased from 177 in 2015 to 178 in 2016 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.

## Region 3, Transportation Safety Information

### Fatalities – Region 3

	2012	2013	2014	2015	2016	2012-2016 Average
Coos County	5	6	11	9	7	8
Curry County	0	3	4	3	1	2
Douglas County	15	13	27	31	16	20
Jackson County	14	15	17	24	34	21
Josephine County	18	12	13	24	24	18
Region 3 Total	52	49	72	91	82	69
Statewide Fatalities	337	313	356	445	498	390
Region 3 Fatalities Percent of State	15.43%	15.65%	20.22%	20.45%	16.47%	17.65%
Region 3 Fatalities per 100,000 Population	10.82	10.14	14.81	18.57	16.58	14.18

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Region 3 Fatalities & Serious Injuries	312	305	268	367	355	321
Statewide Fatalities & Serious Injuries	1,955	1,729	1,851	2,220	2,471	2,045

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

### Speed Involved Fatalities – Region 3

	2012	2013	2014	2015	2016	2012-2016 Average
Coos County	2	2	6	1	3	3
Curry County	0	2	1	0	1	1
Douglas County	5	3	10	10	6	7
Jackson County	8	8	9	8	1	7
Josephine County	6	3	8	8	9	7
Region 3 Speed Involved Fatalities	21	18	34	27	20	24
Statewide Total Fatalities Speed Involved	114	120	144	138	207	145
Region 3 Speed Involved Fatalities Percent of State	18.42%	15.00%	23.61%	19.57%	9.66%	17.25%
Region 3 Speed Involved Fatalities per 100k Population	4.37	3.73	6.99	5.51	4.04	4.93

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Region 3 Speed Involved F&A Total	81	95	82	92	105	91
Statewide Speed Involved F&A Total	519	484	502	510	652	533

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Coos County	2	0	6	5	1	3
Curry County	0	2	2	2	0	1
Douglas County	2	7	6	7	4	5
Jackson County	4	7	9	9	16	9
Josephine County	7	8	6	16	15	10
Region 3 Alcohol Involved Fatalities	15	24	29	39	36	29
Statewide Total Fatalities Alcohol Involved	123	128	120	187	173	146
Region 3 Alcohol Involved Fatalities Percent of State	12.20%	18.75%	24.17%	20.86%	20.81%	19.36%
Region 3 Alcohol Involved Fatalities per 100k Population	3.12	4.97	5.97	7.96	7.28	5.86

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Region 3 Alcohol Involved F&A Total	61	62	52	91	83	70
Statewide Total Alcohol Involved F&A Total	413	346	307	433	429	386

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

## Populations – Region 3

County	2012	2013	2014	2015	2016	2012-2016 Average
Coos County	62,890	62,860	62,900	62,990	63,190	62,966
Curry County	22,295	22,300	22,355	22,470	22,600	22,404
Douglas County	108,195	108,850	109,385	109,910	110,395	109,347
Jackson County	204,630	206,310	208,375	210,975	213,765	208,811
Josephine County	82,775	82,815	83,105	83,720	84,675	83,418
Region 3 Total	480,785	483,135	486,120	490,065	494,625	486,946

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2012-2016 moving average of 69 to 56 or below by December 31, 2020.
- Decrease serious injuries in Region 3 from the 2012-2016 moving average of 252 to 208 by December 31, 2020.

## Performance Measures

- Decrease speed related fatalities and serious injuries in Region 3 from the 2014-2016 moving average of 93 to 79 by December 31, 2019.
- Decrease alcohol involved fatalities and serious injuries in Region 3 from the 2014-2016 moving average of 76 to 67 by December 31, 2019.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 3 from the 2014-2016 moving average of 43 to 36 by December 31, 2019.
- Reduce crashes associated with inclement weather on state highways in Region 3 from the 2014-2016 moving average of 615 to 521 by December 31, 2019.

## 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 to provide technical assistance for applicable transportation safety related events, programs, or fairs within the region.
- Coordinate and/or provide resources for traffic safety events as applicable. Advocate transportation safety programs and awareness to partners and stakeholders in the communities within 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, distracted driving overtime enforcement, and/or for CPS equipment, supplies, and training.
- Partner in educational opportunities on transportation safety problem areas, with an emphasis on Impaired Driving (Drugs and Alcohol), Speed, Distracted Driving, Roadway Departure, and Motorcycle Safety. Increase partnerships with health and injury prevention, social, and youth advocacy groups.
- 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 public events, fitting stations, 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 requirements.
- Partner on the implementation of a Salt Use Pilot program on the Siskiyou Pass and the four passes between Canyonville and Grants Pass; monitor evaluation reports 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 to improve safety, 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.



# Region 4 (R4)

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## Link to the Transportation Safety Action Plan:

- Action # 6.17.8 - Provide support for use of comprehensive, integrated approaches such as 4 E's 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 336,410 in 2016. The Region has 1,861 miles of state highway centerline miles (4,146 lane miles) a two major Cascade mountain passes (Santiam and Willamette). Region 4 hosts US 97, which serves as a major corridor between California and Washington, and I84, which connects Portland to Boise, Salt Lake City, and every point eastward. Central Oregon is a recreation hub of Oregon, with winter and summer tourism being a huge draw for the region. 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

- The rural nature of Region 4's high desert highways present unique challenges to transportation safety. The flat and straight highways and increased speed limits promote high speed driving, but where these highways also serve as the main streets for small towns, increasing the dangers to all users of the system. Longer distances between population centers decreases the enforcement capabilities and increases the response and travel times for first responders.
- The rural and small town characteristics are also reflected in how effective law enforcement can be on local traffic issues: equipment is difficult to come by for enforcing speed or DUII violations; staffing is based on population but the highways service many through-travelers, and many rural agencies may cite violations differently based on their procedures.
- Impaired driving continues to be one of the top highway safety concerns for Region 4. The number of fatal and serious injuries peaked in 2016 with the highest count for the past five years.

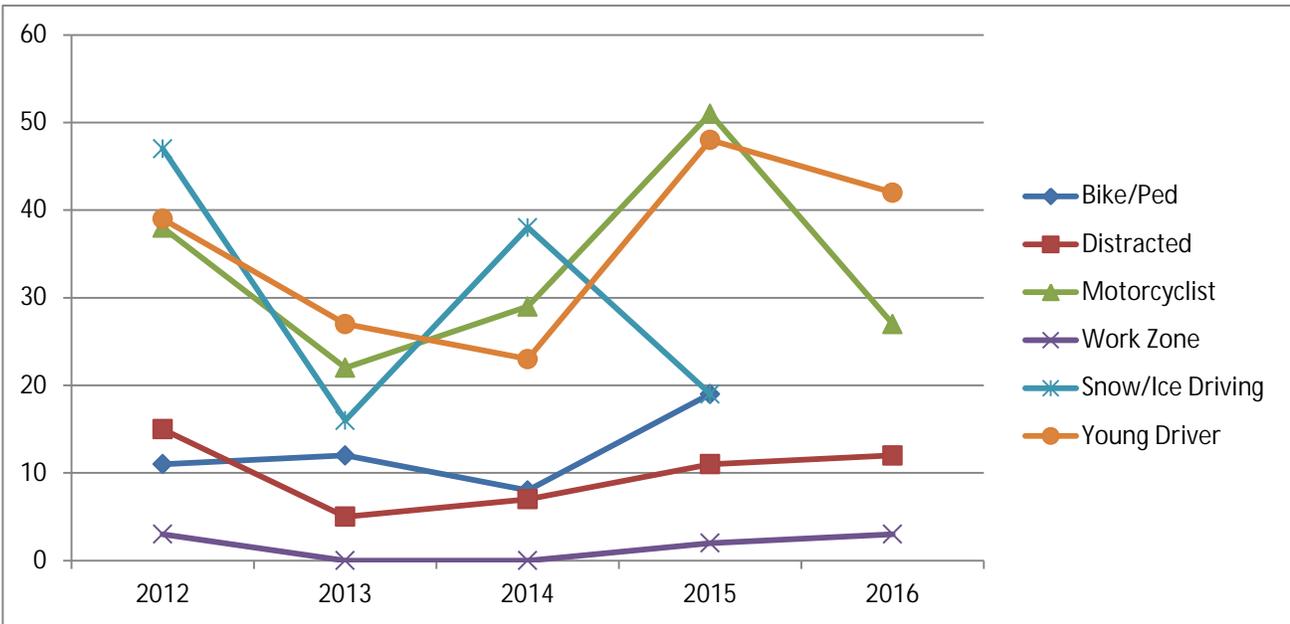
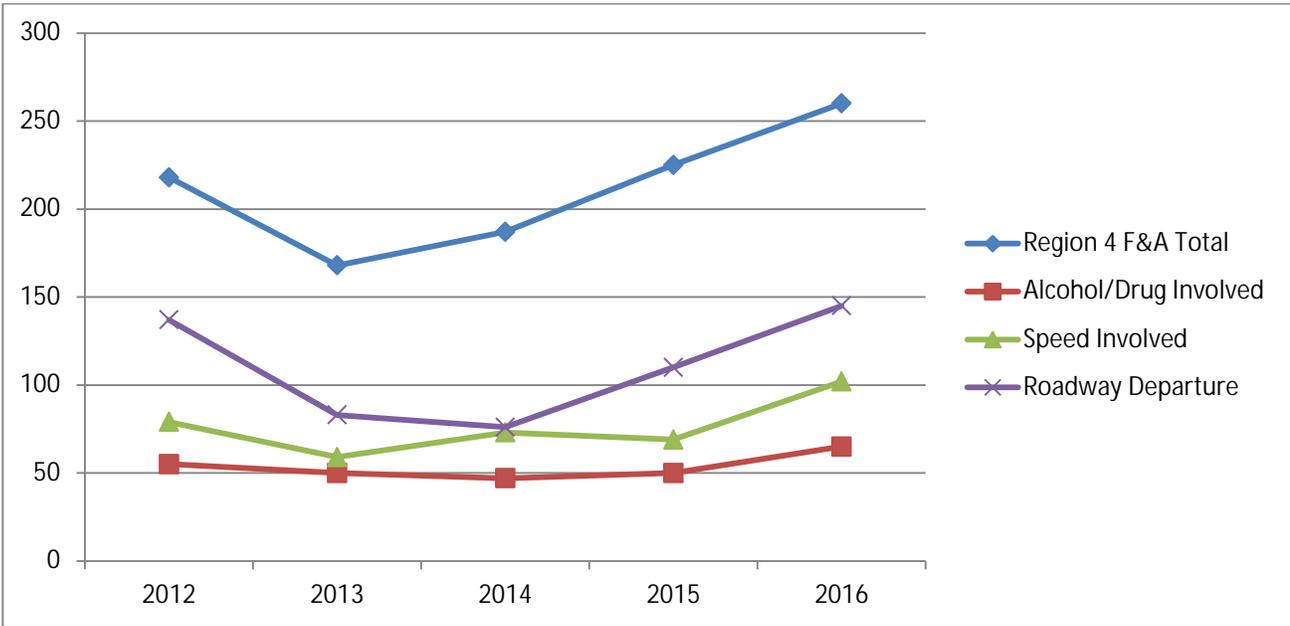
## Region 4, Transportation Safety Information

### Region 4 - Fatalities and Serious Injuries

Counties	2012	2013	2014	2015	2016	2012-2016 Average
Crook County	16	16	16	21	17	17
Deschutes County	80	64	64	81	107	79
Gilliam County	4	1	1	2	9	3
Jefferson County	23	13	35	25	22	24
Klamath County	65	37	44	54	54	51
Lake County	6	13	5	5	4	7
Sherman County	4	2	3	5	4	4
Wasco County	19	20	18	30	41	26
Wheeler County	1	2	1	2	2	2
<b>Fatal &amp; Serious Injuries (F&amp;A) Total</b>	<b>218</b>	<b>168</b>	<b>187</b>	<b>225</b>	<b>260</b>	<b>212</b>
Fatalities	40	36	41	46	67	46
Alcohol/Drug Involved F&A	55	50	47	50	65	53
Alcohol/Drug Fatalities	35	31	19	22	27	27
Percent Alcohol/Drug F&A	25%	30%	25%	22%	25%	25%
Speed Involved F&A	79	59	73	69	102	76
Speed Fatalities	13	12	19	21	33	20
Percent Speed-Involved F&A	36%	35%	39%	31%	39%	36%
Roadway Departure F&A	137	83	76	110	145	110
Roadway Departure Fatalities	30	18	21	27	41	27
Percent Roadway Departure F&A	63%	49%	41%	49%	56%	52%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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.)



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 2012-2016 average of 46 to 31 by December 31, 2020.
- Decrease serious injuries in Region 4 from the 2012-2016 average of 179 to 118 by December 31, 2020.

## Performance Measures

- Decrease alcohol/drug involved fatalities and serious injuries in Region 4 from the 2014-2016 moving average of 54 to 46 by December 31, 2019.
- Decrease speed involved fatalities and serious injuries in Region 4 from the 2014-2016 moving average of 81 to 74 by December 31, 2019.
- Decrease the number of roadway departure fatalities and serious injuries from the 2014-2016 moving average of 110 to 101 by December 31, 2019.

## 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 4 (SPIS has been recognized as an effective problem identification tool for evaluating road segments with higher crash incidence).
- 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.
- Assist with coordination of certified CPS Technician meetings and events 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.
- Collaborate and work to enhance or create new partnerships with local agencies/groups to raise awareness around transportation safety issues within the Region.

# Region 5 (R5)

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## 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. Six of the eight counties in Region 5 are considered frontier counties with six or fewer people per square mile while the two most populated counties are considered rural. Region 5 encompasses approximately 39 percent of the total area of the state, with only about 5 percent of the state's population and 22 percent of all total miles (state, county, city, misc. agency) in the state.

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

## The Problem

- In 2016, several of the rural highways in Region 5 initiated 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; where speed is already a causation factor in over 1/3 of Oregon's motor vehicle fatalities.
- In 2016, traffic fatalities continued to be a major issue in Region 5 with 46 deaths, up from 40 deaths in 2015. Region 5 accounted for 9.2 percent of the statewide fatalities in 2016.
- In 2016, serious injuries due to traffic crashes totaled 127, up from 97 in 2015. Region 5 represented 6.4 percent of statewide serious injuries which is over-represented for its population.
- In 2016, alcohol was involved in 22 deaths and serious injuries in Region 5, down from 56 in 2015. Region 5 has seen a decrease in alcohol involved fatalities and serious injuries each year since 2013. Region 5 accounted for 5.1 percent of statewide alcohol involved fatalities and serious injuries.
- In 2016, 25.4 percent of all Region 5 fatalities and serious injuries were speed involved, totaling 44. While the total number is up from 2015, the percent of all Region 5 speed involved fatalities and serious injuries decreased to 31 percent in 2015. Region 5 accounts for 6.7 percent of statewide speed involved fatalities and serious injuries.

- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departures due to the rural nature of the region. 2016 was no exception with 96 fatalities and serious injuries, up from 75 in 2015. This represents 55.5 percent of the total fatalities and serious injuries in Region 5 for 2016 and 10.1 percent of statewide roadway departure fatalities and serious injuries.
- In 2016, 18.5 percent of all Region 5 fatalities and serious injuries were due to motorcycle crashes for a total of 32. This number is more than double what it was in 2015 when Region 5 saw a total of 14 fatalities and serious injuries due to motorcycle crashes. Region 5 accounted for 9.9 percent of the statewide fatalities and serious injuries due to motorcycle crashes.

### Fatalities – Region 5

	2012	2013	2014	2015	2016	2012-2016 Average
Baker County	4	2	5	6	7	5
Grant County	1	1	0	2	3	1
Harney County	2	2	5	3	5	3
Malheur County	6	8	3	5	7	6
Morrow County	1	2	3	5	4	3
Umatilla County	27	11	12	11	14	15
Union County	1	2	1	8	4	3
Wallowa County	2	1	5	0	2	2
Total Region 5	44	29	34	40	46	39
Statewide Fatalities	337	313	356	445	498	390
Region 5 Fatalities Percent of State	13.06%	9.27%	9.55%	8.99%	9.24%	10.02%
Region 5 Fatalities per 100,000 Population	23.92	15.67	18.29	21.37	24.41	20.73

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

### Serious Injuries – Region 5

	2012	2013	2014	2015	2016	2012-2016 Average
Baker County	9	9	7	8	14	9
Grant County	7	2	3	3	4	4
Harney County	4	1	6	7	8	5
Malheur County	16	21	18	17	34	21
Morrow County	3	10	6	7	16	8
Umatilla County	45	35	57	35	39	42
Union County	13	11	7	13	9	11
Wallowa County	5	3	1	7	3	4
Region 5 Serious Injuries Total	102	92	105	97	127	105

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Region 5 Fatalities & Serious Injuries	146	121	139	137	173	143
Statewide Fatalities & Serious Injuries	1,955	1,729	1,852	2,220	2,471	2,045

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Baker County	3	1	2	0	2	2
Grant County	1	1	0	1	2	1
Harney County	0	1	1	2	0	1
Malheur County	1	3	2	1	1	2
Morrow County	0	1	2	0	0	1
Umatilla County	16	4	5	4	3	6
Union County	0	1	1	1	3	1
Wallowa County	0	1	4	0	1	1
Region 5 Speed Involved Fatalities	21	13	17	9	12	14
Statewide Total Speed Involved Fatalities	114	120	144	138	207	145
Region 5 Speed Involved Fatalities Percent of State	18.42%	10.83%	11.81%	6.52%	5.80%	10.68%
Region 5 Speed Involved Fatalities per 100k Population	11.41	7.02	9.08	4.81	6.37	7.75

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
Region 5 Speed Involved F&A Total	70	51	60	42	44	53
Statewide Speed Involved F&A Total	519	484	502	510	652	533

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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

	2012	2013	2014	2015	2016	2012-2016 Average
<b>Baker County</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>2</b>
<b>Grant County</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>Harney County</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>
<b>Malheur County</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>
<b>Morrow County</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>Umatilla County</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>4</b>
<b>Union County</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>
<b>Wallowa County</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>
Region 5 Alcohol Involved Fatalities	8	13	15	10	17	13
Statewide Total Alcohol Involved Fatalities	123	128	120	187	173	146
Region 5 Alcohol Involved Fatalities Percent of State	6.50%	10.16%	12.50%	5.35%	9.83%	8.87%
Region 5 Alcohol Involved Fatalities per 100k Population	4.35	7.02	8.07	5.34	9.02	6.76

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, , 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

	2012	2013	2014	2015	2016	2012-2016 Average
Region 5 Alcohol Involved F&A Total	20	28	26	25	22	24
Statewide Total Alcohol Involved F&A Total	413	346	307	433	429	386

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

## Populations – Region 5

County	2012	2013	2014	2015	2016	2012-2016 Average
<b>Baker County</b>	<b>16,210</b>	<b>16,280</b>	<b>16,325</b>	<b>16,425</b>	<b>16,510</b>	<b>16,350</b>
<b>Grant County</b>	<b>7,450</b>	<b>7,435</b>	<b>7,425</b>	<b>7,430</b>	<b>7,410</b>	<b>7,430</b>
<b>Harney County</b>	<b>7,315</b>	<b>7,260</b>	<b>7,265</b>	<b>7,295</b>	<b>7,320</b>	<b>7,291</b>
<b>Malheur County</b>	<b>31,395</b>	<b>31,440</b>	<b>31,470</b>	<b>31,480</b>	<b>31,705</b>	<b>31,498</b>
<b>Morrow County</b>	<b>11,300</b>	<b>11,425</b>	<b>11,525</b>	<b>11,630</b>	<b>11,745</b>	<b>11,525</b>
<b>Umatilla County</b>	<b>77,120</b>	<b>77,895</b>	<b>78,340</b>	<b>79,155</b>	<b>79,880</b>	<b>78,478</b>
<b>Union County</b>	<b>26,175</b>	<b>26,325</b>	<b>26,485</b>	<b>26,625</b>	<b>26,745</b>	<b>26,471</b>
<b>Wallowa County</b>	<b>7,015</b>	<b>7,045</b>	<b>7,070</b>	<b>7,100</b>	<b>7,140</b>	<b>7,074</b>
Region 5 Total	183,980	185,105	185,905	187,140	188,455	186,117

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, , 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 2012-2016 moving average of 39 to 35 by December 31, 2020.
- Decrease serious injuries in Region 5 from the 2012-2016 moving average of 105 to 93 by December 31, 2020.

## Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2014-2016 moving average of 49 to 45 by December 31, 2019.
- Decrease alcohol involved fatalities and serious injuries in Region 5 from the 2014-2016 moving average of 24 to 22 by December 31, 2019.
- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2014-2016 moving average of 84 to 74 by December 31, 2019.
- Decrease fatalities and serious injuries from motorcycle crashes in Region 5 from the 2014-2016 moving average of 19 to 17 by December 31, 2019.

## 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. Advocate transportation safety programs and awareness to partners and communities in Region 5.
- 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 and volunteer 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 certified CPS Technician meetings and events 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 the development of local TSAPs for these areas.
- 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.

# Roadway Safety (RS)

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## 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, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
National Traffic Fatality Rate <sup>1</sup>	1.14	1.10	1.08	1.12	n/a	n/a
Oregon Traffic Fatality Rate <sup>1</sup>	1.02	0.93	1.03	1.24	1.35	1.11
Highway System, Non-freeway Crash Rate <sup>2</sup>	1.51	1.45	1.53	1.62	n/a	n/a
Highway System Rural Non-freeway Crash Rate	0.88	0.76	0.89	1.05	n/a	n/a
Highway System, Freeway Crash Rate	0.46	0.47	0.51	0.51	n/a	n/a
County Roads/City Streets Crash Rate	2.08	2.00	2.11	2.10	n/a	n/a

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

<sup>1</sup> Deaths per 100 million vehicle miles traveled

<sup>2</sup> 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 2014-2016 moving average of 27 to 30 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 2014-2016 moving average of 559 to 630 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 2014-2016 moving average of 27 to 29 by December 31, 2019.
- 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 2014-2016 moving average of 559 to 611 by December 31, 2019.

## 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's transportation system.

# Safe & Courteous Driving (DD)

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## Link to the Transportation Safety Action Plan:

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

## The Problem

- "Safe Following Distance" is one of the components of the program, as 'following-too-close' related crashes were the fifth most common driver error in Oregon crashes in 2015.
- "Red Light Running" is also a significant cause of death and serious injury on Oregon streets. These crashes can result in debilitating brain injury and death.
- "Lights and Swipes" refer to safety precautions to take while driving in inclement weather; headlights and windshield wipers used together help your vehicle be more visible to other motorists and road users.
- "Drowsy" 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 48 fatalities and 4,646 injuries in Oregon.
- "Distracted Driving" is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike, and includes multiple distracted behaviors like eating, drinking, reading, and other passengers; as well as use of mobile electronic devices. From 2012-2016 there were 10,814 crashes resulting in 70 fatalities and 16,503 injuries caused by crashes involving a distracted driver in Oregon (all ages).
- During 2017 Legislative Session, HB 2597 was passed to improve the ability of law enforcement to cite and convict for the distracted driving violation by clarifying the definition of 'hands free' and the allowance for one touch to activate or deactivate the device; broadening the scope of coverage to all mobile electronic devices (not just cell phones); and adding a diversion course to provide distracted driving education to violators.
- Cell phone use is a major driver distraction problem in Oregon as well as nationwide. From 2012-2016 there were 1,040 fatal and injury crashes statewide, resulting in 19 fatalities and 4,497 injuries caused by drivers reported to have been using a cell phone at the time of the crash. These crash types have historically been underreported in Oregon, as convictions for this offense during the same time frame total 87,839.
- Distracted and Drowsy Driving are the most prevalent of unsafe driving behaviors found in Oregon's Safe & Courteous Driving program.

## Oregon Driver reported to have used Cell Phone, Fatalities and Injuries 2012-2016

Year	Fatalities	Injuries
2012	1	296
2013	4	235
2014	3	245
2015	3	316
2016	8	405
Total	19	1,497

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

## Oregon Cell Phone Use Convictions 2012-2016

Year	Convictions
2012	23,015
2013	21,520
2014	17,723
2015	15,264
2016	10,317
Total	87,839

Source: Oregon Driver and Motor Vehicle Services

### Goals

- Decrease drowsy driving fatalities from the 2012-2016 moving average of 10 to 9 by December 31, 2020.
- Decrease drowsy driving injuries from the 2012-2016 moving average of 929 to 762 by December 31, 2020.
- Decrease distracted driving fatalities related to driver use of a cell phone from the 2012-2016 moving average of 4 to 3 by December 31, 2020.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2012-2016 moving average of 299 to 266 by December 31, 2020.

### Performance Measures

- Decrease drowsy driving fatalities from the 2014-2016 moving average of 10 to 9 by December 31, 2019.
- Decrease drowsy driving injuries from the 2014-2016 moving average of 1,006 to 839 by December 31, 2019.
- Decrease distracted driving fatalities related to driver use of a cell phone from 2012-2016 average of 5 to 4 by December 31, 2019.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2012-2016 moving average of 322 to 294 by December 31, 2019.

## Strategies

- Develop and distribute public information and education materials to raise awareness and understanding of the dangers of drowsy and distracted driving.
- Provide high visibility enforcement for distracted driving statewide, especially during April 2019, the 6<sup>th</sup> Annual Distracted Driving Awareness Month.
- Provide public information on all topics in Safe and Courteous program, as required. For example, see ORS 811.526, Safety Campaign for the Use of Headlights. The campaign shall include, but need not be limited to, encouraging people to drive with headlights on under inclement weather conditions.



# Safe Routes to School (SRTS)

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## 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 objectives of a Safe Routes to School Program are:

- To increase the ability and opportunity for children to walk, roll and bicycle safely to and from school
- To make walking, rolling and bicycling appealing travel alternatives
- To influence a healthy and active lifestyle
- To 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

- Alternative commuting options such as walking, biking, and other types of rolling (wheelchairs, scooters, and skateboards) to school can have many health and academic benefits for youth; however, for the majority of schools nationwide, 10 percent or fewer students walk or bike to school. This is an approximate 40 percent decrease since 1969 (CDC.gov).
- The Centers for Disease Control and Prevention has recommended for children and adolescents to have 60 minutes of physical activity per day, yet as of 2016, only 21 percent of youths nationwide meet these recommended physical activity guidelines (health.gov).
- Nationally, 17 percent of children and adolescents are obese (12.7 million) which can have immediate health risks such as hypertension and breathing problems. Long term health risks include a higher risk of being obese as an adult, metabolic chronic disease, and low self-esteem and depression (CDC.gov)
- Despite the benefits of walking and rolling to school, there can be barriers to commuting to school safely such as unsafe roadways facilities or environments. Other contributing factors may be unsafe driving, pedestrian and bicyclist behaviors. In Oregon for children ages 5-14, there is a five-year average of one bicyclist fatality and 80 bicyclist injuries each year; and a three-year average of 2 pedestrian fatalities and 83 pedestrian injuries involving motor vehicle crashes.

- 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 safely to that 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.

### 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 have a completed SRTS Action Plan from 197 in 2017 to 210 by December 31, 2019.

### 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 transportation 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 safely to school to learn about other potential aid opportunities through ODOT.



# Speed (SP)

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## Link to the Transportation Safety Action Plan:

- Action # 6.3.7 Conduct targeted enforcement to reduce speeding.

## The Problem

- In 2016, 41.07 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 2016.
- 22 percent of all 2016 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 2016 there were 331 convictions for Speed Racing in Oregon. Law Enforcement is also seeing an increase in coordinated events where racers are taking over freeways and bridges; a decline in the amount of law enforcement officers available for traffic enforcement makes it difficult to effectively deal with the issue.
- 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 - that same equipment loses the ability to work effectively at higher speeds.

## Speed in Oregon, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Total Number of Fatalities Statewide	337	313	356	445	498	390
Number of People Killed Involving Speed	114	120	144	138	207	145
Percent Involving Speed	33.8%	38.3%	40.4%	31.0%	41.7%	37.0%
Total Number of Injuries Statewide	36,083	33,149	35,054	41,754	44,496	38,107
Number of People Injured Involving Speed	4,897	4,871	5,248	6,044	5,005	5,213
Percent Involving Speed on State Hwys	13.6%	14.7%	15.0%	14.5%	11.2%	13.8%
Number of Speed Involved Convictions	132,483	130,305	133,950	129,214	143,478	129,101
Number of Speed eCitations Issued	93,080	117,826	136,700	79,829	154,836	116,454
Total Number of eCitations Issued	223,189	272,993	326,970	322,871	248,944	278,993
Number of eCrash Reports Completed	8,063	9,296	12,220	12,188	13,057	10,965

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, Crash Analysis and Reporting, Oregon 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, 2013-2017

	FFY 2013	FFY 2014	FFY 2015	FFY 2016	FFY 2017	2013-2017 Average
Speeding citations issued	12,376	21,732	4,143**	5,123	12,750	12,118

Sources: TSD Grant files, 2013 - 2017

\*\*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 2012-2016 moving average of 113 to 90 by December 31, 2020. (*NHTSA*)
- Decrease the number of people injured in speed related crashes from the 2012-2016 moving average of 5,213 to 4,615 by December 31, 2020.

## Performance Measures

- Decrease fatalities in speed related crashes from the 2014-2016 moving average of 122 to 111 by December 31, 2019. (*NHTSA*)
- Decrease the number of people injured in speed related crashes from the 2014-2016 moving average of 5,388 to 5,098 by December 31, 2019.
- Increase the number of eCitations issued statewide from the 2014-2016 moving average of 307,611 to 336,135 by December 31, 2019.
- Increase the number of eCrash reports issued statewide from the 2014-2016 moving average of 11,235 to 12,276 by December 31, 2019.
- Increase the number of speed related eCitations issued from the 2014-2016 moving average of 111,452 to 121,786 by December 31, 2019.

## Strategies

- Provide annual public information and education on the issue of speed via media contractor, ODOT public information officers and other media outlets.
- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priority order is: Rural State Highways, County Roads, City Streets and Interstate System.
- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with Region Traffic Safety Coordinators (RTSCs) to address specific problems in their areas. Provide funding as available.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number two contributing factor to traffic death and injury severity.
- Monitor the number of eCitations and eCrash data to that which TSD has access (see performance measures 'outcome' above).
- Award speed enforcement overtime funding based on and prioritized by speed related serious injury and fatal crash data.



# Traffic Records (TR)

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## 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, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Total Crashes	49,797	49,495	51,244	55,156	44,102	49,959
Fatal Crashes	306	292	321	410	448	355
Injury Crashes	24,455	22,975	24,207	28,721	30,162	26,104
Property Damage Crashes	25,036	26,228	26,716	26,026	13,492	23,500
Fatal Crashes Police Reported	97%	98%	98%	97%	99%	98%
Serious Injury Crashes Police Reported	84%	81%	79%	78%	85%	81%
Moderate Injury Crashes Police Reported	72%	73%	73%	73%	77%	74%
Minor Injury Crashes Police Reported	49%	50%	51%	47%	54%	50%
Fatalities	337	313	356	445	498	390
Fatalities per 100 Million VMT	1.02	0.93	1.03	1.24	1.35	1.11
Injuries	36,083	33,149	35,054	41,754	44,496	38,107
Injuries per 100 Million VMT	108.77	98.35	101.28	115.99	121.18	109.11
Number of Speed eCitations Issued	93,080	117,826	136,700	79,829	154,836	116,454
Total Number of eCitations Issued	223,189	272,993	326,970	322,871	248,944	278,993
Number of eCrash Reports Completed	8,063	9,296	12,220	12,188	13,057	10,965

Source: Crash Analysis and Reporting, Oregon Department of Transportation, 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 2014-2016 moving average of 11,235 to 12,600 by December 31, 2019.
- Increase the percentage of fatal and injury crash reports submitted by law enforcement officers in Oregon from the 2014-2016 moving average of 58 percent to 64 percent by December 31, 2019.
- Increase the percentage of Pre-Hospital Admission reporting agencies and sub agencies in the pre-hospital admission reporting system from 66 percent in 2016 to 88 percent by December 31, 2019.
- 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, 2019.

## Strategies

- Implement the current 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 state and local highway and traffic safety programs.
- Key recommendations from NHTSA's 2016 Assessment of Oregon's Traffic Records program to be worked on in 2019 include:
  - Develop a new traffic records strategic plan that responds to one or more of the recommendations and issues identified in the newly completed Traffic Records Assessment
  - Develop a TRCC process for prioritizing traffic records improvement projects in the TRCC strategic plan.
  - Develop an enterprise roadway information system containing roadway and traffic data elements for all public roads.
  - Consider development of a statewide authority to assign unique citation numbers.
  - Assess how the State can track citations from point of issuance to posting onto the driver file.
  - Develop a system to track citations that are adjudicated by the local (municipal and justice) courts.
  - Ensure that the injury surveillance system includes EMS data.
  - Develop completeness performance measures tailored to the needs of EMS system managers and data users.



# Work Zone Safety (WZ)

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## 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, as a result 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.
- Drivers and their passengers are injured and killed more often than 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 types of crashes.

## Work Zones in Oregon, 2012-2016

	2012	2013	2014	2015	2016	2012-2016 Average
Work Zone Fatal/Serious Injury Crashes	22	14	14	19	27	19
Work Zone Injury Crashes	244	212	271	324	349	280
All Work Zone Crashes	429	427	512	544	n/a	n/a
Work Zone Fatalities	6	6	4	3	7	5
Work Zone Fatal/Serious Injuries	26	18	16	19	33	22
Work Zone Injuries	375	327	439	498	548	437

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

## Goals

- Reduce work zone fatalities from 5, the average for 2012-2016, to 4 or below by December 31, 2020.
- Reduce work zone fatal crashes from 4, the average for 2012-2016, to 3 or below by December 31, 2020.
- Reduce work zone serious injuries from 17, the average for 2012-2016, to 15 or below by December 31, 2020.
- Reduce work zone serious injury crashes from 15, the average for 2012-2016, to 13 or below by December 31, 2020.
- Reduce work zone injury crashes from 280, the average for 2012-2016, to 248 or below by December 31, 2020.

## Performance Measure

- Reduce work zone fatalities from 5, the average for 2014-2016, to 4 or below by December 31, 2019.
- Reduce work zone fatal crashes from 4, the average for 2014-2016, to 3 or below by December 31, 2019.
- Reduce work zone serious injuries from 18, the average for 2014-2016, to 16 or below by December 31, 2019.
- Reduce work zone serious injury crashes from 16, the average for 2014-2016, to 14 or below by December 31, 2019.
- Reduce work zone injury crashes from 315, the average for 2014-2016, to 287 or below by December 31, 2019.

## 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; coordinate/initiatives.
- Finalize implementation/reporting of the Statewide Work Zone Photo Radar legislative initiative.

# 2019 Anticipated Revenues Summary

Fund Sources	Area	Anticipated FY 2019	
<b><u>USDOT Block Grants</u></b>			
FHWA Section 164 AL	Impaired Driving	\$	1,364,369
FHWA Work Zone	Work Zone	\$	1,884,000
FHWA HSIP	Roadway Safety	\$	668,000
FHWA – Flex Safe Routes	Safe Routes to School	\$	690,962
NHTSA 1906	Racial Profiling	\$	375,000
NHTSA Section 402	Discretionary Highway Safety	\$	3,141,000
NHTSA 405(b)	Occupant Protection	\$	432,897
NHTSA 405(c)	Traffic Records	\$	1,210,000
NHTSA 405(d)	Impaired Driving	\$	1,914,640
NHTSA 405(e)	Safe and Courteous	\$	65,000
NHTSA 405(f)	Motorcycle Safety	\$	53,608
NHTSA 405(h)	Non-Motorized (Bike/Pedestrian)	\$	307,013
	<b>Subtotal</b>	<b>\$</b>	<b>12,106,489</b>
<b><u>Other Revenues</u></b>			
ODOT	Youth Programs - TOF	\$	95,000
ODOT	School Bus Safety Education	\$	46,330
\$28 per MC Endorsement	Motorcycle Safety	\$	1,500,000
\$6 per License	Driver Education (SDTF)	\$	3,736,000
ODOT DMV - Flat	State Match (Program Management)	\$	675,000
Highway Fund	Regional Match (Program Management)	\$	500,000
	<b>Subtotal</b>	<b>\$</b>	<b>6,552,330</b>
			<b>FY 2019</b>
	<b>Federal Revenues</b>	<b>\$</b>	<b>12,106,489</b>
	<b>State/Other Revenues</b>	<b>\$</b>	<b>6,552,330</b>
	<b>Total</b>	<b>\$</b>	<b>18,658,819</b>

# 2019 Anticipated Revenues by Program Area

Program Area	Fund	FY 2019 Anticipated Revenues
Bicycle and Pedestrian Safety	402	\$ 307,013
	405(h)	\$ 5,000
Community Traffic Safety	402	\$ 284,000
Driver Education	402	\$ 15,000
	State Funds	\$ 46,330
	SDTF	\$ 3,461,000
	TOF	\$ 95,000
Emergency Medical Services	402	\$ 40,000
Equipment Safety, Vehicle	402	\$ 15,000
Impaired Driving-Alcohol	164AL	\$ 1,339,369
	405(d)	\$ 468,543
Impaired Driving-Drugs	405(d)	\$ 1,311,097
Judicial Education	402	\$ 30,000
Motorcycle Safety	405(f)	\$ 53,608
	Motorcycle Funds \$28 per MC Endors.	\$ 1,425,000
Occupant Protection	402	\$ 380,000
	405(b)	\$ 432,897
Older Drivers	402	\$ 20,000
Police Traffic Safety	402	\$ 207,000
Regions	402	\$ 125,000
Roadway Safety	402	\$ 20,000
	FHWA	\$ 668,000
Safe and Courteous	405(e)	\$ 65,000
Safe Routes to School	FHWA	\$ 605,962
Speed	402	\$ 670,000
Statewide	164AL	\$ 25,000
	402	\$ 1,330,000
	405(d)	\$ 135,000
	FHWA	\$ 85,000
	SDTF	\$ 275,000
	Motorcycle Funds	\$ 75,000
	Highway Funds	\$ 500,000
	State Funds	\$ 675,000
Traffic Records	1906	\$ 375,000
	405(c)	\$ 1,210,000
Work Zone	FHWA	\$ 1,884,000
<b>Total</b>		<b>\$ 18,658,819</b>

# 2019 Project Funding Narratives by Program Area

## Statewide

<b>Planning &amp; Administration</b>	<b>Awarded</b>
<b>Section 164</b>	<b>\$25,000</b>

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

<b>Planning &amp; Administration</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$280,000</b>
<b>State Funds</b>	<b>[\$275,000]</b>

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

<b>Program Management</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$950,000</b>
<b>State Funds</b>	<b>[\$400,000]</b>

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

<b>Statewide Services - Data/Observation Study/Telephone Research</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project funds TSD opinion surveys conducted in relation to transportation safety programs.

<b>Statewide Services -Media Report (TSD)</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides 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.

<b>Trauma Nurses Talk Tough – Train the Trainer</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$15,000</b>

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

<b>Transportation Safety Conference</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$35,000</b>

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.

<b>Program Management - Impaired Driving</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$135,000</b>

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

<b>Program Management - Safe Routes to School</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$85,000</b>

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

<b>Program Management - Driver Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund (SDTF)</b>	<b>[\$275,000]</b>

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

<b>Motorcycle Safety Program Management</b>	<b>Awarded</b>
<b>State Motorcycle Funds</b>	<b>[\$75,000]</b>

Salaries; benefits, travel; services and supplies; and office equipment will be funded for the Motorcycle program manager.

<b>Region Program Management</b>	<b>Awarded</b>
<b>State Highway Fund</b>	<b>[\$500,000]</b>

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

## **Bike and Pedestrian**

<b>Pedestrian Statewide Services</b>	<b>Awarded</b>
<b>405(h)</b>	<b>\$82,013</b>
<b>Section 402</b>	<b>\$5,000</b>

Participate in annual TSD Public Opinion telephone survey; update/reprint pedestrian safety resource materials; develop annual statewide media campaign with TSD media contractor; collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure enhancements; explore feasibility and implementation of low-cost pedestrian safety enhancements (e.g., in-street pedestrian signs, speed feedback signs) to encourage driver compliance for stopping at crosswalks for pedestrians; and promote pedestrian education training to drivers and pedestrians.

<b>Pedestrian Enforcement &amp; Training</b>	<b>Awarded</b>
<b>405(h)</b>	<b>\$80,000</b>

Statewide pedestrian safety enforcement (PSE) operations overtime mini-grant program to Oregon law enforcement agencies, to also include operations, training and evaluation, and diversion classes as applicable; to be administered by Oregon Impact.

<b>Bicyclist Services</b>	<b>Awarded</b>
405(h)	\$70,000

Develop annual statewide media campaign with TSD media contractor; update/reprint bicycle safety resource materials and collaborate with Region Traffic Safety Coordinators in distribution of safety resources; promote bicycle safety education training to drivers and bicyclists; collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure enhancements.

<b>Bicycle Safety Education &amp; Training</b>	<b>Awarded</b>
405(h)	\$30,000

The program provides train-the-trainer instruction and technical advice and assistance to communities implementing bike safety in schools. This is the sixth year by The Street Trust providing the JumpStart Bicycle Fleet program to a community demonstrating readiness to establish a bike safety program in local schools.

<b>Bicycle and Pedestrian Friendly Class</b>	<b>Awarded</b>
405(h)	\$45,000

The program will develop, promote and implement driver education classes on pedestrian and bicycle laws and best practices in the cities of Eugene, Bend, and Portland and to other areas within the county.

## Community Traffic Safety

<b>Clackamas Safe Community</b>	<b>Awarded</b>
Section 402	\$10,000

The project will work with local government to communicate the implementation of key objectives of the new 2019 local TSAP, the Safe Communities Coalition concept, and to refine an aggressive 4E approach to reducing death and injury. The project will adapt strategies from Montana State research on culture change regarding organizational and highway safety. As with all TSD community grants, the project will utilize NHTSA's "Countermeasures That Work" and FHWA's "Proven Safety Strategies" along with the safety program principles of the Safe Community model.

<b>Suburban - Lane Safe Community</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$95,000</b>

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

<b>Safe Community Services</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$100,000</b>

The project will provide 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. This project will continue to offer local traffic safety advocates access to additional technical assistance via a weekday 1-800 "warm" line, and a project directed minimum of 12 electronic newsletters featuring traffic safety ideas and recognition for successful programs. This project will make at minimum phone contact with 100% of the recognized local traffic safety communities in Oregon in the fiscal year, and work with ODOT region staff to insure that 100% of the recognized communities receive at least one in-person visit during the time. The project will be responsible to identify an effective measurement and then increase the number of citizens who volunteer to assist for traffic safety projects, and promote volunteerism by a measurable level. The project will coordinate with TSD staff to assist locals in coordinating their efforts between program topics, with an aim to develop more holistic efforts.

<b>Rural--Harney County Coordinator</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$20,000</b>

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aid in the development of a county level Transportation Safety Action Plan. The project will provide funds for a part time local safe community coordinator for the rural county. The coordinator position will complement the existing volunteer efforts, and provide further organization allowing greater output from the existing coalitions. The coordinator position will work to hand off local efforts to volunteers, allowing the project efforts to shift focus in the following grant year.

<b>Grant County</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$20,000</b>

This project will utilize a local coordinator implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aid in the development of a county level Transportation Safety Action Plan. The project will provide funds for a part time local safe community coordinator for the county. The coordinator position will complement the existing volunteer efforts, and provide further organization allowing greater output from the existing coalitions. The coordinator position will work to hand off local efforts to volunteers, allowing the project efforts to shift focus in the following grant year.

<b>Union/Wallowa County Coordinator</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$39,000</b>

This project will use a local coordinator to implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to aid in the development of a county level Transportation Safety Action Plan. The project will provide funds for a part time local safe community coordinator for a rural county. The coordinator position will work to hand off local efforts to volunteers, allowing the project efforts to shift focus in the following grant year.

## **Driver Education**

<b>Statewide Services - Supplement for Non-ODOT Providers to attend the PacNW Regional Conference</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$15,000</b>

These funds provide support for both out-of-state and non-ODOT driver education instructors to attend the Pacific Northwest Regional Driver and Traffic Safety Conference held annually in March. This Portland based regional conference provides support for over 300 instructors from Oregon, Washington, Idaho, Montana, North Carolina, and Canada, involving three days of general, keynote and breakout educational sessions.

<b>Driver Education Program Reimbursement</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>\$2,280,000</b>

These funds reimburse public and private providers for a portion of their costs in providing driver education to teen novice drivers. Reimbursement is made to each public or private provider based on the number of students completing their driver education courses, not to exceed \$210 per student, the maximum allowed by law. Additionally, a low/no cost subsidy is also allowable, not to exceed \$75 per qualified student. Curriculum standards and delivery practices must be met before reimbursement dollars are provided. Adaptive Strategies Programming allows TSD to fund innovative “project specific” activities that increase access to driver education services in underserved areas of the state.

<b>GDL Implementation - Information and Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>\$606,000</b>

These funds provide a grant to Western Oregon University (WOU) to train and certify new instructors completing the driver education instructor preparation courses. WOU also provides for trainer of trainers’ (ToTs) development and workshops. Additionally, grant funds provide for maintaining the Instructor Certification program, as well as developing the R.A.P.I.D. compliance database for ODOT-TSD. Grant funds will also be applied to implementing aspects of the Driver Education Program’s 5-year Strategic Plan. Other tasks of the WOU grant are to administer the annual Pacific Northwest Regional Driver and Traffic Safety Conference (PacNW), and to work on curriculum update projects for ODOT-TSD. Up to 15 traffic safety education courses (instructor training) will be offered throughout the state.

<b>Statewide Services - Driver Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>\$525,000</b>

This grant supports the Driver Education Advisory Committee (DEAC) quarterly meetings and activities promoting “best practices” in driver education. This grant also supplies funding for statewide advertisement of the driver education program, including instructor recruitment. Additionally, two mini-grants are set to be awarded to provide continuing education to DE instructors. The ODTSEA conference continues to provide instructor and provider support each October, and Chemeketa Community College provides an online option for continuing education. The Adaptive Strategies projects are funded through mini-grants in order to increase access of Oregon Youth to Approved Driver Education statewide, which currently includes Regional Initiative grants.

<b>Driver Education DHS Foster Kids</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>\$50,000</b>

This two-year ongoing grant reimburses DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement is made to DHS based on the number of students completing the approved driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program.

<b>Think First</b>	<b>Awarded</b>
<b>Transportation Operating Fund</b>	<b>\$47,500</b>

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through Think First Injury Prevention programs. Project goals are accomplished by providing family education events, injury prevention resources for parents, teachers and youth, injury prevention curriculum for schools and community members, school presentations for grades 1 through 12, and community injury prevention activities at outreach events, including driver education classes. This program addresses the acceptance of risk in pre-driver education children and therefore seen as crucial to providing entry level education into the teen driving process.

<b>Trauma Nurses Talk Tough</b>	<b>Awarded</b>
<b>Transportation Operating Fund</b>	<b>\$47,500</b>

This funding supports the ongoing and expanding work of TNTT which conducts safety education programs for kindergarten through college, develops and participates in statewide safety promotional events, participates in research and data collection about traumatic injuries, and promotes proper use of bicycle helmets, safety belts and car seats. TNTT also works with other partners to provide safety information to high risk youth, including parents whenever possible. This program has been proven effective to address the acceptance of risk in pre-driver education children.

<b>School Bus Safety Education</b>	<b>Awarded</b>
<b>State Funds</b>	<b>\$46,330</b>

This funding enables the Oregon Department of Education to visit and deliver School Bus Safety Education to Oregon schools. Students are trained on how to travel to and from school safely. Funds are also made available for maintaining "Buster" buses, the presentation tools for student bus safety training. Students are also taught about the safety patrol program and adults are provided crossing guard instruction. Stop paddles, school flags and vests are purchased through this grant and distributed to schools.

## Emergency Medical Services

EMS Statewide Services	Awarded
Section 402	\$40,000

This project will assist in strengthening Oregon's EMS capabilities statewide. It will be used as support for rural emergency medical services personnel (both paid and volunteer) to attend one of three statewide training conferences to maintain certification. Funding may also support a statewide pilot to provide on-line EMS training opportunities to rural EMS personnel needing to earn Continuing Education credits for certification purposes.

## Vehicle Equipment Safety

Statewide Services - Equipment	Awarded
Section 402	\$15,000

This project will contribute to the annual division telephone survey that includes questions about equipment safety; update and reprint brochures, flyers and other resource materials; and contribute to the public information and education media contract to continue to educate motorists about equipment safety issues. This includes concepts related to towing safety; securing loads; vehicle maintenance; window tinting regulations; vehicle customization regulations, and general equipment laws.

## Impaired Driving-Alcohol

Statewide Services Program - DUII	Awarded
164AL	\$430,000

A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio will be produced and distributed. Public opinion survey questions specific to impaired driving will be conducted.

<b>Ignition Interlock Device (IID) Oversight and Management Program</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$209,369</b>

This project will provide the initial creation and implementation of the state's IID Oversight and Management project established by the Oregon Legislature in 2017 with HB 2638. The project will create administrative rules and processes for the oversight, inspection and regulation of IID vendors and installers until July 2019, when the program transfers to the Oregon State Police for the addition of the necessary enforcement component to raise Oregon's IID installation compliance rate. This project pays for three staff - a program manager and two administrative positions, all of which either terminate July 2019 or transfer to OSP.

<b>DUII Court 1 - City of Beaverton</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$50,000</b>

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

<b>DUII Overtime Enforcement Program - OSP</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$100,000</b>

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

<b>Law Enforcement Spokesperson - DPSST</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$100,000</b>

This project provides funding for the management and training of all DUII-related law enforcement training in the State of Oregon. SFST and SFST Refresher training is held at various locations across the state. Additional goals are to increase the number of Standardized Field Sobriety Test (SFST) certified trainers and provide mobile video training to state, county and municipal departments, as well as to keep officer training records available for those organizations managing HVE grants.

<b>HVE DUII Enforcement - Oregon Impact Municipal Agencies</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$300,000</b>

This grant is for DUII overtime enforcement mini-grants to city police departments throughout the state. Approximately 55 cities covering over 80% of the state's population will receive overtime funds for FFY2019. Cities participating in High Visibility Enforcement events will provide DUII-specific patrols at designated high-incidence windows for impaired driving, This grant also allows for flexibility to accommodate local community events that can be designated as high impaired-driving risks.

<b>HVE DUII Enforcement - OSSA Sheriff's Departments</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$150,000</b>

The Oregon State Sheriffs Association will provide mini-grants for overtime hours to county sheriff's offices for DUII saturation patrols during High Visibility Enforcement events throughout the year, designated as high-incidence windows for DUII incidents. This grant also allows for flexibility to accommodate local community events that can be designated as high impaired-driving risks.

<b>Beaverton Police Department - No Refusal</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$7,000</b>

The goal of the "No Refusal" Program is to deter people from driving under the influence and prevent impaired driving crashes. The program provides a tool for law enforcement to collect and preserve time-sensitive evidence. The BPD will work 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 will be subject to blood testing generally conducted at the Beaverton Police Department by a contract ambulance company.

<b>DUII Investigator - Lane County District Attorney's Office</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$120,000</b>

This project funds a DUII Investigator with the Lane County DA's office for the exclusive purpose of investigating DUII crimes, serious crashes and fatalities, and will assist those prosecutors handling misdemeanor and felony DUII crimes. This position will be a certified crash reconstructionist with a law enforcement background. Lane County is over-represented in fatal crashes from impaired driving, and adding this capacity in the DA's office will assist in more swift prosecution and adjudication of cases that may otherwise be dismissed or delayed.

<b>DUII Resource Prosecutor (1)</b>	<b>Awarded</b>
405(d)	<b>\$231,543</b>

This project provides a DUII prosecutor at the Department of Justice who serves as a resource and subject matter expert to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. The DUII Prosecutor will travel throughout Oregon to assist with DUII cases, and will participate as a trainer for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

<b>DUII Resource Prosecutor (2)</b>	<b>Awarded</b>
405(d)	<b>\$85,000</b>

This project provides a DUII prosecutor at the Department of Justice who serves as a resource and subject matter expert to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. The DUII Prosecutor will travel throughout Oregon to assist with DUII cases, and will participate as a trainer for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

<b>Region 1-5 Impaired Driving Programs - Medium</b>	<b>Awarded</b>
405(d)	<b>\$25,000</b>

This grant is to ODOT Regions 1-5 to assist with impaired driving training and education programs as needed per problem identification within the region.

## **Impaired Driving-Drugs**

<b>Drug Recognition Expert - Blood Testing (DRE)</b>	<b>Awarded</b>
405(d)	<b>\$90,000</b>

This project is 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.

<b>Drug Recognition Expert Training (DRE)</b>	<b>Awarded</b>
405(d)	\$180,000

Provide training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and NHTSA guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY2019, as well as statewide ARIDE trainings, including the projected training of all OSP troopers in ARIDE by December 2019.

<b>Drug Recognition Expert Overtime Enforcement (DRE)</b>	<b>Awarded</b>
405(d)	\$100,000

Provides statewide overtime enforcement by DREs representing multiple law enforcement agencies.

<b>DUII Multi-Disciplinary Task Force Training Conference</b>	<b>Awarded</b>
405(d)	\$100,000

This project provides funding for an annual training conference, specifically focused on DUII issues, which includes 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 will reach well over 300 people within the State of Oregon, working in the DUII subject area.

<b>Prosecuting the Drugged Driver</b>	<b>Awarded</b>
405(d)	\$50,000

Through a partnership with the Oregon District Attorney's Association, this project funds a joint training with prosecutors and local Drug Recognition Experts and other law enforcement to build partnerships and a common understanding of the complications and strategies unique to drug-impaired driving cases.

<b>CLEAR Alliance - Prevention Education to Reduce Drug-Impaired Driving</b>	<b>Awarded</b>
405(d)	\$200,000

This project focuses on youth education pertaining to drug-impaired driving through in-school trainings, media campaigns, and other community engagement opportunities. This project is now a statewide effort, and includes a statewide education conference for prevention specialists as well as those in a position to reach youth, such as school resource officers, healthcare professionals, teachers, and others.

<b>LC/MS/MS Instrument</b>	<b>Awarded</b>
405(d)	<b>\$348,995</b>

This project funds the purchase of a Liquid Chromatograph Tandem Mass Spectrometer for the Oregon State Police Crime Lab to enable them to reduce backlog, and accurately and quickly test DUII blood toxicology samples for impairing drugs in-house instead of sending samples across country for testing.

<b>Forensic Scientists - Oregon State Police Crime Lab</b>	<b>Awarded</b>
405(d)	<b>\$192,825</b>

This project provides for two forensic scientists at the Oregon State Police Crime Lab for two purposes. First, a significant toxicology backlog for DUII's has created unintended consequences for the prosecution and adjudication of DUII crimes elsewhere in the DUII continuum, leading to dismissals. These scientists are working to reduce that backlog of evidence to greatly improve turnaround time. Second, these scientists will be tasked with the operation of the LC/MS/MS toxicology instrument once that is put into place, which will allow OSP to test blood evidence for the presence of drugs; where OSP will no longer need to send blood evidence out of state for testing, and local prosecutors will not bear the cost of paying for out-of-state testimony from scientists from across the country, which has also led to delays and dismissals (financial challenge).

<b>DUII Statewide Services</b>	<b>Awarded</b>
405(d)	<b>\$49,277</b>

A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio will be produced and distributed. Public opinion survey questions specific to impaired driving will be conducted.

## Judicial Education

Judicial Education	Awarded
Section 402	\$30,000

ODOT TSD helps facilitate a traffic safety related education conference to Oregon municipal, justice, and circuit court judges in March each year. In addition to judges, the training is also offered to court administrators. Topics covered include, legislative updates from the current session and other relevant traffic safety topics of interest expressed by the judges.

Additionally, Oregon District Attorney's Association (ODAA) delivers TSD funded Traffic Safety Education trainings each year to prosecutors from around the state. Often times, these are joint trainings with prosecutors and law enforcement.

## Motorcycle Safety

Motorcyclist Safety Training Enhancement	Awarded
405(f)	\$35,000

This project may partner with non-traditional partners (law enforcement officers, private training groups, insurance companies) in outreach to riders to encourage ongoing rider education and training which specifically addresses decision making issues and skill deficiencies that are causative factors in crashes. This project may also purchase equipment to support outreach efforts designed to illustrate the results of speeding, riding impaired, and/or to highlight awareness of motorcycle riders. The project may also fund curriculum improvement and development, support of instructor recruitment and retention efforts, development and purchase of instructional materials, and the purchase of new mobile training units or support vehicles.

Motorist Awareness	Awarded
405(f)	\$18,608

This project will provide funding for the Motorcyclist Safety Program Public Information and Education campaign to address motorist awareness of motorcycles in traffic. This project will continue supporting the Governor's Advisory Committee on Motorcycle Safety media campaign regarding messaging to motorists and riders in high crash rate areas.

<b>Oregon State University -- Team Oregon Operations</b>	<b>Awarded</b>
<b>Motorcycle Funds</b>	<b>\$1,016,000</b>

This project will provide funding for training site assistance and daily operation of the statewide motorcycle safety project. Daily operation includes: Mobile Program courses, instructor training, instructor update workshops, internal and external quality assurance (instructors, training, and sites); public information and education activities provided by staff and instructors (public presentations, fairs, mall shows, Sober Graduation presentations, and other motorcycle events); and other operational functions. Training site assistance includes statewide liability insurance, equipment, printing and material needs.

<b>Oregon State University -- Team Oregon Infrastructure</b>	<b>Awarded</b>
<b>Motorcycle Funds</b>	<b>\$100,000</b>

This project will provide funding for motorcycle safety training infrastructure through the purchase or lease of land, buildings and improvements, maintenance of training sites, and replacement mobile site support vehicles and trailers.

<b>Statewide Services -- Motorcycle Safety</b>	<b>Awarded</b>
<b>Motorcycle Funds</b>	<b>\$159,000</b>

This project will provide funding for implementation of elements of Oregon Revised Statute 802.320 to eliminate rider crashes, injuries and deaths. Examples of activities that will support this project include media campaigns directed at riders and drivers, rider education/outreach through ODOT TSD website and other forums, membership and collaboration with the National Association of State Motorcycle Safety Administrators, participation in the Annual SMSA Symposium, , partnership projects with Region Traffic Safety Coordinators, and participation in various motorcycle safety surveys to remain current on emerging trends and public sentiment. This project also supports projects prioritized by the Governor's Advisory Committee on Motorcycle Safety (GAC-MS) and includes committee member travel, meeting expenses, research projects, and publication expenses.

<b>Motorcycle/Moped -- Training Equipment</b>	<b>Awarded</b>
<b>Motorcycle Funds</b>	<b>\$150,000</b>

This project will provide specific funding for motorcycles (two and/or three wheel) and scooter purchases including support equipment/materials. This grant will also allow the training program element identified in ORS 802.320 to continually invest in modern motorcycles that are equipped with new safety technology. This will allow students to experience the benefits of modern safety features which may influence their motorcycle purchase decisions.

## Occupant Protection

<b>Statewide Services - OP</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$180,000</b>

This project will fund contracted media design, brochure revisions, social media advertising, Spanish radio public service announcements and billboards; public attitude and observed restraint use survey; as well as TSD direct purchase, reproduction and distribution of educational materials.

<b>Local PD Safety Belt Overtime Mini-Grants</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$200,000</b>

This project will fund police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and lodging/travel/meal per diem).

<b>Local PD Safety Belt Overtime Mini-Grants</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$52,897</b>

This project will fund police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and lodging/travel/meal per diem).

<b>County Safety Belt Overtime Enforcement, OSSA</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$190,000</b>

This project will fund administrative and deputy overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement "waves". Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and lodging/travel/meal per diem).

<b>Statewide Safety Belt Overtime Enforcement, OSP</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$70,000</b>

This project will fund administrative and trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and lodging/travel/meal per diem).

<b>Statewide Instructor Development, Tech Training, &amp; Reg. 1 Fitting Station</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$100,000</b>

This project will fund administration, instructor services, and equipment & supplies necessary to train CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and scholarships for technician and instructor candidates (per diem travel costs, certification fees, and conference registration). Also provides mini-grants to ODOT Region 1 community fitting stations and/or alternative sentencing programs to cover costs of equipment and supplies.

<b>CPS Fitting Station Support, ODOT Regions 2-5</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$20,000</b>

This project will fund mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (per diem travel costs, certification fees).

## Older Drivers

<b>Older Driver/Pedestrian Resource Inventory</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$20,000</b>

In Oregon, older driver crashes are defined as crashes where drivers 65 and older are involved, but not necessarily the cause of the crash. As a subset of older driver involved crashes, older pedestrian fatalities and serious injuries are also a concern due to slower reaction times, not being able to see crosswalks or automobiles clearly, misjudging the amount of time required to cross a street safely, or just being less aware of their surroundings. In addition, when older pedestrians are struck by a vehicle, their injuries tend to be more severe.

Older Drivers/Pedestrians is a new addition to TSD's topical focus areas this year as 'The Problem' identification above identifies the need to address this growing traffic safety issue. The [TSAP 2016-2020](#) recognized this need in the 'Vulnerable Users' emphasis area and determined strategies, or Action Items to work on the problem. ODOT's first step in 2019 will be to determine what public education, information and resources are already being provided to older drivers/pedestrians throughout Oregon; in order to determine where gaps may lie, and the best way to approach and educate this demographic. Funds may be used to develop print and other educational materials.

## Police Traffic Safety

<b>DPSST Law Enforcement Training Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$77,000</b>

This project will co-fund a full-time DPSST employee who provides various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR course is also being updated with this project; this project is moving slowly as it cannot be completed until NHTSA completes their updates of the curriculum.

<b>Statewide Law Enforcement Training Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$130,000</b>

This project will fund Advanced Crash Investigation Training, Police Traffic Safety Conference, Advanced Motor Officer Training and the Law Enforcement Traffic Safety Advisory Committee quarterly meetings.

## Regions

<b>Region 1 Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project assists TSD and the RTSC in providing transportation safety education, outreach, enforcement, and/or services to a wide variety of community based traffic safety programs working on targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address data-driven transportation safety problems. No more than 8% of the award will be spent on public education and information items, such as brochures, tablecloths, retro-reflective items, or other production mediums; and no more than 5% of the award will be spent on child passenger safety seat purchases or distribution (either through direct purchase or via a mini-grant sub-award).

<b>Region 2 Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

<b>Region 3 Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

<b>Region 4 Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

<b>Region 5 Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

## Roadway Safety

<b>Safety Corridor Education and Enforcement</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$20,000</b>

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

<b>Human Factors Engineering</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$50,000</b>

Provide safety engineering human factors training(s) for traffic engineering analysts, transportation safety advocates internally and potentially externally to ODOT. Anticipated training will cover methods within the latest version of the Human Factors Guide.

<b>Engineering Safety Short Courses and Distance Learning</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$250,000</b>

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

<b>Safety Features for Local Roads and Streets</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$150,000</b>

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.

<b>Roadway Departure Enforcement</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$218,000</b>

This project provides roadway departure traffic enforcement on targeted roadway segments either identified within the updated Oregon Roadway Departure Initiative Plan (September 2017) or by each Region. The purpose of the enforcement is to reduce lane departure related fatal and serious injury crashes.

## Safe and Courteous

<b>Safe &amp; Courteous Statewide Services</b>	<b>Awarded</b>
<b>405(e)</b>	<b>\$65,000</b>

This project will fund PI&E (public information and education/media) and HVE (high visibility enforcement) of Oregon's distracted driving law and best practices. TSD will partner with OSP (Oregon State Police) and local law enforcement agencies to conduct sustained enforcement throughout the year, and particularly in April during National Distracted Driving Awareness month. Overtime funding will be awarded to agencies based on data-driven problem identification. This project will also fund PI&E and outreach events specific to drowsy driving safety issues in Oregon. From 2012-2016 there were 3,427 drowsy driving fatal and injury crashes that resulted in 48 fatalities and 4,646 injuries in Oregon, indicating a rising problem in this behavioral area.

## Safe Routes to School

<b>Safe Routes to School Non-infrastructure Grant Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$315,962</b>

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

<b>Statewide Walk +Roll Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$50,000</b>

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

<b>Safe Routes to School Statewide Services Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$80,000</b>

Statewide support of Safe Routes to School programs and the creation of Action Plans; assist schools in gathering student and parent data on walking and biking to/from schools; create public information, education and outreach support materials; support Oregon Safe Routes Leadership Network in their efforts to grow as a Safe Routes to School resource for coordinators and communities and establishment of a SRTS Recognition Program.

<b>Technical Service Provider Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$100,000</b>

This project provides statewide technical support through Oregon Safe Routes clearinghouse website; training; SRTS Team facilitation; and development of non-traditional partnerships through support, education, and encouragement to communities interested in building comprehensive SRTS programming.

<b>School Bicycle and Pedestrian Safety Education Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$60,000</b>

This project funds reimbursement for curriculum development, training, education kits, bike fleets and with maintenance and helmets to communities and school districts for pedestrian safety and bicycle safety education in schools.

## Speed

<b>Speed Enforcement, Public Information &amp; Equipment</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$400,000</b>

This project will be used to fund the speed overtime enforcement efforts of the 2019 TSEP program and some equipment in areas with a high incidence of speed-related problems; funds may also be used for a community survey related to speed. Additional funds will be used for public information and educational outreach related to speed through various media outlets.

<b>Regions Speed Enforcement</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$100,000</b>

This project will be used to fund speed overtime enforcement or speed equipment for city or county law enforcement agencies in Regions 1, 2, 3, 4, and 5. The funding may also be used to fund speed related outreach and education to residents.

<b>Speed Enforcement OSP - Rural State Highways</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$100,000</b>

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

<b>Speed Public Education</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$ 70,000</b>

This project will fund community outreach and public education through various paid (and earned) media outlets related to speed education to the general driving public.

## Traffic Records

<b>Oregon Health Authority - Data Linkage</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$70,000</b>

This project was not addressed in 2018 due to personnel changes, but is ready to be pursued again in 2019. This project will allow the Oregon Health Division to provide for technical efforts needed to effect data system linkage between pre- and post-hospital admission data within the Oregon Health Division's data system, resulting in likely improvements in data integration of the medical data file. Improvement in local accessibility to the database is expected, as well as opportunities to enter into deeper analysis of the data. This project allows for improvements identified by OHA staff to assure system success at the production level.

<b>Racial Profiling Citation Database</b>	<b>Awarded</b>
<b>1906</b>	<b>\$375,000</b>

The Oregon Department of Justice-Criminal Justice Commission (CJC) is pursuing a vendor to create a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually.

The primary goal of project is to institute a statewide data collection system that will:

- Provide the public and policy makers with current data about who is being stopped, searched, and arrested;
- Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop;
- Contain all CJC findings, and aggregate data submitted by law enforcement, and be available to the public.

The project is a result of the 2015 Oregon State Police (OSP) and Attorney Generals Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the current Legislative Session in HB 2355.

<b>ODOT - Traffic Count Management Improvement Project</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$765,000</b>

This is year 3 of this project for ODOT's Transportation System Monitoring (TSM) Unit to improve the Traffic Count Management (TCM) program by purchasing and deploying software to gather and retain data needed to inform safety related decisions about programs, major projects and planning efforts for state and local government. Major project expenses include software, an Information Systems Project Manager and Project Analyst. The positions provide project leadership in developing project scope and requirements, documentation, budget management, project reporting, and communication facilitation. This project extends the completion deadline for the project.

## Work Zone

<b>Work Zone Education &amp; Equipment Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$200,000</b>

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

<b>Work Zone Enforcement -- OSP</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$1,000,000</b>

Provide year-round work zone enforcement patrols that meet federal design criteria for construction projects managed by ODOT. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT project may also be included.

<b>Work Zone Enforcement to Local Police Agencies</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$684,000</b>

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

