OREGON
TRAFFIC SAFETY
PERFORMANCE PLAN

Fiscal Year 2020

Federal Version

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Produced: May 2019

Transportation Safety Division
Oregon Department of Transportation
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Foreword

This performance plan has been prepared to provide documentation that supports Oregon's 2020 program plan for highway safety (HSP).

The 2020 Performance Plan was presented for approval to the Oregon Transportation Safety Committee (OTSC) on May 08, 2019 and request approval by the Oregon Transportation Commission (OTC) on June 12, 2019. The majority of the projects will occur from October 2019 through September 2020.

The process for identification of problems, establishing performance goals, and developing programs and projects to meet those goals 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 (TSAP) outlining how ODOT-TSD is addressing the long range strategies for Oregon.
2. Problem statements for each topical area.
3. Data visualizations reflecting the latest information available and providing previous year averages where available.
4. Goal statements for the year 2025 (5-yr TSAP); performance measure targets for 2020 (annual HSP).
5. Individual project summaries are listed by funding source at the end of the document. The dollar amounts provided are federal dollars, with state and other funding sources contained in **[brackets.]**

Throughout the 2020 fiscal year the following funds are anticipated (financial figures represent the latest grant and match revenues available through April 26, 2019):

Federal funds:	$16,545,944
State/local match:	[$ 6,532,330]
Grand Total	$23,078,274

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

The purpose of this document is two-fold, as it has primarily served as Oregon's annual application for federal NHTSA Highway Safety grant funds; but it also exemplifies the effectiveness of the broad collaboration that takes place in Oregon's highway safety community, as well as the full picture of the significant commitments that all TSD funds, time, partners and programs continue to have on the safety of Oregon's traveling public and in addition to the NHTSA funds.

The plan represents a one-year look at the 2020 transportation safety program including all of the highway safety funds managed by the ODOT-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 (December).

TSD looks forward to a successful 2020 program where many transportation crashes are avoided and the fatality and injury toll is dramatically reduced. Each and every day, Oregon's goal is zero fatalities.

Process Description

The following is a summary of the current process by the Transportation Safety Division (TSD) for the planning and implementation of its grant programs and projects. 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 problem identification, setting performance measure targets, and project 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 2020 planning began with problem analysis by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups January 15, 2019. A state-level analysis was completed, using the most recent FARS data available (2016 data) as well as any preliminary 2017 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 Managers, 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 recently had the highest fatal crash rate in the state. They completed a local transportation safety action plan with many partner agencies. One of their biggest traffic problems has been 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 to 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 2019 federal program, upon approval by NHTSA, in response to increasing fatality and serious injury crashes and/or other identified needs.

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 16, 2018 at TSD's annual Transportation Safety Conference, and again on January 15, 2019 during the Annual Planning Workshop.

HSP development process Organizations and Committees

- Association of Oregon Counties
- 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
- Mid-Willamette Valley Council of Governments
- Multnomah County Circuit Court
- NHTSA
- 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 Driver Education Center
- Oregon Impact
- Oregon State University
- Portland Bureau of Transportation
- Randall Children's Hospital
- Washington Co Sheriff's Office
- Washington Traffic Safety Commission
- City of Eugene – Public Works Transportation
- Clackamas County
- Dept. of Public Safety Standards and Training
- Federal Highway Administration
- GAC on Motorcycle Safety
- Lane County
- Marion County Sheriff's Office
- Morrow County SO
- National Traffic Safety Institute
- ODOT - Planning Unit
- ODOT Driver and Motor Vehicle Services
- ODOT Motor Carrier Transportation Division
- ODOT Traffic Services
- ODOT Transportation Safety Division
- ODOT TSD - Region 2
- ODOT TSD - Region 4
- Oregon City Community Education Teen Traffic Safety
- Oregon Health Authority
- Oregon State Police
- Oregon Transportation Safety Committee
- Portland Police Bureau
- Safe Routes to School National Partnership
- Washington County Land Use and Transportation
- Western Oregon University

A state-level analysis is completed, using the most recent data available (2016 data), as well as any preliminary 2017 data, to certify that Oregon has the potential and data-driven need 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 Managers. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (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 reduction targets.

Process for Developing Programs and Projects

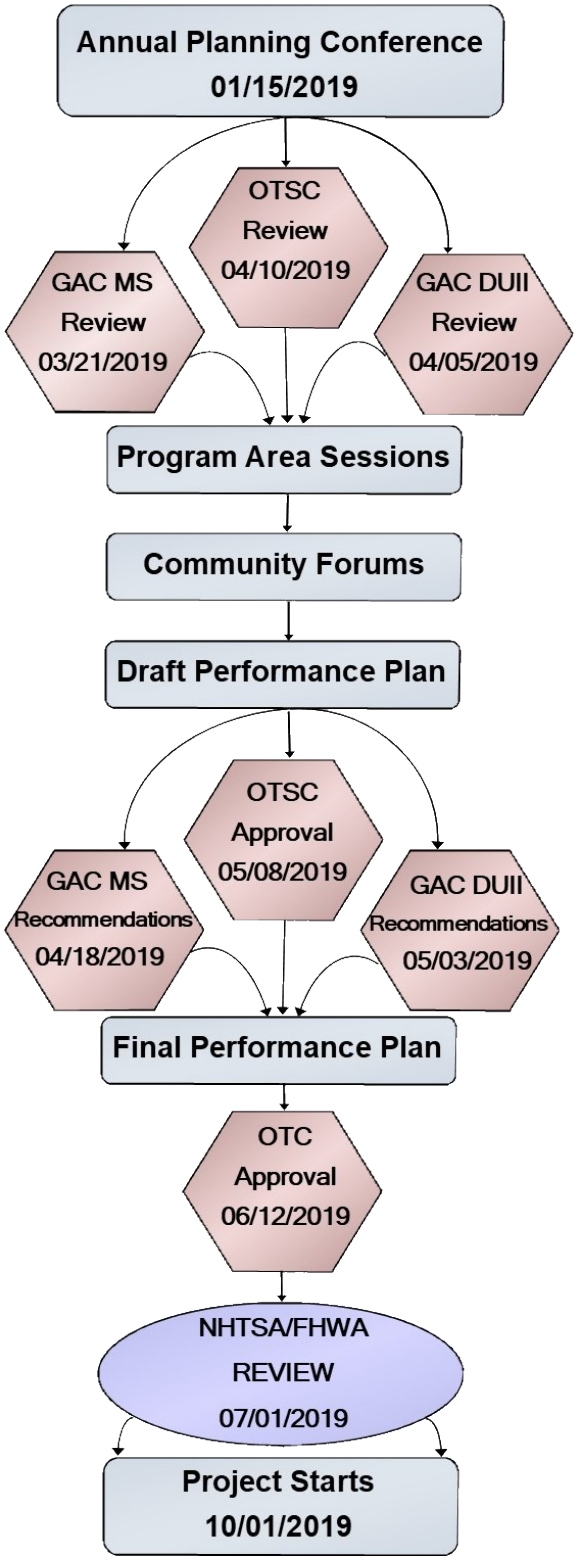
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program.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

As required under FAST Act, the project selection process for NHTSA-funded grants relies on published reports and various types of data, studies or reviews. The Transportation Safety Division relies on these resources in also selecting projects for all the other funding sources and programs contained in the Performance Plan. The resources of information include:

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

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

Overview of Highway Safety Planning Process



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

Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2020. The data contained in this report reflects the most current data available. 2017 data is preliminary and is subject to change.

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 January 2019 as part of the 2020 planning process.

Performance Goals and Trends, 2013-2017

Core Outcome Measures		2013	2014	2015	2016	2017	3 Year 2015-2017	5 Year 2013-2017	Target 2020
Traffic Fatalities	(C-1)	313	357	446	498	437	460	410	420
Serious Traffic Injuries	(C-2)	1,495	1,777	1,973	1,761	1,991	1,837	1,684	1,677
Fatalities/100M VMT	(C-3)	0.93	1.03	1.24	1.36	n/a	n/a	n/a	n/a-
	Rural	1.33	1.76	1.97	2.12	n/a	n/a	n/a	n/a-
	Urban	0.61	0.57	0.75	0.85	n/a	n/a	n/a	n/a-
Unrestrained Passenger Vehicle Occupant Fatalities(All Seat Positions)	(C-4)	54	61	82	90	56	76	69	69
Alcohol-Impaired Driving Fatalities (BAC=.08+)	(C-5)	103	99	154	151	137	147	129	134
Speeding-Related Fatalities	(C-6)	95	105	119	143	119	127	116	116
Motorcyclist Fatalities	(C-7)	34	46	61	55	57	58	51	56
Unhelmeted Motorcyclist Fatalities	(C-8)	2	4	3	4	2	3	3	3
Drivers Age 15-20 Involved in Fatal Crashes	(C-9)	35	33	50	56	39	48	43	44
Pedestrian Fatalities	(C-10)	48	57	69	71	69	70	63	64
Bicyclist and Other Cyclist Fatalities	(C-11)	3	7	8	10	10	9	8	8
Observed Seat Belt Use	(B-1)	98.2%	97.8%	95.5%	96.2%	96.8%	n/a	n/a	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

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	5-Year Average
Seat Belt Citations	7,429	5,411	5,163	8,236	4,032	6,054
Impaired Driving Arrests	1,646	1,385	2,678	1,474	1,065	1,650
Speeding Citations Issued	21,732	4,143*	5,123	6,162	4,238	8,280

Sources: TSD Grant files, 2014 - 2018

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 2015-2017 moving average of 460 to 420 by December 31, 2020. *(NHTSA)*

Serious Traffic Injuries (C-2)

- Decrease serious traffic injuries from the 2015-2017 moving average of 1,837 to 1,677 by December 31, 2020. *(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, 2020. *(NHTSA)*

Rural Fatalities/VMT (C-3)

- Decrease rural fatalities per 100 million VMT from the 2014-2016 moving average of 1.95 to 1.78 by December 31, 2020. *(NHTSA)*

Urban Fatalities/VMT (C-3)

- Decrease urban fatalities per 100 million VMT from the 2014-2016 moving average of 0.72 to 0.66 by December 31, 2020. *(NHTSA)*

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015-2017 moving average of 76 to 69 by December 31, 2020. *(NHTSA)*

Alcohol Impaired Driving Fatalities (C-5)

- Decrease alcohol impaired driving fatalities from the 2015-2017 moving average of 146 to 134 by December 31, 2020. *(NHTSA)*

Speeding Related Fatalities (C-6)

- Decrease fatalities in speed related crashes from the 2015-2017 moving average of 127 to 116 by December 31, 2020. *(NHTSA)*

Motorcyclist Fatalities (C-7)

- Decrease motorcyclist fatalities from the 2015-2017 moving average of 58 to 56 by December 31, 2020. *(NHTSA)*

Unhelmeted Motorcyclist Fatalities (C-8)

- Maintain un-helmeted motorcyclist fatalities at the 2015-2017 moving average of 3 thru December 31, 2020. *(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 2015-2017 moving average of 48 to 44 by December 31, 2020. (NHTSA)

- Decrease pedestrian fatalities from the 2015-2017 moving average of 70 to 64 by December 31, 2020. (NHTSA)

Bicycle Fatalities (C-11)

- Decrease bicyclist fatalities from the 2015-2017 moving average of 9 to 8 by December 31, 2020. (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 96.8 percent to 97 percent by December 31, 2020. (NHTSA)

Activity Measures

Seat Belt Citations (A-1)

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

Impaired Driving Arrests (A-2)

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

Speeding Citations (A-3)

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

Public Opinion Measures

Transportation Safety and Safety Belts

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

• **Safety Belt Usage:** The vast majority of respondents reported always using their safety belts while driving or riding in a passenger vehicle, Statewide (95.8%) and across all five regions (84.9% to 99.1%).

• **Reasons for Not Always Wearing a Seat Belt:** The most common reason for not wearing a seat belt Statewide was when they Forget (32.7%), followed by when it was a Short Trip (23.3%) and Difficult to Put on, Too Lazy (12.6%). Not using a seat belt because they forget was also the most common reason for Region 2 (68.7%), and when it was a Short Trip in Region 1 (42.7%) and Region 4 (100%). The most common reasons for Region 3 were that the Belt Was Broken and that they Just Don't Like Wearing It (both 32.3%), and only in Particular Areas for Region 5 (58.3%).

• **Awareness of Messages Regarding Seat Belt Law Enforcement by Police:** The majority of respondents were **not** aware of any seat belt law enforcement by police messaging (71.4%). The largest proportions of respondents who had read, seen or heard any seat belt law enforcement messaging were in Region 3 (37.7%), followed by Region 5 (34.4%) and Region 2 (33.5%).

• **Sources of Seat Belt Law Enforcement Messages:** The most common sources of safety belt law enforcement messaging Statewide were Television (40.7%), followed by seeing a Billboard or Outdoor Sign (25.9%), and Roadway Sign (21.0%). Television was also the most common source of messages for Region 1 (40.5%), Region 2 (39.8%), Region 3 (55.7%), and Region 4 (33.0%), while seeing a message on a Billboard or Outdoor Sign was the most common source for Region 5 (38.5%).

• **Chances of Getting a Ticket for Not Wearing Your Safety Belt:** The largest proportion of Statewide respondents believe there is a 51% to 100% chance of getting a ticket for not wearing a safety belt (26.3%), followed by a 21% to 50% chance of getting a ticket (19.7%) Region 4 had the largest proportion of respondents believing there is a 51% to 100% chance of getting a ticket (32.0%), followed by Region 5 (30.3%) and Region 3 (28.4%).

Impaired Driving

• **Frequency of Driving within Two Hours of Drinking Alcohol:** The majority of respondents reported not driving within two hours of drinking alcohol within the past 60 days (79.4% Statewide) and across all five regions, ranging from 92.0% (Region 3) to 76.7% (Region 5).

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

• **Awareness of Messages Regarding Alcohol-Impaired Driving Enforcement by Police:** Many respondents were aware of such messaging (57.5% Statewide), with the largest proportion of respondents in Region 2 (64.1%), Region 3 (63.6%), and Region 5 (62.2%). Region 4 had the most respondents who had not been exposed to messaging about drunk driving enforcement by police (48.5%), followed by Region 1 (47.4%).

• **Sources of Drunk Driving Enforcement Messages:** The most common sources of drunk driving enforcement messaging was Television, both Statewide (50.2%) and across four of the five regions (46.2% to 54.4%). In Region 5, Radio was the most common source (40.9%). The second most common source of drunk driving enforcement messaging varied, with it being Radio Statewide (23.2%) and in Region 4 (33.9%), Billboard or Outdoor Sign in Region 1 (23.8%), Internet in Region 2 (26.4%), Newspaper in Region 3 (21.8%), and Television in Region 5 (31.7%).

• **Chances of Getting Arrested for Driving after Drinking Alcohol:** The largest proportion of Statewide respondents believed there is a 51% to 100% chance of getting arrested for drunk driving (39.6%), followed by a 21% to 50% chance (24.6%). Region 5 had the largest proportion of respondents in the 51% to 100% chance category (48.6%), followed by Region 2 (42.6%).

Speeding

• **Frequency of Driving Faster than 35mph on a 30mph Local Road:** The largest proportion of Statewide respondents (45.7%) reported that they Rarely drive more than 35 miles per hour on a local road with a posted 30 mile per hour speed limit. Region 2 had the largest proportion of respondents reporting that they rarely (49.7%) drive that fast, followed by Region 5 (47.1%).

• **Frequency of Driving Faster than 70mph on a 65mph Road:** The largest proportion of Statewide respondents reported that they Rarely (40.7%) or Never (24.5%) drive faster than 70 miles per hour on a road with a posted 65 mile per hour speed limit. Region 4 had the largest proportion of respondents reporting that they Rarely drive that fast (44.7%) and Region 4 had the largest proportion of respondents reporting that they Never drive that fast (26.7%).

• **Awareness of Messages Regarding Speed Enforcement by Police:** Many respondents were **not** aware of speed enforcement by police messaging (67.3% Statewide). The largest proportion of respondents who had read, seen or heard any speed enforcement messaging were in Region 4 (36.0%) and Region 3 (35.5%).

• **Sources of Speed Enforcement Messages:** The most common source of speed enforcement messaging was Television for all respondents (35.1% Statewide), as well as for four of the five regions (31.9% to 39.6%). Respondents in Region 5 reported Billboards or Outdoor Signs (33.7%) as the most common source of messaging.

• **Chances of Getting a Ticket for Driving over the Speed Limit:** The largest proportion of Statewide respondents (32.1%) believed there is a 21% to 50% chance of getting a ticket for speeding, followed by a 51% to 100% chance (24.3%). Region 5 had the largest proportion of respondents (48.8%) in the 21% to 50% chance category, followed by Region 2 (35.5%) and Region 3 (32.0%).

• **Safety of Traveling Ten Miles an Hour over Posted Speed Limit:** The majority of respondents Statewide (62.9%) believed that it is not safe to travel ten miles an hour over the posted speed limit, as well as in all five regions (50.8% to 63.9%).

Work Zones

• **Concerns or Problems Traveling through Work Zones or Road Construction:** The most common response to the survey item about concerns or problems respondents have experienced or observed in work zones or areas of road construction was that motorists were Speeding, Driving Too Fast, or Not Slowing Down (30.2% Statewide). This was also the most common response in Region 1 (30.0%), Region 2 (29.9%), and Region 3 (35.2%). The most common response in both Region 4 (42.9%) and Region 5 (36.6%) was that they had No Problems or Concerns.

• **Perceived Enforcement of Oregon's Work Zone and Road Construction Area Laws:** On a 5-point scale from 1, Not Enforced at All, to 5, Strictly Enforced, the average ratings of how strictly respondents believed Oregon's laws regarding driving through work zones and areas of road construction were slightly above or below the midpoint, both Statewide (mean=3.07) and across the five regions (means=2.89 to 3.39). This suggests that respondents did not strongly believe that the laws were either strictly enforced or not enforced at all.

Child Safety Restraints

• **Determining When to Use an Adult Lap/Shoulder Belt or Child Safety or Booster Seat:** The most common criteria for making a decision to use an adult lap/shoulder belt or a child safety or booster seat was the child's Weight both Statewide (46.4%) and across all five regions (37.2% to 52.0%). The second most common criteria Statewide was the child's Height (37.6%), as well as for four of the five regions (36.6% to 43.7%). For Region 5, the second most common criteria was Age Factors (29.6%).

• **Sources of Information for How to Use and Install Child Safety or Booster Seats:** The most common source of information was Online, both Statewide (46.7%) and across all five regions (37.5% to 51.9%). The second most common source of information was Manufacturer Specifications or Instructions Printed on the Seat, on the Box or in the User's Manual, or to contact the Manufacturer Hotline both Statewide (34.8%) and across four of the five regions (31.6% to 41.0%).

Driver Education

• **ODOT-Approved Driver Ed Courses Reduce Traffic Crashes:** The majority of respondents believe ODOT-approved driver education courses work to reduce traffic crashes, both Statewide (71.6%) and across all five regions (64.1% to 76.6%).

• **Quality of Driver Education Now Relative to the Past Five Years:** Of the subset of families who currently have children age 12 to 16 year in the household (13.0% Statewide, 8.2% to 18.0% across the five regions), most reported that driver education in Oregon is About the Same as it has been for the past five years (32.7% Statewide) or that they Don't Know (40.8% Statewide). A larger proportion of respondents reported that driver education is Better (23.5% Statewide) than in the past five years than the proportion of respondents who reported that it is Worse (2.9% Statewide).

Lane Splitting

• **Non-Support of a Lane Splitting Law for Motorcyclists:** The majority of respondents both Statewide (80.5%) and across all five regions (78.5% to 84.6%) did not support a lane splitting law for motorcyclists (i.e., when a motorcycle rides between the lanes of vehicles driving in the same direction as traffic). Unprompted comments by a subset of participants primarily noted that the practice is Dangerous, Distracting or Causes Problems for Motorists (55.6% Statewide).

• **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles:** On a 5-point scale from 1, Not Safe at All, to 5, Very Safe, the average ratings of how safe respondents thought the practice of lane splitting is for motorcyclists and surrounding vehicles were very low both Statewide (mean=1.61) and across all five regions (mean=1.42 to 1.69). This suggests that most respondents believed that the practice of lane splitting is not safe for motorcyclists or vehicles.

• **Non-Support of a Lane Splitting Law for Motorcyclists by Motorcycle Endorsement:** The two lane splitting items were analyzed to see if the results differed for respondents with (20.8% Statewide) versus respondents without (79.7% Statewide) a motorcycle endorsement. A larger proportion of both groups Statewide would not support a lane splitting law (73.1% with and 82.5% without a motorcycle endorsement), a significantly larger proportion of those with a motorcycle endorsement would support the law (26.9%) relative to those who do not have the endorsement (14.8%).

• **Perceived Safety of Lane Splitting for Motorcyclists and Vehicles by Motorcycle Endorsement:** Although both groups rated the safety quite low, the respondents with a motorcycle endorsement rated the safety slightly higher (mean=1.72) than those without a motorcycle endorsement (mean=1.59).

Pedestrians

• **Awareness of Oregon's Pedestrian Crosswalk Laws:** The vast majority of respondents reported being aware of pedestrian crosswalk laws (90.6% Statewide), with the regions being quite comparable (84.3% to 93.0%).

• **Understanding of Pedestrian Crosswalk Laws:** The common thing respondents knew about pedestrian crosswalk laws was that Pedestrians Have the Right-of-Way at Crosswalks Statewide (44.2%) and for three of the five regions (42.9% to 50.0%). The most common response was Drivers Must Stop for Pedestrians at Crosswalks for Region 2 (39.6%) and Drivers Must Stop for Pedestrians Crossing in their Lane or the Next Lane for region 3 (43.5%).

• **Meaning of "In Oregon, Every Intersection Is a Crosswalk":** The most common unprompted meaning of the statement "In Oregon, Every Intersection Is a Crosswalk" was that An Intersection Includes Marked or Unmarked Crosswalks both Statewide (31.8%) and across four of the five regions (32.0% to 34.4%). In Region 5, the most common response was that Drivers Must Stop for Pedestrians at All Intersections (26.8%).

• **Most Common Modes of Transportation:** Driving or Operating a Vehicle was the most common mode of transportation for daily commuting in the past year both Statewide (97.3%) and across all five regions (96.8% to 98.1%). Most respondents reported that they either Always (58.5% Statewide) or Often (28.4% Statewide) use that mode of transportation for daily commuting. The next most common modes of transportation for daily commuting Statewide were Riding (not Driving) in a Vehicle (64.9%), Walking (52.2%), Biking (20.4%), Taking the Bus (20.3%), and Taking a Train or Other Transit (19.1%). For those who used each mode of transportation, the one more commonly Always used was Driving or Operating a Vehicle (58.5% Statewide, 54.2% to 68.7% across the five regions), followed by Walking (14.5% Statewide, 12.7% to 16.2% across the five regions).

Bicycles

• **Bicyclists Must Yield to Drivers Turning Right across a Bicycle Lane:** On a 5-point scale from 1, Strongly Disagree, to 5, Strongly Agree, the average ratings of how much respondents agreed with the statement "In Oregon, when a driver makes a right-hand turn crossing over a bicycle lane, the bicyclist must yield to the driver turning right." were slightly below the scale midpoint both Statewide (mean=2.30) and across all five regions (mean=2.16 to 2.37). This suggests that respondents generally disagreed that bicyclists must yield to drivers turning right across a bike lane.

• **Drivers Turning Right Must Yield to Bicyclists in the Bicycle Lane:** Using the same 5-point agreement scale, the average ratings of how much respondents agreed with the statement "In Oregon, when a driver makes a right hand turn crossing over a bicycle lane, the driver must yield to a bicyclist in the bike lane" were all well above the scale midpoint both Statewide (mean=4.31) and across all five regions (mean=4.17 to 4.39). This suggests that respondents agreed that drivers turning right must yield to bicyclists in a bike lane.

• **Drivers Should Check Blind Spots for Bicyclists before Turning Right over a Bicycle Lane:** Using the same 5-point agreement scale, the average ratings of how much respondents agreed with the statement "In Oregon, when a driver makes a right hand turn crossing over a bicycle lane, the driver should check their blind spots for bicyclists before making the turn" were all close to the maximum rating both Statewide (mean=4.85) and across all five regions (mean=4.65 to 4.89). This suggests that the majority of respondents agreed that drivers turning right should check their blind spots for bicyclists before making the turn.

Safe Routes to School

• **Familiarity with Oregon's Safe Routes to School Program:** The majority of respondents reported **not** being familiar with the Safe Routes to School program in Oregon both Statewide (83.6%) and across all five regions (80.9% to 86.6%).

• **Safe Routes to School Programs Are Important for Community Health and Well-being:** The subgroup of respondents (n=152) who were familiar with the Safe Routes to School program were asked to rate the importance of that program to their community's health and well-being. On a 5-point scale from 1, Strongly Disagree, to 5, Strongly Agree, the average ratings of how much respondents agreed with the statement "Safe Routes to School programs are important for the health and well-being of my community." were close to the maximum rating both Statewide (mean=4.62) and across all five regions (mean=4.44 to 5.00). This suggests that most respondents agreed that Safe Routes to School is important to the health and well-being of their community.

• **Meaning of "In Oregon, Every Intersection Is a Crosswalk":** The most common unprompted meaning of the statement "In Oregon, Every Intersection Is a Crosswalk" was that An Intersection Includes Marked or Unmarked Crosswalks both Statewide (31.8%) and across four of the five regions (32.0% to 34.4%). In Region 5, the most common response was that Drivers Must Stop for Pedestrians at All Intersections (26.8%).

Distracted Driving

• **Use of Mobile Electronic Devices while Driving:** The majority of respondents reported not using any mobile electronic device while driving both Statewide (62.9%) and across all five regions (55.8% to 72.9%).

• **Mobile Electronic Devices Used while Driving:** The most common electronic device used while driving was a Cell Phone both Statewide (48.2%) and across all five regions (35.3% to 57.1%). The second most common electronic device used was a Hands-free Bluetooth Accessory for a Cell Phone Statewide (31.2%) and across four of the five regions (28.6% to 38.9%).

• **Using a Mobile Electronic Device while Driving Should Be Illegal:** The majority of respondents reported that using a mobile electronic device while driving should be illegal both Statewide (66.7%) and across all five regions (56.6% to 77.2%). Unprompted comments by a subset of participants (n=185) about the legality of using electronic devices while driving primarily noted that Using Devices Hands-free Should be Legal (67.6% Statewide, 55.4% to 84.7% across the five regions).

• **Consequences for Driving While Using a Mobile Electronic Device:** The most common consequence respondents identified for using an electronic device while driving was to Receive a Ticket Statewide (74.3%) and across all five regions (60.0% to 78.1%). The second most common consequence was Enhanced Fines for Multiple Offenses (20.2%) Statewide, 16.8% to 25.4% across all five regions.

Acronyms and Definitions

4-E	Education, Engineering, Enforcement and Emergency Medical Services
AASHTO	American Association of State Highway and Transportation Officials
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
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
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 Officer
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

Link(s) to the Transportation Safety Action Plan

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."

Problem Identification Statement

Hundreds of thousands of Oregonians travel safely to and from work, recreation, and excursions on a daily basis. Even so, over 400 people died on Oregon's transportation system in 2017, which averages more than one person every day. Traffic crashes are one of the leading causes of preventable deaths and injuries in Oregon. While significant progress has been made in the last decade, 2017 preliminary crash data suggest that 439 people were killed in motor vehicle crashes in Oregon and another 1,761 people suffered life-altering injuries.

Since the writing of the 2016 TSAP, Oregon has experienced a higher number of roadway fatalities than in prior years, specifically since 2014 to current (see data chart below). This was unfortunately the case across most of the nation. While updating the TSAP for 2021-2025, serious conversations are being held on whether to maintain the goal of 'zero' fatalities by 2035, or to adjust the goal based on the last few years of increased crashes and fatalities.

Oregon Traffic Crash Data and Measures of Exposure

	2013	2014	2015	2016	2017	2013-2017 Average
Fatal Crashes	292	321	410	448	403	375
Injury Crashes	22,974	24,207	28,721	30,283	28,236	26,860
Fatalities and Serious Injuries	1,729	1,851	2,222	2,471	2,200	2,095
Fatalities	313	356	445	498	439	410
Fatalities per 100 Million VMT	0.93	1.03	1.24	1.36	1.19	1.15
Fatalities per Population (in thousands)	0.08	0.09	0.11	0.12	0.11	0.10
Injuries	33,148	35,054	41,754	44,628	41,702	39,257
Serious Injuries per Population (in thousands)	0.36	0.37	0.44	0.48	0.43	0.42
Injuries per 100 Million VMT	98.35	101.28	115.99	121.18	113.47	110.12
Injuries per Population (in thousands)	8.46	8.85	10.40	10.95	10.07	9.74
Population (in thousands)	3,919	3,963	4,014	4,076	4,141	4,023
Vehicle Miles Traveled (in millions)	33,706	34,610	35,999	36,719	36,753	35,557
No. Licensed Drivers (in thousands)	2,924	2,930	2,948	3,002	3,060	3,108
No. Registered Vehicles (in thousands)	4,113	4,180	4,281	4,410	4,524	4,616

Sources: Crash Analysis and Reporting, Oregon Department of Transportation;
Center for Population Research and Census, School of Urban and Public Affairs; Seat Belt Observation Study

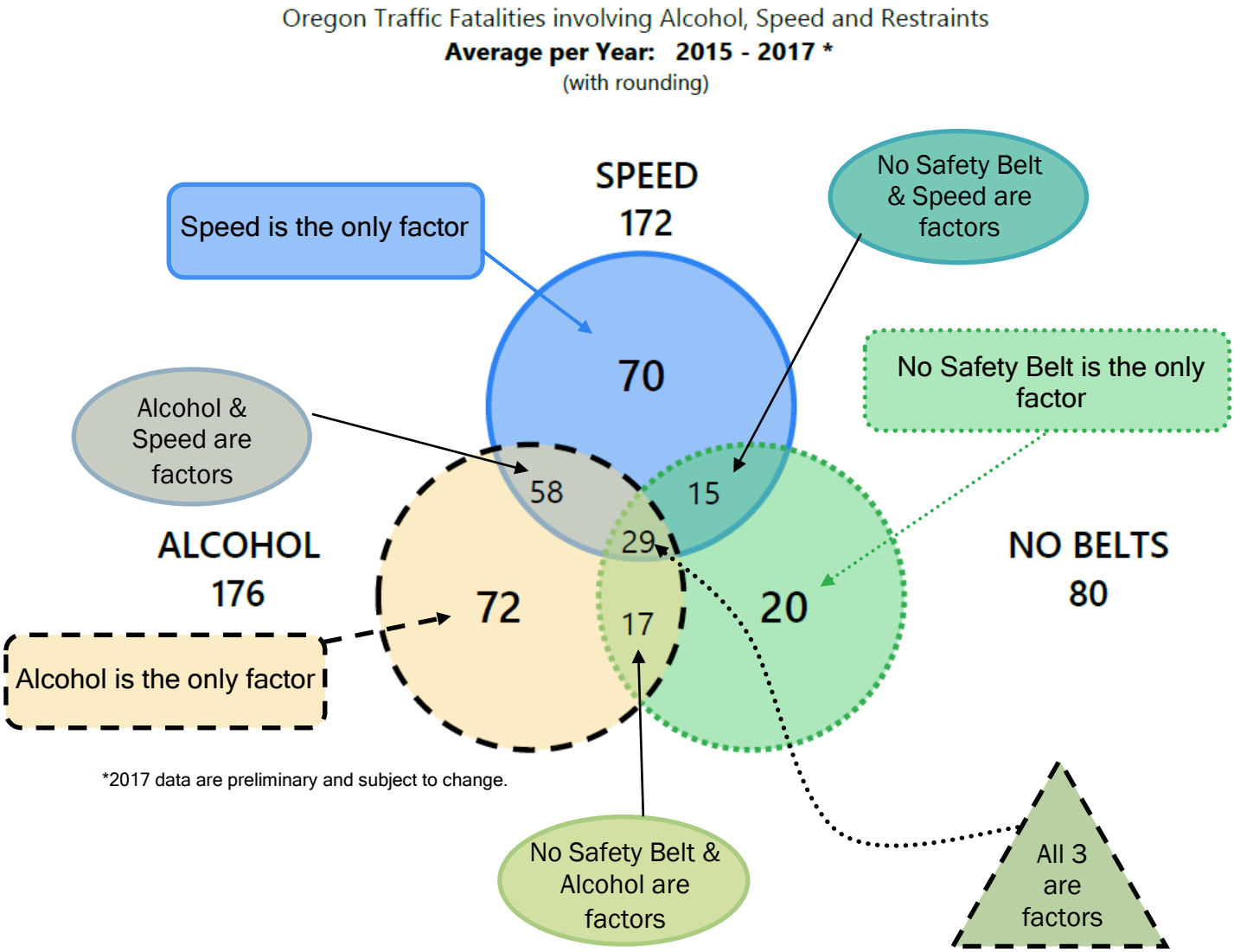
Fatal and Injury Crash Involvement by Age of Driver, 2017

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation^
14 & Younger	8	0.01%	0	0.00%	0.00
15	56	0.10%	16,909	0.54%	0.19
16	680	1.26%	28,510	0.91%	1.39
17	1,024	1.90%	34,590	1.10%	1.73
18	1,292	2.40%	38,323	1.22%	1.97
19	1,367	2.54%	41,611	1.32%	1.92
20	1,325	2.46%	42,503	1.35%	1.82
21	1,371	2.55%	45,357	1.44%	1.77
22-24	3,818	7.09%	144,886	4.60%	1.54
25-34	11,376	21.12%	560,496	17.81%	1.19
35-44	9,080	16.86%	521,646	16.57%	1.02
45-54	7,669	14.24%	485,555	15.43%	0.92
55-64	6,697	12.43%	521,618	16.57%	0.75
65-74	4,033	7.49%	422,351	13.42%	0.56
75 & Older	1,951	3.62%	243,376	7.73%	0.47
Unknown	2,112	3.92%	16	0.00%	0.00
Total	53,859	100.00%	3,147,747	100%	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.

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



Speed, Alcohol and No Safety Belts are 61 percent average of the fatalities for 2015-2017.
Source: Crash Analysis and Reporting, Oregon Department of Transportation.

Goal

- Reduce the traffic fatality rate from the 2013-2017 moving average of 1.15 to 1.02 per hundred million vehicle miles traveled by December 31, 2025.

Performance Measures

- Increase zero fatality days from the 2015-2017 moving average of 116 to 131 by December 31, 2020.
- Reduce the fatality rate from the 2015-2017 moving average of 1.26 to 0.78, through December 31, 2020. *[TSAP]*
- Reduce the traffic injury rate from the 2015-2017 moving average of 117.00 per 100 million VMT to 106.78, through December 31, 2020.
- Decrease traffic fatalities from the 2015-2017 moving average of 460 to 408 by December 31, 2020. *(NHTSA)*
- Decrease traffic fatalities from the 2015-2017 moving average of 460 to 328 by December 31, 2020. *[TSAP]*
- Decrease traffic fatalities from the 2015-2017 moving average of 460 to 134 by December 31, 2020. *(Vision of Zero by 2035)*
- Decrease serious traffic injuries from the 2015-2017 moving average of 1,837 to 1,626 by December 31, 2020. *(NHTSA)*
- Decrease serious traffic injuries from the 2015-2017 moving average of 1,835 to 1,368 by December 31, 2020. *[TSAP]*
- Decrease rural fatalities per 100 million VMT from the 2014-2016 moving average of 1.95 to 1.78 by December 31, 2020. *(NHTSA)*
- Decrease urban fatalities per 100 million VMT from the 2014-2016 moving average of 0.72 to 0.66 by December 31, 2020. *(NHTSA)*

Aging Road Users

Link(s) to the Transportation Safety Action Plan

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

Action 6.12.2 Identify risk factors for older pedestrians and implement treatments, within current law.

Problem Identification Statement

According to a 2010 report by the Administration on Aging, U.S. Department of Health and Human Services, the population of 65 and older age group will increase from 35 million in 2000 to 40 million in 2010 (a 15% increase) and then to 55 million in 2020 (a 36% increase for that decade). By 2030, there will be approximately 72 million aging persons, accounting for roughly one-fifth of the driving age population nationwide.

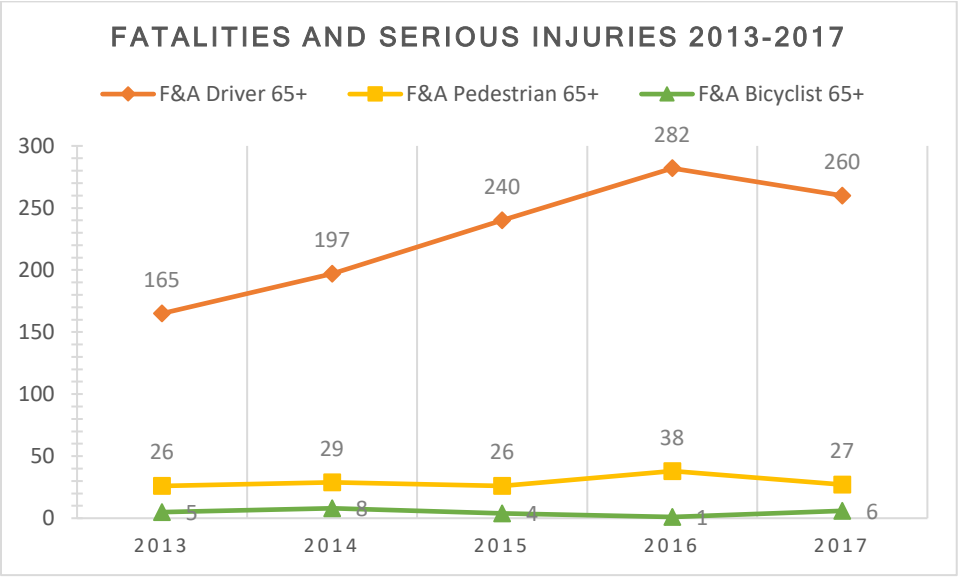
Today's older adults are expected to live longer and continue to drive longer than any previous generations and their impact on traffic safety can be substantial. This means there will be a steadily increasing population of drivers, bicyclists and pedestrians experiencing declining vision; slower decision-making and reaction times; exaggerated difficulty when dividing attentions between traffic demands and other sources of input; and reductions in strength, flexibility, and general fitness. These are normal and expected physical and mental changes as we grow older.

Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary for safe driving, walking and bicycling. There are significant consequences for this changing demographic, where the quality of life for aging persons depends a great deal on being able to remain independent, and where independence requires mobility. America's overwhelming choice of transit is the personal automobile. Other mobility options include public transit, ride sharing, bicycling and walking. Aging driver traffic fatalities and serious injuries, where an aging driver was victim to a fatal or serious crash, accounted for an average 11 percent of all Oregon traffic fatalities and serious injuries during the 2013-2017 time period. This does not reflect the aging driver was at fault, only that they were injured or killed from the crash.

Top Older Driver Errors for 2017**

Did not have right-of-way	874
Failed to avoid stopped or parked vehicle ahead other than school bus	637
Ran off road	434
Failed to maintain lane	371
Left turn in front of oncoming traffic	304
Inattention (failure to dim lights prior to 4/1/97)	288
Following too closely	254
Disregarded traffic signal	205
Driving too fast for conditions	198
Failed to decrease speed for slower moving vehicle	135
Careless driving	121
Failed to yield right-of-way to pedestrian	103

Source: ODOT Crash Data System; *2017 preliminary numbers are subject to change. **An Error in a crash is not necessarily the cause of the crash.



Source: ODOT Crash Data System; *2017 preliminary numbers are subject to change.

NHTSA is currently conducting research and more outreach on this issue, seeking input from the states and advocates on how to improve transportation safety for aging road users. Topic areas include but are not limited to:

- ✓ Pedestrians/Bicyclists: safety tips for both the user and the older driver.
- ✓ Driver licensing: require additional testing as drivers get older? Shorter DL renewal periods? Consider something similar to graduated driver licensing?
- ✓ Law Enforcement: Enforcing traffic law for aging road users.
- ✓ 'Safe Communities' perspective: What should we be focusing on now and in the future?
- ✓ Automated vehicles: Impact on aging road users/drivers.

Goals

- Decrease the number of motor vehicle fatalities for drivers 65 years of age and older from the 2013-2017 average of 54 to 48 by December 31, 2025.

Performance Measures

- Decrease the number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older from the 2015-2017 average of 261 to 238 by December 31, 2020.
- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2015-2017 average of 30 to 28 by December 31, 2020.

Strategies

- Determine the current Oregon inventory of public education, information and other resources already being provided to Aging Road Users in regard to traffic safety, public transit and other transportation options, and DMV licensing.
- Identify barriers for approaching and educating this demographic.
- Educate drivers, pedestrians and bicyclists on comprehensive evaluations and safety strategies to prevent crashes by conducting statewide public education campaign.
- Work in cooperation with ODOT Highway and other divisions in identifying roadway risk factors for older pedestrians and implement proven treatments.
- Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.
- Support safe driving skills and encourage early planning to safely transition away from driving.
- Promote medical intervention screening by working with the DMV and the medical community to help drivers understand when and where driving privileges should be evaluated.

Bike and Pedestrian (Non-Motorized)

Link(s) 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).

Problem Identification Statement

Section 405 of the FAST Act established the Non-Motorized Safety grant awards to states to decrease bicyclist and pedestrian crashes with motor vehicles, where bicyclist and pedestrian fatalities exceed 15 percent of the state's overall traffic fatalities. Oregon's 2017 fatalities for pedestrians and bicyclists exceeded this benchmark with 18.07 percent of Oregon's total traffic fatalities. Eligible expenditures with these 405 funds include:

- Training law enforcement officials on bike/pedestrian related traffic laws (and/or how to enforce them)
- Enforcement campaigns related to bike/pedestrian safety traffic laws
- Education and awareness programs related to 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 national available data from 2017, the number of pedestrian fatalities was 5,977 which was a 1.7 percent decrease from 2016 (5, 987) (NHTSA, 2019).
- Nationally, bicycle and pedestrian fatalities made up 18 percent of overall motor vehicle crash fatalities (bicycle (2 percent) and pedestrian (16 percent)) (NHTSA_FARS, 2017). Compared to the national statistics, in Oregon there were 69 pedestrian fatalities (15.8 percent) and 10 bicycle fatalities (2.2 percent) in 2017, for a combined total of 18 percent of Oregon's 2017 motor vehicle fatalities.
- Using the most current data from 2016, Oregon ranks as the 19th highest pedestrian fatality rate state at 1.73 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 Unit, or CARS, the 669 bicycle crash injuries in 2017 accounted for approximately 1.8 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 10 bicyclist fatalities in 2017 accounted for 2.3 percent of all Oregon traffic fatalities (preliminary data).

- For the three year period of 2015-2017, all crashes involving a motorist and bicyclist where a motorist failed to yield was 50 percent, compared to an average of 10 percent where the bicyclist failed to yield.
- For 2015-2017, 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 2015-2017, 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, 935 pedestrian injuries in 2017 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 73 pedestrian fatalities in 2017 (ODOT Crash Analysis & Reporting, or CARS) accounted for 16.2 percent of all Oregon traffic fatalities.
- For the 2015-2017, fatal and serious injury crashes involving pedestrians, an average of 41 percent were coded as 'Driver Error,' and an average of 61 percent were coded as 'Pedestrian Error'.
- For the 2015-2017, 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 the 2015-2017, the top pedestrian errors in fatal and serious injury pedestrian-involved crashes were crossing between intersections, standing or lying in roadway, not yielding the right of way, and disregarding a traffic signal.
- For the 2015-2017, an average 78 percent of crashes involving at least 1 pedestrian fatality occurred in the dark.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways

	2014	2015	2016	2017	2013-2017 Average
Injuries:					
Number	922	955	957	846	742	884
Percent of total Oregon injuries	2.8%	2.7%	2.3%	1.9%	1.8%	2.3%
Serious Injuries	61	65	69	55	52	60
Fatalities:					
Number	3	7	8	10	10	8
Percent of total Oregon fatalities	1.0%	2.0%	1.8%	2.0%	2.3%	1.8%
Crashes:					
Number	916	959	960	847	745	885
Percent of total Oregon Fatal and Injury crashes	3.9%	3.9%	3.2%	2.8%	2.6%	3.3%
Fatal and Serious Injury Crashes	64	72	77	65	62	68

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

Pedestrians in Motor Vehicle Crashes on Oregon Roadways

	2013	2014	2015	2016	2017	2013-2017 Average
Injuries:						
Number	813	862	886	1,066	935	912
Percent of total Oregon injuries	2.5%	2.5%	2.1%	2.4%	2.2%	2.3%
Serious Injuries	104	112	117	141	116	118
Fatalities:						
Number	53	57	73	75	73	66
Percent of total Oregon fatalities	16.6%	15.7%	16.4%	14.9%	15.7%	15.9%
Crashes:						
Number	834	882	917	1,078	967	936
Percent of Total Oregon Fatal and Injury Crashes	3.6%	3.6%	3.1%	3.5%	3.4%	3.4%
Fatal and Serious Injury Crashes	149	163	183	207	184	177

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

Goals

- Reduce bicyclist involved fatal and serious injury crashes from the 2013-2017 moving average of 68 to 57 by December 31, 2025.
- Reduce pedestrian involved fatal and serious injury crashes from 177 to 157 by December 31, 2025.

Performance Measures

- Decrease bicyclist fatalities from the 2015-2017 moving average of 9 to 8 by December 31, 2020. *(NHTSA)*
- Decrease the number of fatal and serious injury crashes involving a bicyclist who disregarded a traffic signal or stop sign from the 2015-2017 moving average of 7 to 6 by December 31, 2020.
- Decrease the number of crashes where the driver failed to yield the right of way to a bicyclist from the 2015-2017 moving average of 428 to 379 by December 31, 2020.
- Decrease pedestrian fatalities from the 2015-2017 moving average of 70 to 64 by December 31, 2020. *(NHTSA)*
- Decrease the number of serious injury and fatality crashes involving pedestrians from the 2015-2017 moving average of 191 to 185 by December 31, 2020.
- Decrease the average number of serious injury and fatality crashes with pedestrian errors from the 2015-2017 moving average of 117 to 113 by December 31, 2020.
- Decrease the average number crashes with driver errors in pedestrian fatal and serious injury crashes from the 2015-2017 moving average of 80 to 78 by December 31, 2020.

Strategies

- Develop awareness campaigns with corresponding safety messages to drivers, pedestrians and bicyclists alike that safety ‘is a shared responsibility.’

- Contribute to the annual TSD public opinion survey for questions regarding pedestrian and bicyclist safety, enforcement, and law awareness.
- Continue outreach to drivers and pedestrians promoting core messages: 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; only pass bicyclists 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 to targeted areas where pedestrian and bicyclist fatal and serious injury crashes occur, and in ways that successfully educate drivers.
- Continue to provide 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 drivers who share the road.
- Work with Region Traffic Safety Coordinators, Active Transportation program managers and liaisons, ODOT engineers and local communities interested in the promotion of bicycle and pedestrian safety education and corresponding safety resources.

Community Traffic Safety

Link(s) 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.

Problem Identification Statement

Every Oregonian deserves to live in a safe, livable community; Oregonians also place a premium on getting involved in their communities to make a difference. These two principles -- coupled with research demonstrating that data driven approaches to planning for, and delivering community level traffic safety programs are more effective than stand-alone activities -- have led to ongoing commitments to local transportation safety efforts for the last 30 years. Currently, however, some specific and noteworthy problems in both developing and maintaining safe livable communities include:

- 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.

- 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 plan specific to reducing motor vehicle related deaths and injuries, either as a standalone or as part of a transportation system plan; even fewer have undertaken a more comprehensive “4-E” approach to the problem.
- A traffic safety academy or other systematic approach to training and motivating local volunteers is not currently in place. Efforts to train local government employees are not always well coordinated.
- Two MPOs have now published their required Strategic Highway Safety Plans (Portland Metro and Lane Council of Governments).

The following pages represent a series of data visualizations regarding Oregon’s diverse local traffic safety problems.

Jurisdictional Data for Oregon Counties, 2017

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal And Injury Crashes	F&I Crashes/ 1,000 Pop.	Nighttime Fatal And Injury Crashes
Baker	*	16,750	4	2	136	8.12	22
Benton		92,575	12	5	478	5.16	52
Clackamas	@!	413,000	29	15	2,570	6.22	339
Clatsop		38,820	12	7	347	8.94	54
Columbia	@*	51,345	5	0	236	4.60	28
Coos		63,310	12	5	385	6.08	63
Crook		22,105	5	3	149	6.74	23
Curry		22,805	0	0	112	4.91	16
Deschutes	@	182,930	21	9	1,013	5.54	127
Douglas	*	111,180	23	9	673	6.05	97
Gilliam		1,995	2	1	37	18.55	6
Grant	@!	7,415	2	0	41	5.53	4
Harney	@!	7,360	3	0	51	6.93	12
Hood River		25,145	1	0	125	4.97	24
Jackson	!	216,900	24	10	1,512	6.97	219
Jefferson		23,190	8	6	176	7.59	41
Josephine		85,650	19	13	666	7.78	112
Klamath		67,690	17	6	521	7.70	75
Lake		8,120	0	0	53	6.53	14
Lane	@!	370,600	33	7	2,133	5.76	303
Lincoln		47,960	13	1	376	7.84	54
Linn		124,010	16	3	811	6.54	108
Malheur	@!	31,845	8	2	291	9.14	57
Marion		339,200	40	20	2,784	8.21	420
Morrow	!	11,890	3	0	83	6.98	25
Multnomah		803,000	58	23	6,807	8.48	1,086
Polk		81,000	10	2	466	5.75	60
Sherman		1,800	0	0	65	36.11	10
Tillamook		26,175	3	1	180	6.88	30
Umatilla	!	80,500	5	1	442	5.49	78
Union	@!	26,900	3	0	144	5.35	24
Wallowa		7,195	1	0	21	2.92	5
Wasco		27,100	10	1	210	7.75	28
Washington	@ #	595,860	21	11	3,862	6.48	437
Wheeler		1,480	4	3	24	16.22	4
Yamhill		106,300	12	3	646	6.08	87
Statewide Total		**4,141,100**	**439**	**169**	**28,626**	**6.91**	**4,144**

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 @= Has or is developing a local plan for safety

*Nighttime fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

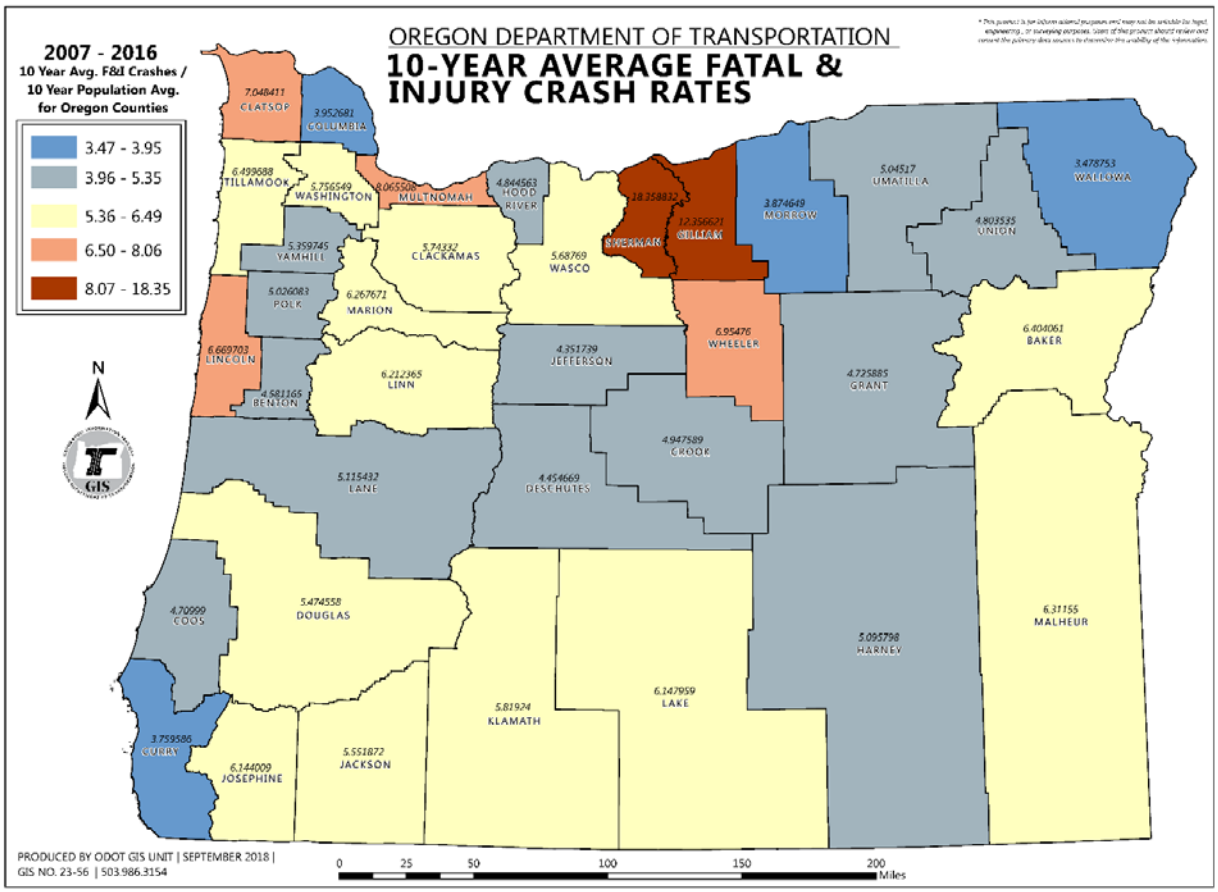
Jurisdictional Data for Oregon Cities over 10,000 Population, 2017

City		Population Estimate	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	*	52,710	0	0	334	15.8	32
Ashland	*	20,700	0	0	64	32.3	6
Beaverton	*	95,685	4	2	1034	9.3	116
Bend	@*	86,765	3	1	437	19.9	40
Canby	*	16,660	1	0	62	26.9	8
Central Point		17,700	2	0	62	28.5	9
Coos Bay		16,615	0	0	84	19.8	9
Cornelius		11,915	1	1	75	15.9	12
Corvallis		58,735	2	1	282	20.8	32
Dallas		15,570	0	0	50	31.1	4
Eugene		167,780	4	1	996	16.8	119
Forest Grove	@	23,555	1	1	87	27.1	9
Gladstone		11,840	0	0	82	14.4	13
Grants Pass	*	37,135	3	0	416	8.9	40
Gresham		109,820	4	1	779	14.1	126
Happy Valley	*	19,985	1	1	143	14.0	16
Hermiston	#	17,985	1	1	91	20.0	10
Hillsboro	#	101,540	0	0	851	11.9	97
Keizer	@*	38,345	1	1	168	22.8	15
Klamath Falls	*	21,770	2	1	149	14.6	13
La Grande	#	13,245	0	0	38	34.9	3
Lake Oswego	*	37,490	1	0	127	29.5	13
Lebanon	*	16,720	0	0	52	32.2	2
McMinnville		33,665	0	0	149	22.6	11
Medford		79,590	5	2	736	10.8	79
Milwaukie	*	20,550	0	0	111	18.5	14
Newberg	*	23,480	0	0	96	24.5	8
Newport	#	10,215	0	0	69	14.8	4
Ontario		11,465	0	0	76	15.1	8
Oregon City		34,610	3	1	303	11.4	33
Pendleton	*	16,890	0	0	65	26.0	7
Portland	!	639,100	47	21	5,675	11.3	899
Redmond	@*	28,265	1	1	160	17.7	13
Roseburg		24,015	4	3	205	11.7	14
Salem		163,480	12	2	1,603	10.2	220
Sandy		10,855	0	0	58	18.7	9
Sherwood		19,350	0	0	92	21.0	7
Silverton		10,070	0	0	37	27.2	5
Springfield		60,655	1	0	416	14.6	54
St. Helens	*	13,240	0	0	43	30.8	2
The Dalles		14,625	1	1	72	20.3	6
Tigard	@	50,985	2	2	487	10.5	29
Troutdale		16,070	2	0	87	18.5	14
Tualatin		26,960	1	0	258	10.4	27
West Linn		25,695	0	0	115	22.3	7
Wilsonville		24,315	2	1	131	18.6	15
Woodburn		24,685	1	0	157	15.7	23
Statewide Total		**2,393,095**	**113**	**46**	**17,664**	**7.38**	**2,251**

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 @=Has or is developing a local plan for safety

The following data map provides a 10 year snapshot of fatal and injury crash rates in Oregon.



Goal

- To increase the number of Oregonians represented by a community-level transportation safety group (a local safety committee, safe community or other active group focused on transportation safety) from the 2013-2017 average of 66 percent to 70 percent by December 31, 2025.

Performance Measure

- To increase from the December 2018 number of 52 active local transportation safety groups to 55 by December 31, 2020.

Strategies

- Provide a statewide clearinghouse program to support and provide resources for local volunteers, groups and efforts which encourage a 4-E approach to transportation safety, and promotes proven countermeasures to address local traffic safety problems.
- Assist local Safe Community and local Safety Action Plan implementation.
- Provide assistance for development of safety action plans that address local crash problems using the 4-E approach to transportation safety.
- Provide coordination to develop integrated local transportation safety programs.

Driver Education

Link(s) 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.

Problem Identification Statement

- In 2017, drivers age 15-20 represented 6.4 percent of total licensed drivers, but were involved in 17.4 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 compared 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 28 Commercial Drive Schools certified by Oregon DMV operating in the State of Oregon; fourteen 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

	2013	2014	2015	2016	2017	2013-2017 Average
Age 15-20, % of Total Licensed Drivers	6.11%	6.23%	6.20%	6.37%	6.43%	6.27%
*Overrepresentation of Drivers Age 15-20***	1.65	1.64	1.76	1.78	1.40	1.65
Total 15-20 Drivers in Fatal Crashes	35	33	50	56	40	43
Total 15-20 Drivers Alcohol Involved	10	7	10	8	8	9
Percent Alcohol Involved	28.6%	21.2%	20.0%	14.3%	20.0%	20.1%
15-20 Auto Occupant Fatalities	25	27	23	34	26	27
15-20 Unrestrained Auto Occupant Fatalities	8	3	9	12	8	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

	2013	2014	2015	2016	2017	2013-2017 Average
DMV Provisional Licenses Issued (Age 16-18)	24,813	26,406	27,178	27,292	29,779	27,094
Students completing Driver Education	7,632	7,656	8,813	9,761	10,140	8,800
Students that did not complete an ODOT-TSD approved DE program before licensing	17,181	18,750	18,365	17,531	19,639	18,293
Number of instructors completing two courses or more	43	45	65	73	62	58
DMV Certified Drive Schools	22	22	27	25	24	24
DMV Certified Drive Schools with ODOT-TSD Approval (Driver Education)	7	8	10	11	14	10

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

Goal

- Reduce the number of drivers age 15-20 involved in fatal and serious injury crashes from the 2013-2017 average of 561 to 482 by December 31, 2025.

Performance Measures

- Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2015-2017 moving average of 48 to 44 by December 31, 2020. *(NHTSA)*
- Increase the number of students completing driver education from the 2015-2017 moving average of 8,800 to 10,459 by December 31, 2020.
- Increase the number of DMV Certified drive schools participating in the TSD-Approved program from the 2015-2017 moving average of 12 to 14 by December 31, 2020.
- Increase the number of students exposed to “pre-driver education” formational education from the 2015-2017 annual average of 34,364 to 35,395 by December 31, 2020.

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.
- Maintain the centralized instructor certification process and continue to improve the efficiency of system(s) for which student and instructor certification is accomplished.

Emergency Medical Services

Link(s) to the Transportation Safety Action Plan

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

Problem Identification Statement

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 which has continued to present day. 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 may 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. Every effort needs to be made to increase Oregon's EMS workforce and shorten response times due to these challenges.

Oregon's EMS Workforce

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

Source: 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

	2016	2017	Difference
Response time	6	7	+1
Time on Scene to stabilize and prepare for transport	16	16	0
Transport time to medical facility	15	14	-1
Total Incident time	37	39	+2

Source: Data according to Oregon Health Authority , reported in minutes

Goals

- Increase knowledge base of EMS personnel by increasing the number of EMT's in Oregon's workforce from 11,845 in 2017 to 15,004 by December 31, 2025.
- Decrease response, scene and transport times, through training and appropriate equipment, from the statewide average of 38 minutes in 2016-2017 to 29 minutes by December 31, 2025.

Performance Measures

- Increase the number of scholarships and online training for individual rural EMS personnel from 99 in 2017 to 108 by December 31, 2020.
- Decrease response, scene and transport times from the statewide average of 38 minutes in 2016-2017 to 34 minutes by December 31, 2020.

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.

Highway Safety Improvement Program

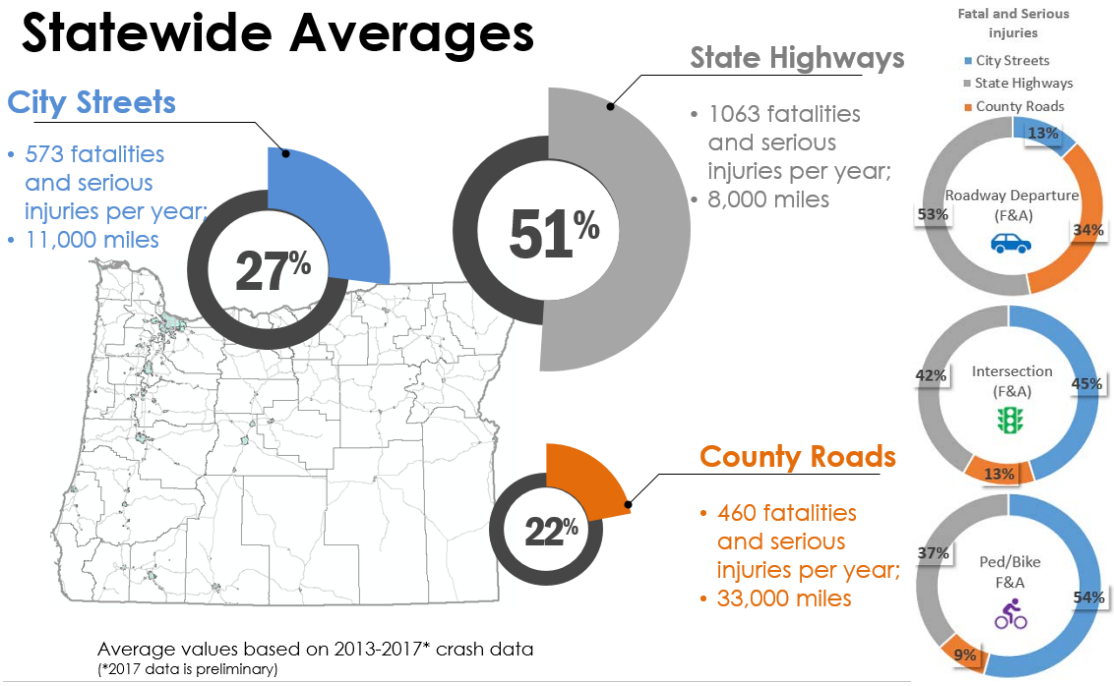
Link(s) to the Transportation Safety Action Plan

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

Problem Identification Statement

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all public roads. HSIP funds are limited and good project selection can suffer from subjective opinions (i.e., short term spike in crashes) and surrogate measures of safety (i.e., near misses) therefore, the best results for improving safety are achieved through a data-driven, strategic approach that focuses on performance. With this approach, projects with the highest reduction in fatal and serious injury crashes, for the money spent, are selected. Based on the 2013 through 2017 crash data:

- Fatal and serious injury crashes have been steadily increasing from 1,731 in 2013 to 2,199 in 2017. More than half of all fatal and serious injury crashes occur on State highways. State highways have the highest rate of fatal and serious injury crashes per mile whereas city streets and county roads have the highest rates per Vehicle Mile Traveled (VMT).
- Rural low volume roads are typically more risky because they have narrow or no shoulders and steeper roadside areas; therefore, while they have lower overall number of crashes, they typically have a higher rate of high severity crashes. On rural roads, roadway departure crashes account for more than 70 percent of fatal and serious injuries.
- More than half of intersection fatalities occur on state highways and more than half of pedestrian and bicycle fatalities occur on urban city streets.



Oregon Highways, Fatalities and Serious Injuries (F&A) 2013-2017

Public Roads by Jurisdiction	State Highways		Urban Non-State Streets		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	per VMT*
All F&A	1,062	4.96	677	9.11	355	4.48	2,074	5.50
Roadway Departure F&A	437	2.04	144	1.94	242	3.05	823	2.24
Intersections F&A	308	1.44	374	5.04	55	0.70	737	2.01
Pedestrians and Bicyclists F&A	93	0.43	149	2.01	11	0.14	253	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.

Goal

- Reduce fatalities and serious injuries from the 2010-2017 average of 2,000 to 1,567 by December 31, 2025.

Performance Measures

- To reduce the average number of roadway departure fatal and serious injuries from the 2015-2017 average of 893 to 815 by December 31, 2020.
- To reduce the average number of intersection fatal and serious injuries from the 2015-2017 average of 795 to 726 by December 31, 2020.
- To reduce the average number of pedestrian and bicycle (non-motorized) fatal and serious injuries from the 2015-2017 average of 267 to 215 by December 31, 2020. *[TSAP]*

Strategies

- Improve the reporting, accuracy, and usefulness of the Project Safety Management System.
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Continue development and refinement of the Safety Tools, including:
  - ✓ Implement new SPIS for all public roads eliminating PDOs from consideration
  - ✓ Update Pedestrian/Bicycle Implementation Plan through an NCHRP Grant (April 2019 – January 2020)
  - ✓ Implement new GIS crash reporting tool for local roads

  - ✓ Continue to monitor, update and investigate existing and new Crash Reduction Factors for inclusion in CRF list
  - ✓ Identify and evaluate planning-level CMF's that are applicable on typical project types

- Participate in developing a new urban design guide
- Conduct outreach and education to local agencies and other safety partners regarding the speed management action plan (SMAP)
- Explore new methods and approaches to help flag locations where speeds and vulnerable road users are critical elements to improving safety
- Work with cities to develop new methodologies for setting urban speeds
- Evaluate speed issues with counties to possibly develop new concepts
- Evaluate Speed increases in central and eastern Oregon
- Develop a pilot of a Wrong Way Driving Implementation plan in one region
- Research risks of pedestrian and bicycle crashes to further explore improving project selection for bike and pedestrian safety projects
- Develop and document approach to update systemic safety plans on a regular basis using OASIS
- Continue to work with Transportation Development Division (TDD) to incorporate any new locations from updated safety plans into TransGIS (or incorporate in new crash reporting tool above)

- Evaluate and update Safety Corridor Program process and Guideline
- Evaluate developing an Older Driver Safety plan
- Evaluate Older Driver and High Risk Rural Roads measures to determine if penalties occur
- Develop and implement an Intersection Control Evaluation (ICE) Plan
- Investigate and determine if an update to the Highway Safety Investigations Manual is needed and any work needed to update the manual
- Update SIM and HSM worksheets using more recent crash data
- Implement Work Zone Safety Plan
- Evaluate, refine and update the ARTS Safety program and guidance based on the implementation of the 2022-2024 STIP
- Continue to investigate new tools and methods that support the processes and methods outlined in the ARTS program guidelines
- Develop and implement internal training for Regions and HQ staff on applications for safety data tools
- Implement the Highway Safety Manual (HSM) and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
  - ✓ Conduct and evaluate existing research for HSM implementation

  - ✓ Begin collecting MAP 21 Fundamental Data Elements
  - ✓ Evaluate HSM analysis tools for possible development
  - ✓ Develop more Oregon specific Safety Performance Functions (SPFs), including for Freeways
  - ✓ Explore implementation of Safety Analyst software in ODOT
  - ✓ Explore ways to integrate IHSDM into Roadway Design Exceptions

- Update 1R safety guidance to clarify when an identifiable safety problem must be remedied in a non-safety project
- Evaluate new methods for integrating safety and cost effectiveness in to 3R projects
- Improve coordination and communication between and within ODOT and local agencies responsible for safety, including:
  - ✓ Provide training for local agency staff on Safety process, data analysis and the use of new SPIS/OASIS for all public roads
  - ✓ Continue to improve coordination and communication with local agencies responsible for safety
  - ✓ Work with TSD to develop local Safety plans for cities and counties
  - ✓ Expand reporting capabilities to enhance usefulness of crash data to local agencies
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety, including:
  - ✓ Study benefits of red clearance extension to reduce red light running
  - ✓ Evaluate and implement variable speed systems to reduce weather related incidents
  - ✓ Update Signal Detection Guidance to include latest technology and detection methods for motorcycles and bicycles
  - ✓ Develop new guidance to encourage use of roundabouts and separation of turning movements at rural intersections
  - ✓ Evaluate the use of profiled durables as an alternative to rumble strips
  - ✓ Evaluate the use of low noise rumble strips
  - ✓ Develop new criteria and policy for expanding the use of rumble strips in Oregon
  - ✓ Participate in national pooled fund study of low cost countermeasures

Impaired Driving - Alcohol

Link(s) to the Transportation Safety Action Plan

Action 6.1.1: Change social norms by increasing awareness of the types of impaired driving (e.g., drunk driving, drugged driving, and driving under the influence of prescription drugs).

Action 6.1.3: Conduct targeted impaired driving enforcement.

Action 6.1.4: Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.

Action 6.1.6:

Problem Identification Statement

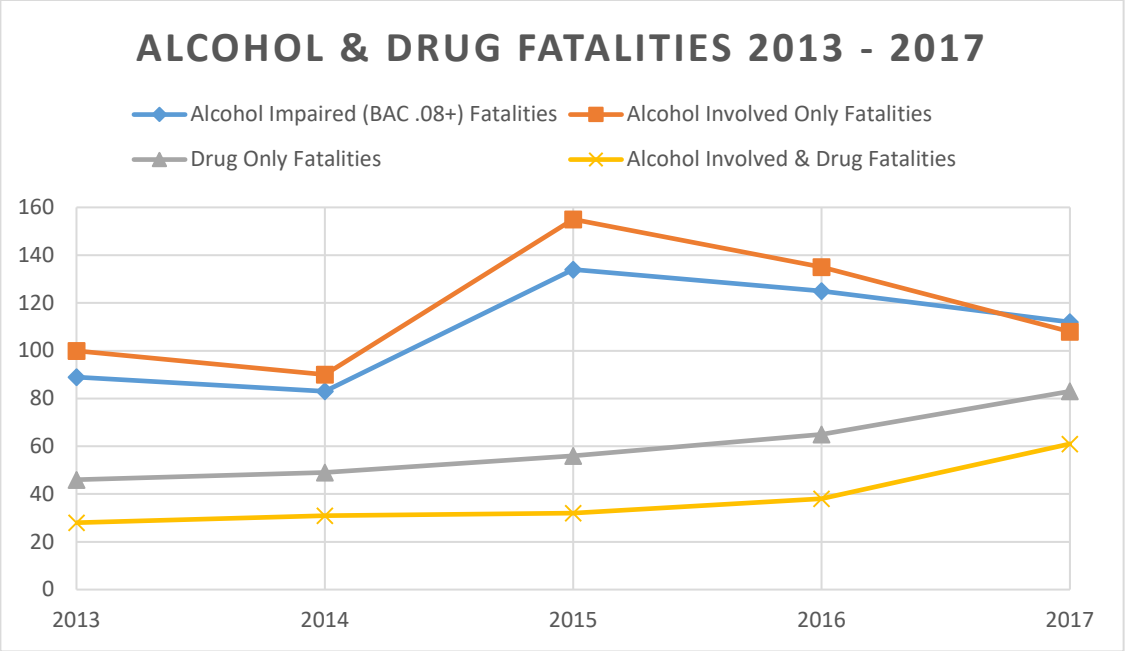
Impaired Driving is the leading cause of fatal and serious injury crashes on Oregon's roadways, involving alcohol, drugs, or a combination thereof. This complex problem has touchpoints with law enforcement, prosecution, treatment, prevention, and the judicial system, with each stakeholder group confronting a unique set of challenges with differing systems that must work together for meaningful improvements to be effective and lasting. It is the goal of ODOT's Transportation Safety Division to address these challenges and remove barriers for all partners across the DUII continuum.

Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other crash-related data, show that in 2017, 33.6 percent of all Oregon traffic fatalities were alcohol-involved. One hundred and eight of the fatalities involved only alcohol; and 31 were a combination of both alcohol and other drugs.

- Due to lack of monitoring methodology, there are a high number of ignition interlock devices that are not installed as required. Oregon's IID compliance rate hovers at 36 percent. With new legislation passed in 2012, an additional estimated 10,000 new ignition interlock devices were required yearly for diversions alone. Although Oregon has a new Ignition Interlock Device Oversight Program, it will not transfer to the Oregon State Police for full operation and enforcement until July of 2019.
- Budget cutbacks at the local level have led to lowered participation in grant-funded overtime enforcement activities, where smaller agencies do not have adequate staffing to fill straight time shifts, and existing officers are over-worked.

Impaired Driving Arrests During Grant Funded Enforcement

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	5-Year Average
Impaired Driving Arrests	1,646	1,385	2,678	1,474	1,065	1,650



Data source: Crash Analysis and Reporting, Oregon Department of Transportation

Goal

- Reduce alcohol-impaired driving fatalities from the 2013-2017 average of 108 to 91 by December 31, 2025.

Performance Measures

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2017 level of 6,245 to 6,870 by December 31, 2020.
- Maintain the number of participating municipal agencies in High Visibility Enforcement of impaired driving laws at the 2018 level of 50 by December 31, 2020.
- Decrease the turnaround time for urine toxicology results from the Oregon State Police Crime Lab from the September 2018 level of 153 days to 90 days by December 31, 2020.
- Decrease alcohol impaired driving fatalities from the 2015-2017 moving average of 146 to 134 by December 31, 2020. *(NHTSA)*

Strategies

- Conduct targeted public opinion research to help guide legislative and public education efforts regarding DUII.
- Expand resources available for HVE events in prioritized areas and promote local flexibility in targeting significant events with a specific or implied alcohol focus.
- Study DUII offense/offender patterns statewide and look for incident commonalities and ways to better prioritize efforts for maximized return in the form of lowered recidivism.
- Support law enforcement agency media and local public safety education efforts on DUII, especially with smaller agencies that may not have dedicated public affairs staff.
- Develop and refine a standardized, on-line method to report HVE statistics compatible across state, county and city agencies to reduce administrative burden and increase participation.
- Work to develop and support key community groups as a speaker's bureau that can speak as surrogates on the DUII issue throughout the state.
- Continue to study the nexus between Treatments, Prevention and Enforcement efforts to better target resources and provide solid policy advice and data-driven prioritization.
- Work with Law Enforcement, Courts and Prosecutors to examine ways to streamline the DUII process to reduce paperwork and officer failure-to-appear at administrative suspension hearings, and strengthen DUII cases overall.
- Work to replicate effective best practices for DUII specialty courts in Oregon for those communities that can support this resource locally.
- Continue support for increased judicial and prosecutorial education on DUII issues.
- Continue collaboration with Health and Hospital systems in Oregon to educate their staff and develop (if necessary) 'Memorandums of Understanding' for local law enforcement agencies to eliminate problems for hospital reporting and warrant services.
- Promote improved IID technology standards to prosecutors and courts that have resulted from the administrative rule process.
- Promote the IID management and oversight program that will increase installation rates and a uniform approach to data reporting.
- Work across program areas within ODOT-Transportation Safety Division to find common touchpoints and gaps with Impaired Driving: Motorcycles, Youth, Driver Education, Judicial Programs, etc.
- Continue participation and support with the Law Enforcement Traffic Safety Advisory Committee to promote cross-jurisdictional collaboration and coordination for addressing impaired driving across the state.
- Maintain collaboration with the Governor's Advisory Committee on DUII and promote cooperative efforts of public education, stakeholder partnerships and advancement of policy.
- Promote and support continued SFST training (and trainer) opportunities around the state.
- Promote "No Refusal" training, awareness and events in every ODOT region in cooperation with local enforcement, prosecution and courts.
- Work to develop a statewide 24/7 Sobriety Program.

Impaired Driving - Drugs

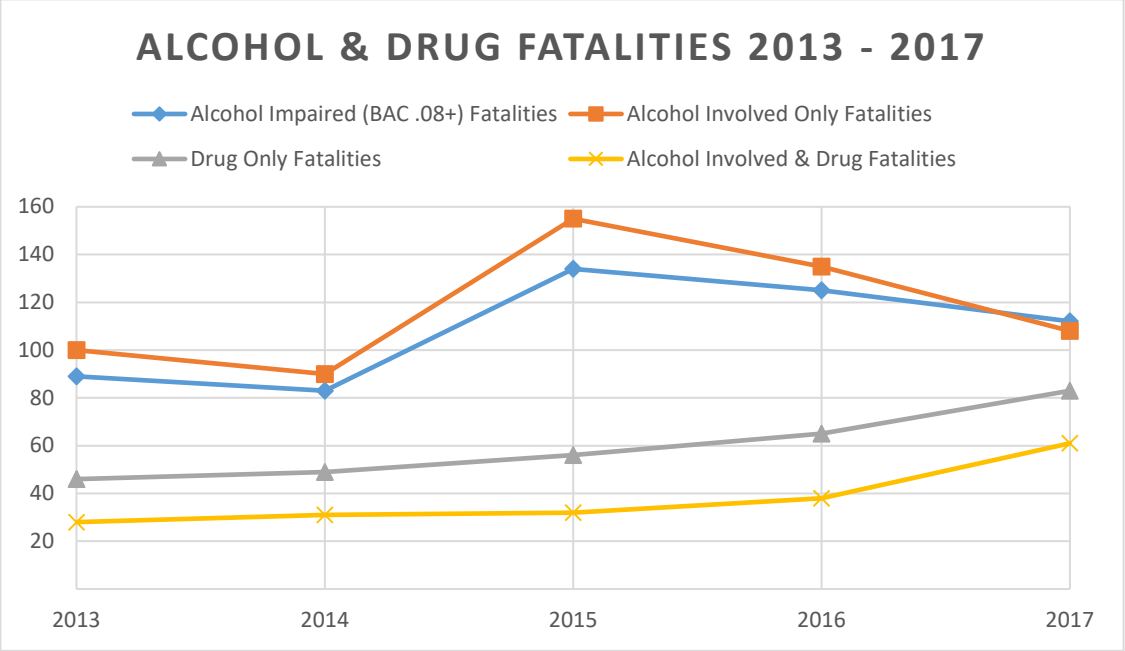
Link(s) to the Transportation Safety Action Plan

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

Problem Identification Statement

Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, shows that in 2017 83 people died in drug-only crashes, and 61 people died in crashes involving a combination of both drugs and alcohol, which highlights a trend of poly-substance abuse in Oregon fatal crashes.

- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 906 in 2013. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- Due to current Oregon law, drivers impaired solely by over-the-counter and/or non-controlled prescription drugs cannot be prosecuted for DUIIs and are therefore not referred to treatment or a supervised diversion program.
- In November 2014, Oregon voted to legalize recreational marijuana, joining Colorado, Washington and Alaska. In 2019, this now also includes the states of California, Nevada, Maine, Michigan, Vermont, Massachusetts, and the District of Columbia. This new law took effect in Oregon July of 2015 and allows possession limits larger than any other state, as well as home-grow provisions and allowances for hash oil and other potent concentrates. An increase has been seen in Oregon drug-impaired driving that closely resembles increases in Washington and Colorado.
- Reports from Oregon, Washington and Colorado are showing that a successful prosecution for drug-impaired driving is significantly harder to achieve because of the lack of public understanding and case law about drug impairment and the role of the DRE. The science continues to be lacking in determining impairing levels of THC, as compared to the accepted science of legal impairment from alcohol. The traditional toxicology metrics for alcohol do not apply to THC impairment.
- A recent U.S. Supreme Court decision (Missouri v. McNeely) in April 2013 affected the interpretation of exigency when obtaining a blood draw in the case of DUII. Missouri v. McNeely affirms that loss of evidence (dissipation of blood alcohol levels) is not in itself an exigent circumstance that would otherwise not require a search warrant to facilitate a blood draw. Blood draws are currently the most efficient and accurate way to prove impairment at the time of arrest in the case of drugs, and in particular, impairment by substances that remain in the body for a long period of time, such as marijuana.



Data source: Crash Analysis and Reporting, Oregon Department of Transportation

Goal

- Maintain the drug involved driving fatalities at the 2013-2017 average of 98 by December 31, 2025.

Performance Measures

- Increase the number of certified Drug Recognition Experts in Oregon from 215 in 2018, to 225 by December 31, 2020.
- Reduce the number of drug-involved driving fatalities from the 2017 level of 144 to 139 by December 31, 2020.

Strategies

- Continue providing support for judicial and prosecutorial education on DUII-Drug issues.
- Collaborate with Health and Hospital systems in Oregon to educate their staff and develop (if needed) Memorandums of Understanding for local law enforcement agencies that can eliminate logistical and administrative problems for hospital reporting and warrant services.
- Continue support for DRE training and education programs and support a second DRE school if demand is there.
- Expand ARIDE training in efforts to increase awareness and to recruit potential DRE officers from within the classes, paying attention to underserved rural areas.
- Promote policy education around “any impairing substance” for DUII laws.

- Target revised public opinion research to help guide legislative and public education efforts, specifically related to the impacts of marijuana legalization and its relation to impaired driving.
- Work with OHA to track DUII-Drug offender patterns, recidivism rates, treatment methodology, effectiveness and overall impacts to the DUII system.
- Work with Oregon Liquor Control Commission as standards are developed for impaired driving and marijuana impairment and for education efforts as it relates to the legal consumption of marijuana.
- Support policy education to include an administrative penalty for a blood test refusal under implied consent.
- Work to expand capabilities and capacity of the Oregon State Police Crime Lab regarding blood toxicology and promote the collection of blood as forensic evidence in impaired driving cases.
- Target creative media to educate the public on the dangers of driving impaired from the use of marijuana, as well as a focus on Oregon's high rate of prescription drug abuse.
- Continue to closely monitor the legalization of marijuana and all aspects of this policy direction for potential impacts to Impaired Driving.

Judicial Outreach

Link(s) 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.

The Problem

There is limited outreach and training available for judges, prosecutors, and court clerks/administrators relating to traffic safety issues and traffic law. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages. Additionally, many of the judges who serve smaller communities do so on a part-time basis; frequent changes in traffic related case law as well as legislative changes may not be readily known or interpreted consistently.

Judges have limited information and training on Impaired Driving especially surrounding ignition interlocks and drug impaired driving (specifically marijuana which is now legal in Oregon both medically and recreationally), as well as other popular drug trends. Teen driving, motorcycle safety and increased speed limits also need to be addressed.

Judicial Outreach

	2014	2015	2016	2017	2018	2014-2018 Average
No. of Judges trained during offered training sessions	77	67	67	64	65	68
No. of Court Staff/Administrators trained during offered training sessions	25	20	16	23	16	20
No. of Prosecutors trained during offered training sessions	97	113	103	115	107	107
Combined total of CLE Credits Approved*	64.5	53.8	43.75	64	59.5	57.11

Sources: TSD Judicial Training and ODAA Training (Impaired Driving and Judicial Education Programs). *CLE is short for the MCLE which means Minimum Continuing Legal Education activities. For Judges and Prosecutors 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. More information about MCLE rules can be found at MCLE Rule 3.2 and 5.5 at OSB's webpage http://www.osbar.org/_docs/rulesregs/mclerules.pdf

Goals

- Maintain the number of judges participating in transportation safety related judicial education training programs hosted by TSD at the 2014-2018 average of 68 annually by December 31, 2025.
- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD from the 2014-2018 average of 107 to 115 by December 31, 2025.
- Increase the number of prosecutors specifically trained in the prosecution of serious injury and fatal crash cases caused by distracted driving from the 2020 calendar base year of 0 to 30 by December 31, 2025.

- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD at the 2014-2018 average of 107 to 111 by December 31, 2020.
- Increase the number of judges participating in annual transportation safety related judicial training programs hosted by TSD from the 2014-2018 average of 68 annually to 70 by December 31, 2020.

Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon judges. Invite court administrators to attend.
- Coordinate with Oregon Judicial Department to offer a one day Judicial Education Workshop specific to Impaired Driving for Circuit Court judges.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors specifically related to the prosecution of distracted driving crashes.

Motorcycle Safety

Link(s) to the Transportation Safety Action Plan

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

Problem Identification Statement

- On average, motorcycle riders represent 13 percent of all traffic fatalities annually, yet in 2017 motorcycles represented only 3 percent of the registered vehicles in Oregon.
- Riders were impaired or affected by alcohol and/or drugs in at least 55 percent of motorcyclist fatal crashes in 2017.
- Riding impaired, riding too fast for conditions, and riding above posted/suggested speed continue to contribute to motorcycle crashes, fatalities, and injuries.
- Other motorists continue to violate motorcyclists' right of way – resulting in crashes, fatalities and injuries.

Motorcyclists on Oregon Roads

	2013	2014	2015	2016	2017	2013-2017 Average
Fatal Crashes	32	43	60	54	53	48
Percent of all Fatal Crashes (all crash types)	11.0%	13.4%	14.6%	12.1%	13.0%	12.8%
Injury Crashes	874	844	889	906	832	869
Percent of Injury Crashes	3.8%	3.5%	3.1%	3.0%	2.9%	3.3%
Motorcyclist Fatalities	31	46	61	55	57	50
Percent alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities	31%	26%	40%	39%	55%	38%
Percent un-helmeted fatalities	5.8%	8.6%	4.9%	7.2%	3.5%	6%

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

Motorcyclists on Oregon Roads

	2013	2014	2015	2016	2017
Registered Motorcycles	131,464	132,123	134,711	135,464	136,442
Percent of all registered vehicles	3.2	3.2	3.1	3.1	3.0
Motorcyclists fatalities per registered motorcycle (in thousands)	0.24	0.33	0.45	0.41	0.41
Team Oregon Students Trained	11,230	11,279	9,812	9,832	8,939

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 motorcycle riders killed or seriously injured in motorcycle crashes from the 2010-2017 average of 262 to 205 by December 31, 2025.

Performance Measures

- Reduce riders killed in motorcyclist crashes when they were impaired by alcohol and/or under the influence of drugs from the 2015-2017 average of 25 to 24 by December 31, 2020.
- Reduce speed related motorcyclist crashes from the 2015-2017 average of 222 to 215 by December 31, 2020.
- Reduce fatal motorcyclist crashes that occurred while negotiating a curve from the 2015-2017 average of 7 to 6 by December 31, 2020.
- Decrease motorcyclist fatalities from the 2015-2017 average of 58 to 56 by December 31, 2020. *(NHTSA)*
- Maintain un-helmeted motorcyclist fatalities at the 2015-2017 average of 3 thru December 31, 2020. *(NHTSA)*

Strategies

- Continue the OTSC-approved basic and intermediate rider training courses, in geographically distributed locations, providing minimum course wait times. Continue to monitor approved courses for equitable access and delivery.
- Continue to assess existing and new training curriculums for adequacy, improvement, and acceptance. Continue to identify existing/new research related to training methods that lead to improved and equitable student outcomes and safer riding behavior. Partner with new and existing training providers to test concepts and pilot methodologies to ensure new rider situational awareness/risk assessment skills, compliance with Oregon laws, and to promote mastery and understanding of safe riding techniques and habits.
- Continue to identify research, tools, and techniques related to rider safety and pilot/employ them throughout Oregon directly and through grantees. This effort will encourage improved decision making, encourage improved risk assessment and situational awareness, skill development, and compliance with Oregon laws/rules leading to safer riding behavior.
- Continue to partner with the Governor's Advisory Committee on Motorcycle Safety and other stakeholders to address factors related to motorcyclist crashes including rider behavior, rider training, laws that affect rider safety, infrastructure construction and maintenance, and motorist awareness of riders.
- Analyze crash data to ensure projects, media, and outreach are addressing causative factors of crashes.

Occupant Protection

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.

Problem Identification Statement

- Non-use of Restraints: According to the annual 2018 Oregon observed seat belt use survey, 4.2 percent of front seat passenger vehicle occupants did not use restraints, an increase from 3.2 percent in the 2017 survey. During 2017, crash reports (FARS) indicate 22.5 percent of motor vehicle occupant fatalities were unrestrained and 8.1 percent were unknown restraint use.
- 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. Users 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 2017 indicates that of the 1,898 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 thus 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 of seats, or the reuse of second-hand seats which may be unsafe for multiple 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 were the result of lane departures (72 percent), aggressive driving (44 percent), and speeding (41 percent).
- **2018 NHTSA Program Measures Statewide Public Opinion Survey**: The annual telephone survey of Oregonians conducted statewide showed the following results:
    - 95.8 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 (from 84.9 to 99.1 percent); the 2018 observed seat belt usage rate for Oregon was 95.8 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 they Forget (32.7 percent), followed by it was a Short Trip (23.3 percent), and Difficult to Put On, Too Lazy (12.6 percent).

NHTSA Observed Use Survey, 2014-2018

	2014	2015		2017	2018	2014-2018 Average
Front Seat Outboard Use	98%	96%	96%	97%	96%	97%

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

Occupant Use Reported in Crashes, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Total Occupant Fatalities	216	232	289	343	285	273
Number Unrestrained	54	61	79	89	64	69
Percent Unrestrained	25.0%	26.3%	27.3%	25.9%	22.5%	25.4%
Number Unrestrained, Night Time	55	34	48	92	56	57
Percent Unrestrained, Night Time	48.2%	48.6%	44.0%	47.4%	39.2%	45.5%
Total Occupants Injured	29,955	31,809	38,342	40,893	38,521	35,904
Percent Injured Restrained	89.0%	89.3%	87.6%	87.6%	87.3%	88.16%
Total Injured Occupants Under Age Twelve	1,555	1,558	1,709	1,992	1,898	1,742
Percent of Injured in Child Restraint	N/A*	42.7%	44.5%	42.8%	44.3%	43.6%

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. "Nighttime" figures do not include motorcycle helmet use.

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

Belt Enforcement Citations During Grant Funded Activities, 2014-2018

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	2014-2018 Average
Seat belt citations issued	7,429	5,411	5,163	8,236	4,032	6,054

Source: TSD Grant files, 2014 - 2018, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use from the 2017 usage rate of 96.8 to 98 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by December 31, 2025.
- To increase percentage of proper child restraint use among injured occupants under twelve years old from the 2013-2017 average of 43.6 percent to 55 percent by December 31, 2025. *(Updated the data collected to include 'under twelve years in age' in 2014)*
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2009-2017 average of 68 to 52, as reported by FARS, by December 31, 2025.

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, 2020. *(NHTSA)*
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015-2017 moving average of 76 to 69 by December 31, 2020. *(NHTSA)*
- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2015-2017 moving average of 73 to 67 by December 31, 2020.
- Increase percentage of proper child restraint use among injured occupants under twelve years old from the 2015-2017 moving average of 44 percent to 48 percent by December 31, 2020.

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, safety advocates and partners including parents, child care providers, new residents, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- 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.
- 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 to families in need.
- Support and promote nationally recognized “best practice” recommendations for motor vehicle restraint use.

Police Traffic Services

Link(s) 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.

Distracted driving remains a primary violation that law enforcement observes on a daily basis. Without a change in this behavior, an increase in serious injury and fatal traffic crashes on Oregon roadways is a concern. Law enforcement agencies were awarded funds focused on conducting HVE distracted driving campaigns throughout the grant year. Agencies were also encouraged to conduct Multi-Agency Traffic Team saturation events, partnering several jurisdictions together for their high visibility enforcement efforts. Funding received in 2020 for the distracted driving problem will also be made available utilizing the same criteria and focus. TSD and its partner agencies work together in providing continuous follow-up to the efforts, adjusting plans in response to data analysis, evaluation and feedback relating to HVE.

In addition to grant project monitoring, TSD contact is continually maintained with the state's law enforcement agencies through 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 regional performance and needs, cost-effectiveness of deployed strategies, and any opportunities for improved performance or a shifting of resources.

In 2020, the Oregon State Police, Oregon State Sheriff's Association, and local police agencies will again be awarded HVE grant projects. Grantees will be required to participate during these specific campaign and calendar events in 2020:

- Required HVE Campaigns:
- Christmas/New Year's Eve holidays (December-January) (Impaired Driving Focus)
- *Click It or Ticket* mobilization (May) (Occupant Protection Focus)
- Labor Day (late Aug-Sept) (Impaired Driving Focus)

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community. Agencies who perform High Visibility Enforcement activities are often depicted as conducting traffic enforcement as a "money grab" versus the true need for traffic safety enforcement to reduce serious injury and fatal crashes on Oregon roadways.
- The need for increased training for police officers in the use of speed measuring equipment (Radar/Lidar), crash investigations, and traffic law (including updates from recent legislative sessions, increased crashes associated with distracted driving and constraining changes in Oregon case law related to impaired driving).
- There is also an identified 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.
- The need for increased crash investigations and crash reporting training in the law enforcement community. Recent changes at the basic police academy have drastically reduced training in these areas.
- Many county and city police agencies lack the resources necessary to dedicate officers to traffic teams, or to even have a traffic team.

Statewide there is an overall decline in the number of citations being issued to the motoring public. This may be due to several factors including the current climate of the general public's view of law enforcement as well as understaffing of law enforcement agency operations throughout the state. Many agencies are struggling to recruit and train qualified officer candidates. This in turn makes it difficult to maintain regular patrol functions and some agencies do not have the resources to increase or in some cases, even maintain traffic enforcement levels (traffic teams/motor units).

Working to increase OSP trooper staffing level from the current 8 troopers / 100,000 population to at least 15 troopers per 100,000 residents by January 1, 2030 is a statewide goal and currently outlined in HB 2046 in the Oregon 2019 Legislative Session. OSP staffing levels have continually declined over the past 20 years, while Oregon's population has exponentially increased. OSP has responsibility for providing public safety for the state's highways, but is also often called upon to assist with enforcement or responder needs at the local level due to limited enforcement resources for smaller communities.

Police Traffic Services, 2013-2017

	2013		2015	2016	2017	2013-2017 Average
Total Fatal Traffic Crashes	292	321	410	448	403	375
Total Fatalities	313	356	445	498	439	410
Total Injuries	33,148	35,054	41,754	44,628	41,702	39,257
No. of Law Enforcement Officers	5,435	5,462	5,430	5,373	5,518	5,444
Officers per 1,000 Population	1.39	1.38	1.35	1.32	1.33	1.35
Total Number of eCitations Issued	356,965	428,593	427,804	469,740	504,126	467,223
Number of eCrash Reports Completed	9,322	12,230	12,203	13,057	13,568	12,943

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Department of Public Safety Standards and Training, and Oregon Department of Transportation Safety Division eCitation and eCrash ReportBeam database.

Annual Total Traffic Stops by Oregon State Police, 2014-2018

Year	Number of Traffic Stops	% Change from Previous Year
2014	258,065	16.70%
2015	198,805	-22.96 %
2016	211,891	6.58%
2017	229,994	8.54%
2018	238,415	3.66%

Source: Oregon State Police

Annual Total Number of Officers Attending TSD Traffic Safety Trainings, 2014-2018

	Number of Officers Attending Training	2014 - 2018 Average
2014	105	105
2015	203	154
2016	257	188
2017	291	214
2018	302	231

Source: TSD Files

- Increase the number of police officers trained through TSD sponsored traffic safety trainings from the 2014-2018 moving average of 231 officers to an average of 269 officers (5 percent of the total 2017 Oregon law enforcement population of 5,518) by December 31, 2025.

Performance Measures

- Increase training in advanced crash investigations from the 2016-2018 moving average of 59 police officers to 65 by December 31, 2020.
- Maintain the number of Oregon motorcycle officers trained in advanced rider techniques with the 2014-2018 moving average number of 30 by December 31, 2020.
- Increase the number of police officers trained in the use of Radar/Lidar use from the 2016-2018 moving average number of 726 to 748 by December 31, 2020.

Strategies

- Coordinate and deliver an annual Police Traffic Safety Education Conference for Oregon police officers.
- Provide two-day Advanced Traffic Crash Investigation training for Oregon police officers, which includes training on proper crash reporting.
- Continue to support Oregon Advanced Motor Officer training.
- Conduct HVE events throughout the State based on crash data and problem identification.
- Onboard new law enforcement agencies with eCitation and eCrash.

Region 1

Link(s) to the Transportation Safety Action Plan

Action 6.17.1	Implementing education and training related to new types of infrastructure (e.g. signal heads, safety edge crosswalks, bike lanes or roundabouts) and related traffic laws.
Action 6.17.3	Implementing education, training or examinations to ensure licensed drivers understand current traffic laws.
Action 6.17.8	Provide support of use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 1 Overview

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

- 879 miles of highway
- 231 miles of urban bike facilities
- 428 rural miles with roadway shoulders bicyclists can use
- 194 miles of sidewalks and136 enhanced crossings
- 1,081 state bridges
- One safety corridor
- More than 3,500 major signs
- Thousands of smaller signs, lights, variable signs, etc.
- Nine cities and two counties, with established local traffic safety committees
- 803 traffic signals
- 142 ramp meters

Problem Identification Statement

Of the 3,020 fatal and serious injury crashes in Region 1 from 2012 – 2016, 99.6 percent involved human factors, with human behavior being the only factor in 79 percent of the fatal and serious injury crashes, indicating a need to address this through changing our transportation culture through education and enforcement, while amplifying traffic safety messages by outreach through existing channels and partnerships.

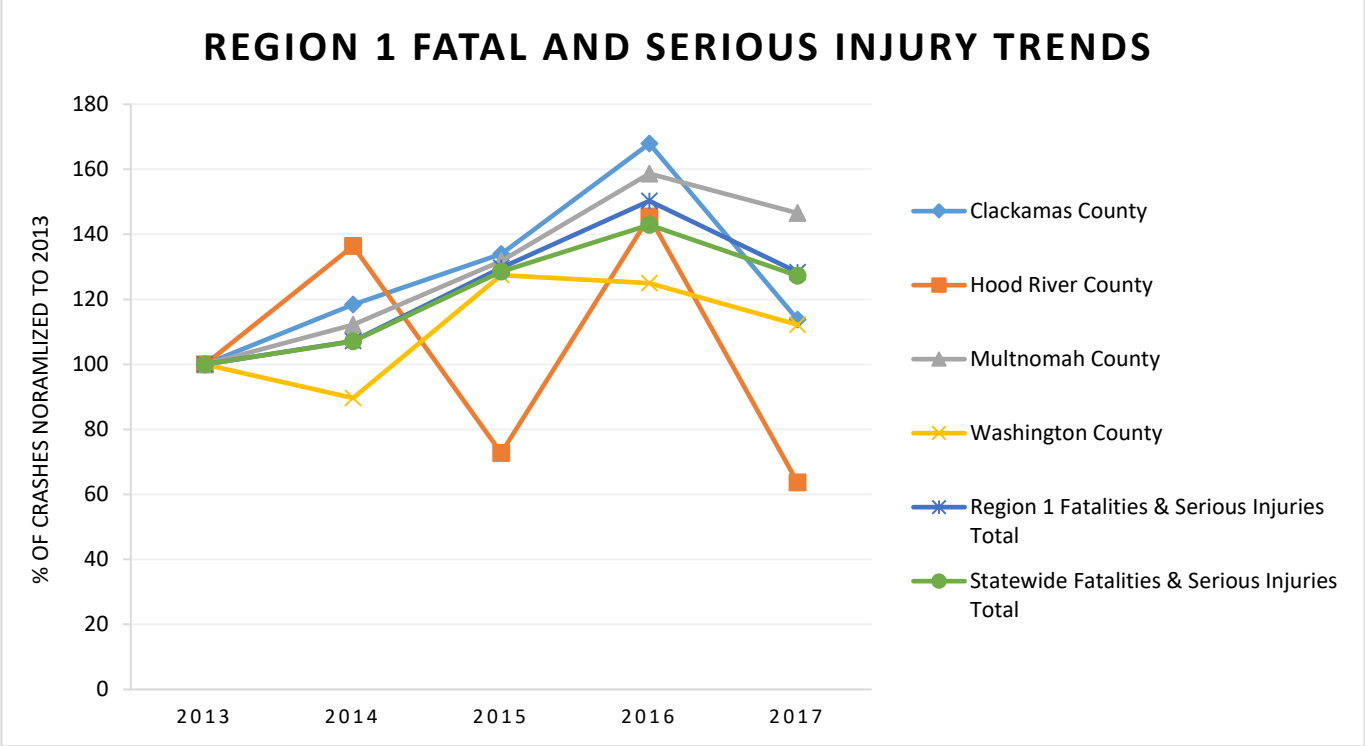
Fatal and serious injuries were on the rise in Region 1 for the past three years; however 2017 saw a 15 percent decrease in fatal and serious injury crashes. Impaired driving (both alcohol and other drugs) is the top cause of fatal and serious injury crashes in Region 1, accounting for 27 percent of all these crashes followed by roadway departure 22 percent, and speed at 21 percent; however, all three causes have strong overlap. Although there has been an overall decrease in fatalities, a closer look reveals that fatalities due to certain behaviors and in certain areas continue to climb.

- Fatalities due to impaired driving increased 12% in Region 1 due to increases of these fatalities in Multnomah County.

	Multnomah % Increase 2016-2017	Clackamas % Increase 2016-2017
Drug-involved fatalities	75%	25%
Drug & Alcohol involved fatalities	60%	=
Alcohol-involved fatalities		=

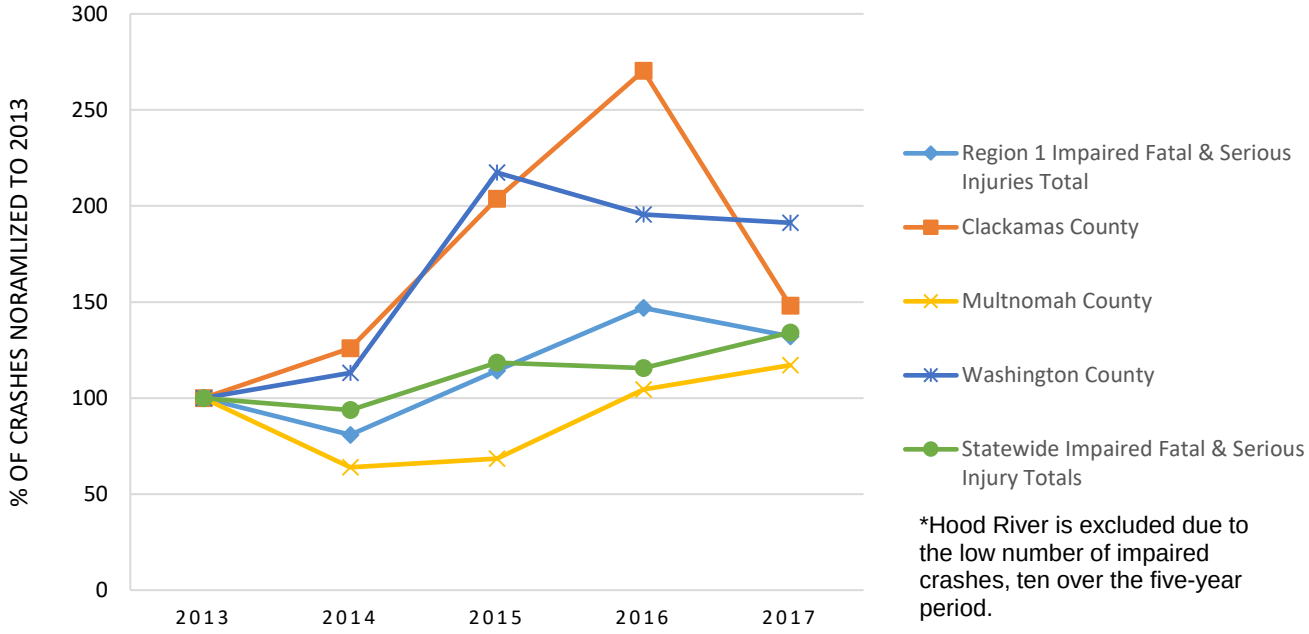
*Note: Hood River and Washington counties did not experience an increase.

- Pedestrian fatalities increased 8% due to slight increases in Multnomah and Washington Counties of 9% and 28%, respectively (both represent an increase of 2 pedestrian deaths).
- Fatalities due to roadway departure in Multnomah County also saw a slight increase of 14%, an increase of 2 fatalities.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

REGION 1 IMPAIRED (ALCOHOL & DRUG INVOLVED) FATAL & SERIOUS INJURY CRASHES*



*Hood River is excluded due to the low number of impaired crashes, ten over the five-year period.

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

2017 Fatalities and Serious Injuries	Clackamas	Hood River	Multnomah	Washington		Statewide	Region 1 Percent of State	Region 1 F& A per 100,000 Population
Roadway Departure	41	2	73	43	**159**	839	18.95%	8.96
Speed Involved	32	2	81	33	**148**	583	25.39%	8.34
Impaired	40	1	130	44	**215**	727	29.57%	12.12
Distracted Driving	8	0	10	10	**28**	186	15.05%	1.58
Pedestrians	12	0	78	18	**108**	215	50.23%	6.09
Motorcyclists	18	2	51	22	**93**	268	34.70%	5.24
Young Drivers (15-20)	24	1	51	24	**100**	329	30.40%	5.64
Bicyclists	3	1	19	7	**30**	62	48.39%	1.69

2017 Fatalities and Serious Injuries per 100,000 population	**Clackamas**	F & A percent of Region 1	Increase/Decrease from 2016	**Hood River**	F & A percent of Region 1	Increase/Decrease from 2016
Roadway Departure	9.93	26%	↓	7.95	5%	↓
Speed Involved	7.75	22%	↓	7.95	5%	↓
Impaired	9.69	19%	↓	3.98	2%	↓
Distracted Driving	1.94	29%	↓	0.00	0%	=
Pedestrians	2.91	11%	↓	0.00	0%	↓
Motorcyclists	4.36	19%	↓	7.95	9%	=
Young Drivers (15-20)	5.81	24%	↑	3.98	4%	↓
Bicyclists	0.73	10%	↓	3.98	13%	=
Population	413,000	n/a	n/a	25,145	n/a	n/a

	Multnomah	F & A percent of Region 1	Increase/Decrease from 2016	Washington	F & A percent of Region 1	Increase/Decrease from 2016
Roadway Departure	9.09	46%	↓	7.22	27%	↓
Speed Involved	10.09	55%	↓	5.54	22%	↑
Impaired	16.19	60%	↑	7.38	20%	↓
Distracted Driving	1.25	36%	↓	1.68	36%	↓
Pedestrians	9.71	72%	↓	3.02	24%	↓
Motorcyclists	6.35	55%	↓	3.69	24%	=
Young Drivers (15-20)	6.35	51%	↓	4.03	24%	↓
Bicyclists	2.37	63%	=	1.17	23%	=
Population	803,000	n/a	n/a	595,860	n/a	n/a

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

Goals

- Decrease fatalities in Region 1 from the 2013-2017 average of 102 to 80 by December 31, 2025.
- Decrease serious injuries in Region 1 from the 2013-2017 average of 581 to 455 by December 31, 2025.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 1 from the 2015-2017 average of 161 to 147 by December 31, 2020.
- Decrease impaired driving fatalities and serious injuries in Region 1 from the 2015-2017 average of 166 to 153 by December 31, 2020.
- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2015-2017 average of 182 to 167 by December 31, 2020.
- Decrease fatalities and serious injuries from bicycle crashes in Region 1 from the 2015-2017 average of 37 to 33 by December 31, 2020.
- Decrease fatalities and serious injuries from pedestrian crashes in Region 1 from the 2015-2017 average of 95 to 88 by December 31, 2020.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2015-2017 average of 112 to 102 by December 31, 2020.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 1 from the 2015-2017 average of 105 to 96 by December 31, 2020.
- Decrease fatalities and serious injuries related to driver distraction in Region 1 from the 2015-2017 average of 41 to 37 by December 31, 2020.

Strategies

- Employ deterrence countermeasures including enforcement and education campaigns to reduce speeding, impaired driving, distracted driving, safety belt use, and pedestrian deaths and serious injuries. Work with local law enforcement to identify high crash areas within Region 1 to implement targeted high visibility enforcement.

- Maintain and build on partnerships in all four Region 1 counties with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts, and injury prevention specialists.
- Provide leadership to develop a safety culture through Region 1 focused on reducing fatal and serious injury crashes through addressing behavioral issues. Encourage multi-disciplinary teams to collaborate and leverage efforts on strategic actions to increase the effectiveness of education, outreach, and law enforcement efforts region wide.
- Develop a strategic traffic safety communications plan focused on issues specific to Region 1 that works to amplify education campaigns implemented by the State, pushing traffic safety messaging through existing channels to include grassroots outreach efforts.
- Identify corridors that have high frequency of crashes and apply the 4-E efforts of engineering, education, enforcement, and EMS to improve the safety of high crash corridors.
- Support local and regional governments carrying out or developing local Transportation Safety Action Plans (TSAPs) by attending community meetings, and provide them with state data and technical assistance to help inform their decisions and support local traffic safety efforts.
- Develop methodologies to identify traffic safety problem areas in Region 1. Employ efforts aimed at reducing crashes caused by speed, impaired driving, young drivers, distracted driving and pedestrian crashes.

Region 2

Link(s) to the Transportation Safety Action Plan

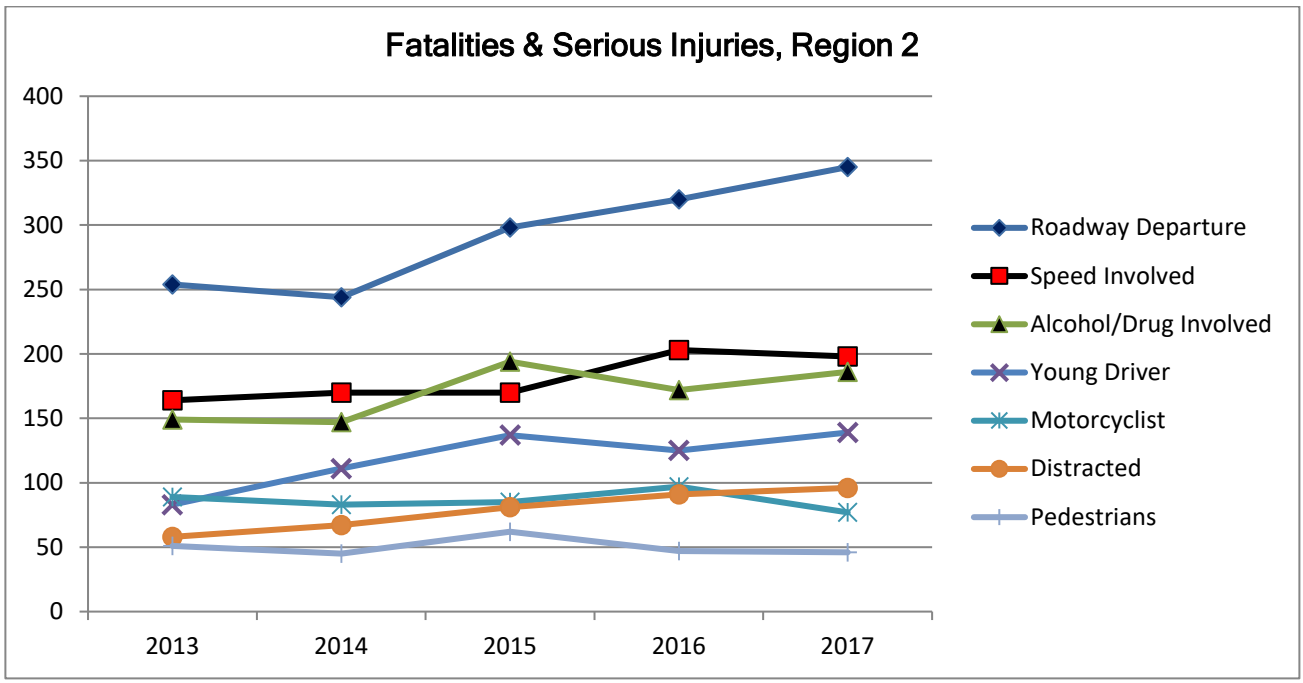
Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

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. The Region is responsible for the safety, construction, and maintenance of almost 25 percent of the state's highway miles and has two major Cascade mountain passes (Santiam and Willamette). It 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.

Problem Identification Statement

- Roadway departure crash types result in the highest fatalities and serious injuries in Region 2. And despite efforts to reduce traffic fatalities over the last decade, speed, alcohol/drugs, distracted driving, and safety belt use continue to be major factors contributing to deaths and injuries on all roads. Other challenges in the Region include teen driver-, motorcyclist-, and pedestrian-involved crashes.
- Region 2 has seen a dramatic increase in drug impaired fatal and serious injury crashes. There is a need for more training for officers, and public education campaigns related to reducing drug impaired driving.
- 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.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
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 2013-2017 average of 146 to 115 by December 31, 2025.
- Decrease serious injuries in Region 2 from the 2013-2017 average of 584 to 458 by December 31, 2025.

Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2015-2017 average of 321 to 293 by December 31, 2020.
- Decrease speed related fatalities and serious injuries in Region 2 from the 2015-2017 average of 190 to 174 by December 31, 2020.
- Decrease fatalities and serious injuries in crashes that were either alcohol or drug related in Region 2 from the 2015-2017 average of 184 to 168 by December 31, 2020.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2015-2017 average of 134 to 122 by December 31, 2020.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2015-2017 average of 89 to 81 by December 31, 2020.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 2 from the 2015-2017 average of 86 to 79 by December 31, 2020.
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2015-2017 average of 52 to 47 by December 31, 2020.

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, and others. 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

Link(s) to the Transportation Safety Action Plan

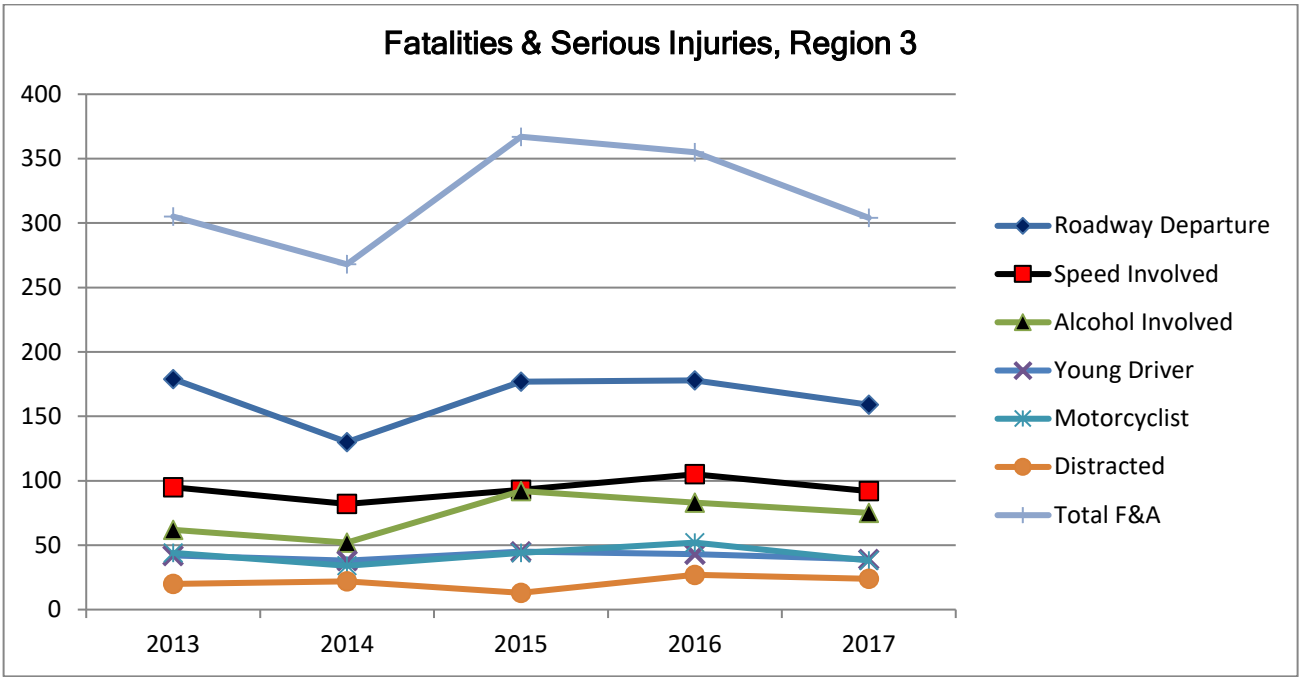
Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 3 Overview

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 top to bottom, with five major mountain passes on I-5 alone. The current economic condition of the five counties in Region 3 indicate that they are at a higher risk of distress than other Oregon counties.

Problem Identification Statement

- 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. In 2017 Region 3 had 17.76 percent of total state traffic fatalities compared with 13.6 percent of the state's licensed drivers. Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and roadway departure continue to be major factors contributing to deaths and injuries on all roads in Region 3.
- Speed was a contributing factor in 92 fatal and serious injury crashes in Region 3 (15.78 percent of the statewide fatal and serious injury crashes) in 2017, decreasing from 105 in 2016.
- In 2017, 18.74 percent of the alcohol involved fatal and serious injury crashes in the state (75) occurred in Region 3.
- In 2017, total safety belt use and child safety seat use in Region 3 closely reflected 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 decreased from 52 in 2016 to 38 in 2017 in Region 3 and continued work is needed to reduce these fatal and serious injury crash types.
- Roadway departure crash fatalities and serious injuries decreased from 178 in 2016 to 159 in 2017 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
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 3 from the 2013-2017 moving average of 74 to 58 or below by December 31, 2025.
- Decrease serious injuries in Region 3 from the 2013-2017 moving average of 246 to 193 or below by December 31, 2025.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 3 from the 2015-2017 moving average of 97 to 88 by December 31, 2020.
- Decrease alcohol involved fatalities and serious injuries in Region 3 from the 2015-2017 moving average of 83 to 76 by December 31, 2020.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 3 from the 2015-2017 moving average of 45 to 41 by December 31, 2020.
- Reduce crashes associated with inclement weather on state highways in Region 3 from the 2015-2017 moving average of 736 to 601 by December 31, 2020.

Strategies

- Serve as a resource to ODOT Region 3 for transportation safety priority program areas.
- Attend local transportation safety meetings, both internal and external of ODOT, as a resource to local and regional safety programs. Provide technical assistance for applicable transportation safety related public events, programs, or fairs within the region. 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.

- 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.
- Administer mini-grants to local jurisdictions for child passenger safety 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.
- Assist w/ coordination of Child Passenger Safety (CPS) coalitions in Region 3. Administer grant projects to local agencies to enhance support of CPS public events, fitting stations, or trainings. Participate in 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 entire section of I-5 in Region 3; 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 and provide a wider clear zone.
- 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

Link(s) to the Transportation Safety Action Plan

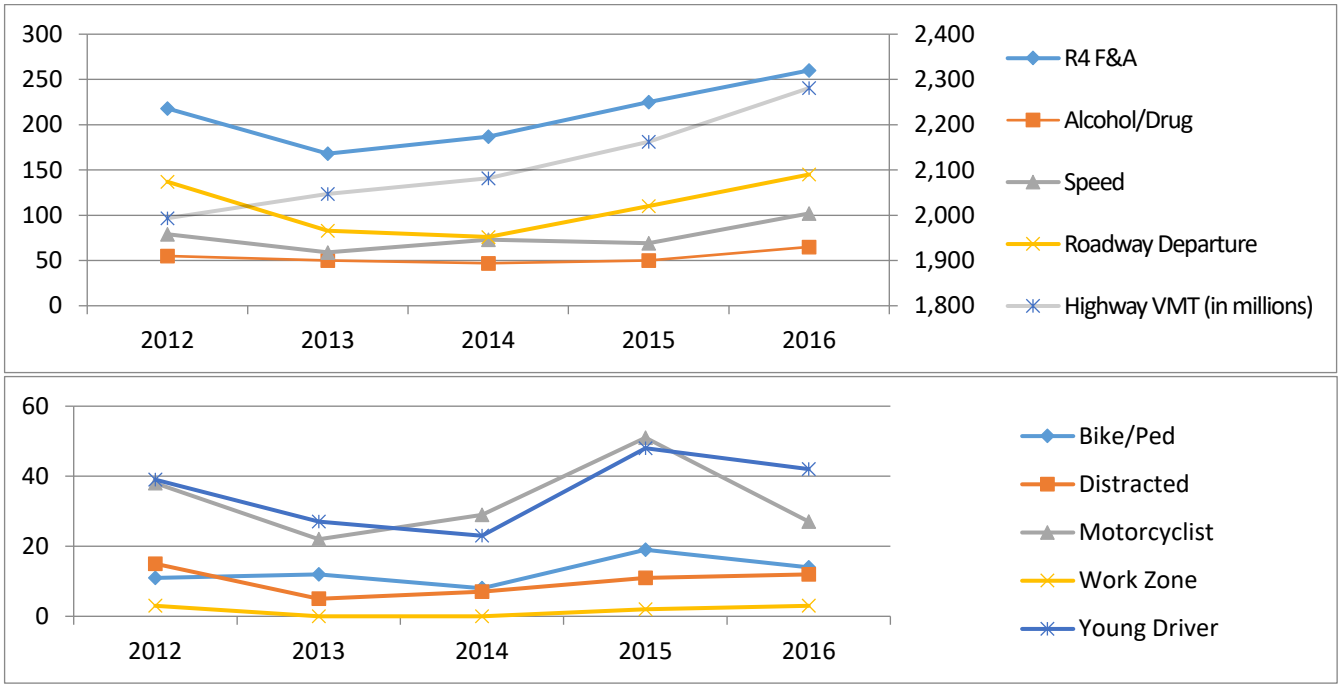
Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-E's to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

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 2017, which represents 8.12 percent of the statewide population. The Region has 1,973 miles of state highway centerline miles (449 lane miles) which represents 22 percent of all statewide centerline miles, along with two major Cascade Range 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.

Problem Identification Statement

- The rural nature of Region 4's high desert highways present unique challenges to transportation safety. The flat and straight highways along with 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. The 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: staffing is based on population, but the highway services many through-travelers, and many rural agencies may cite violations differently based on their policy and 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.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
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 2013-2017 average of 49 to 27 by December 31, 2025.
- Decrease serious injuries in Region 4 from the 2013-2017 average of 164 to 91 by December 31, 2025.

Performance Measures

- Decrease fatal crashes in Region 4 from the 2013-2017 average of 42 to 35 by December 31, 2020.
- Decrease serious injury crashes in Region 4 from the 2013-2017 average of 132 to 95 by December 31, 2020.

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 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, and employers. 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, fiscal, economic loss, etc.) to local jurisdictions and safety organizations. Work with multi-disciplinary teams to identify local traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions.

Region 5

Link(s) to the Transportation Safety Action Plan

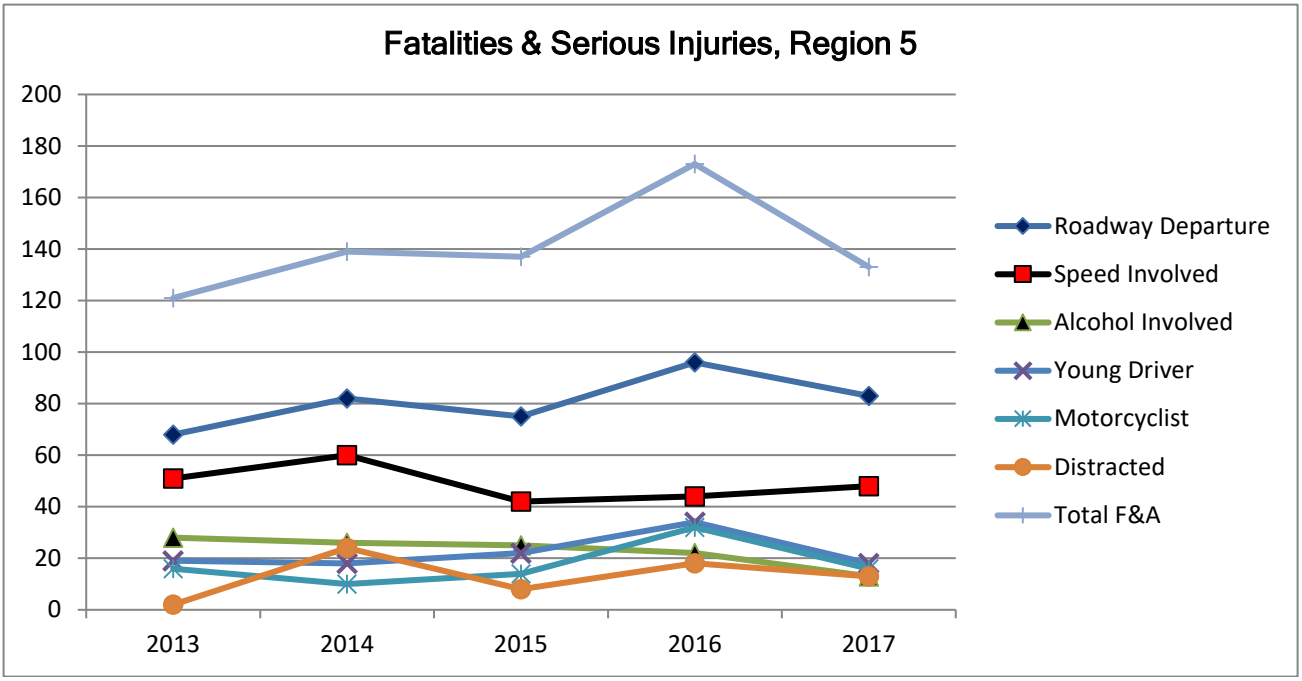
Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 5 Overview

Region 5 is responsible for the safety, construction, and maintenance of the State's Highway System in eight eastern counties in the state: Morrow, Umatilla, Union, Baker, Wallowa, Grant, Harney, and Malheur. These counties make up approximately 39 percent of the total land area of the state with just 5 percent of the state's total population. Region 5 is primarily frontier and rural in nature encompassing 2,228 state highway, 10,384 county and 892 city miles of roadway, with no active safety corridors. Mountain passes, inclement weather, variable speed limit corridors, and speed limit increases on I-84 and several state highways are some of the more unique transportation features of the Region.

Problem Identification Statement

- In 2017, fatal and serious injury crashes in the region were over represented with 6.6 percent of the state's fatalities (although down from 46 to 29 in 2016) and 5.9 percent of the state's serious injuries (104 serious injuries, also down from 127 in 2016). Despite reductions in traffic fatalities over the last decade, recent years have shown an increase statewide and nationally in numbers. Roadway departure, speed, and driving under the influence continue to be major factors in fatal and serious injuries in Region 5 as reflected by the data. Building a positive safety culture to change poor human behaviors is needed to maintain the momentum toward reducing fatal and serious injury crashes.
- In 2017, alcohol was involved in 13 deaths and serious injuries in Region 5, down from 22 in 2016. While the numbers have come down, continued work is needed to keep it moving in that direction. The Region accounted for 3.2 percent of statewide alcohol involved fatalities and serious injuries.
- In 2017, 36.1 percent (48) of all Region 5 fatalities and serious injuries were speed involved. This number is up from 2016 (44), jumping from 25.4 percent in 2016. In 2017, Region 5 accounted for 8.2 percent of statewide speed involved fatalities and serious injuries.
- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departure due to the rural nature of the region. In 2017 Region 5 had 83 fatalities and serious injuries from these crash types, down from 96 in 2016. This represents 62.4 percent of the total fatalities and serious injuries in Region 5 for 2017, and 9.3 percent of statewide roadway departure fatalities and serious injuries.
- In 2017, 12 percent (16) of all Region 5 fatalities and serious injuries were due to motorcycle crashes. This number is half of what it was in 2016 when the region saw a total of 32 fatalities and serious injuries due to motorcycle crashes. Region 5 accounted for 6 percent of the statewide fatalities and serious injuries due to motorcycle crashes.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
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 5 from the 2013-2017 moving average of 36 to 28 by December 31, 2025.
- Decrease serious injuries in Region 5 from the 2013-2017 moving average of 105 to 82 by December 31, 2025.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2015-2017 average of 45 to 41 by December 31, 2020.
- Decrease alcohol involved fatalities and serious injuries in Region 5 from the 2015-2017 average of 20 to 18 by December 31, 2020.
- Decrease drug involved fatalities and serious injuries in Region 5 from the 2015-2017 average of 9 to 8 by December 31, 2020.

- Decrease fatalities and serious injuries from motorcycle crashes in Region 5 from the 2015-2017 average of 21 to 19 by December 31, 2020.

Strategies

- Serve as a resource to ODOT Region 5 for transportation safety priority program areas.
- Attend transportation safety meetings as applicable, serving as a resource to local and regional safety programs. Provide technical assistance and resources for transportation safety related events, programs, or fairs within the region.
- Provide resources and education items 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 (ACTS, or similar) within the region to enhance and strengthen programs and provide resources and other important information. Member retention and recruitment is a priority in communities struggling to keep these groups active.
- Collaborate and work to enhance or create new partnerships with local agencies/groups to raise awareness around transportation safety problem issues within the region.
- Sponsor local jurisdictions for DUII community education; travel and expenses for law enforcement training needs; and/or for child passenger safety equipment, supplies, and/or training.
- Assist with coordination of meetings with certified CPS technicians to help them maintain certification, and to stay active in their communities. CPS 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 local communities.
- Assist with coordination of 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

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.

Problem Identification Statement

- There is lack of a blended 4-E (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide; this blend has proven to be more effective in using a synergistic approach.
- 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.

- There is a need to keep current and enhance existing roadway safety engineering related training programs. Classes need to be held at various locations and times statewide to reach targeted stakeholders.
- Assessment of existing traffic control devices, for all jurisdictions, needs to be completed and in an ongoing manner.

Traffic Rates in Oregon, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
National Traffic Fatality Rate[1]	1.10	1.08	1.12	1.18	1.16	1.13
Oregon Traffic Fatality Rate[1]	0.93	1.03	1.24	1.35	1.18	1.15
Highway System, Non-freeway Crash Rate[2]	1.45	1.53	1.62	1.68	n/a	n/a
Highway System Rural Non-freeway Crash	0.76	0.89	1.05	1.05	n/a	n/a
Highway System, Freeway Crash Rate	0.47	0.51	0.51	0.59	n/a	n/a
County Roads/City Streets Crash Rate	2.00	2.11	2.24	2.32	n/a	n/a

Source: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation
1 Deaths per 100 million vehicle miles traveled
2 Crashes per million vehicle miles traveled
*PDO crash data not available at the time of this report.

- Increase the number of trainings and local workshops available for state and local public works, and for law enforcement on various roadway safety related topics from the 2013-2017 moving average of 28 to 35 by December 31, 2025.
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2013-2017 moving average of 595 to 754 by December 31, 2025.

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 2015-2017 moving average of 27 to 29 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 2015-2017 moving average of 578 to 631 by December 31, 2020.

Strategies

- Participate in ODOT efforts that advocate and work to increase roadway safety; such efforts include:
    - Highway Safety Engineering Committee (HSEC)
    - Research projects
    - Expert Task Group(s)
- Overtime traffic enforcement for the worst ranked safety corridors.
- Advocate for the proper implementation of the Safety Corridor Guidelines.
- Coordinate discussions and input on training topics to be provided within the state. Actively engage with safety advocate partners such as local agencies, FHWA and internal ODOT staff.
- Continue to promote the Highway Safety Manual to increase awareness and use of this tool.
- Advance the adoption of the 4-E approach to transportation safety.
- Continue to promote Human Factors Countermeasures in order to increase awareness and use of this information and its benefits to the state's transportation system.

Safe and Courteous Driving (includes Distracted Driving)

Link(s) to the Transportation Safety Action Plan

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

Action 6.4.5 Conduct targeted enforcement to enforce Oregon distracted driving law.

Problem Identification Statement

The Safe and Courteous program consists of five different focus areas: Distracted Driving, Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes. Of these five programs, most attention is turned toward distracted driving due to the urgency of this issue in both Oregon and nationwide. Distracted driving has become a national epidemic, and Oregon is working hard to combat it, as well as to make it socially unacceptable.

Oregon Driver reported to have used Cell Phone in crash, Fatalities and Injuries 2013-2017

Year	Fatalities	Injuries
2013	4	235
2014	3	245
2015	3	316
2016	8	405
2017	1	253
Total	19	1,554

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatal and injury crashes only. 2017 data is preliminary and subject to change. All injuries included.

Oregon Cell Phone Use Convictions 2013-2017

Year	Convictions
2013	21,520
2014	17,723
2015	15,264
2016	10,317
2017	8,748
Total	73,572

Source: Oregon Driver and Motor Vehicle Services

Goals

- Decrease distracted driving fatalities related to driver use of a cell phone from the 2013-2017 average of 4 to 2 by December 31, 2025.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2013-2017 average of 311 to 244 by December 31, 2025.

Performance Measures

- Decrease distracted driving fatalities related to driver use of a cell phone from the 2013-2017 average of 4 to 3 by December 31, 2020.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2013-2017 average of 311 to 284 by December 31, 2020.

Strategies

- Develop and distribute public information and education materials to conduct outreach and raise awareness and understanding of the dangers of distracted driving.
- Provide high visibility enforcement for distracted driving statewide throughout the year, especially during April 2020, the 7th Annual National Distracted Driving Awareness Month.

Safe Routes to School

Link(s) 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).

Problem Identification Statement

- 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 2018, only 24 percent of youths nationwide meet these recommended physical activity guidelines (health.gov).
- Nationally, 20 percent of children and adolescents are obese, 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 (2011-2016) 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.

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.

Goal

- Increase the number of completed Oregon SRTS Action Plans from 195 in 2015 to 275 by December 31, 2025.

Performance Measure

- Increase the number of completed Oregon SRTS Action Plans from 220 in 2018 to 240 by December 31, 2020.

Strategies

- Assist communities in developing SRTS Action Plans by providing training through the SRTS Technical Service Provider.
- Support SRTS efforts at schools implementing SRTS Action Plans or looking to create SRTS Action Plans by providing "Train the Coordinator" workshops through the SRTS Technical Service Provider.
- Promote safe walking and biking through media campaign materials targeted to parents and kids choosing active travel modes to school.
- Assist the Oregon *Safe Routes to School* Network in their development of the SRTS Recognition Program.

- Collaborate with the SRTS Technical Assistance Provider in updating and managing the OregonSafeRoutes.org website.
- Continue to provide educational resources for statewide distribution promoting safe walking and biking to/from school.
- Assist communities that have identified infrastructure enhancements for walking and biking to school to learn about potential federal assistance opportunities through ODOT.
- Local competitive SRTS Non-Infrastructure projects to establish SRTS programming and encourage sustainable programming models using Action Plans.

Speed

Link(s) to the Transportation Safety Action Plan

Action # 6.3.7 Conduct targeted enforcement to reduce speeding.

Problem Identification Statement

In 2017, 39 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 2017.

Twenty-three percent of all 2017 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 to significantly reduce traffic crashes and resulting, deaths and injuries. Multi-agency partnerships and events will be required in 2020 to address this problem.

Following are facts relative to increased speed:

- 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.

Challenges

- Decreasing agency budgets and agencies struggling to recruit and train qualified officer candidates result in larger officer-to-population ratios. This decline prevents most enforcement agencies from having capacity to conduct officer initiated activities, such as traffic enforcement, due to call volume.
- Speed Racing is becoming an increasing problem in Oregon (primarily an urban issue). In 2017 there were 357 convictions for Speed Racing in Oregon (an 8 percent increase from 2016). Law Enforcement is also seeing an increase in coordinated events where racers are taking over freeways and bridges where spectators are also being injured; a decline in the amount of law enforcement officers available for traffic enforcement makes it difficult to effectively deal with the issue. Large crowds gathering to watch are also beginning to become more aggressive towards law enforcement resulting in an increased officer safety risk.
- Safety equipment in vehicles is tested at 35 mph – but the same equipment loses the ability to work effectively at higher speeds. While safety feature advancements help save lives, many drivers have a false sense of security that they can go faster because of safer vehicle technology.

Speed in Oregon, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Total Number of Fatalities Statewide	313	357	447	498	439	411
Number of People Killed Involving Speed	120	144	138	207	170	156
Percent Involving Speed	38%	40%	31%		39%	38%
Total Number of Injuries Statewide	33,148	35,054	41,754	44,628	41,702	39,257
Number of People Injured Involving Speed	4,897	4,870	5,248	6,072	5,831	5,384
Number of Speed Involved Convictions	130,305	113,950	129,205	114,012	119,120	121,318
Number of Speed Racing Convictions	353	376	331	321	357	348

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, Crash Analysis and Reporting, Oregon Department of Transportation, Fatality Analysis Reporting System

Speeding Citations During Grant Funded Activities, 2013-2017

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	2014-2018 Average
Speeding citations issued	21,732	4,143**	5,123	6,162	4,238	8,280

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.

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

Goals

- Decrease fatalities in speed related crashes from the 2013-2017 moving average of 156 to 134 or lower by December 31, 2025.
- Decrease the number of people injured in speed related crashes from the 2013-2017 moving average of 5,384 to 4,623 or lower by December 31, 2025.

Performance Measures

- Decrease fatalities in speed related crashes from the 2015-2017 moving average of 127 to 116 by December 31, 2020. *(NHTSA)*
- Decrease the number of people injured in speed related crashes from the 2015-2017 moving average of 5,717 to 5,218 or lower by December 31, 2020.
- Increase the number of speeding citations issued during grant funded activities from the 2015-2017 moving average of 5,143 to 5,620 by December 31, 2020.

Strategies

- Provide annual public information and education on the dangers of speeding via media contractor, ODOT public information officers and other media outlets.
- Ensure that speed enforcement overtime efforts are conducted 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 city, county and state law enforcement agencies statewide to address specific problems in their areas.
- 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.
- Speed enforcement overtime based on and prioritized by speed related serious injury and fatal crash data.

Traffic Records

Link(s) to the Transportation Safety Action Plan

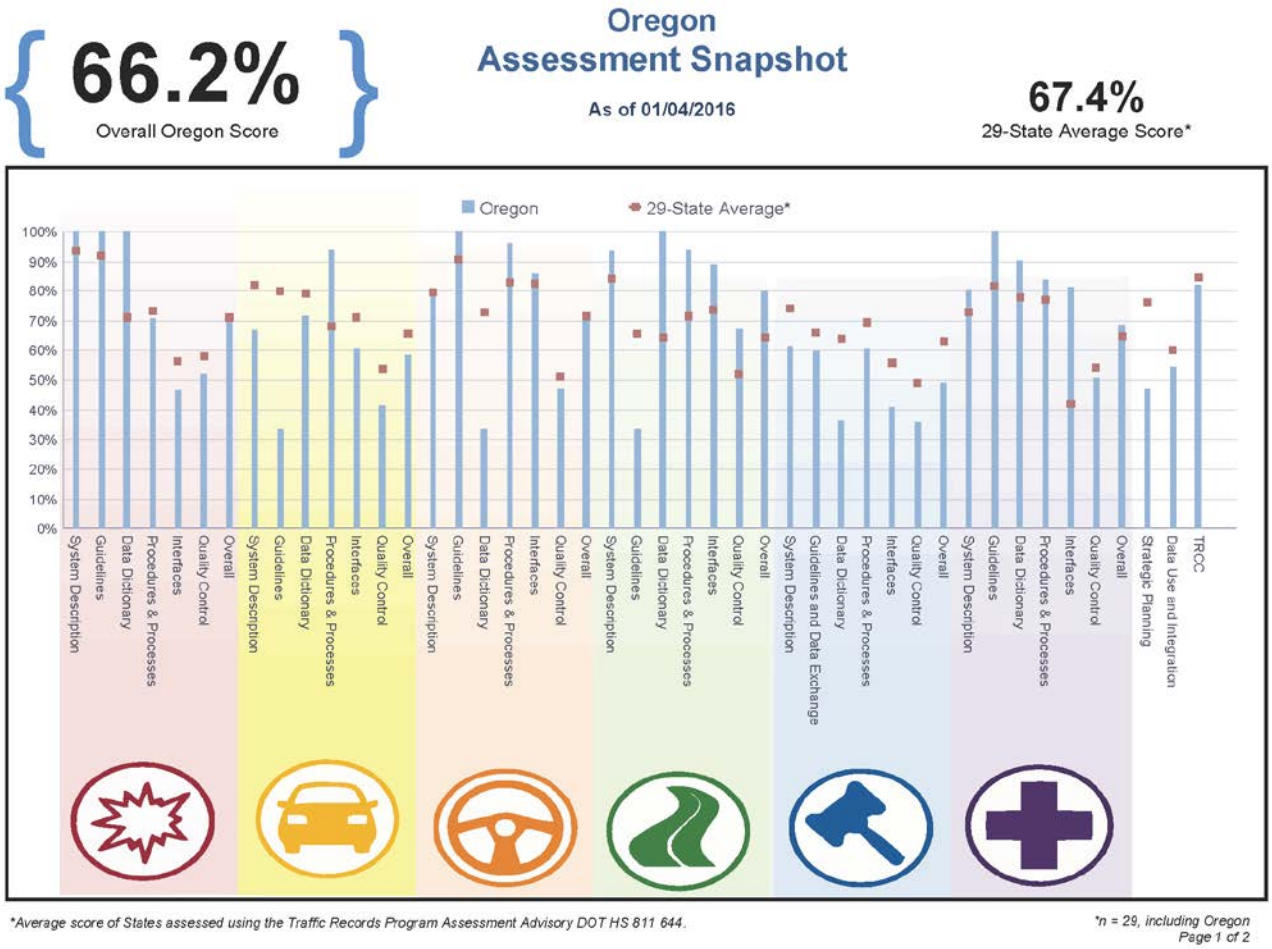
Action #6.16.5 Develop and implement a new Traffic Records Strategic Plan based on the 2016, and subsequent future assessments of the traffic records system.

Problem Identification Statement

The 2015 NHTSA Traffic Records Assessment of Oregon's program identified a number of problems or areas for improvement relating to Oregon's traffic records systems. Specific highlights include the following:

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data have been reviewed for the benefits that electronic collection would provide. To date, there is some use of automation for data collection that's been implemented for citations and crash reports, with some significant improvements made to EMS first response reports; but there's more to be done. There is also a need for a public web-based tool for involved drivers to report crashes online.
- Access is very limited to crash data online, 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 tracks crash victim patients across multiple incidents; such a system would allow for subsequent linkage with specific crash and other data.
- 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.

The following graphic details how Oregon stacks up against 29 other states that have conducted NHTSA Traffic Records Assessments, giving a visual representation of how Oregon is doing relative to others. Oregon is doing well in many areas, but as with all programs, there are areas where improvements can be made, allowing ODOT to develop a clearer picture of transportation safety issues and how to combat them.



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Goal

- Increase the linkages between state traffic records data systems from zero in 2017 to at least one within the State of Oregon by December 31, 2025.

Performance Measures

- Increase the number of e-crash reports produced and submitted by law enforcement agencies from the 2013-2017 moving average of 12,076 to 12,600 by December 31, 2020.
- Increase the percentage of fatal and injury crash reports submitted by law enforcement agencies in Oregon from the 2013-2017 moving average of 60 percent to 64 percent by December 31, 2020.
- 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, 2020.
- Increase the number of communities participating in the Traffic Count Management System in Oregon from zero, to one or more local governments by December 31, 2020.

- 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, 2020.

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 2015 Assessment of Oregon's Traffic Records* program incorporated into the Traffic Records Strategic Plan include:

- Respond to one or more of the recommendations and issues identified in the Traffic Records Assessment by initiating actions.
- Develop an enterprise roadway information system containing roadway and traffic data elements for all public roads.
- Continue to seek ways to develop a statewide authority to assign unique traffic 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 through to adjudication 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.

Please note - Each project in the Traffic Records series includes a reference to one or more of the performance measures listed in the table below, as excerpted from Oregon's Traffic Records Strategic Plan.

Crash System

Data Quality	Reportable Crash Data
Timeliness	C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database.
Timeliness	C-T-2: The percentage of crash reports entered into the database within XX days after the crash (e.g., 30, 60, or 90 days).
Accuracy	C-A-1: The percentage of crash records with no errors in critical data elements (example: crash severity).
Completeness	C-C-2: The percentage of crash records with no missing data elements.
Integration	C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file (examples: Crash w/in-State driver linked to Driver file, Crash w/EMS response linked to EMS file).
Accessibility	C-X-1: To measure accessibility: Identify the principal users of the crash database, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

Roadway System

Data Quality	Roadway Data
Accuracy	R-A-1: The percentage of all roadway segment records with o errors in critical data elements (example: Surface/Pavement).
Completeness	R-C-1: The percentage of road segment records with no missing critical data elements.
Completeness	R-C-3: The percentage of roadway unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Integration	R-I-1: The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file (example: Bridge inventory linked to roadway basemap).
Accessibility	R-X-1: To measure accessibility of a specific file within the roadway database: Identify the principal users of the roadway file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

Driver System

Data Quality	Driver Data
Accuracy	D-A-1: The percentage of driver records that have no errors in critical data elements (example: Date of Birth).
Completeness	D-C-2: The percentage of driver records with no missing data elements.

Injury Surveillance System

Data Quality	Injury Surveillance Data
Timeliness	I-T-1: The median or mean number of days from a) the date of an EMS run to b) the date when the EMS patient care report is entered into the database.
Accuracy	I-A-1: The percentage of EMS patient care reports with no errors in critical data elements (example: Response Time).
Completeness	I-C-1: The percentage of EMS patient care reports with no missing critical data elements.
Accessibility	I-X-1: To measure accessibility of the EMS file: Identify the principal users of the file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

Vehicle Safety Equipment Standards

Link(s) to the Transportation Safety Action Plan

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

Problem Identification Statement

Drivers are violating federal and state laws and rules related to vehicle safety equipment. This is occurring as a result of intentionally or unintentionally using non-compliant equipment and/or delaying necessary repair or replacement of critical safety equipment.

- Equipment retailers are selling products that vehicle owners are assuming are legal on-road equipment to be used on their vehicles. This leads to illegal use of these products on public highways – affecting other highway users' safety.
- Vehicle owners are installing and using equipment that is not approved for on-road use – which creates unsafe conditions for other drivers. Additionally, they are modifying their vehicles to a condition where they are operating out of compliance with federal and state laws and rules.
- Vehicle owners are unaware of necessary equipment maintenance or for the need for critical repair and replacement of safety equipment. This is contributing to fatal and serious injury crashes.

Law enforcement availability, which traditionally serves in the education and enforcement role of vehicle safety equipment compliance, continues to be limited as a result of increased demands for service and reduced resources available for traffic law enforcement activities.

Oregon does not have a trailer brake requirement. ORS 815.125(7) only states that a combination of vehicles must be able to stop within a certain distance at a certain speed. Not requiring trailer brakes may be contributing to crashes as a result of these vehicle combinations' inability to stop in necessary distances while involved in critical braking situations.

Automobile Vehicle Defect Crashes , Fatalities, and Injuries, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Total Number of F&I Vehicle Defect Crashes	276	322	399	444	389	366
Total Number of Fatal, Vehicle Defect Crashes	3	4	4	6	5	4
Total Number of Non-Fatal, Vehicle Defect Crashes	273	318	395	438	384	362
*F&I Crashes due to tire failure**	84	109	113	128	136	114
	87	104	138	174	123	125
F&I Crashes due to mechanical defects	59	77	98	87	82	81
Fatalities due to ANY Vehicle Defect	4	4	4	6	5	5
Injuries due to ANY Vehicle Defect	406	443	587	647	555	528
Fatalities due to tire failure	1	1	2	0	2	1
Injuries due to tire failure	125	148	159	189	171	158
F&I Tire Failure	126	149	161	189	173	160
Fatalities due to defective brakes	0	1	1	2	0	1
Injuries due to defective brakes	129	152	220	258	200	192
F&I defective brakes	129	153	222	260	200	193
Fatalities due to mechanical defects	2	1	1	1	3	2
Injuries due to mechanical defects	84	99	149	114	107	111
F&I mechanical defects	86	100	150	115	110	112
Convictions for unlawful use of or failure to use lights (ORS 811.520)	953	676	661	374	427	618

Sources: Crash Analysis Reporting Unit, 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.)

Goal

- Reduce total fatal and serious injury vehicle defect-related crashes from the 2013-2017 average of 366 to 314 by December 31, 2025.

Performance Measures

- Reduce the number of people killed or seriously injured due to tire-failure or wheel coming off from the 2014-2016 moving average of 166 to 152 by December 31, 2020.
- Reduce the number of people killed or seriously injured due to defective/inadequate brakes, or total loss of brakes from the 2014-2016 moving average of 212 to 194 by December 31, 2020.

Strategies

- Continue partnering with DMV on Oregon Driver Manual updates to encourage compliance with vehicle safety equipment standards and encourage routine equipment maintenance.
- Partner with stakeholders (CPS technicians, law enforcement agencies) to take advantage of existing education/repair efforts to promote awareness of vehicle safety equipment laws/rules.
- Update TSD Webpage/DMV Call Center/Ask ODOT resources to address common infractions and safety equipment related questions.
- Develop and distribute additional vehicle safety equipment related publications and media to educate motorists on required and permissible equipment.
- Develop and distribute additional vehicle safety equipment publications related to the laws and rules to increase awareness by the public and stakeholders.
- Enhance vehicle recall and used vehicle pre-purchase resources in existing ODOT publications and websites to increase awareness of safety equipment related issues.

Work Zone Safety

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.

Problem Identification Statement

Work zones present a unique, fluid and multi-faceted experience to roadway users. A wide variety of unusual and unexpected driving conditions is the norm in many work zones. Thus it is imperative to recognize:

- There is higher potential risk for crashes in work zones.
- Driver inattentiveness continues to be a top cause of work zone crashes.
- The potential for work zone crashes is exacerbated by issues related to speeding and distracted driving.
- Work zone crashes impact drivers, their passengers and construction workers.
- According to national studies, work zone crashes tend to be more severe than other types of crashes.

Work Zones in Oregon, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Work Zone Fatal/Serious Injury Crashes	14	14	19	27	28	19
Work Zone Injury Crashes	211	271	324	349	363	304
Work Zone Fatalities	6	4	3	7	4	5
Work Zone Fatal/Serious Injuries	18	16	19	33	32	22
Work Zone Injuries	327	439	498	548	591	437
Work Zone Worker Fatalities	0	0	1	0	2	1
Work Zone Worker Injuries	0	1	1	4	4	3

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

Goals

- Reduce work zone fatalities from the 2013-2017 average of 5 to 4 or below by December 31, 2025.
- Reduce work zone fatal crashes from the 2013-2017 average of 4 to 3 or below by December 31, 2025.
- Reduce work zone serious injuries from the 2013-2017 average of 19 to 15 or below by December 31, 2025.
- Reduce work zone serious injury crashes from the 2013-2017 average of 16 to 13 or below by December 31, 2025.

- Reduce work zone injury crashes the 2013-2017 average of 304 to 238 or below by December 31, 2025.

Performance Measure(s)

- Reduce work zone fatalities from the 2015-2017 average of 5 to 4 or below by December 31, 2020.
- Reduce work zone fatal crashes from the 2015-2017 average of 4 to 3 or below by December 31, 2020.
- Reduce work zone serious injuries from the 2015-2017 average of 23 to 21 or below by December 31, 2020.
- Reduce work zone serious injury crashes from the 2015-2017 average of 21 to 19 or below by December 31, 2020.
- Reduce work zone injury crashes from the 2015-2017 average of 345 to 315 or below by December 31, 2020.

Strategies

- Keep current on national work zone safety related procedures, policies and countermeasures. Advocate for these technologies in Oregon.
- 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.) Work pro-actively with all E groups to resolve and advance work zone safety issues.
- Work zone traffic enforcement overtime with various state and local police agencies.
- Identify best practices for work zone enforcement and implement though ODOT partners as possible.
- Serve as staff to the statewide Work Zone Executive Strategy Session Committee (WZESSC). Oversee and coordinate issues/initiatives as assigned.
- Author or revise work zone policy and procedure guidelines/manuals (e.g Work Zone Photo Radar Guidelines, Work Zone Enforcement Guidelines).

2020 Project Funding Narratives by Program Area

Statewide

Planning & Administration	Awarded
Section 164	$25,000

Travel, services and supplies and office equipment will be funded for advisory committees.

Planning & Administration	Awarded
Section 402	$300,000
State Funds	[$275,000]

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

Program Management	Awarded
Section 402	$1,100,000
State Funds	[$400,000]

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

Trauma Nurses Talk Tough – Train the Trainer	Awarded
Section 402	$15,000

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

Program Management – Impaired Driving	Awarded
405(d)	$140,000

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

Statewide Services – Data and Public Opinion Research	Awarded
405(e) Flex	$100,000

This project funds data and public opinion research conducted in relation to transportation safety programs.

Statewide Services –Media Report	Awarded
405(e) Flex	$25,000

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.

Transportation Safety Conference	Awarded
405(e) Flex	$35,000

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.

Region Program Management	Awarded
State Highway Fund	[$600,000]

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

Motorcycle Safety Program Management	Awarded
State Motorcycle Funds	[$85,000]

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

Program Management – Driver Education	Awarded
Student Driver Training Fund	

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

Program Management – Safe Routes to School	Awarded
FHWA	$85,000

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

Aging Road User

Statewide Service – Aging Road Users	Awarded
Section 402	$20,000

This project will fund Aging Road Users public education campaigns to increase awareness and to educate drivers, pedestrians and bicyclists on comprehensive evaluations and traffic safety strategies for preventing traffic crashes from occurring. Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.

Bike and Pedestrian

Pedestrian Statewide Services: Education, Outreach and Media	Awarded
Section 402	$250,000

This project will update/reprint pedestrian safety resource and educational materials; continue participation in an annual public opinion telephone survey for questions related to bicycle and pedestrian safety; 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 both drivers and pedestrians.

Pedestrian Enforcement & Training	Awarded
405(h)	$142,592

This is a statewide pedestrian safety enforcement (PSE) 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 a non-profit.

Bicyclist Statewide Services	Awarded
405(h)	$120,000

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 and non-infrastructure enhancements.

Bicycle Safety Education & Training	Awarded
405(h)	$45,000

The program provides train-the-trainer instruction and technical advice and assistance to communities implementing bike safety in schools. The Street Trust will provide the JumpStart Bicycle Fleet program to a community demonstrating readiness to establish a bike safety program in local schools.

Oregon Friendly Driver Class	Awarded
405(h)	$80,000

The program will develop, promote and implement driver education classes on pedestrian and bicycle laws and best practices in the regions surrounding Eugene, Bend, and Portland and will aim to serve as a statewide program to other areas within the state as needed.

Community Traffic Safety

Clackamas Safe Community	Awarded
Section 402	$10,000

The project will work with local government to communicate the implementation of key objectives of the 2019 local TSAP, the Safe Communities Coalition concept, and to refine an aggressive 4-E 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.

Suburban - Lane Safe Community	Awarded
Section 402	$95,000

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 employ a coordinator to assist with and implement actions to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic. This project will also provide for additional interaction with other counties and cities within the state.

Suburban - Deschutes Safe Community	Awarded
Section 402	$95,000

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 Deschutes County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will employ a coordinator to assist with and implement actions to initiate culture changes inside and outside city and county government, moving the community toward 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.

Safe Community Services	Awarded
Section 402	$100,000

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 technical assistance via a weekday 1-800 "warm" line, and a project directed electronic newsletter featuring traffic safety resources, ideas and recognition for successful programs. This project will make phone contact with 100% of the recognized local traffic safety communities in Oregon during the fiscal year, and work with ODOT region staff to ensure that 100% of the recognized communities receive at least one in-person visit during the grant period. The project will be responsible to identify an effective performance measurement and work to 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.

Rural--Harney County Coordinator	Awarded
Section 402	$20,000

This project will implement countermeasures designed to reduce death and injury using NHTSA's "Countermeasures That Work". The project will provide for staff to 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 this rural county. The coordinator position will complement the existing volunteer efforts, and provide further organization allowing greater output from existing coalitions. The coordinator position will work to hand off local efforts to volunteers, allowing the project efforts to shift focus in the coming grant year.

Grant County	Awarded
Section 402	$20,000

This project will utilize a local coordinator to implement countermeasures designed to reduce traffic death and injuries 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 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.

Local Safety Action Plan	Awarded
Section 402	$80,000

This project will allow for the development of a county-level Transportation Safety Action Plan that addresses the 4-E approach to transportation safety. The plan will coordinate with Oregon's TSAP, the local ODOT Regions, and Area Commissions on Transportation as well as local MPOs and other local governments as practicable. The resulting plan will identify data driven problems and proven safety actions to address roadway fatalities and serious injuries within the jurisdiction.

Local Safety Action Plan	Awarded
Section 402	$80,000

This project will allow for the development of an additional local Transportation Safety Action Plan that addresses the 4-E approach to transportation safety. The plan coordinates with Oregon's TSAP, the local ODOT Region and Area Commission on Transportation, the local MPO and other local governments where practicable. The resulting plan will identify data driven safety actions that address roadway fatalities and serious injuries within the jurisdiction.

Driver Education

Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference	Awarded
Section 402	$15,000

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

Driver Education Program Reimbursement	Awarded
Student Driver Training Fund	[$2,260,000]

These funds reimburse public and private providers for their cost in providing driver education to students. Reimbursement is made to each public or private provider based on the number of students completing the driver education course, not to exceed $210 per student, the maximum allowed by law. Additionally, a low/no cost subsidy is available, not to exceed $75 per student. Curriculum standards and delivery practices are met before reimbursement dollars are provided. Adaptive Strategies Program allows for "project specific" activities that increase access to "Frontier" Oregon teens.

Driver Education DHS Foster Kids	Awarded
Student Driver Training Fund	[$50,000]

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

GDL Implementation - Information and Education	Awarded
Student Driver Training Fund	[$620,000]

These funds pay for a grant to Western Oregon University to train beginning instructors completing the instructor preparation courses and provide for trainer of trainers' development and workshops, additionally these funds provide for the Instructor Certification program and certification database. Funds also provide for the coordination of the regional Pacific Northwest Driver and Traffic Safety Conference, curriculum update projects for ODOT-TSD, and emerging logistical development support through compliance systems (RAPID) and others.

Statewide Services – Driver Education	Awarded
Student Driver Training Fund	[$235,000]

This grant supports the driver education advisory committee quarterly meetings and activities promoting “best practices” in driver education. Additionally, there are funds provided for program supplies for certification cards and maintaining the Student Data Entry System (SDES).

Region 2 Initiative (Adaptive Strategies)	Awarded
Student Driver Training Fund	[$100,000]

This grant supports a start-up effort for Lane County to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Salary for the coordinator, benefits, travel, services and supplies, office equipment and training are provided.

Region 5 Initiative (Adaptive Strategies)	Awarded
Student Driver Training Fund	[$60,000]

This grant supports a start-up effort for Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney and Malheur Counties to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Funding is for recruitment of instructors, development of satellite classrooms, travel, services and supplies and training.

Think First	Awarded
Transportation Operating Fund	[$47,500]

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon’s youth through Think Injury Prevention programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. Think First provides injury prevention programs, prevention materials, and participates in community events.

Trauma Nurses Talk Tough (TNTT)	Awarded
Transportation Operating Fund	[$47,500]

This funding supports the ongoing and expanding work of TNTT. TNTT 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, promotes proper use of bicycle helmets, safety belts and car seats; and works with other partners to provide safety information to high-risk youth, including parents whenever possible.

School Bus Safety Education	Awarded
State Funds	[$46,330]

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

Emergency Medical 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.

Impaired Driving - Alcohol

Statewide Services Program – DUII	Awarded
164AL	$417,214

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 impairment. 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 alcohol-impaired driving will be conducted. Additionally, this grant pays for the 24-DRUNK phone hotline to report impaired drivers, and for the impaired driving conference and training-related support.

Ignition Interlock Device (IID) Oversight and Management Program	Awarded
164AL	$900,000

This project will provide necessary funding for the initial start-up & operation of the state’s new IID Oversight and Management program transfers to the Oregon State Police, for the addition of the necessary components to raise Oregon’s IID installation compliance rate.

DUII Overtime Enforcement Program - OSP	Awarded
164AL	$50,000

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.

Law Enforcement Spokesperson – DPSST	Awarded
164AL	$100,000

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.

HVE DUII Enforcement - Municipal Law Enforcement Agencies	Awarded
164AL	$400,000

This grant is for DUII overtime enforcement mini-grants to city police departments throughout the state. Approximately 50 cities covering over 80 percent of the state's population will receive overtime grant funds for FFY2020. 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 participation during local community events that are identified as high impaired-driving risk periods.

HVE DUII Enforcement – OSSA Sheriff's Departments	Awarded
164AL	$200,000

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 are identified as high impaired-driving risk periods.

Statewide No Refusal Program	Awarded
164AL	$200,000

The goal of the Statewide "No Refusal" Program is to deter people from driving under the influence and thus prevent impaired driving crashes. The program provides a tool for law enforcement to collect and preserve time-sensitive evidence. Agencies 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 refuse to provide a breath test will be subject to a blood draw by a locally contracted provider, and subsequent testing.

DUII Investigator – Lane County District Attorney's Office	Awarded
405 (d)	$100,000

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 will be the second year in a three-year grant funded position. The Investigator is a certified crash reconstructionist with a law enforcement and DRE 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.

DUII Resource Prosecutor (1)	Awarded
405 (d)	$256,000

This project provides a DUII prosecutor at the Department of Justice who serves as a traffic safety 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.

Impaired Driving – Drugs

CLEAR Alliance – Prevention Education to Reduce Drug-Impaired Driving	Awarded
405 (e) Flex	$285,000

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.

Drug Recognition Expert – Blood Testing (DRE)	Awarded
405 (d)	$140,000

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.

Drug Recognition Expert Training (DRE)	Awarded
405 (d)	$120,000

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 National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY2020, testing of toxicology samples from dismissed cases to maintain DRE accuracy ratings, as well as statewide ARIDE trainings, including the projected training of all OSP troopers.

Drug Recognition Expert Overtime Enforcement (DRE)	Awarded
405 (d)	$140,000

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

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

This project provides funding for scholarships to a training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement, prosecutors, judges, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference will reach well over 300 partners within the State of Oregon working in the DUII subject area.

Protecting Lives, Saving Futures Training - ODAA	Awarded
405 (d)	$50,000

Through a partnership with the Oregon District Attorney's Association, this project funds "Protecting Lives, Saving Futures," a joint training with prosecutors and other law enforcement to build a common understanding of the complications and strategies unique to impaired driving cases.

Forensic Scientists – Oregon State Police Crime Lab	Awarded
405 (d)	$179,000

This project provides for two dedicated forensic scientists at the Oregon State Police Crime Lab. 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.

DUII Statewide Services	Awarded
405 (d)	$1,152,214

A comprehensive traffic safety public information and education 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, social media and radio will be produced and distributed throughout the grant year. Public opinion survey questions specific to impaired driving will be conducted, along with focus groups to target effective messaging.

Judicial Outreach

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

ODOT Approved Motorcycle Safety Training Programs	Awarded
State Funds	[$1,016,000]

This project will provide funding for approved state motorcycle safety training programs.

Motorcycle Safety – Training Equipment	Awarded
State Funds	[$150,000]

This project will/may provide funding for training motorcycles and related support/safety equipment for OTSC approved courses and motorcycles and related support equipment to address emerging rider needs.

Motorcycle Safety – Training Sites Infrastructure	Awarded
State Funds	[$100,000]

This project will provide funding to OTSC approved training course sites for development, maintenance, repair, and improvement.

Motorcycle Safety – Statewide Services Program	Awarded
State Funds	[$165,000]

This project will provide funding for public information and education contract and campaign materials for rider safety issues, program related travel, program related equipment and expenses, and advisory committee/individual approved expenses.

Motorcycle Safety – Training Enhancement	Awarded
405(f)	$35,113

This project will broadly provide funding for motorcycle rider safety projects/equipment that address emerging needs/issues, develop new partnerships in addressing rider safety issues, and capitalize on the allowances that the federal funding guidelines provide for – which differ from the permitted uses of the Oregon Motorcycle Safety Program Subaccount. All or a portion of the budget may be shifted into the Motorist Awareness campaign depending on state legislative developments. A sustained media campaign may be necessary for at least three years to address any new legislative changes.

Motorcycle Safety – Motorist Awareness	Awarded
405(f)	$21,000

This project will provide funding to increase motorist awareness of motorcycle riders.

Occupant Protection

Statewide Services – Occupant Protection	Awarded
Section 402	$190,000

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

Local Police Department Safety Belt Overtime Mini-Grants	Awarded
Section 402	$190,000

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/or necessary lodging and per diem expenses).

Local Police Department Safety Belt Overtime Mini-Grants	Awarded
405(b)	$50,811

This project will fund law enforcement 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/or necessary lodging and per diem expenses).

Local County Sheriff’s Office Safety Belt Overtime Enforcement, Oregon State Sheriffs Association (OSSA)	Awarded
405(b)	$210,000

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 (the certification fee and/or necessary lodging and per diem expenses).

Statewide Safety Belt Overtime Enforcement, Oregon State Police (OSP)	Awarded
405(b)	$75,000

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/or necessary lodging and per diem expenses).

Statewide Instructor Development, CPS Technician Training	Awarded
405(b)	$84,000

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 may also be covered, along with per diem travel costs, certification fees, and possible conference registration.

Child Passenger Safety (CPS) Fitting Station Support, ODOT Regions 1-5	Awarded
405(b)	$30,000

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 (certification fee and/or necessary lodging and per diem expenses).

Police Traffic Services

DPSST Law Enforcement Training Grant	
405 (e) Flex	$80,000

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.

Statewide Law Enforcement Training Grant	Awarded
Section 402	$150,000

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

Region 1

Regional Services	Awarded
Section 402	$25,000

This project provides transportation safety education, outreach, enforcement, and/or 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.

Region 2

Regional Services Grant	Awarded
Section 402	$25,000

This project provides transportation safety education, outreach, enforcement, and/or 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.

Region 3

Regional Services Grant	Awarded
Section 402	$25,000

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

Region 4

Regional Services Grant	Awarded
Section 402	$25,000

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

Region 5

Regional Services Grant	Awarded
Section 402	$25,000

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

Roadway Safety

Engineering Safety Short Courses and Distance Learning	Awarded
FHWA	$250,000

Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of 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 Bicyclists and Pedestrians, Human Factors Engineering, and Multimodal Intersections. Jurisdictions will receive on-site traffic control device and safety engineering reviews by several safety engineering specialists to be documented within individual reports.

Safety Features for Local Roads and Streets	Awarded
FHWA	$150,000

Provide traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. Develop and enhance local agency guidance documents and provide additional local agency services to enhance safety knowledge and application in their jurisdiction.

Roadway Departure Enforcement	Awarded
FHWA	$218,000

This project provides overtime enforcement funds for the Roadway Departure Plan. The ODOT Transportation Safety Division will manage Roadway Departure Enforcement expenditures that comply with the state's Highway Safety Improvement Program (HSIP) and identified incident locations. The purpose of the enforcement is to address those locations where there have been occurrences of Fatal or Serious Injury Roadway Departure crashes. This project utilizes information from the ODOT Traffic-Roadway Section system wide analysis of Roadway Departure Crashes.

Safety Corridor Education and Enforcement	Awarded
Section 402	$20,000

Provide overtime enforcement for priority safety corridor(s). Provide press releases for each safety corridor identified.

Safe & Courteous Driving (Distracted Driving)

Statewide High Visibility Enforcement	Awarded
Section 405(e)	$600,000

This project will fund HVE (high visibility enforcement) of Oregon’s distracted driving law statewide and through all levels of enforcement. TSD will partner with OSP (Oregon State Police) and local law enforcement agencies (sheriffs and chiefs of police) 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.

Distracted Driving Media	Awarded
Section 405(e)	$600,000

This project will fund PI&E (public information and education) and media campaigns on Oregon’s distracted driving law and best practices. Two distracted driving messages will be put on each side of a bus in Bend to spread the messages throughout the city; place a distracted driving ad in the “101 Things To Do Coastal and Western Oregon”, which distributes 125,000 copies throughout Tillamook, Clatsop, Clackamas, Yamhill, Marion, Polk, Benton, Linn, Lincoln, Lane, Coos and Douglas counties, and distributed to hotels, motels, RV resorts, chambers of commerce, visitor centers, high traffic attractions, and the Eugene airport. Facebook Ads and Google Ads will be utilized as well. Theater screen ads will be utilized statewide, and signage will be placed in airports statewide. Billboards and bus transits will also be used statewide. Geo-fencing events statewide with “U drive. U text. U pay.” OTT/Streaming TV and Digital Radio will be used as well.

Distracted Driving Statewide Services	Awarded
405 (e) Flex	$200,000

This project will fund projects to support the state distracted driving program and to educate or conduct enforcement of Oregon's distracted driving law; it may also fund projects related to best practices, training, or innovative projects that are not eligible expenditures for the federal 405(e) funds (limited to the enforcement of, and education only on the law itself).

Lights & Swipes	Awarded
405 (e) Flex	$15,000

This project will fund the updating and distribution of educational materials related to ORS 811.526 and the best practice of drivers turning on, and leaving on the headlights while also leaving the wipers on (during rain or inclement weather), or 'Lights n' Swipes' awareness.

Safe Routes to School

Safe Routes to School Non-infrastructure Grant Program	Awarded
FHWA	$780,000

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

Statewide Walk +Roll Program	Awarded
FHWA	$70,000

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.

Safe Routes to School Statewide Services Program	Awarded
FHWA	$200,000

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 the SRTS Recognition Program.

Technical Service Provider Program	Awarded
FHWA	$150,000

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.

School Bicycle and Pedestrian Safety Education Program	Awarded
FHWA	$100,000

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

Speed Enforcement Overtime Mini-Grants	Awarded
Section 402	$450,000

This project will be used to fund the speed overtime enforcement efforts of the 2020 TSEP program for city or county law enforcement agencies in Regions 1, 2, 3, 4, and 5.

Speed Enforcement OSP – Rural State Highways	Awarded
Section 402	$125,000

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.

Speed Public Information and Education	Awarded
Section 402	$ 75,000

This project will be used to fund a community outreach survey and provide public education through various paid media outlets related to the dangers of speeding. Media may include Public Service Announcements, social media or print media showcasing the dangers of speeding.

ODOT Data - Traffic Count Management Improvement Project	Awarded
405(c)	$430,000

This project is 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 from the prior year. It is expected that this project will improve performance measures RA1, RU1, RC1, RC3, and RX1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan.

Oregon State Police – Multi Agency Computer Aided Dispatching (CAD)	Awarded
405(c)	$515,000

This project will provide an improved computer aided dispatching system for OSP as well as other agencies within Oregon. It is anticipated this system will improve data accuracy of multiple data files including Crash, Driver, Citation, and possibly others depending on system design options. It is expected that performance measures CT1, CT2, CC2, and CI1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

Oregon Health Department – EMS/NEMSIS Local Data Entry Device/Training	Awarded
405(c)	$40,000

This project is to purchase data entry devices to allow more timely and accurate input of patient events into the NEMSIS system by EMS technicians. The devices will be provided, along with training and software to make them ready to implement for the participating local agencies. It is expected that performance measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

Oregon Health Department – Software Improvement – EMS/NEMSIS Data Entry Systems	Awarded
405(c)	$50,000

This project will allow a system software improvement to allow local EMS technicians to re-open a file in the Oregon NEMSIS reporting system for purposes of updating and/or correcting data in the system. It is expected that performance measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

ODOT Research – NEMSIS Use Capacity Building Pilot	Awarded
405(c)	$70,000

This project will allow a pilot project to increase access to and use of NEMSIS data in Oregon by engineers and other professionals for decision making purposes. The project will pilot test ways to track usage of data. It is expected that performance measure IX1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, and the ability to increase the percent of data retrieval and analysis will be improved.

ODOT DMV – Vehicle Operator Education Module(s) – Driver File	Awarded
405(c)	$10,000

This project will develop modules to allow driver education providers and testers to directly input course completion electronically, and for DMV technicians to instantly know when students have completed driver education courses. It is expected there will be multiple benefits including improvements to performance measures DA1 and DC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan. The current process is dis-jointed and cumbersome.

ODOT TSD/Local Agency – E Crash/E Citation Expansion	Awarded
405(c)	$300,000

This project will allow local agencies to purchase software and supplies to electronically issue traffic and crash citations, and to produce subsequent crash reports. These electronic reports are more accurate and easier to ready within the multiple systems they impact, including crash, driver, citation, courts and vehicle. It is expected that performance measures CA1, CT1, CT2, and CC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

Clackamas County – 'Vision Zero' Software Pilot Project	Awarded
405(c)	$85,000

This project will begin pilot testing 'Vision Zero' software designed to assess available data and offer solutions to various traffic safety challenges. The project is expected to improve performance measures CX1, and RX1 as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan.

Vehicle Equipment Safety Standards

Vehicle Equipment Standards/Safety Awareness	Awarded
Section 402	$15,000

This project provides public information and education to transportation system users regarding federal and state equipment safety requirements. This work is completed through phone calls, email response to questions, topical website postings, and the development, production and updates of informational products. The budget for this project is primarily used to produce and print safety equipment publications and fund media campaigns on specific vehicle safety equipment topics.

Work Zone Safety

Work Zone Education & Equipment Program	Awarded
FHWA	$500,000

Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit, radio, television, and internet ads. Contractual services for portions of the annual TSD Telephone Survey 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).

Work Zone Enforcement to OSP	Awarded
FHWA	$1,000,000

Provide year-round work zone enforcement patrols during the biennium 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.

Work Zone Enforcement to Local Police Agencies	Awarded
FHWA	$400,000

Provide year-round work zone enforcement patrols during the biennium 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.

2020 Anticipated Revenues Summary

Fund Sources	Area	Anticipated FY2020
Federal Funds		
FHWA Section 164 AL	Impaired Driving	$2,292,214
FHWA Roadway Safety	Roadway Safety	$618,000
FHWA Work Zone	Work Zone Enforcement/Education	$1,900,000
FHWA Safe Routes	Safe Routes to School	$1,385,000
NHTSA Section 402	Discretionary Highway Safety	$3,610,000
NHTSA Section 405b	Occupant Protection	$449,811
NHTSA Section 405c	Traffic Records	$1,500,000
NHTSA Section 405d	Impaired Driving	$2,407,214
NHTSA Section 405e Flex	Distracted Driving	$740,000
NHTSA Section 405e	Distracted Driving	$1,200,000
NHTSA Section 405f	Motorcycle Safety	$56,113
NHTSA Section 405h	Non-Motorized (Bicycle & Pedestrian)	$387,592
	Subtotal	$16,545,944
Other Revenues		
ODOT	Youth Programs-TOF	$95,000
ODOT-DMV	School Zones	$46,330
$28 per MC Endorsement	Motorcycle Safety	$1,516,000
$6 per License	Driver Education (SDTF)	$3,600,000
ODOT DMV – Flat	State Match (Program Management	$675,000
Highway Fund	Regional Match (Program Management)	$600,000
	Subtotal	$6,532,330
	Total	**$23,078,274**

2020 Anticipated Revenues by Program Area

Fund		Program Area	FY2020 Anticipated Revenues	
402	Statewide	Statewide-Trauma	$ 15,000	
405e Flex		Data - Statewide	$ 100,000	
405e Flex		Mass Media - Statewide	$ 25,000	
405e Flex		TSD Conference	$ 35,000	
402		TSD Regional Services	$ 125,000	$ 300,000
402	Aging Road User	Statewide Services	$ 20,000	$ 20,000
405h	Bicycle/Pedestrian	Non-Motorized Safety	$ 387,592	
402		Statewide Services	$ 250,000	$ 637,592
402	Community Traffic	Safe Communities Projects	$ 500,000	$ 500,000
402	Driver Education	PacNW Regional Conference	$ 15,000	
SDTF		Driver Education DHS Foster Kids	$ 50,000	
SDTF		Driver Education Statewide Services	$ 235,000	
SDTF		Driver Education GDL Implementation	$ 620,000	
SDTF		Driver Education Reimbursement	$ 2,260,000	
SDTF		DE Region 2 Initiative	$ 100,000	
SDTF		DE Region 5 Initiative	$ 60,000	$ 3,340,000
402	Emergency	Emergency Medical Services	$ 40,000	$ 40,000
164	Impaired Driving	Impaired Driving Projects	$ 2,267,214	
405e Flex		Impaired Driving Projects	285,000	
405d		Impaired Driving Projects	$ 2,267,214	$ 4,819,428
402	Judicial Outreach	Judicial Information/Education	$ 30,000	$ 30,000
405f	Motorcycle	Motorcycle Safety	$ 56,113	
ODOT DMV-$28		Motorcycle Safety	$ 1,431,000	$ 1,487,113
402	Occupant	Occupant Protection Projects	$ 380,000	
405b		Occupant Protection Projects	$ 449,811	$ 829,811
402	Police	Police Traffic Services	$ 150,000	
405e Flex		Law Enforcement Training	$ 80,000	$ 230,000
402	Roadway	Safety Corridor	$ 20,000	
FHWA		Roadway Safety	$ 618,000	$ 638,000
405e	Safe & Courteous	Distracted Driving	$ 1,200,000	
405e Flex		Distracted Driving	$ 215,000	$ 1,415,000
FHWA	Safe Routes	Safe Routes to School	$ 1,300,000	$ 1,300,000
402	Speed	Speed Control Projects	$ 650,000	$ 650,000
405c		Traffic Records Projects	$ 1,500,000	$ 1,500,000
402	Vehicle Safety	Equipment	$ 15,000	$ 15,000
FHWA	Work Zone	Work Zone Enforcement/Education	$ 1,900,000	$ 1,900,000
TOF	Youth	Youth Projects	$ 95,000	
State		School Zone	$ 46,330	$ 141,330
ODOT DMV-$28	Other	Motorcycles (Program Management)	$ 85,000	
FHWA		Safe Routes to School (Program Management)	$ 85,000	
164PA		Planning & Administration	$ 25,000	
405d		Impaired Driving (Program Management)	$ 140,000	
ODOT DMV-Flat		State Match (Planning & Administration)	$ 275,000	
SDTF		Driver Education (Program Management)	$ 275,000	
402		Planning & Administration	$ 300,000	
ODOT DMV		State Match (Program Management)	$ 400,000	
ODOT Highway		Regional Match (Program Management)	$ 600,000	
402		Driver Education (Program Management)	$ 1,100,000	$ 3,285,000
				$ 23,078,274

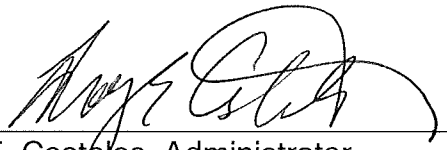
Highway Safety Plan

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

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

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

May 16, 2019
Date



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

Drive Safely. *The Way to Go.*