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# OREGON TRAFFIC SAFETY PERFORMANCE PLAN

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Fiscal Year 2021

*Highway Safety Plan*



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TRAFFIC SAFETY  
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**Fiscal Year 2021**

Highway Safety Plan

**Produced: June 2020**

**Transportation Safety Division  
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# Foreword

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This performance plan has been prepared to provide documentation that supports Oregon's 2021 program plan for highway safety (HSP).

The 2021 Performance Plan will be presented for approval to the Oregon Transportation Safety Committee (OTSC) on April 29, 2020 and request approval by the Oregon Transportation Commission (OTC) on May 26, 2020. The majority of the projects will occur from October 2020 through September 2021.

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 2021 (annual HSP).
5. Individual project summaries are listed by topical area and include the 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 2021 fiscal year the following funds are anticipated (financial figures represent the latest grant and match revenues available through April 20, 2020):

Federal funds:	\$13,870,188
State/local match:	<u>[\$ 6,355,000]</u>
Grand Total	\$20,255,188

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

# Document Purpose

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This document is Oregon's annual application for federal NHTSA Highway Safety grant funding, which meets the requirements of [23 CFR 1300 Title 23 Part 1300](#).

The plan represents a one-year look into the 2021 transportation safety program and the NHTSA funds managed by the ODOT-Transportation Safety Division. In addition, every year an Annual Evaluation report is completed that explains what funds were actually spent and how ODOT-TSD fared on its annual performance measures (December).

TSD always looks forward to a successful 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

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The following is a summary of the current process by the Transportation Safety Division (TSD) for the planning and implementation of its grant programs 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 2021 planning began with problem analysis by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups January 28, 2020. A state-level analysis was completed, using the most recent FARS data available (2017 data) as well as any preliminary 2018 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 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. The 2020 national COVID-19 pandemic is currently affecting the ability of Oregon law enforcement agencies to conduct enforcement of traffic laws as they respond to higher priorities and follow their agency's guidance; this national emergency is unprecedented, so it's hard to anticipate the results of the 2020 plan implemented last October. Highly visible enforcement (HVE) is a strong countermeasure to infractions of the law by drivers and other roadway users, thus helping to reduce fatalities and serious injuries. Without maintaining the same (or higher) level of performance achieved from Oregon's law enforcement agencies with their 2019 grant awards, there is much concern for the unintended consequences the COVID-19 pandemic may cause for the 2021 plan and into the immediate future.

Oregon has initiated several adjustments to its HSP 2020 federal program, upon approval by OTSC and NHTSA, some in response to increasing fatal and serious injury crashes and/or other identified needs and others in response to COVID-19 and other national and state priorities as resources shifting as the pandemic progresses. (April 2020)

## **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 January 28, 2020 during the Annual Planning Workshop.

## **HSP development process Organizations and Committees**

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- |   |  |
|---|--|
| ✓ Clackamas County  | ✓ ODOT TSD                                 |
| ✓ Dept of Public Safety Standards and Training                              | ✓ ODOT TSD, Region 1                       |
| ✓ Driver Education Advisory Committee                                       | ✓ ODOT TSD, Region 2                       |
| ✓ Federal Highway Administration  | ✓ ODOT TSD, Region 3                       |
| ✓ Governor Advisory Committee on DUI  | ✓ ODOT TSD, Region 4                       |
| ✓ Governor Advisory Committee on MS   | ✓ ODOT TSD, Region 5                       |
| ✓ ODOT Communications   | ✓ Oregon Driver and Motor Vehicle Services |
| ✓ ODOT Government Relations   | ✓ Oregon Health & Science University       |
| ✓ ODOT Region 2, District 4 Manager   | ✓ Oregon Health Authority                  |
| ✓ ODOT Region 4 Traffic Manager   | ✓ Oregon Judicial Department - Retired     |
| ✓ ODOT Region 5 Traffic/Roadway Manager                                     | ✓ Oregon Metro                             |
| ✓ ODOT Statewide Project Delivery / Traffic Services                        | ✓ Oregon State Police                      |
| ✓ ODOT Traffic Roadway  | ✓ Oregon Transportation Safety Committee   |
| ✓ ODOT Transportation Development Division, Crash Analysis Reporting System | ✓ Portland Police Bureau                   |
|   | ✓ Washington County Sheriff's Office       |

A state-level analysis is completed, using the most recent data available (2017 data), as well as any preliminary 2018 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) priority program 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 five-year 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**

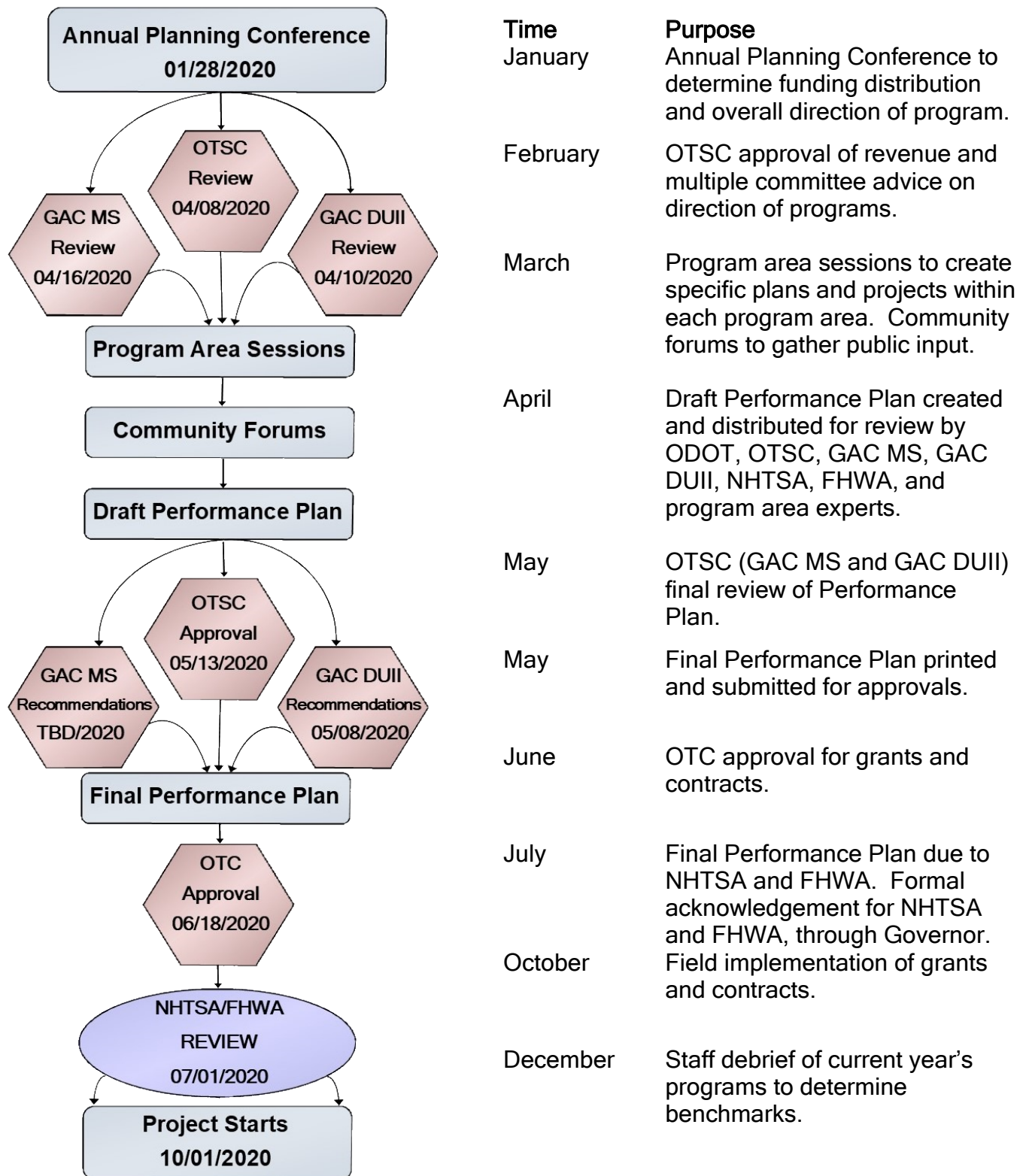
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program.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





# Acronyms and Definitions

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4-E	Education, Engineering, Enforcement and Emergency Medical Services
AASHTO	American Association of State Highway and Transportation Officials
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
CMF	Crash Modification Factors
CDC	Centers for Disease Control Prevention
CLE	Continuing Legal Education
CLTSG	County/Local Traffic Safety Group: An advisory or decision body recognized by one or more local governments and tasked with addressing traffic safety within the geographic area including one or more cities.
COIC	Commanding Officer In Charge
CPS	Certified Child Passenger Safety
CTSP	Community Traffic Safety Program
DEAC	Driver Education Advisory Committee
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
F & A	Fatalities and Serious Injuries
F & I	Fatal and Injury
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation
FAST Act	Fixing America's Surface Transportation Act, (P.L. 114-94), was signed into law by President Obama on December 4, 2015.
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GAC-DUII	Governor's Advisory Committee on DUII
GAC-MS	Governor's Advisory Committee on Motorcycle Safety
GDL	Graduated Driver License
GHSA	Governors Highway Safety Association
GIS	Geographic Information System Mapping Technology
GR	Governor's Representative
HB	House Bill
HSEC	Highway Safety Engineering Committee
HSIP	Highway Safety Improvement Program

HSM	Highway Safety Manual
HSP	Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IHSDM	Interactive Highway Safety Design Model
IID	Ignition Interlock Device
IRIS	Integrated Road Information System
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.
MC	Motorcycle
MPO	Metropolitan Planning Organization: MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
MS	Motorcycle Safety
MVMT	Million Vehicle Miles Traveled
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OAR	Oregon Administrative Rules
OASIS	Oregon Adjustable Safety Index System
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
ODTSEA	Oregon Driver and Traffic Safety Education Association
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
ORS	Oregon Revised Statute
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PAR	Police Accident Report
PDO	Property Damage Only
PI&E	Public Information and Education
PSA	Public Service Announcement
PSE	Pedestrian Safety Enforcement
PUC	Oregon Public Utility Commission
RADAR/LIDAR	RAdio Direction And Ranging/Light Detection and Ranging
RTSC	Region Traffic Safety Coordinator



SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SB	Senate Bill
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPF	Safety Performance Functions
SPIS	Safety Priority Index System
SRO	School Resource 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



# Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2021. The data contained in this report reflects the most current data available. 2018 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 2020 as part of the 2021 planning process.

## Performance Goals and Trends, 2014-2018

### Core Outcome Measures

		2014	2015	2016	2017	2018	3 Year 2016- 2018	5 Year 2014- 2018	Target 2021
<i>Traffic Fatalities</i>	(C-1)	357	446	498	439	506	481	449	306*
<i>Serious Traffic Injuries</i>	(C-2)	1,485	1,777	1,973	1,764	1,677	1,805	1,737	1,274*
<i>Fatalities/100M VMT</i>	(C-3)	1.03	1.24	1.36	1.19	1.37	1.32	1.24	0.73*
	Rural	1.76	1.97	2.12	1.63	2.25	2.00	1.95	1.78
	Urban	0.57	0.75	0.85	0.91	0.80	0.85	0.78	0.71
<i>Unrestrained Passenger Vehicle Occupant Fatalities(All Seat Positions)</i>	(C-4)	61	82	89	64	76	76	74	68
<i>Alcohol-Impaired Driving Fatalities (BAC=.08+)</i>	(C-5)	99	154	152	146	153	150	141	129
<i>Speeding-Related Fatalities</i>	(C-6)	105	119	143	170	110	141	129	118
<i>Motorcyclist Fatalities</i>	(C-7)	46	61	55	57	78	63	59	54
<i>Unhelmeted Motorcyclist Fatalities</i>	(C-8)	4	3	4	3	4	4	4	4
<i>Drivers Age 15-20 Involved in Fatal Crashes</i>	(C-9)	33	50	56	40	46	47	45	41
<i>Pedestrian Fatalities</i>	(C-10)	57	69	71	70	80	74	69	63
<i>Bicyclist and Other Cyclist Fatalities</i>	(C-11)	7	8	10	10	9	10	9	8
<i>Observed Seat Belt Use</i>	(B-1)	97.8%	95.5%	96.2%	96.8%	95.8%	96.3%	96.4%	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,

\*\*FFY 2019 [http://www-nrd.nhtsa.dot.gov/departments/nrd-FFY 201930/ncsa/STSI/USA%20WEB%20REPORT.HTM](http://www-nrd.nhtsa.dot.gov/departments/nrd-FFY%201930/ncsa/STSI/USA%20WEB%20REPORT.HTM)

## Grant Funded Enforcement

	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	5-Year Average
<i>Seat Belt Citations</i>	5,411	5,163	8,236	4,032	2,743	5,117
<i>Impaired Driving Arrests</i>	1,385	2,678	1,474	1,065	656	1,452
<i>Speeding Citations Issued</i>	4,143*	5,123	6,162	4,238	11,456	6,224

Sources: TSD Grant files, 2015 - 2019

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<sup>1</sup>

### *Traffic Fatalities (C-1)*

Decrease traffic fatalities\* from the 2014-2018 moving average of 449 to 306 by December 31, 2021. (SHSP)

Decrease traffic fatalities\* from the 2014-2018 moving average of 449 to 410 by December 31, 2021. (NHTSA)

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

Decrease serious traffic injuries\* from the 2014-2018 moving average of 1,737 to 1,274 by December 31, 2021. (SHSP)

Decrease serious traffic injuries\* from the 2014-2018 moving average of 1,737 to 1,585 by December 31, 2021. (NHTSA)

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

Decrease the traffic fatality rate\* from the 2014-2018 moving average of 1.24 to 0.73 per hundred million vehicle miles traveled by December 31, 2021. (SHSP)

Decrease the traffic fatality rate\* from the 2014-2018 moving average of 1.24 to 1.13 per hundred million vehicle miles traveled by December 31, 2021. (NHTSA)

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

Decrease rural fatalities per 100 million VMT from the 2014-2018 moving average of 1.95 to 1.78 by December 31, 2021. (NHTSA)

<sup>1</sup> \*CFR 23 1300.11 (2)(c) (iii) State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP. These performance measures shall be based on a 5-year rolling average that is calculated by adding the number of fatalities or number of serious injuries as it pertains to the performance measure for the most recent 5 consecutive calendar years ending in the year for which the targets are established. The ARF may be used, but only if final FARS is not yet available. The sum of the fatalities or sum of serious injuries is divided by five and then rounded to the tenth decimal place for fatality or serious injury numbers and rounded to the thousandth decimal place for fatality rates.

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

Decrease urban fatalities per 100 million VMT from the 2014-2018 moving average of 0.78 to 0.71 by December 31, 2021. (NHTSA)

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

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2014-2018 moving average of 74 to 68 by December 31, 2021. (NHTSA)

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

Decrease alcohol impaired driving fatalities from the 2014-2018 moving average of 141 to 129 by December 31, 2021. (NHTSA)

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

Decrease fatalities in speed related crashes from the 2014-2018 moving average of 129 to 118 by December 31, 2021. (NHTSA)

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

Decrease motorcyclist fatalities from the 2014-2018 average of 59 to 58 by December 31, 2021. (NHTSA)

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

Maintain un-helmeted motorcyclist fatalities at the 2014-2018 average of 4 thru December 31, 2021. (NHTSA)

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

Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2014-2018 moving average of 45 to 43 by December 31, 2021. (NHTSA)

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

Decrease pedestrian fatalities from the 2014-2018 moving average of 69 to 67 by December 31, 2021. (NHTSA)

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

Decrease bicyclist fatalities from the 2014-2018 moving average of 9 to 8 by December 31, 2021. (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 2019 usage rate of 95.6 percent to 97 percent by December 31, 2021. (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 Speed citations issued during grant-funded enforcement activities. (NHTSA)

## Public Opinion Measures<sup>2</sup>

## 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%).

<sup>2</sup> Source: "2018 ODOT: NHTSA Program Measures Statewide Public Opinion Survey Final Results Report", September 2018.

- **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).
- **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%).

## **Modes of Transportation**

• **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.



# Statewide

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## 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, just over 500 people died on Oregon's transportation system in 2018, 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, 2018 preliminary crash data suggest that 502 people were killed in motor vehicle crashes in Oregon and another 1,677 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 for other states of the nation as well. 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

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Fatal Crashes</i>	321	410	448	403	446	420
<i>Injury Crashes</i>	24,207	28,721	30,283	28,237	27,506	29,134
<i>Fatalities and Serious Injuries</i>	1,851	2,222	2,471	2,200	2,179	2,298
<i>Fatalities</i>	356	445	498	439	502	461
<i>Fatalities per 100 Million VMT</i>	1.03	1.24	1.36	1.19	1.36	1.26
<i>Fatalities per Population (in thousands)</i>	0.09	0.11	0.12	0.11	0.12	0.11
<i>Injuries</i>	35,054	41,754	44,628	41,893	40,803	42,758
<i>Serious Injuries per Population (in thousands)</i>	0.38	0.44	0.48	0.43	0.40	0.45
<i>Injuries per 100 Million VMT</i>	101.28	115.99	121.24	113.99	110.73	117.17
<i>Injuries per Population (in thousands)</i>	8.85	10.40	10.95	10.12	9.73	10.49
<i>Population (in thousands)</i>	3,963	4,014	4,076	4,141	4,195	4,077
<i>Vehicle Miles Traveled (in millions)</i>	34,610	35,999	36,719	36,753	36,848	36,490
<i>No. Licensed Drivers (in thousands)</i>	2,930	2,948	3,002	3,060	3,108	3,003
<i>No. Registered Vehicles (in thousands)</i>	4,180	4,281	4,410	4,524	4,616	4,405

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, 2018

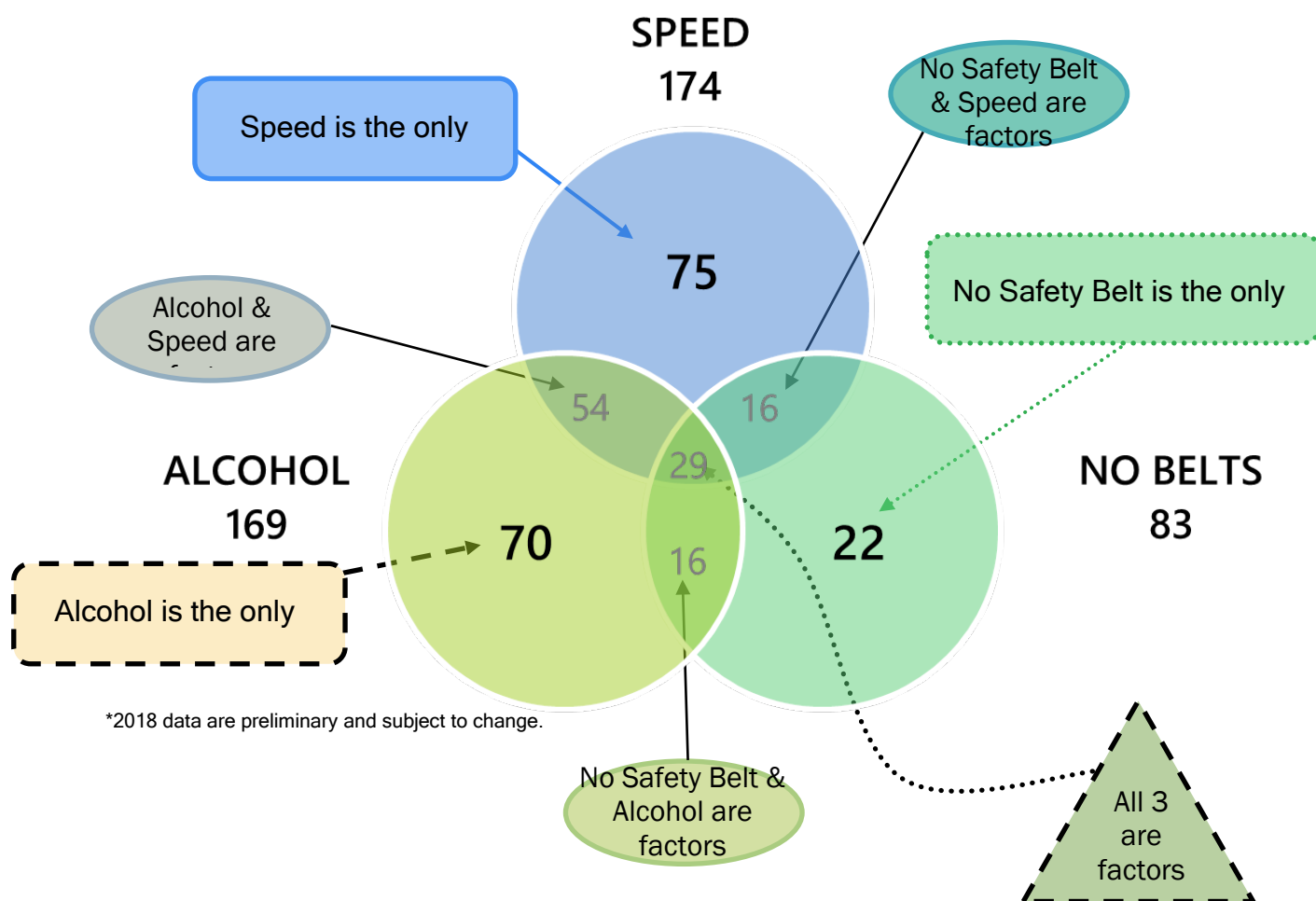
Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation^
14 & Younger	7	0.01%	0	0.00%	0.00
15	61	0.12%	16,947	0.53%	0.22
16	700	1.34%	28,458	0.89%	1.50
17	987	1.88%	34,691	1.09%	1.74
18	1,275	2.43%	39,280	1.23%	1.98
19	1,246	2.38%	41,451	1.30%	1.83
20	1,250	2.39%	43,702	1.37%	1.74
21	1,215	2.32%	44,771	1.40%	1.66
22-24	3,692	7.05%	145,749	4.56%	1.55
25-34	11,249	21.48%	567,162	17.75%	1.21
35-44	8,954	17.10%	534,515	16.73%	1.02
45-54	7,352	14.04%	483,411	15.13%	0.93
55-64	6,500	12.41%	518,216	16.22%	0.77
65-74	4,031	7.70%	438,648	13.73%	0.56
75 & Older	1,977	3.78%	257,553	8.06%	0.47
Unknown	1,868	3.57%	23	0.00%	0.00
Total	52,364	100.00%	3,194,577	0.00%	n/a

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation, Driver and Motor Vehicle Services, Oregon Department of Transportation

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

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

Oregon Traffic Fatalities Involving Alcohol, Speed and Restraints  
Average per Year: 2016 - 2018 \*  
(with rounding)



**Speed, Alcohol and No Safety Belts are 60 percent average of the fatalities for 2016-2018.**

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

## Goals

- Increase zero fatality days from the 2014-2018 moving average of 119 to 134 by December 31, 2025.

## Performance Measures

- Decrease traffic fatalities\* from the 2014-2018 moving average of 449 to 306 by December 31, 2021.
- Decrease the traffic fatality rate\* from the 2014-2018 moving average of 1.24 to 0.73 per hundred million vehicle miles traveled by December 31, 2021.
- Decrease serious traffic injuries\* from the 2014-2018 moving average of 1,737 to 1,274 by December 31, 2021.
- Reduce the serious traffic injury rate\* from the 2014-2018 moving average of 4.80 to 3.78 per hundred million vehicle miles traveled by December 31, 2021.
- Decrease traffic fatalities from the 2016-2018 moving average of 449 to 140 by December 31, 2021. (*Vision of Zero by 2035*)
- Decrease rural fatalities per 100 million VMT from the 2014-2018 moving average of 1.95 to 1.78 by December 31, 2021. (*NHTSA*)
- Decrease urban fatalities per 100 million VMT from the 2014-2018 moving average of 0.78 to 0.71 by December 31, 2021. (*NHTSA*)

\*CFR 23 1300.11 (2)(c) (iii) State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP. These performance measures shall be based on a 5-year rolling average that is calculated by adding the number of fatalities or number of serious injuries as it pertains to the performance measure for the most recent 5 consecutive calendar years ending in the year for which the targets are established. The ARF may be used, but only if final FARS is not yet available. The sum of the fatalities or sum of serious injuries is divided by five and then rounded to the tenth decimal place for fatality or serious injury numbers and rounded to the thousandth decimal place for fatality rates.



# 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 would 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.

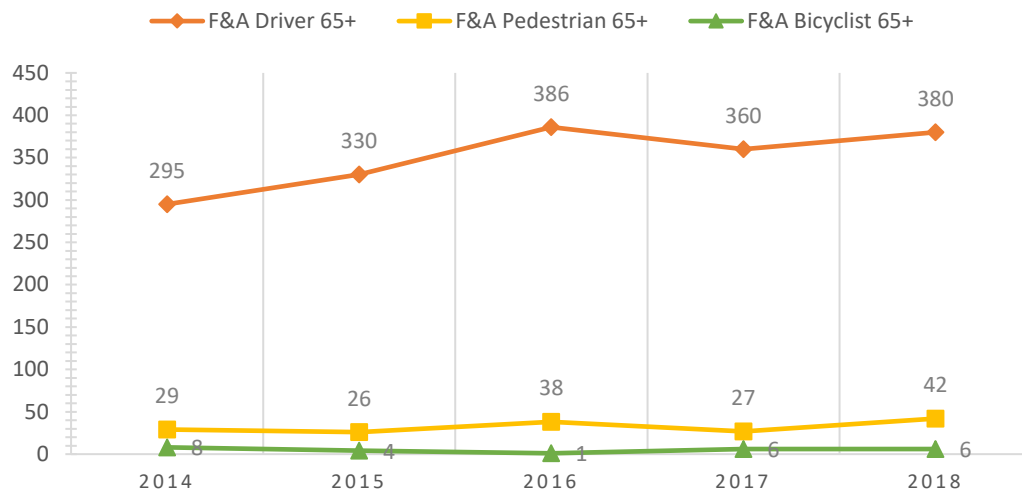
The following table does not reflect the aging driver was at fault, *only* that they were injured (at varying levels of severity) or killed from the crash.

### **Top Older Driver Errors\*\* for 2018\***

<i>Did not have right-of-way</i>	927
<i>Failed to avoid stopped or parked vehicle ahead other than school bus</i>	601
<i>Ran off road</i>	397
<i>Left turn in front of oncoming traffic</i>	311
<i>Inattention</i>	309
<i>Failed to maintain lane</i>	243
<i>Following too closely</i>	226
<i>Disregarded traffic signal</i>	216
<i>Driving too fast for conditions</i>	181
<i>Careless driving</i>	131
<i>Disregarded stop sign or flashing red</i>	127
<i>Failed to yield right-of-way to pedestrian</i>	112
<i>Failed to decrease speed for slower moving vehicle</i>	110

Source: ODOT Crash Data System; \*2018 preliminary numbers are subject to change. \*\*An Error in a crash is not necessarily the cause of the crash.

## FATALITIES AND SERIOUS INJURIES 2014-2018\*



Source: ODOT Crash Data System; \*2018 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 2014-2018 average of 105 to 84 by December 31, 2025.
- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2014-2018 average of 31 to 25 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 2016-2018 average of 117 to 106 by December 31, 2021.
- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2016-2018 average of 34 to 31 by December 31, 2021.

## 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 in English and Spanish languages.
- 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)

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## 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. Using the most current data, Oregon's 2018 fatalities for pedestrians and bicyclists exceeded this benchmark with 17.6 percent of Oregon's total traffic fatalities. Eligible expenditures with these 405 funds include:

- Training law enforcement officials on bike/pedestrian related state traffic laws (and/or how to enforce them)
  - Enforcement campaigns related to state bike/pedestrian safety traffic laws
  - Education and awareness programs related to state bike/pedestrian traffic laws
- 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 2018, the number of pedestrian fatalities was 6,283 which was a 3 percent increase from 2017 (NHTSA, 2020).
- Nationally for 2018, bicycle and pedestrian fatalities comprised 19.5 percent of overall motor vehicle crash fatalities (bicycle (2.3 percent) and pedestrian (17.2 percent) (NHTSA\_FARS, 2020). Compared to the national statistics, in Oregon there were 79 pedestrian fatalities (18 percent) and 9 bicycle fatalities (2 percent) in 2018 (ODOT Crash Analysis Reporting Unit (CARS), for a combined total of 20 percent of Oregon's 2018 motor vehicle fatalities.
- Using the most current preliminary data from 2018, Oregon ranks as the 19<sup>th</sup> highest pedestrian fatality rate state at 1.9 per 100,000 people (GHSA.org, 2020). There is no current state bicycle fatality rate ranking available; however, the 2017 rate for Oregon is 2.41 per million population (National rate is 2.4 with a range of 0.0-5.96).

## Bicyclists

- Using the most current data from ODOT Crash Analysis Reporting Unit, or CARS, the 804 bicycle crash injuries in 2018 accounted for approximately 1.9 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 9 bicyclist fatalities in 2018 accounted for 1.8 percent of all Oregon traffic fatalities (preliminary data).
- For the three year period of 2016-2018, all crashes involving a motorist and bicyclist where a motorist failed to yield was an average of 52 percent, compared to an average of 12 percent where the bicyclist failed to yield.

- For 2016-2018, 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 2016-2018, the most common bicyclist errors in fatal and serious injury crashes was failure to yield right of way, disregarding traffic signal, not stopping at a stop sign or flashing red.

## **Pedestrians**

- In Oregon, 932 pedestrian injuries in 2018 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 79 pedestrian fatalities in 2018 (ODOT Crash Analysis & Reporting, or CARS) accounted for 18 percent of all Oregon traffic fatalities.
- For the 2016-2018, fatal and serious injury crashes involving pedestrians showed that an average of 43 percent were coded as driver error, and an average of 59 percent were coded as pedestrian error.
- For the 2016-2018, the top driver errors in pedestrian-involved fatal and serious injury crashes was failure to yield right of way to the pedestrian, lane departure, speeding, and reckless driving.
- For the 2016-2018, 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 2016-2018, an average 81 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	2018	2014-2018 Average
<b><u>Injuries:</u></b>						
Number	955	957	846	761	804	865
Percent of total Oregon injuries	2.7%	2.3%	1.9%	1.8%	1.9%	2.1%
Serious Injuries	65	69	55	52	49	58
<b><u>Fatalities:</u></b>						
Number	7	8	10	10	9	9
Percent of total Oregon fatalities	2.0%	1.8%	2.0%	2.3%	1.8%	2.0%
<b><u>Crashes:</u></b>						
Number	959	960	847	745	806	863
Percent of total Oregon Fatal and Injury crashes	3.9%	3.2%	2.8%	2.6%	2.9%	3.1%
Fatal and Serious Injury Crashes	73	76	65	62	58	67

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

## Pedestrians in Motor Vehicle Crashes on Oregon Roadways

	2014	2015	2016	2017	2018	2014-2018 Average
<b>Injuries:</b>						
Number	862	886	1,066	942	932	938
Percent of total Oregon injuries	2.5%	2.1%	2.4%	2.2%	2.0%	2.2%
Serious Injuries	112	117	141	116	109	119
<b>Fatalities:</b>						
Number	57	73	75	73	79	72
Percent of total Oregon fatalities	15.7%	16.4%	14.9%	15.7%	16.0%	15.7%
<b>Crashes:</b>						
Number	882	917	1,078	967	971	963
Percent of Total Oregon Fatal and Injury Crashes	3.6%	3.1%	3.5%	3.4%	3.0%	3.3%
Fatal and Serious Injury Crashes	163	183	207	184	188	185

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

### Goals

- Reduce bicyclist involved fatal and serious injury crashes from the 2014-2018 moving average of 67 to 58 by December 31, 2025.
- Reduce pedestrian involved fatal and serious injury crashes from the 2014-2018 moving average of 185 to 159 by December 31, 2025.

### Performance Measures

- Decrease bicyclist fatalities from the 2014-2018 moving average of 9 to 8 by December 31, 2021. (*NHTSA*)
- Decrease bicyclist serious injuries in Oregon from the 2016-2018 moving average of 52 to 50 by December 31 2021.
- Decrease pedestrian fatalities from the 2014-2018 moving average of 69 to 63 by December 31, 2021. (*NHTSA*)
- Decrease pedestrian serious injuries from the 2016-2018 moving average of 122 to 118 by December 31, 2021.

### 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

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## 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.
- Over half of Oregon's fatal and injury crashes occur in the north Willamette Valley in just four counties, significantly impacting overall state crash statistics. Two counties, Gilliam and Sherman, have experienced an average fatal and injury crash rate above 7 per 1,000 people for the past decade. These counties have minimal local resources to address their traffic safety issues.
- While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often the first area where budget cuts or other changes are made.
- Few local governments in Oregon have developed a 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, 2018

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal And Injury Crashes	F&I Crashes/ 1,000 Pop.	Nighttime Fatal And Injury Crashes
Baker	*	16,765	8	3	106	6.32	28
Benton		93,590	7	3	473	5.05	59
Clackamas	@!	419,425	39	21	2,430	5.79	320
Clatsop		39,200	10	3	331	8.44	57
Columbia	@*	51,900	6	1	233	4.49	31
Coos		63,275	8	5	376	5.94	50
Crook		22,710	7	2	140	6.16	22
Curry		22,915	2	-	103	4.49	13
Deschutes	@	188,980	17	5	1,011	5.35	129
Douglas	*	111,735	30	13	672	6.01	124
Gilliam		1,985	1	-	17	8.56	4
Grant	@!	7,400	-	-	38	5.14	7
Harney	@!	7,380	13	-	56	7.59	15
Hood River		25,310	4	2	121	4.78	31
Jackson	!	219,200	32	10	1,575	7.19	238
Jefferson		23,560	9	2	132	5.60	25
Josephine		86,395	20	10	632	7.32	97
Klamath		67,960	10	3	540	7.95	90
Lake		8,115	5	-	52	6.41	11
Lane	@!	375,120	48	19	2,197	5.86	321
Lincoln		48,210	8	1	357	7.41	58
Linn		125,575	26	6	971	7.73	125
Malheur	@!	31,925	5	-	229	7.17	54
Marion		344,035	35	14	2,765	8.04	376
Morrow	!	11,885	3	1	55	4.63	23
Multnomah		813,300	50	17	6,380	7.84	1,098
Polk		82,100	16	2	507	6.18	80
Sherman		1,785	4	-	37	20.73	9
Tillamook		26,395	12	1	207	7.84	43
Umatilla	!	80,765	16	7	440	5.45	86
Union	@!	26,885	4	3	113	4.20	27
Wallowa		7,175	2	-	37	5.16	7
Wasco		27,200	7	2	169	6.21	31
Washington	@#	606,280	27	5	3,758	6.20	479
Wheeler		1,450	1	1	11	7.59	-
Yamhill		107,415	10	2	681	6.34	87
<b>Statewide Total</b>		<b>4,195,300</b>	<b>502</b>	<b>164</b>	<b>27,952</b>	<b>6.66</b>	<b>4,255</b>

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation, Center for Population Research and Census, School of Urban and Public Affairs, Portland State University, Text in italics based on urban boundary changes per national census.

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

@= 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 (Population Over 10,000), 2018

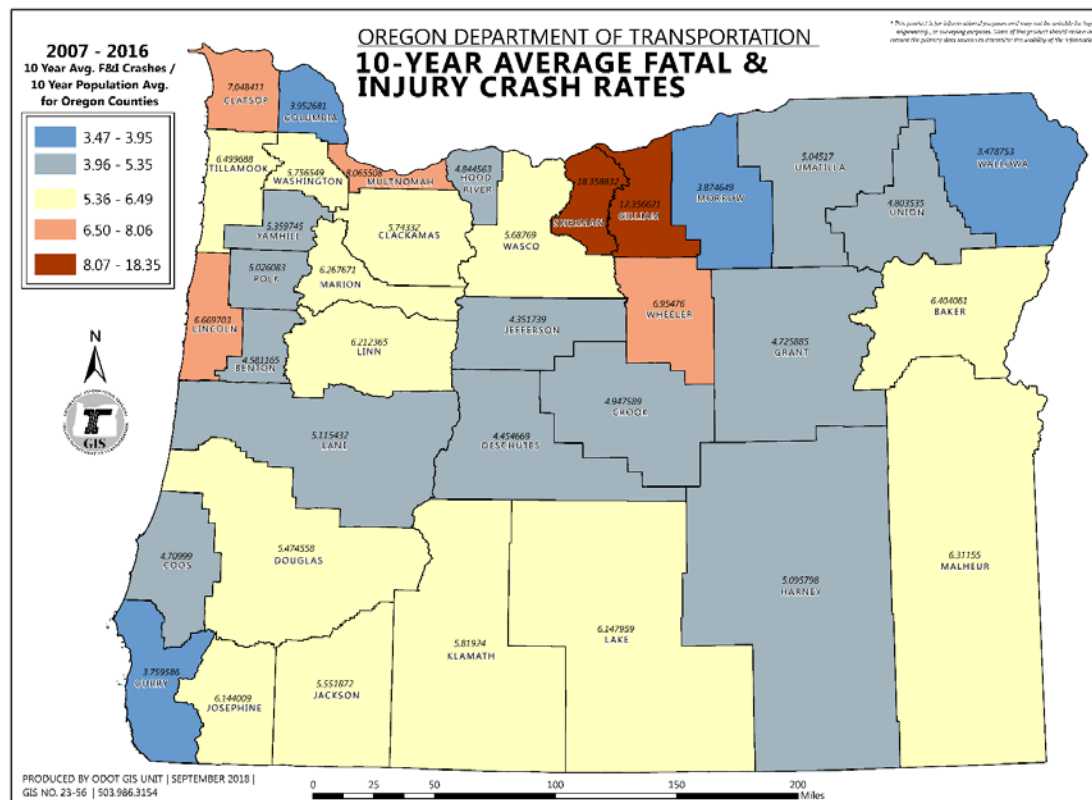
City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal & Injury Crashes	F&I Crashes/1,000 Population	Night-time Fatal & Injury Crashes
Albany	*	53,145	3	2	353	6.64	27
Ashland	*	20,815	-	-	79	3.80	11
Beaverton	*	97,000	8	3	966	9.96	127
Bend	!	89,505	4	2	439	4.90	41
Canby	*	16,800	-	-	39	2.32	1
Central Point		17,895	-	-	55	3.07	5
Coos Bay	*	16,680	-	-	75	4.50	3
Cornelius		11,935	1	1	76	6.37	8
Corvallis		59,280	3	-	271	4.57	36
Cottage Grove		10,005	-	-	36	3.60	5
Dallas		15,830	-	-	49	3.10	7
Eugene	!	169,695	6	3	949	5.59	120
Forest Grove		24,125	-	-	100	4.15	6
Gladstone	*	11,880	-	-	64	5.39	9
Grants Pass		37,285	3	1	372	9.98	41
Gresham		110,505	6	-	738	6.68	124
Happy Valley		20,945	2	1	154	7.35	11
Hermiston		18,200	1	-	108	5.93	14
Hillsboro		101,920	8	-	798	7.83	100
Keizer	*	38,505	1	-	145	3.77	17
Klamath Falls	*	21,890	2	1	130	5.94	13
La Grande	*	13,340	-	-	32	2.40	5
Lake Oswego	*	38,215	1	1	104	2.72	14
Lebanon		16,920	-	-	79	4.67	7
McMinnville		33,810	3	-	190	5.62	19
Medford	*	80,375	5	3	810	10.08	81
Milwaukie	*	20,525	-	-	105	5.12	16
Newberg	*	23,795	-	-	121	5.09	9
Newport		10,125	1	-	74	7.31	6
Ontario	*	11,470	-	-	81	7.06	8
Oregon City		34,860	3	2	273	7.83	41
Pendleton		16,810	1	-	61	3.63	9
Portland	*	648,740	35	16	5,213	8.04	890
Prineville		10,010	1	-	50	5.00	6
Redmond	*	29,190	6	-	171	5.86	15
Roseburg		24,820	2	-	182	7.33	22
Salem	*	165,265	9	5	1,565	9.47	200
Sandy		10,990	2	1	51	4.64	11
Sherwood		19,505	-	-	88	4.51	9
Silverton		10,325	-	-	26	2.52	1
Springfield		60,865	5	4	428	7.03	46
St. Helens		13,240	1	-	45	3.40	9
The Dalles	*	14,735	-	-	67	4.55	12
Tigard		52,785	3	1	427	8.09	37
Troutdale		16,185	1	-	74	4.57	14

Tualatin		27,055	-	-	264	9.76	28
West Linn		25,830	-	-	105	4.07	5
Wilsonville		25,250	-	-	114	4.51	11
Woodburn		24,760	-	-	169	6.83	15
Albany	*	53,145	3	2	353	6.64	27
Total Cities (Pop. 10K)		2,443,635	127	47	16,965	6.94	2,272

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 2016-2019 average of 66 percent to 70 percent by December 31, 2025.

## **Performance Measure**

- To increase from the December 2019 number of 52 active local transportation safety groups to 55 by December 31, 2021.

## **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.
- Implement data driven proactive traffic safety culture change efforts.



# Driver Education

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## 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 2018, drivers age 15-20 represented 6.4 percent of total licensed drivers, but were involved in 18.6 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 27 Commercial Drive Schools certified by Oregon DMV operating in the State of Oregon; fifteen 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

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Age 15-20, % of Total Licensed Drivers</i>	6.23%	6.20%	6.37%	6.43%	6.40%	6.33%
<i>Overrepresentation of Drivers Age 15-20**</i>	1.64	1.76	1.78	1.66	1.67	1.68
<i>Total 15-20 Drivers in Fatal Crashes</i>	33	50	56	40	45	45
<i>Total 15-20 Drivers Alcohol Involved</i>	7	10	8	8	8	8
<i>Percent Alcohol Involved</i>	21.2%	20.0%	14.3%	20.0%	17.8%	18.7%
<i>15-20 Auto Occupant Fatalities</i>	27	23	34	26	26	27
<i>15-20 Unrestrained Auto Occupant Fatalities</i>	3	9	12	8	15	9

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

	2014	2015	2016	2017	2018	2014-2018 Average
<i>DMV Provisional Licenses Issued (Age 16-18)</i>	26,406	27,178	27,292	29,779	30,281	29,117
<i>Students completing Driver Education</i>	7,656	8,813	9,761	10,140	9,770	9,228
<i>Students that did not complete an ODOT-TSD approved DE program before licensing</i>	18,750	18,365	17,531	19,639	20,511	18,959
<i>Number of instructors completing two courses or more</i>	45	65	73	62	86	66
<i>DMV Certified Drive Schools</i>	22	27	25	24	27	25
<i>DMV Certified Drive Schools with ODOT-TSD Approval (Driver Education)</i>	8	10	10	14	15	11

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 2014-2018 average of 270 to 262 by December 31, 2025.

## Performance Measures

- Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2014-2018 moving average of 45 to 41 by December 31, 2021. (*NHTSA*)
- Increase the number of students completing driver education from the 2016-2018 moving average of 9,890 to 10,187 by December 31, 2021.
- Increase the number of DMV Certified drive schools participating in the TSD-Approved program from the 2016-2018 moving average of 13 to 15 by December 31, 2021.
- Increase the number of students exposed to “pre-driver education” formational education from the 2016-2018 annual average of 34,614 to 35,652 by December 31, 2021.



## Strategies

- Continue implementation of 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

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## 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 also continue to impact their ability to obtain necessary training and equipment. Oregon Administrative Rules determine continuing education and recertification requirements for Emergency Medical Technicians (EMT) 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	2015	*2017	2018
Emergency Medical Responders (EMR)	1,932	2,394	1,614
Emergency Medical Technician (EMT)	4,407	4,762	5,198
Advance/Emergency Medical Technician (A/EMT)	83	162	198
Emergency Medical Technicians-Intermediate (EMT-I)	795	748	688
Paramedics	3,347	3,779	4078
Total	10,564	11,845	11,776

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

\*2016 Data does not exist, during this year Oregon transitioned their licensure levels to match national levels.

## Oregon's Average Response Times (minutes)

	2017	2018	Difference
Response time	7	7	0
Time on Scene to stabilize and prepare for transport	16	15	-1
Transport time to medical facility	14	14	0
Total Incident time	39	39	0

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

### Goals

- Increase education base of EMS personnel by increasing the number of EMT's in Oregon's workforce from 11,776 in 2018 to 14,483 by December 31, 2025.
- Decrease response, scene and transport times, through training and equipment, as applicable, from the statewide average of 39 minutes in 2017-2018 to 31 minutes by December 31, 2025.

### Performance Measures

- Increase the number of EMS training courses (and/or online training opportunities) for rural EMS personnel from 90 in 2018 to 98 by December 31, 2021.
- Decrease response, scene and transport times from the statewide average of 39 minutes in 2017-2018 to 35 minutes by December 31, 2021.

### Strategies

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

# Highway Safety Improvement Program

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## 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). The best results for improving safety are achieved through a data-driven, strategic approach that focuses on performance. Projects are prioritized using the cost of the project and the estimated reduction in fatal and serious injury crashes.

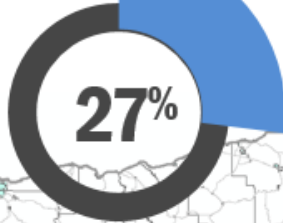
Based on the 2014 through 2018 crash data:

- Fatal and serious injuries have been steadily increasing from 1,851 in 2014 to 2,188 in 2018. About 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 almost 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.

# Statewide Averages

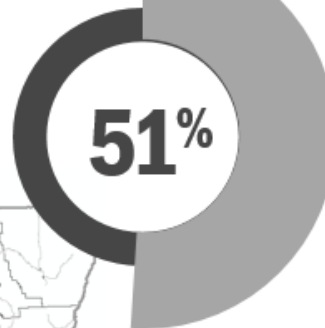
## City Streets

- 596 fatalities and serious injuries per year;
- 11,000 miles



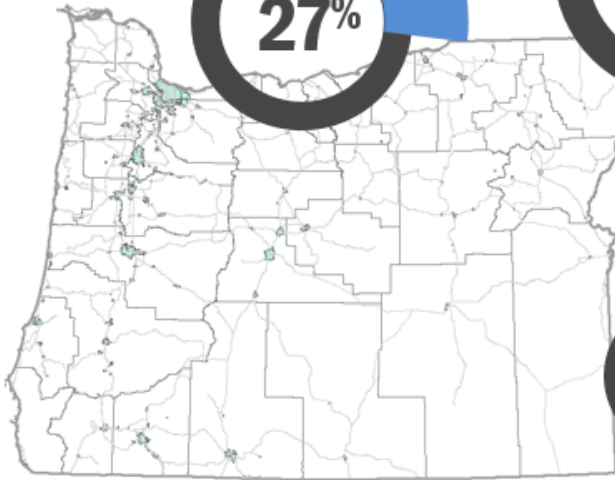
## State Highways

- 1 109 fatalities and serious injuries per year;
- 8,000 miles



## County Roads

- 480 fatalities and serious injuries per year;
- 33,000 miles



Average values based on 2014-2018\* crash data  
(\*2018 data is preliminary)

## Oregon Highways, Fatalities and Serious Injuries (F&A) 2014-2018

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	1,109	5.09	715	9.80	361	4.64	2,185	5.93
Roadway Departure F&A	508	2.33	165	2.26	261	3.36	933	2.53
Intersections F&A	314	1.44	392	5.37	57	.074	763	2.07
Pedestrians and Bicyclists F&A	97	0.44	1520	22.06	11	0.14	258	0.70

\*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 2014-2018 average of 2,187 to 1,766 by December 31, 2025.

## Performance Measures

- To reduce the average number of roadway departure fatal and serious injuries from the 2016-2018 average of 984 to 898 by December 31, 2021.
- To reduce the average number of intersection fatal and serious injuries from the 2016-2018 average of 746 to 734 by December 31, 2021.
- To reduce the average number of pedestrian and bicycle (non-motorized) fatal and serious injuries from the 2014-2018 average of 257 to 200 by December 31, 2021.  
[TSAP/FHWA/NHTSA]

## 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:
  - ✓ 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.
- Implement new Speed Zoning process for urban areas. Explore new methods and approaches to help flag locations where speeds and vulnerable road users are critical elements to improving safety.
- Evaluate Speed increases in central and eastern Oregon.
- 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 the TransGIS system (or incorporate in new crash reporting tool above).
- Continue to investigate new tools and methods to help visualize crash data to aid in identifying potential project locations.
- 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.
- Update the Highway Safety Investigations Manual and supporting spreadsheet tool.
- Implement and evaluate new Work Zone Safety measures. Evaluate, refine and update the ARTS Safety program and guidance based on the implementation of the 2022-2024 STIP for 2024-2027 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 and,
  - ✓ 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 every STIP project.
- 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 and,
  - ✓ 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 Yellow-red clearance intervals for Traffic Signals,
  - ✓ 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 and,
  - ✓ Participate in national pooled fund study of low cost countermeasures.



# Impaired Driving

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## 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:** Strengthen laws aimed at reducing repeat DUI offenders.

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

## Purpose Statement

Impaired Driving is the leading cause of fatal and serious injury crashes on Oregon's roadways, involving alcohol, drugs, or a combination therein. 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 Highway Safety Office to address these challenges and remove barriers for all our partners across the DUI continuum.

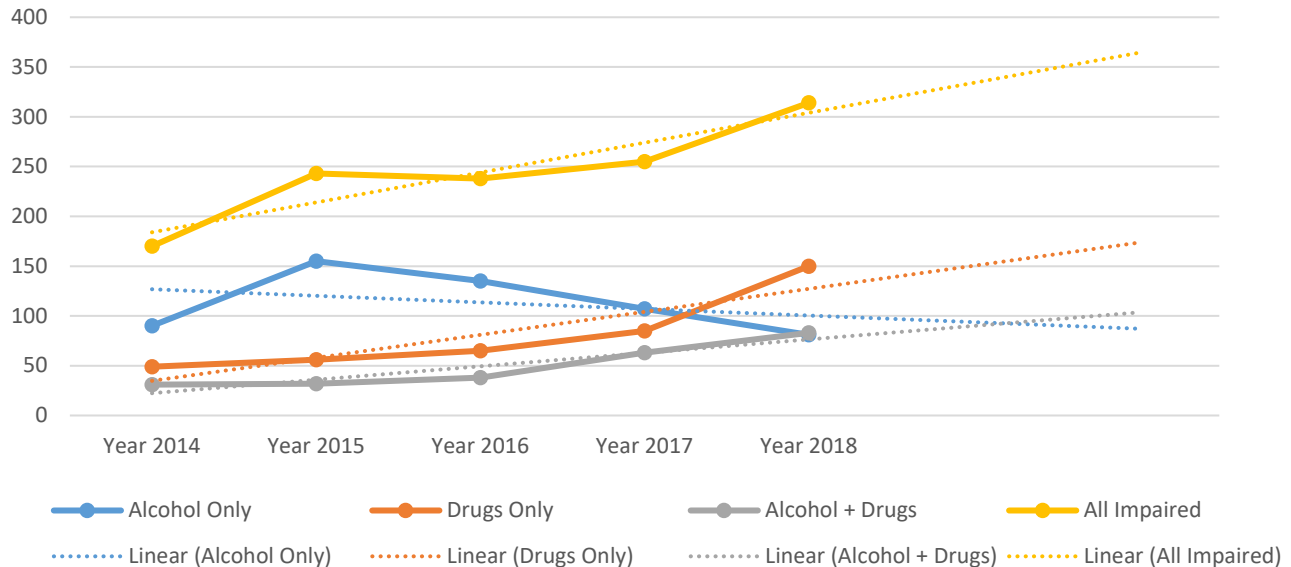
## Challenges

Oregon and its stakeholders have some very specific and unique challenges when it comes to reducing DUI.

1. Shrinking law enforcement resources statewide mean fewer law enforcement officers on the road, and a re-tasking of dedicated traffic teams to generalized patrol means less accountability for impaired drivers.
2. Low Ignition Interlock Device compliance rates of 20% mean fewer convicted impaired drivers are held accountable by the courts and their treatment providers.
3. High rates of substance abuse and chemical dependency problems are detected in impaired driver evaluations, but effectiveness of treatment programs are unmeasured and unknown.
4. The Oregon Legislature has not allowed Sobriety Checkpoints, which national data shows would reduce DUI fatalities by upwards of 12 percent.
5. Legalized marijuana and recently decriminalized stimulants and narcotic analgesics continue to contribute to a growing number of DUI fatalities and growing presence in toxicology results.
6. Significant backlogs at the Oregon State Police Crime Lab are causing prosecution delays, outright dismissals, refusals to prosecute, and delayed entry into diversion agreements and subsequent treatment programs for offenders.

7. Oregon is one of only a handful of states that continue to provide a clear defense for impairment from non-controlled substances, like many impairing over-the-counter medications that are still abused.
8. Recent Oregon Supreme Court decisions, specifically *Banks*, *Hedgpeth*, and *Guzman* have created uncertainty about implied consent and how out-of-state DUI convictions apply to new Oregon DUI crimes. These decisions require legislative changes.
9. Drug-Only DUI fatalities and Alcohol and Drug (polysubstance) DUI fatalities are on a steep upward trend, while Alcohol-Only DUI fatalities are decreasing. In 2018, Oregon had the same number of Alcohol Only fatalities as it did for Alcohol and Drug fatalities, on a respective trajectory. This problem and the strategies to combat can no longer be separated by substance.

Oregon Alcohol and Drug Impaired Fatalities 2014-2018  
(2018 preliminary data)



## Goals

- Reduce the increase of (alcohol and/or drug) DUI fatalities from the 2014-2018 average of ten percent (10%) per year, to five percent (5%) per year by December 31, 2025.

## Performance Measures

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2019 level of 8,080, representing a compliance rate of 20.7 percent, to 8,572 by December 31, 2021.
- Increase the number of certified Drug Recognition Experts in Oregon from 183 in 2020, to 210 by December 31, 2021.

- Maintain the number of participating municipal agencies in High Visibility Enforcement at the 2020 level of 54 by December 31, 2021.
- Decrease the turnaround time for urine toxicology results from the Oregon State Police Crime Lab from the September 2019 level of 117 days to 90 days by December 31, 2021.
- Decrease alcohol impaired driving fatalities from the 2014-2018 moving average of 141 to 129 by December 31, 2021. (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.
- 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 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 outreach and education on DUII and Drug DUII issues.
- Promote the Ignition Interlock Device (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.
- Maintain collaboration with and provide support to 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.
- Continue support for DRE training and education.
- Expand ARIDE training in efforts to increase awareness and to recruit potential DRE officers from within the ARIDE classes, paying attention to underserved rural areas.

- Utilize the State Judicial Outreach Liaison position through the American Bar Association to build support for treatment courts, 24/7 Sobriety programs, and No Refusal programs across the state.

# Judicial Outreach

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## 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. New legislative changes to statewide speed limits should help to provide more consistent adjudication when it comes to speed related statutes. Speeds in Oregon are now “limits” which eliminates a judge’s ability to take into consideration factors such as road design, traffic levels, vehicle performance, etc. A violation of the limit equates to a citation for speeding as interpreted by the officer.

Additionally, the number of judges is declining as more jurisdictions are combining services to keep costs down. Many of the municipal judges preside over several courts. This creates a challenge for goal setting, the same number of courts are receiving the information (through their judge), there are just fewer judges attending due to court consolidation.

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. Acceptance of continued attempts at outreach to include training are consistently made, but judges at a state court level remain low.

Lastly, ODOT Transportation Safety Division and its partners, including Oregon Department of Justice and Oregon District Attorney’s Association, offer numerous trainings to prosecutors both in the form of monthly webinar trainings (that can also be viewed at later dates if the prosecutor cannot view the actual webinar) and various conference style trainings throughout the year that are grant funded. Prosecutors assigned to traffic cases are often assigned for a very short duration of time and many traffic cases are assigned to new law students/prosecutors that have experience and limited knowledge of traffic laws and statutes. There is a high turnover of prosecutors for lower level traffic cases. This issue is outside of TSD’s control.

Oregon was just approved to start up a JOL, or Judicial Outreach Liaison program with NHTSA’s partnership and support, anticipating that position to start in early 2021 (CY).

## Judicial Outreach

	2015	2016	2017	2018	2019	2015-2019 Average
<i>No. of Judges trained during offered training sessions</i>	67	67	64	65	68	66
<i>No. of Court Staff/Administrators trained during offered training sessions</i>	20	16	23	16	22	19
<i>No. of Prosecutors trained during offered training sessions</i>	113	103	115	107	73	102
<i>Combined total of CLE* Credits Approved</i>	53.8	43.75	64	59.5	55.5	55.31

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 2015-2019 average of 66 annually by December 31, 2025.
- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD from the 2015-2019 average of 102 to 118 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 2019 calendar base year of 15 to 30 by December 31, 2025.

## Performance Measures

- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD at the 2017-2019 average of 98 to 111 by December 31, 2021.
- Increase the number of judges participating in annual transportation safety related judicial training programs hosted by TSD from the 2017-2019 average of 66 annually to 72 by December 31, 2021.

## Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon judges. Invite court administrators to attend. Encourage attendance by Circuit Court Judges as well.
- Coordinate with Oregon Judicial Department to offer a one day Judicial Education Workshop specific to Impaired Driving for the 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

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## 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 14 percent of all traffic fatalities annually, yet in 2018 motorcycles represented less than 4 percent of the registered vehicles in Oregon.
- Riders were impaired or affected by alcohol and/or drugs in at least 45 percent of motorcyclist fatal crashes in 2018.
- Riding impaired, riding too fast for conditions, riding distracted, riding fatigued, failing to follow basic riding strategies/tactics (practicing situational awareness, maintaining escape routes, maintaining follow distance/space cushion), and riding above the posted speed continues to contribute to motorcycle crashes, fatalities, and injuries.
- Data indicates motorcyclists' right of way continues to be violated due to distracted driving, inattentional blindness, motion blindness, saccades (rapid jerky movement of the eye as it jumps from fixation on one point to another), errors in proximity/speed judgment, and not "expecting" riders. This is resulting in crashes, fatalities and injuries.
- Some riders wear non-compliant helmets, or wear no helmet at all. DOT compliant helmets reduce head trauma. Some riders wear clothing that does not equal the protective characteristics that motorcycle-specific riding gear provides. This typically results in increased injury severity.

### **Motorcyclists on Oregon Roads**

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Fatal Crashes</i>	43	60	54	53	81	58
<i>Percent of all Fatal Crashes (all crash types)</i>	13.4%	14.6%	12.1%	13.0%	18.2	14.3%
<i>Injury Crashes</i>	801	889	909	757	1035	878
<i>Percent of Injury Crashes</i>	3.3%	3.1%	3.0%	2.7%	2.5%	2.9%
<i>Motorcyclist Fatalities</i>	44	60	55	56	85	60
<i>Percent alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities</i>	26%	40%	39%	55%	45%	41%
<i>Percent un-helmeted fatalities</i>	8.6%	4.9%	7.2%	3.5%	4.7%	5.8

Source: Crash Analysis and Reporting, Oregon Department of Transportation

## Motorcyclists on Oregon Roads

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Registered Motorcycles</i>	132,123	134,711	135,464	136,442	136,476	135,043
<i>Percent of all registered vehicles</i>	3.2%	3.1%	3.1%	3.0%	3.0%	3.1%
<i>Motorcyclists fatalities per registered motorcycle (in thousands)</i>	0.33	0.45	0.41	0.41	0.62	0.44
<i>Team Oregon Students Trained</i>	11,279	9,812	9,832	8,939	9,812	9,935

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 2014-2018 average of 286 to 267 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 2016-2018 average of 29 to 28 by December 31, 2021.
- Reduce speed related motorcyclist crashes from the 2016-2018 average of 222 to 215 by December 31, 2021.
- Reduce fatal motorcyclist crashes that occurred while negotiating a curve from the 2016-2018 average of 27 to 26 by December 31, 2021.
- Decrease motorcyclist fatalities from the 2014-2018 average of 59 to 54 by December 31, 2021. (*NHTSA*)
- Maintain un-helmeted motorcyclist fatalities at the 2014-2018 average of 4 thru December 31, 2021. (*NHTSA*)

### Strategies

- Within the allocated budget, continue to provide funding from the Oregon Motorcycle Safety Sub-Account to support the delivery of any 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. Be responsive to student complaints/concerns and monitor trends to quickly address potential issues.
- Continue to assess existing and new training curriculums for adequacy, improvement, and acceptance. Continue to identify peer reviewed research related to training methods that lead to improved and equitable student outcomes and safer riding behavior. Collaborate with training providers and industry thought leaders to test concepts and pilot methodologies.



- Prioritize the development/refinement of rider situational awareness/risk assessment skills coupled with awareness and compliance with Oregon laws and rules. Promote riding skill mastery, ongoing practice, constant learning (on bike, videos/resources, access to safety research) and a deep understanding of safe riding techniques and habits through partnerships with stakeholders and non-traditional partners.
- Continue to partner with the Governor's Advisory Committee on Motorcycle Safety and other stakeholders to employ strategies from Countermeasures That Work which, address factors related to motorcyclist crashes. Identify new and unique opportunities that can be employed which produce measureable results in reducing rider crashes, fatalities, and injuries. Primary focus areas will include rider behavior, rider training, and motorist awareness of riders.
- Analyze crash data to ensure projects, media, and outreach are addressing causative factors of crashes and reaching at-risk riders and rider groups.



# Occupant Protection

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## Link(s) to the Transportation Safety Action Plan

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

## Problem Identification Statement

- **Non-use of Restraints:** According to the annual 2019 Oregon observed seat belt use survey, 4.3 percent of front seat passenger vehicle occupants did not use restraints, a slight increase from 4.2 percent in the 2018 survey. During 2018, crash reports (FARS) indicate 26.2 percent of motor vehicle occupant fatalities were unrestrained and 20.0 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:** Motor vehicle crashes remain a leading cause of death for children. Nationally, a total of 939 children younger than 13 died in motor vehicle crashes in 2017; more than 70 percent of these deaths were children riding in passenger vehicles, according to the Insurance Institute for Highway Safety (IIHS). Proper restraint use can help significantly reduce these deaths. Although the majority of children ride restrained, 218 children killed in crashes in 2017 were unrestrained, where others were *improperly* restrained, (IIHS). Drivers are also 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 2018 indicates that of the 1,832 injured children under age twelve, 10.5 percent were reported not using a child restraint system. This is slight decline from 2017. 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, 2015-2019

	2015	2016	2017	2018	2019	2015-2019 Average
<i>Front Seat Outboard Use</i>	96%	96%	97%	96%	96%	96%

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, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Total Occupant Fatalities</i>	232	289	343	285	311	292
– <i>Number Unrestrained</i>	61	79	89	64	86	76
– <i>Percent Unrestrained</i>	26.3%	27.3%	25.9%	22.5%	27.7%	25.9%
– <i>Number Unrestrained, Night Time</i>	34	48	92	58	94	65
– <i>Percent Unrestrained, Night Time</i>	48.6%	44.0%	47.4%	40.6%	51.9%	46.5%
<i>Total Occupants Injured</i>	31,809	38,342	41,015	38,617	37,518	37,460
– <i>Percent Injured Restrained</i>	89.3%	87.6%	87.4%	87.3%	87.4%	87.8%
<i>Total Injured Occupants Under Age Twelve</i>	1,558	1,709	1,992	1,906	1,832	1,799
– <i>Percent of Injured in Child Restraint</i>	42.7	44.5%	42.8%	44.2%	41.5%	43.1%

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.

## Belt Enforcement Citations During Grant Funded Activities, 2015-2019

	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	2015-2019 Average
<i>Seat belt citations issued</i>	5,411	5,163	8,236	4,032	2,743	5,117

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 2019 usage rate of 95.6 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 2014-2018 average of 43.1 percent to 50.0 percent by December 31, 2025.
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2014-2018 average of 76 to 65, 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 2019 usage rate of 95.6 percent to 97 percent by December 31, 2021. (*NHTSA*)
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2014-2018 moving average of 74 to 68 by December 31, 2021. (*NHTSA*)
- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2016-2018 moving average of 81 to 74 by December 31, 2021.
- Increase percentage of proper child restraint use among injured occupants under twelve years old from the 2016-2018 moving average of 43 percent to 47 percent by December 31, 2021.

### 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 and mentoring.

- 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

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## 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 is continually in contact 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 2021, 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 2021\*:

- 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)

\*Due to the current COVID-19 pandemic, NHTSA has postponed some of its 2020 national campaigns to different dates, as necessary; this may occur in 2021 as well, not knowing the status of the pandemic in the future.

## 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’s 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, current COVID-19 pandemic priorities, and the 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). FFY2020 is also presenting additional challenges that may impact high visibility enforcement or grant funded enforcement activities as a result of the COVID-19. Many law enforcement agencies are advising officers to limit traffic enforcement to egregious violations only to limit contact and exposure. This may be reflected in future data.

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 and revisited again in the 2020 short legislative session; unfortunately it did not make it out of the Ways and Means committee before the session was over. 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, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Total Fatal Traffic Crashes</i>	321	410	448	403	463	409
<i>Total Fatalities</i>	356	445	498	439	502	448
<i>Total Injuries</i>	35,054	41,754	44,628	41,702	41,702	39,257
<i>No. of Law Enforcement Officers</i>	5,462	5,430	5,336	5,373	5,518	5,424
<i>Officers per 1,000 Population</i>	1.38	1.35	1.30	1.32	1.33	1.34
<i>Total Number of eCitations Issued</i>	243,020	233,570	248,989	256,397	256,403	247,676
<i>Number of eCrash Reports Completed</i>	12,230	12,203	13,057	13,568	13,324	12,876

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

Year	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

## **Goals**

- 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 2018 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 75 by December 31, 2021.
- Maintain the number of Oregon motorcycle officers trained in advanced rider techniques with the 2014-2018 moving average number of 30 by December 31, 2021.
- 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, 2021.

## **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.
- Provide additional training opportunities for law enforcement officers as it relates to the investigation of crashes due to distracted driving.
- 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 Oregon's eCitation and eCrash technology.

# Region 1

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## Link(s) to the Transportation Safety Action Plan

- |                      |  |
|----------------------|--|
| <b>Action 6.17.1</b> | 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.  |
| <b>Action 6.17.3</b> | Implementing education, training or examinations to ensure licensed drivers understand current traffic laws.   |
| <b>Action 6.17.8</b> | 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:

- 2,130 Highway Lane Miles (70% Urban/ 30% Rural)
- 1,144 Bridges (Including 8 Willamette, and 2 Columbia River Bridges)
- 330 Traffic Signals
- 150 Ramp Meters
- 70 Flashers and,
- the Metro Area Intelligent Transportation System

## Problem Identification Statement

Of the 3,558 fatal and serious injury crashes in Region 1 from 2014 - 2018 99.5% 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.

After a three year trend in rising fatal and serious injuries, 2017 saw a 15% decrease, while 2018 continued downward with a 2% decrease; fatalities saw a 10% increase in Region 1. Roadway departure is the top cause of fatal and serious injury crashes in Region 1, accounting for 29 percent of all fatal and serious injuries; followed by alcohol and drug involved crashes at 25 percent, and speed at 20 percent; however, all three causes have strong overlap. Although there has been an overall decrease in fatalities and serious injuries, a closer look reveals that fatalities from 2017-2018, due to certain behaviors and in certain areas continue to climb

From 2017-2018 Region 1 experienced the following increases:

- Fatalities and serious injuries caused by distracted driving increased 75%, fatalities increased 40% (5 to 7).
- Fatalities and serious injuries due to alcohol and drug involved crashes (at least one participant had used both substances) increased 40%, fatalities increased 56% (16 to 25).
- Motorcycle fatalities and serious injuries increased 39% due to increases in Clackamas, Multnomah and Washington County, fatalities increased 93% (15 to 29).
- Fatal and serious injury crashes due to roadway departure saw a slight increase of 4%, due to a 35% increase in roadway departure fatalities and serious injuries in Clackamas County, fatalities increased 9% (45 to 49).

2018 Fatalities and Serious Injuries	Clackamas	Hood River	Multnomah	Washington	County Totals	Statewide	Region 1 Percent of State	Region 1 F& A per 100,000 Population
Roadway Departure	<b>62</b>	<b>5</b>	65	<b>58</b>	190	923	20%	10.54
Speed	25	<b>6</b>	74	<b>39</b>	144	489	29%	7.99
Alcohol or Drug Involved (one substance)	<b>29</b>	<b>2</b>	76	<b>35</b>	142	463	30%	7.87
Motorcyclists	<b>24</b>	2	<b>70</b>	<b>32</b>	128	318	40%	7.10
Pedestrians	<b>19</b>	<b>1</b>	52	<b>21</b>	93	188	49%	5.16
Young Drivers 15-20	17	0	30	23	70	287	24%	3.88
Distracted Driving	<b>10</b>	<b>1</b>	<b>17</b>	<b>21</b>	49	268	18%	2.72
Poly-substance	13	3	14	5	35	112	31%	1.94
Bicyclists	2	0	19	<b>9</b>	30	58	51%	1.66

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation

A number in **bold** indicates an increase in that county from the previous year.

## **Goals**

- Decrease fatalities in Region 1 from the 2014-2018 average of 108 to 88 by December 31, 2025.
- Decrease serious injuries in Region 1 from the 2014-2018 average of 603 to 487 by December 31, 2025.

## **Performance Measures**

- Decrease speed involved fatalities and serious injuries in Region 1 from the 2016-2018 average of 163 to 149 by December 31, 2021.
- Decrease alcohol and drug involved driving fatalities and serious injuries in Region 1 from the 2016-2018 average of 230 to 210 by December 31, 2021.
- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2016-2018 average of 202 to 190 by December 31, 2021.
- Decrease fatalities and serious injuries from bicycle crashes in Region 1 from the 2016-2018 average of 30 to 27 by December 31, 2021.
- Decrease fatalities and serious injuries from pedestrian crashes in Region 1 from the 2016-2018 average of 110 to 88 by December 31, 2021.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2016-2018 average of 96 to 88 by December 31, 2021.
- Maintain fatalities and serious injuries in motorcycle crashes in Region 1 at the 2016-2018 average of 110 by December 31, 2021.
- Maintain fatalities and serious injuries related to driver distraction in Region 1 at the 2016-2018 average of 46 by December 31, 2021.

## **Strategies**

- Employ deterrence countermeasures including enforcement and education campaigns to reduce speeding, impaired driving, distracted driving, non-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 local 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, providing 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

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## Link(s) to the Transportation Safety Action Plan

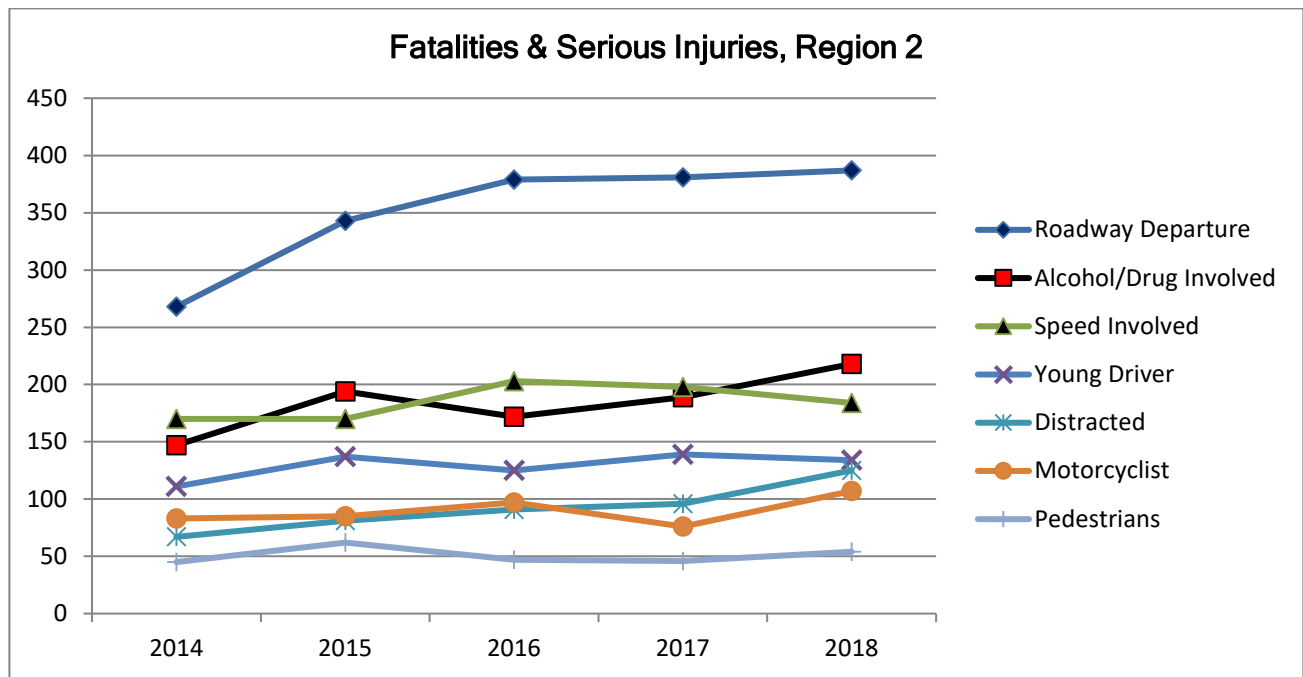
**Action 6.17.8**      Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

## 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 number of fatalities and serious injuries in Region 2. And despite efforts to reduce traffic fatalities over the last decade, speed, alcohol/drugs, distracted driving, and non-safety belt use continue to be major factors contributing to deaths and injuries on all roads. Other challenges in the Region include teen driver- involved, motorcyclist- involved, 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 2014-2018 average of 160 to 129 by December 31, 2025.
- Decrease serious injuries in Region 2 from the 2014-2018 average of 623 to 504 by December 31, 2025.

## Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2016-2018 average of 382 to 349 by December 31, 2021.
- Decrease speed related fatalities and serious injuries in Region 2 from the 2016-2018 average of 195 to 178 by December 31, 2021.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2016-2018 average of 133 to 121 by December 31, 2021.
- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2016-2018 average of 129 to 118 by December 31, 2021.
- Decrease fatalities and serious injuries from motorcycle crashes in Region 2 from the 2016-2018 average of 93 to 85 by December 31, 2021.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2016-2018 average of 104 to 95 by December 31, 2021.
- Decrease drug related fatalities and serious injuries in Region 2 from the 2016-2018 average of 95 to 87 by December 31, 2021.
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2016-2018 average of 49 to 44 by December 31, 2021.



## 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. Provide technical assistance.



# Region 3

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## 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

Region 3 is the Oregon Department of Transportation's Southwest Oregon region, extending from the Oregon coast to Crater Lake and from the northern California border to the border of Lane and Douglas counties.

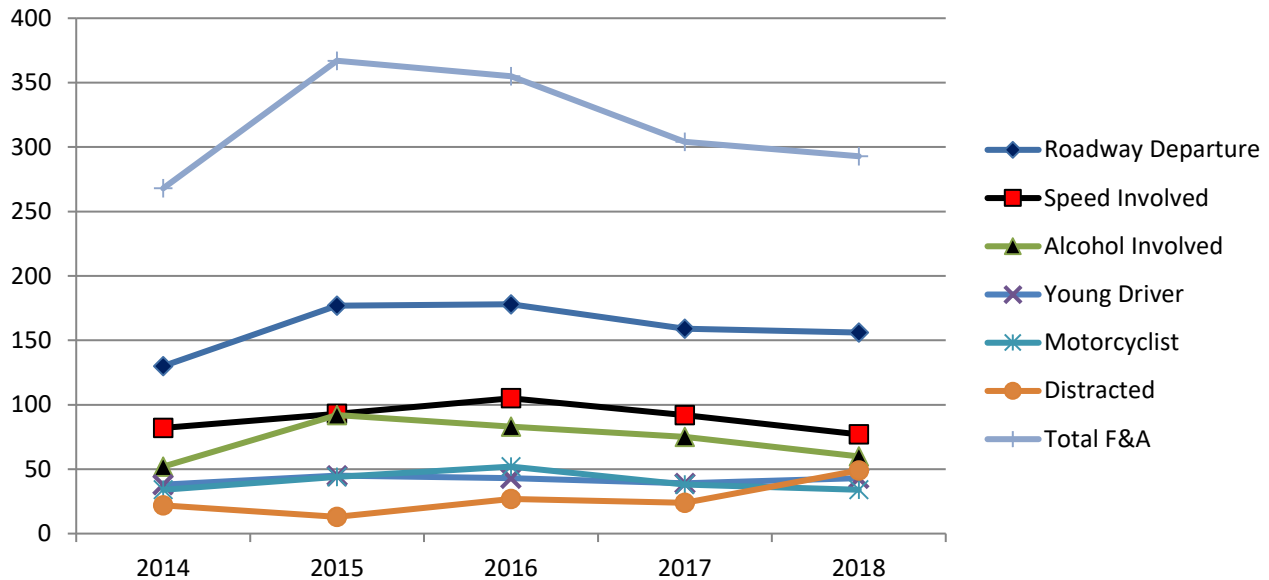
The region manages the longest section of Interstate 5 in Oregon and operations on the highest mountain pass along the West Coast Interstate Highway from Mexico to Canada. The project delivery teams work in White City, Coquille and Roseburg. The region operates eight maintenance stations spread throughout its five-county region of Jackson, Josephine, Curry, Coos and Douglas counties.

The geographic diversity in the region is extraordinary. The gem of Oregon's only National Park is Crater Lake, the deepest and possibly bluest lake in the country. The region has a wide range of rivers and lakes, coastline, mountains, wetlands, desert, and the largest stand of old growth timber in the world.

## 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 2018 Region 3 had 18.3 percent of total state traffic fatalities compared with 11.6 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 77 fatal and serious injury crashes in Region 3 (15.74 percent of the statewide fatal and serious injury crashes) in 2018, decreasing from 92 in 2017.
- In 2018, 23.86 percent of the alcohol involved fatal and serious injury crashes in the state (58) occurred in Region 3.
- In 2018, 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 38 in 2017 to 34 in 2018 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 159 in 2017 to 135 in 2018 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.

## Fatalities & Serious Injuries, Region 3



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 2014-2018 moving average of 83 to 67 or below by December 31, 2025.
- Decrease serious injuries in Region 3 from the 2014-2018 moving average of 235 to 190 or below by December 31, 2025.

### Performance Measures

- Reduce roadway departure/lane departure related fatalities and serious injuries in Region 3 from the 2016-2018 moving average of 169 to 155 by December 31, 2021.
- Reduce speed related fatalities and serious injuries in Region 3 from the 2016-2018 moving average of 91 to 83 by December 31, 2021.
- Decrease alcohol involved fatalities and serious injuries in Region 3 from the 2016-2018 moving average of 73 to 66 by December 31, 2021.
- Reduce fatalities and serious injuries in motorcycle crashes in Region 3 from the 2016-2018 moving average of 41 to 37 by December 31, 2021.
- Maintain crashes associated with inclement weather on state highways in Region 3 from the 2015-2017 moving average of 736 to 601 by December 31, 2021.

## 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 continuation of a Salt Use 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

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## 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.

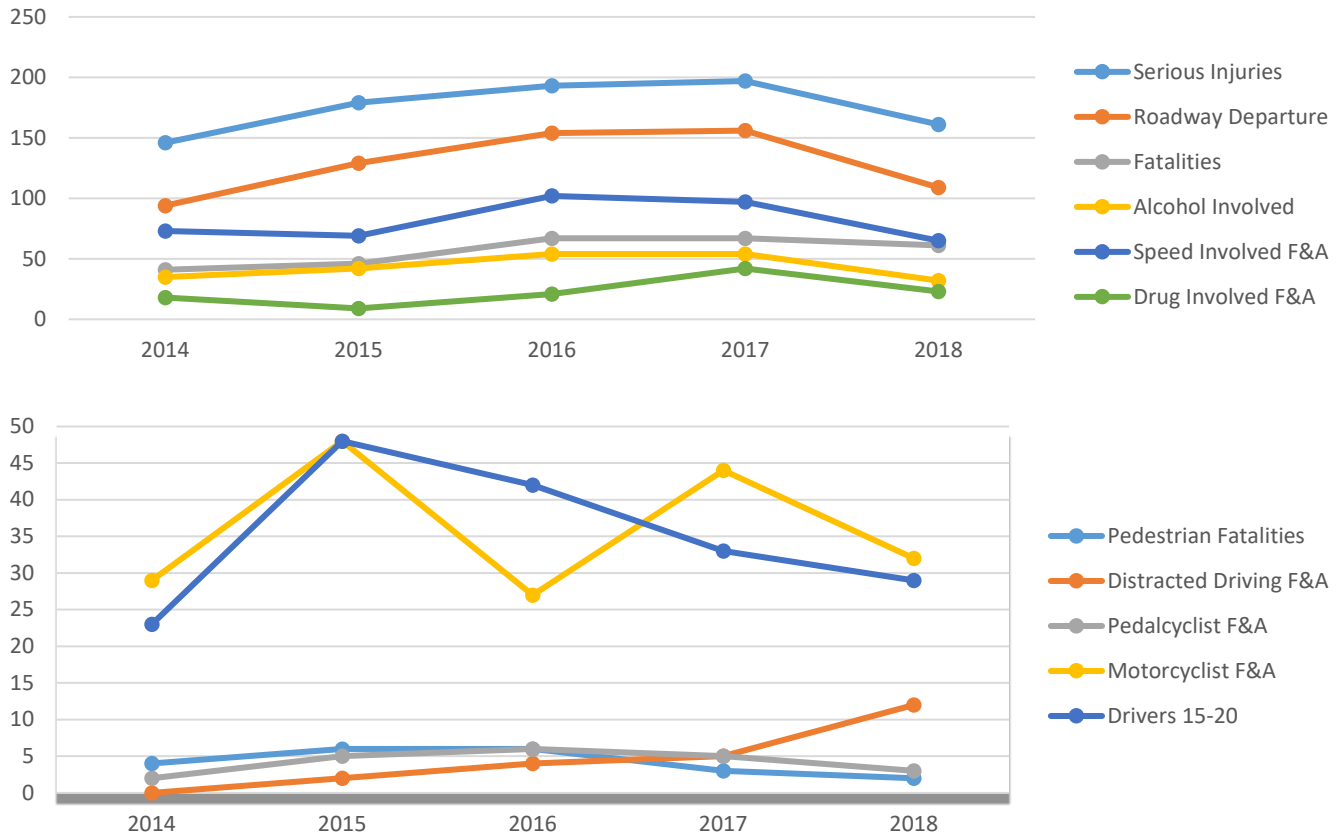
## Region 4 Overview

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 I-84, 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, there is increased danger 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, then held in 2017 with the highest count for the past five years.

## Region 4 - Fatalities and Serious Injuries



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 2014-2018 average of 56 to 44 by December 31, 2025.
- Decrease serious injuries in Region 4 from the 2014-2018 average of 175 to 138 by December 31, 2025.

## Performance Measures

- Decrease fatal crashes in Region 4 from the 2016-2018 average of 65 to 59 by December 31, 2021.
- Decrease serious injury crashes in Region 4 from the 2016-2018 average of 184 to 168 by December 31, 2021
- Decrease fatal and serious injury crashes involving alcohol in Region 4 from the 2016-2018 average of 47 to 43 by December 31, 2021.
- Decrease fatal and serious injury crashes involving drugs in Region 4 from the 2016-2018 average of 29 to 26 by December 31, 2021.
- Decrease fatal and serious injury roadway departure crashes in Region 4 from the 2016-2018 average of 140 to 127 by December 31, 2021.



- Decrease fatal and serious injury motorcycle crashes in Region 4 from the 2016-2018 average of 34 to 31 by December 31, 2021.

### **Strategies**

- Identify corridors that have high frequencies of roadway departure crashes and collaborate and assist partner agencies with low-cost engineering, education, and enforcement initiatives to improve safety at those locations. Actively promote and facilitate these partnerships within the region.
- Continue to increase the number and effectiveness of partnerships with groups outside of ODOT. Maintain and grow partnerships with Safe Kids and other CPS groups, local traffic safety committees, and community based services such as hospitals, EMS providers, fire, health educators and health programs. Maximize the efforts of these partnerships to reduce crashes in target populations, identifying and addressing underlying causes for risk taking behaviors, and raising awareness of ongoing safety issues.
- Identify high crash locations using state data (crash, health, fiscal, economic loss, etc.) and provide to local jurisdictions and safety organizations to support the implementation of proven safety countermeasures.
- Assist multi-disciplinary teams to identify local traffic safety problems, detect emerging trends, and draft possible safety responses based on proven countermeasures to those conditions.



# Region 5

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## 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.

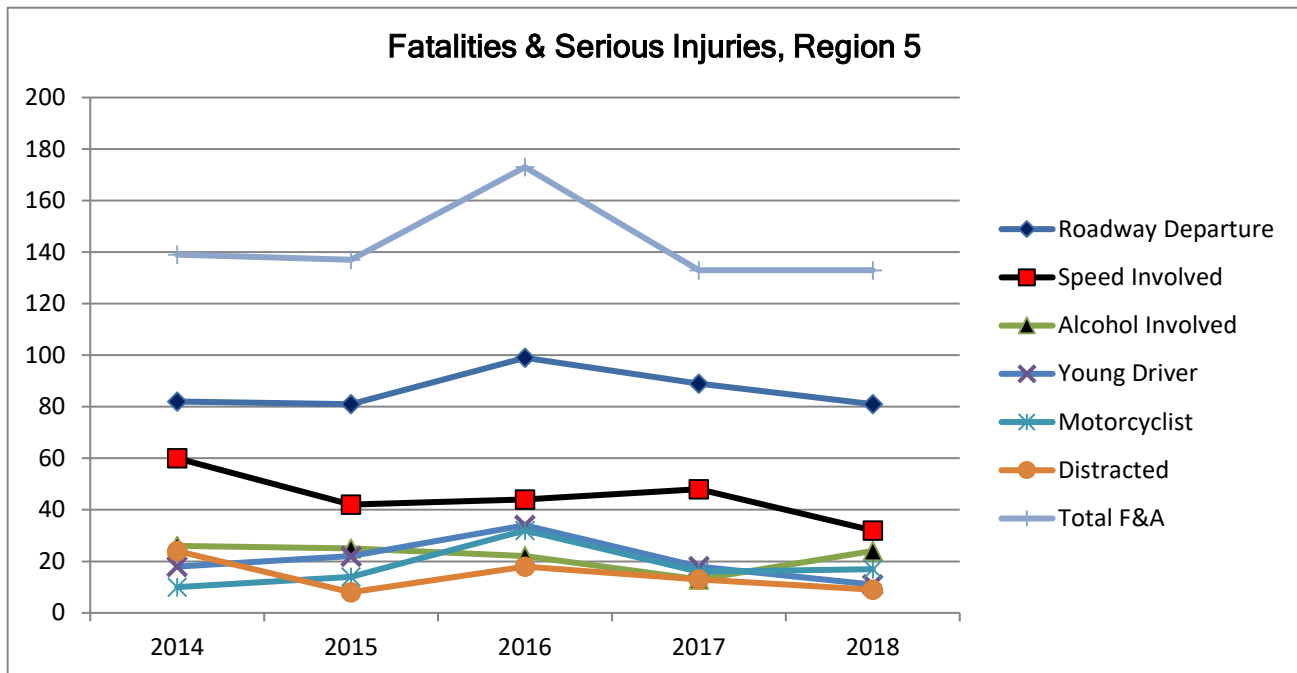
## Region 5 Overview

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 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 2018, fatalities due to traffic crashes in the region were over represented with 10 percent of the state's fatalities. This number represents a sharp increase in total fatalities from 29 in 2017 to 51 in 2018. This sharp increase is partially due to a handful of multiple fatality crashes including one eight-person fatality in Harney County as well as a double fatality crash in that same county.
- In 2018, serious injuries due to traffic crashes were down in number and percent of the state's total, which is very positive. In 2018, Region 5 had 70 total serious injuries which is the lowest it has been since 2009 and down significantly from 104 in 2017. This number represents 4 percent of the state's total serious injuries due to traffic crashes.
- 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 2018, alcohol was involved in 24 deaths and serious injuries in Region 5, up from 13 in 2017. The region accounted for 6 percent of statewide alcohol involved fatalities and serious injuries.
- In 2018, 26 percent (32) of all Region 5 fatalities and serious injuries were speed involved. This number is down significantly from 2017 (48). In 2018, Region 5 accounted for 6.5 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 2018 Region 5 had 81 fatalities and serious injuries from these crash types, down from 89 in 2017. This represents 67 percent of the total fatalities and serious injuries in Region 5 for 2018, and 9 percent of statewide roadway departure fatalities and serious injuries.
- In 2018, 14 percent (17) of all Region 5 fatalities and serious injuries were due to motorcycle crashes. Region 5 accounted for 5.5 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 2014-2018 moving average of 40 to 32 by December 31, 2025.
- Decrease serious injuries in Region 5 from the 2014-2018 moving average of 101 to 79 by December 31, 2025.

## Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 41 to 38 by December 31, 2021.
- Decrease alcohol involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 20 to 18 by December 31, 2021.
- Decrease drug involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 14 to 13 by December 31, 2021.

- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2016-2018 average of 90 to 82 by December 31, 2021.
- Decrease distracted driving involved fatalities and serious injuries in Region 5 from the 2016-2018 average of 13 at 12 by December 31, 2021.
- Decrease fatalities and serious injuries from motorcycle crashes in Region 5 from the 2016-2018 average of 22 to 20 by December 31, 2021.
- Maintain crashes associated with inclement weather on state highways in Region 5 from the 2015-2017 moving average of 569 at 569 by December 31, 2021.

### 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 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 balanced 4-E (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide; each discipline needs to be promoted and advanced using a synergistic approach.
- There is not an identified set of trainings for the Highway Safety Manual, 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. Additionally, stakeholders need training in the development of data formation, including developing local crash rates.
- Non-state road authorities are inconsistent in their approach to transportation safety.
- There is a need to enhance existing roadway safety engineering related training programs. Classes need to be available at various locations and times to reach targeted stakeholders.
- Assessment of existing traffic control devices, for all jurisdictions, needs to be completed on a regular basis.

### Traffic Rates in Oregon, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
<i>National Traffic Fatality Rate<sup>1</sup></i>	1.08	1.15	1.19	1.16	1.13	1.14
<i>Oregon Traffic Fatality Rate<sup>1</sup></i>	1.03	1.24	1.36	1.19	1.36	1.23
<i>Highway System, Non-freeway Crash Rate<sup>2</sup></i>	1.53	1.62	1.68	1.63	1.43	1.58
<i>Highway System Urban Non-freeway Crash Rate</i>	2.63	2.45	2.50	2.34	2.08	2.40
<i>Highway System Rural Non-freeway Crash Rate</i>	0.95	0.95	1.04	1.07	0.93	0.99
<i>Highway System, Freeway Crash Rate</i>	0.51	0.51	0.59	0.61	0.46	0.54
<i>County Roads/City Streets Crash Rate</i>	2.11	2.24	2.32	2.25	1.97	2.18

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.

\* At time of printing, not all 2018 preliminary data was not available from CARS and table will be updated as soon as the data becomes available.

## **Goals**

- 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 2014-2018 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 2014-2018 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 2016-2018 moving average of 27 to 29 by December 31, 2021.
- 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 2016-2018 moving average of 578 to 631 by December 31, 2021.

## **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)
  - Related training short courses
- Promote overtime traffic enforcement for the worst ranked safety corridors.
- Promote and review Safety Corridor Guidelines and implementation.
- 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.
- Advance the adoption of the 4-E approach to transportation safety by promoting 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)

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## 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.

There is strong evidence that ‘high visibility enforcement’ efforts (HVE) are highly successful in changing bad driver behavior. In addition, the National Highway Traffic Safety Administration (NHTSA) indicates that public information and education programs should be comprehensive, seasonally focused, and sustained.

Distracted Driving is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike. From 2014-2018 there were 21,129 fatal and injury crashes resulting in 137 fatalities and 20,992 injuries caused by crashes involving a distracted driver in Oregon.

From 2014-2018 there were 1,770 fatal and injury crashes, resulting in 18 fatalities and 1,752 injuries caused by drivers reported to have been using *a mobile communication device* at the time of the crash. These crashes are underreported in Oregon; convictions for this offense during the same time frame totaled 65,138.

## **Oregon Driver reported to have used mobile communication device in crash, fatalities and injuries 2014-2018**

Year	Fatalities	Injuries
2014	3	245
2015	3	316
2016	8	408
2017	1	353
2018	2	430
Total	17	1,752

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatal and injury crashes only. 2018 data is preliminary and subject to change. All injuries included.

### **Oregon mobile communication device use convictions 2014-2018**

Year	Convictions
2014	17,723
2015	15,264
2016	10,317
2017	8,748
2018	13,086
Total	65,138

Source: Oregon Driver and Motor Vehicle Services

### **Goals**

- Decrease distracted driving fatalities related to driver use of a mobile communication device from the 2014-2018 average of 3 to 2 by December 31, 2025.
- Decrease distracted driving injuries related to driver use of a mobile communication device from the 2014-2018 average of 350 to 282 by December 31, 2025.

### **Performance Measures**

- Maintain distracted driving fatalities related to driver use of a mobile communication device at the 2014-2018 average of 3 by December 31, 2021.
- Decrease distracted driving injuries related to driver use of a mobile communication device from the 2014-2018 average of 350 to 319 by December 31, 2021.

### **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 October 2020 and April 2021, the Annual National Distracted Driving Awareness Month.
- Participate statewide in the national Connect to Disconnect (C2D) high visibility enforcement effort.

# Safe Routes to School

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## Link(s) to the Transportation Safety Action Plan

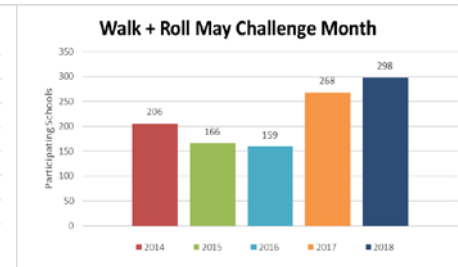
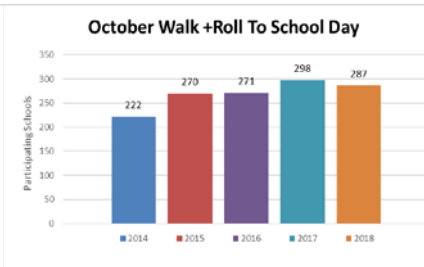
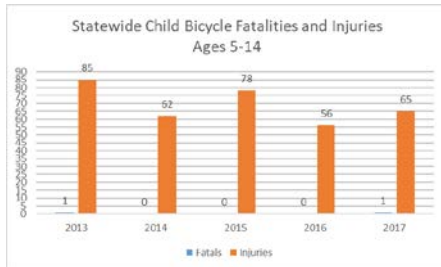
**Action # 6.11.1** Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

## Problem Identification Statement

- Alternative commuting options such as walking, biking, and other types of rolling (wheelchairs, scooters, and skateboards) to school can have many health and academic benefits for youth; however, for the majority of schools nationwide, 10 percent or fewer students walk or bike to school. This is an approximate 40 percent decrease since 1969 (CDC.gov).
- The Centers for Disease Control and Prevention have recommended children and adolescents have at least 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, 18 percent of children and adolescents are obese, which can result in 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 and lack of bicycle and pedestrian facilities. Other contributing factors may be unsafe driving, pedestrian and bicyclist behaviors. In Oregon, for children ages 5-14, there is a five-year average (2013-2017) of one bicyclist fatality and 69 bicyclist injuries each year; and a five-year average of 3 pedestrian fatalities and 79 pedestrian injuries involving motor vehicle crashes.

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 educate students and parents on safe walking and rolling behaviors.
- To educate and encourage people to drive safely in school zones.
- 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 school.



## Goals

- Increase the number of schools participating in October Walk and Roll to school day from the 2014-2018 average of 270 to 297 by December 31, 2025.
- Increase the number of schools participating in the May Challenge Month Events from the 2014-2018 average of 219 to 240 by December 31, 2025.
- Increase the number of students receiving bicycle and pedestrian safety from the 2014-2018 average of 13,335 to 14,669 by December 31, 2025.

## Performance Measures

- Maintain the number of schools participating in October Walk and Roll to school day from the 2016-2018 average of 285 by December 31, 2021.
- Maintain the number of schools participating in the May Challenge Month Events from the 2016-2018 average of 242 by December 31, 2021.
- Maintain the number of students receiving bicycle and pedestrian safety education from the 2016-2018 average of 13,350 by December 31, 2021.

## Strategies

- Assist communities in developing SRTS Action Plans by providing training and resources such as the Action Plan Template 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.
- Continue to support the Statewide Walk + Roll, Jumpstart, and Recognition programs.
- Promote safe walking and biking through media campaign materials encouraging parents and kids to choose active travel modes to school.
- Participate in and support the Oregon Safe Routes to School Leadership Committee and Network with meeting support, administrative tasks such as social media, newsletters and the SRTS annual report.
- Support the SRTS Technical Assistance Provider in updating and managing the [OregonSafeRoutes.org](https://OregonSafeRoutes.org) website.

- Continue to provide educational resources for statewide distribution promoting safe walking and biking to/from school.
- Support local competitive SRTS Non-Infrastructure projects to establish SRTS programming and encourage sustainable programming models using Action Plans.



# Speed

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## Link(s) to the Transportation Safety Action Plan

**Action # 6.3.7** Conduct targeted enforcement to reduce speeding.

## Problem Identification Statement

In 2018, 29 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 2018.

Sixteen percent of all 2018 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 2021 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 2018 there were 311 convictions for Speed Racing in Oregon. Law Enforcement is 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, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Total Number of Fatalities Statewide</i>	357	447	498	439	502	448
<i>Number of People Killed Involving Speed</i>	144	138	207	170	146	161
<i>Percent Involving Speed</i>	40%	31%	42%	39%	29%	36%
<i>Total Number of Injuries Statewide</i>	35,054	41,754	44,628	41,893	40,803	40,826
<i>Number of People Injured Involving Speed</i>	4,870	5,248	6,072	5,831	4,990	5,371
<i>Number of Speed Involved Convictions</i>	113,950	129,205	114,013	119,121	126,669	130,486
<i>Number of Speed Racing Convictions</i>	376	331	321	357	311	339

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

## Speed Citations During Grant Funded Activities, 2015-2019

	FFY 2015	FFY 2016	FFY 2017	FFY 2018	FFY 2019	2015-2019 Average
<i>Speeding citations issued</i>	4,143**	5,123	6,162	4,238	11,456	6,224

Sources: TSD Grant files, 2014 - 2018

\*\*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 2014-2018 moving average of 161 to 138 or lower by December 31, 2025.
- Decrease the number of people injured in speed related crashes from the 2014-2018 moving average of 5,371 to 4,612 or lower by December 31, 2025.

## Performance Measures

- Decrease fatalities in speed related crashes from the 2014-2018 moving average of 129 to 118 by December 31, 2021. (NHTSA)
- Decrease the number of people injured in speed related crashes from the 2016-2018 moving average of 5,285 to 4,823 or lower by December 31, 2021.
- Increase the number of speed citations issued during grant funded activities from the 2016-2018 moving average of 5,174 to 5,654 by December 31, 2021.

## 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 ODOT 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

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## Link(s) to the Transportation Safety Action Plan

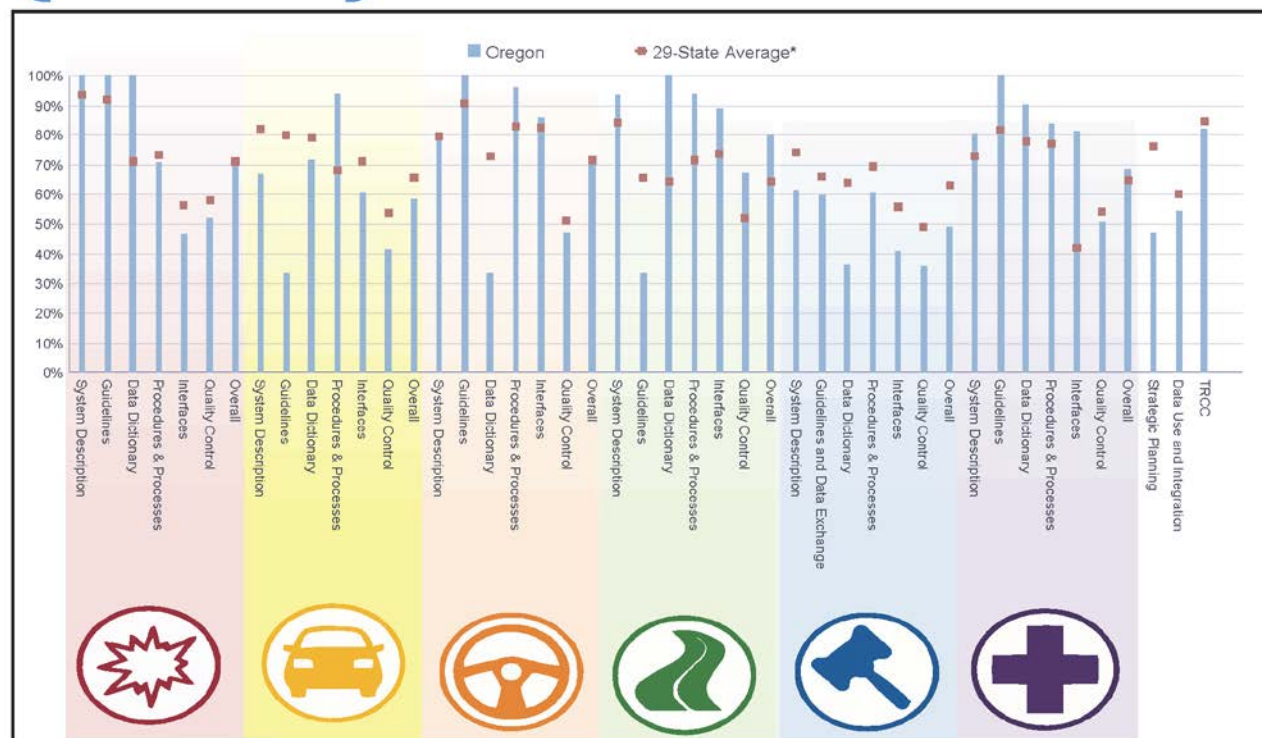
**Action #6.16.5**      Develop and implement a new Traffic Records Strategic Plan based on the 2016, and subsequent future assessments of the traffic records system.

## 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 analytical 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.
- There is a need for crash report completion training to be delivered to law enforcement, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection and quality.
- 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 recently 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.



\*n = 29, including Oregon  
Page 1 of 2

## 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 0 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

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## 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 making available products with which vehicle owners assume are legal on-road equipment for use on their vehicles. When using these products on public highways, the non-legal application of some of these modifications adversely affects other highway users' safety.
- Vehicle owners who modify their vehicles without correct equipment or lawful application may alter their vehicle 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, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Total Number of F&amp;I Vehicle Defect Crashes</i>	322	399	444	389	375	386
<i>Total Number of Fatal, Vehicle Defect Crashes</i>	4	4	6	5	3	4
<i>Total Number of Non-Fatal, Vehicle Defect Crashes</i>	318	395	438	384	372	381
<i>F&amp;I Crashes due to tire failure*</i>	109	113	128	136	110	119
<i>F&amp;I Crashes due to defective brakes</i>	104	138	174	123	154	139
<i>F&amp;I Crashes due to mechanical defects</i>	77	98	87	82	61	81
<i>Fatalities due to ANY Vehicle Defect</i>	4	4	6	5	3	4
<i>Injuries due to ANY Vehicle Defect</i>	443	587	647	555	559	558
<i>Fatalities and Injuries due to ANY Vehicle Defect</i>	447	591	653	560	562	563
<i>Fatalities due to tire failure</i>	1	2	0	2	1	1
<i>Injuries due to tire failure</i>	148	159	189	171	158	165
<i>F&amp;I Tire Failure</i>	149	161	189	173	159	166
<i>Fatalities due to defective brakes</i>	1	1	2	0	2	1
<i>Injuries due to defective brakes</i>	152	220	258	200	255	217
<i>F&amp;I defective brakes</i>	153	222	260	200	257	218
<i>Fatalities due to mechanical defects</i>	1	1	1	3	0	1
<i>Injuries due to mechanical defects</i>	99	149	114	107	84	111
<i>F&amp;I mechanical defects</i>	100	150	115	110	84	112
<i>Convictions for unlawful use of or failure to use lights (ORS 811.520)</i>	676	661	374	427	343	496

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 injury vehicle defect-related crashes from the 2014-2018 average of 386 to 312 by December 31, 2025.

### Performance Measures

- Reduce the number of fatalities and injuries due to tire-failure or wheel coming off from the 2016-2018 moving average of 174 to 159 by December 31, 2021.
- Reduce the number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes from the 2016-2018 moving average of 239 to 218 by December 31, 2021.

### Strategies

- Partner with DMV on Oregon Driver Manual updates to educate and encourage compliance with vehicle-safety equipment standards as well as encourage routine equipment maintenance.



- Collaborate with stakeholders (CPS technicians, law enforcement agencies) to take advantage of existing education/repair efforts to promote awareness of vehicle safety equipment laws/rules.
- Provide updates to 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.
- Evaluate, 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

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

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

### 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, 2014-2018**

	2014	2015	2016	2017	2018	2014-2018 Average
<i>Work Zone Fatal/Serious Injury Crashes</i>	14	19	27	28	32	24
<i>Work Zone Injury Crashes</i>	271	324	349	363	346	331
<i>Work Zone Fatalities</i>	4	3	7	4	8	5
<i>Work Zone Fatal/Serious Injuries</i>	16	19	33	32	32	26
<i>Work Zone Injuries</i>	439	498	548	596	581	532
<i>Work Zone Worker Fatalities</i>	0	1	0	2	1	1
<i>Work Zone Worker Injuries</i>	1	1	4	4	4	3

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

### Goals

- Reduce work zone fatalities from the 2014-2018 average of 5 to 4 or below by December 31, 2025.
- Reduce work zone worker fatalities and serious injuries from the 2014-2018 average of 4 to 3 or below by December 31, 2025.
- Reduce work zone fatal and serious injuries from the 2014-2018 average of 26 to 21 or below by December 31, 2025.
- Reduce work zone fatal / serious injury crashes from the 2014-2018 average of 24 to 19 or below by December 31, 2025.

- Reduce work zone injury crashes the 2014-2018 average of 304 to 238 or below by December 31, 2025.

#### **Performance Measure(s)**

- Reduce work zone fatalities from the 2016-2018 average of 6 to 5 or below by December 31, 2021.
- Reduce work zone fatal crashes from the 2016-2018 average of 4 to 3 or below by December 31, 2021.
- Reduce work zone serious injuries from the 2016-2018 average of 32 to 30 or below by December 31, 2021.
- Reduce work zone serious injury crashes from the 2016-2018 average of 29 to 26 or below by December 31, 2021.
- Reduce work zone injury crashes from the 2016-2018 average of 353 to 322 or below by December 31, 2021.

#### **Strategies**

- Participate in the statewide identification, development and promotion of new and existing work zone safety related countermeasures.
- Advance the adoption of the 4-E approach to work zone traffic safety (e.g. Education, Enforcement, Engineering and Emergency Medical Services.) Work pro-actively with all E groups to resolve and advance work zone safety issues.
- Continue to provide Work zone traffic enforcement overtime with various state and local police agencies.
- Author and/or update work zone policy and procedure guidelines/manuals (e.g Work Zone Photo Radar Guidelines, Work Zone Enforcement Guidelines).

# 2021 Project Funding Narratives by Program Area

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## Statewide

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

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

<b>Planning &amp; Administration</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$400,000</b>
<b>State Funds</b>	<b>[\$275,000]</b>

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

<b>Program Management</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$1,200,000</b>
<b>State Funds</b>	<b>[\$400,000]</b>

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

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

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

<b>Program Management - Impaired Driving</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$140,000</b>

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

<b>Statewide Services - Data and Public Opinion Research</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$100,000</b>

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

<b>Statewide Services -Media Report</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$25,000</b>

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

<b>Transportation Safety Conference</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$35,000</b>

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

<b>Region Program Management</b>	<b>Awarded</b>
<b>State Highway Fund</b>	<b>[\$600,000]</b>

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

<b>Motorcycle Safety Program Management</b>	<b>Awarded</b>
<b>State Motorcycle Funds</b>	<b>[\$85,000]</b>

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

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

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

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

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

## **Aging Road User**

<b>Statewide Service - Aging Road Users</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$20,000</b>

This project will fund public education campaigns for Aging Road Users 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**

<b>Pedestrian and Bicycle Statewide Services: Education, Outreach and Media</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$250,000</b>
<b>Section 405h</b>	<b>\$145,175</b>

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; support the statewide Jumpstart Pedestrian and Bicycle Safety Education Program through the technical service 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.

<b>Pedestrian Enforcement &amp; Training</b>	<b>Awarded</b>
<b>405(h)</b>	<b>\$140,000</b>

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.

<b>Oregon Friendly Driver Class</b>	<b>Awarded</b>
<b>405(h)</b>	<b>\$80,000</b>

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**

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

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 in Clackamas County. Due to the COVID-19 pandemic, grantee may not be able to make significant progress on its current 2020 project.

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

The project continues to 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 provide hours for coordination 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.

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

The project will coordinate and implement portions of the new county and city level Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Deschutes County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide hours for coordination 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.



<b>Safe Community Services</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$155,000</b>

The project will provide webinar and direct training, mentoring, and technical assistance to promote traffic safety volunteer efforts that mirror NHTSA's "Countermeasures That Work" and other proven efforts. This project will continue to offer local traffic safety resources to local communities. Oregon Impact provides 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 percent 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.

<b>Rural–Klamath County Safe Communities</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$80,000</b>

The project will coordinate and implement portions of the new county and city level Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Klamath County, and will specifically encourage partnerships within the county government and with cities within the county. The project will provide hours for coordination 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, including implementation of the county's new Local Transportation Safety Action Plan.

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

This Grant County project will provide hours for coordination to implement countermeasures designed to reduce traffic death and injuries using NHTSA's "Countermeasures That Work". The project will provide for staff hours to aid in coordinating efforts to complement the existing volunteer efforts, and provide further organization allowing greater output from existing coalitions.

<b>Union County Safe Community</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$45,000</b>

This Union County project will provide hours for coordination to implement countermeasures designed to reduce traffic death and injuries using NHTSA's "Countermeasures That Work". The project will provide for staff hours to aid in coordinating efforts to complement the existing volunteer efforts, and provide further organization allowing greater output from existing coalitions including implementation efforts undertaken as part of a new Local Safety Action Plan.

## **Driver Education**

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

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.

<b>Driver Education Program Reimbursement</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$2,260,000]</b>

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.

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

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.

<b>GDL Implementation - Information and Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$620,000]</b>

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.

<b>Statewide Services - Driver Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$235,000]</b>

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).

<b>Region 2 Initiative (Adaptive Strategies)</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$100,000]</b>

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.

<b>Region 5 Initiative (Adaptive Strategies)</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$60,000]</b>

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.

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

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through *Think 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 (TN TT)	Awarded
Transportation Operating Fund	[\$47,500]

This funding supports the ongoing and expanding work of TN TT. TN TT 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.

## **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 statewide training conferences (and/or online training opportunities to maintain certification).

## **Impaired Driving - Alcohol**

Statewide Services Program - DUI	Awarded
164AL	\$360,000

A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol impairment. DUI 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	\$200,000

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.

<b>DUII Overtime Enforcement Program - OSP</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$100,000</b>

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

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

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

<b>HVE DUII Enforcement - Municipal Law Enforcement Agencies</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$600,000</b>

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.

<b>Mothers Against Drunk Driving No Refusal Program</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$50,000</b>

The goal of the "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. MADD will recruit and manage law enforcement agencies to 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. The cost of these draws will be paid for with mini-grants.

<b>No Refusal Program Mini-Grants</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$150,000</b>

These mini-grants will pay for the cost of blood draws requested by local law enforcement agencies participating in the MADD No Refusal Program, subsequent to an implied consent refusal for a breath alcohol test, and a warrant.

<b>DUII Investigator - Lane County District Attorney's Office</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$75,000</b>

This project funds a DUII Investigator with the Lane County District Attorney'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 Drug Recognition Expert (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.

<b>DUII Resource Prosecutor</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$256,000</b>

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

## **Impaired Driving - Drugs**

<b>CLEAR Alliance - Prevention Education to Reduce Drug-Impaired Driving</b>	<b>Awarded</b>
<b>405 (e) Flex</b>	<b>\$285,000</b>

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

<b>Drug Recognition Expert - Toxicology Testing</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$140,000</b>

This project is designed to encourage state and local law enforcement agencies to pursue the collection and analysis of toxicology evidence for drugs in DUI cases, for the purposes of improved prosecution, more complete data gathering, and as a tool for improving DRE evaluation accuracy and maintaining accuracy ratings for DRE's.

<b>Drug Recognition Expert Training (DRE)</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$140,000</b>

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 FFY2021, as well as statewide ARIDE trainings, including the projected training of all OSP troopers.

<b>Drug Recognition Expert Overtime Enforcement</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$140,000</b>

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

<b>DUI Multi-Disciplinary Task Force Training Conference</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$130,000</b>

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

<b>Prosecuting the Drugged Driver - ODAA</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$65,000</b>

Through a partnership with the Oregon District Attorney's Association, this project funds "Prosecuting the Drugged Driver," a joint training with prosecutors and other law enforcement to build a common understanding of the complications and strategies unique to drug-impaired driving cases. This grant also covers training at the ODAA Summer Conference, as well as a trial skills training course.

<b>Forensic Scientists - Oregon State Police Crime Lab</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$150,000</b>

This project provides for two dedicated forensic scientists at the Oregon State Police Crime Lab. A significant toxicology backlog for DUI's has created unintended consequences for the prosecution and adjudication of DUI crimes elsewhere in the DUI continuum, leading to dismissals. These scientists are working to reduce that backlog of evidence to greatly improve turnaround time.

<b>DUI Statewide Services</b>	<b>Awarded</b>
<b>405 (d)</b>	<b>\$349,000</b>

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. DUI 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**

<b>Judicial Education</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$30,000</b>

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 recent and/or current session and other relevant traffic safety topics of interest requested 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**

<b>ODOT Approved Motorcycle Safety Training Programs</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$1,016,000]</b>

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



<b>Motorcycle Safety - Training Equipment</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$46,912]</b>

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.

<b>Motorcycle Safety - Training Sites Infrastructure</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$100,000]</b>

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

<b>Motorcycle Safety - Statewide Services Program</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$137,088]</b>

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.

<b>Motorcycle Safety - Training Enhancement</b>	<b>Awarded</b>
<b>405(f)</b>	<b>\$37,800</b>

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.

<b>Motorcycle Safety - Motorist Awareness</b>	<b>Awarded</b>
<b>405(f)</b>	<b>\$18,313</b>

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

## Occupant Protection

<b>Statewide Services - Occupant Protection</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$200,000</b>

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.

<b>Local Police Department Safety Belt Overtime Mini-Grants</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$180,000</b>

This project will fund police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in four, 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).

<b>Local Police Department and Sheriff's Office Safety Belt Overtime Mini-Grants</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$455,900</b>

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 four, 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).

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

This project will fund administrative and trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in four, 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).

<b>Statewide Instructor Development, CPS Technician Training</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$150,000</b>

This project will fund administration, instructor services, and equipment & supplies necessary to train CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and training expenses for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration. A one-day CPS Training Summit will also be held to provide necessary continuing education units for technicians as well as the opportunity for networking.

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

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

## **Police Traffic Services**

<b>DPSST Law Enforcement Training Grant</b>	<b>Awarded</b>
<b>405 (e) Flex</b>	<b>\$80,000</b>

This project will co-fund a full-time DPSST employee who provides various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR course is also being updated with this project.

<b>Statewide Law Enforcement Training Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$150,000</b>

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**

<b>Regional Services</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

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**

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

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**

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

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

## **Region 4**

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

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

## **Region 5**

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

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

## **Roadway Safety**

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

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

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

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

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

This project provides 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.

<b>Safety Corridor Education and Enforcement</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

Provide overtime enforcement for priority safety corridor(s).

## **Safe & Courteous Driving (Distracted Driving)**

<b>Statewide High Visibility Enforcement - Oregon State Police</b>	<b>Awarded</b>
<b>Section 405(e)</b>	<b>\$100,000</b>

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 the Oregon State Police to conduct sustained enforcement throughout the year and particularly during National Distracted Driving Awareness Month. Funding will be awarded to agencies based on data-driven problem identification

<b>Statewide High Visibility Enforcement - Municipal (City and County Agencies)</b>	<b>Awarded</b>
<b>Section 405(e)</b>	<b>\$500,000</b>

This project will fund HVE (high visibility enforcement) of Oregon's distracted driving law across the state through local law enforcement agencies' (city and county) enforcement. TSD will partner with local law enforcement agencies (sheriffs and chiefs of police) to conduct sustained enforcement throughout the year and particularly during National Distracted Driving Awareness Month. Funding will be awarded to Oregon Impact to manage this project, where awards to agencies will be based on data-driven problem identification.

<b>Distracted Driving Media</b>	<b>Awarded</b>
<b>Section 405(e)</b>	<b>\$600,000</b>

This project will fund public information and education and media campaigns on Oregon's distracted driving law and best practices. Signage will be placed in Oregon airports. Facebook Ads, Google Ads and theater screen ads will be utilized, as available; the current pandemic may affect the medium used. Billboards and bus transits will be used. Geo-fencing events statewide with "U drive. U text. U pay." OTT/Streaming TV and Digital Radio will be used. Conduct a statewide distracted driving education and outreach campaign using multimedia in English and Spanish languages.

<b>Distracted Driving Statewide Services</b>	<b>Awarded</b>
<b>405 (e) Flex</b>	<b>\$200,000</b>

This project will fund public information and education statewide on Oregon's distracted driving law and best practices; and conduct other types of education and outreach on distracted driving with these more flexible funds. It will also account for those expenditures related to managing the distracted driving program that are not eligible for the 405e funding; but flexed monies can support the program in this way.

<b>Safe &amp; Courteous (w/o Distracted Driving)</b>	<b>Awarded</b>
<b>405 (e) Flex</b>	<b>\$215,000</b>

This project will fund PI&E (public information and education) and media campaigns statewide on Oregon's Safe & Courteous programs: Drowsy Driving, Following Too Close, Stop on Red, and Lights & Swipes laws and best practices; and conduct other types of education and outreach with these more flexible funds.

## **Safe Routes to School**

<b>Safe Routes to School Non-infrastructure Grant Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$780,000</b>

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.

<b>Safe Routes to School Statewide Services Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$520,000</b>

Statewide support of Safe Routes to School programs and the creation of Action Plans; assist schools in gathering student and parent data on walking and biking to/from local 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. This project also provides statewide technical support through Oregon Safe Routes clearinghouse website; coordinator training; and development of non-traditional partnerships through support, education, and encouragement to communities interested in building comprehensive SRTS programming, while also providing support for the statewide Walk+Roll Program. This program provides 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.

## Speed

<b>Speed Enforcement Overtime Mini-Grants</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$450,000</b>

This project will be used to fund the speed overtime enforcement efforts of the 2021 TSEP program for city or county law enforcement agencies in Regions 1, 2, 3, 4, and 5 (high visibility enforcement).

<b>Speed Enforcement OSP - Rural State Highways</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$125,000</b>

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

<b>Speed Public Information and Education</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$ 75,000</b>

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.



## **Traffic Records**

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

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

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

The project is a result of the 2015 Oregon State Police (OSP) and Attorney Generals Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the 2019 Legislative Session in HB 2355.

<b>Oregon Health Department - EMS/NEMSIS Local Data Entry Device/Training</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$40,000</b>

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.

<b>Oregon Health Department - Software Improvement - EMS/NEMSIS Data Entry Systems</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$50,000</b>

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.

<b>ODOT Research - NEMSIS Use Capacity Building Pilot</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$70,000</b>

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.

<b>ODOT DMV - Vehicle Operator Education Module(s) - Driver File</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$100,000</b>

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.

<b>ODOT TSD/Local Agency - E Crash/E Citation Expansion</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$300,000</b>

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.

<b>ODOT Roadway - FDE Data Collection and Safety Analyst Implementation</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$75,000</b>

This project will collect the Fundamental Data Elements (FDE) for state highway segments and intersections. Most of the FDE data will be collected from an office setting using online tools such as TransGIS, Digital Video Log, ODOT Roadway Inventory, and aerial imageries. Minimum field visits may be necessary. The data collected will be used to perform network screening in Safety Analyst software. The project will provide a basis for, and provide accurate information about collecting FDE information on the entire statewide system. A successful project may improve performance measures R-T-1, R-A-1, R-C-1, R-C-3, and others.

## Vehicle Equipment Safety Standards

<b>Vehicle Equipment Standards/Safety Awareness</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$15,000</b>

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, fund media campaigns on specific vehicle safety equipment topics, and research safety standards through a submission to SAE infrastructure.

## Work Zone Safety

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

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

<b>Work Zone Enforcement to OSP</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$100,000</b>

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 as requested by ODOT Region Safety Coordinators. Photo radar enforcement in work zones as an ODOT project may also be included.

<b>Work Zone Enforcement to Local Police Agencies</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$300,000</b>

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 as requested by ODOT Region Safety Coordinators. Photo radar enforcement in work zones as an ODOT project may also be included.

## 2021 Anticipated Revenues Summary

Fund Sources	Area	Anticipated FY2021
<b><u>Federal Funds</u></b>		
FHWA Section 164 AL	Impaired Driving	\$985,000
FHWA Roadway Safety	Roadway Safety	\$618,000
FHWA Work Zone	Work Zone Enforcement/Education	\$600,000
FHWA Safe Routes	Safe Routes to School	\$1,385,000
NHTSA Section 402	Discretionary Highway Safety	\$3,815,000
NHTSA Section 405b	Occupant Protection	\$710,900
NHTSA Section 405c	Traffic Records	\$635,000
NHTSA Section 405d	Impaired Driving	\$2,285,000
NHTSA Section 405e Flex	Distracted Driving	\$940,000
NHTSA Section 405e	Distracted Driving	\$1,100,000
NHTSA Section 405f	Motorcycle Safety	\$56,113
NHTSA Section 405h	Non-Motorized (Bicycle & Pedestrian)	\$365,175
NHTSA Section 1906	Traffic Records	\$375,000
	<b>Subtotal</b>	<b>\$13,870,188</b>
<b><u>Other Revenues</u></b>		
ODOT	Youth Programs-TOF	\$95,000
\$28 per MC Endorsement	Motorcycle Safety	\$1,385,000
\$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
	<b>Subtotal</b>	<b>\$6,355,000</b>
	<b>Total</b>	<b>\$20,225,188</b>

## 2021 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	\$	365,175	
402		Statewide Services	\$	250,000	\$ 615,175
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	\$	960,000	
405e Flex		Impaired Driving Projects	\$	285,000	
405d		Impaired Driving Projects	\$	2,145,000	\$ 3,390,000
402	Judicial Outreach	Judicial Information/Education	\$	30,000	\$ 30,000
405f	Motorcycle	Motorcycle Safety	\$	56,113	
ODOT DMV-\$28		Motorcycle Safety	\$	1,300,000	\$ 1,356,113
402	Occupant	Occupant Protection Projects	\$	380,000	
405b		Occupant Protection Projects	\$	710,900	\$ 1,090,900
402	Police	Police Traffic Services	\$	150,000	
405e Flex		Law Enforcement Training	\$	80,000	\$ 230,000
402	Roadway	Safety Corridor	\$	25,000	
FHWA		Roadway Safety	\$	618,000	\$ 643,000
405e	Safe & Courteous	Distracted Driving	\$	1,100,000	
405e Flex		Distracted Driving	\$	415,000	\$ 1,515,000
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	Traffic Records Projects	\$	635,000	
1906		Racial Profiling	\$	375,000	\$ 1,010,000
402	Vehicle Safety	Equipment	\$	15,000	\$ 15,000
FHWA	Work Zone	Work Zone Enforcement/Education	\$	600,000	\$ 600,000
TOF	Youth	Youth Projects	\$	95,000	\$ 95,000
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	\$	400,000	
ODOT DMV		State Match (Program Management)	\$	400,000	
ODOT Highway		Regional Match (Program Management)	\$	600,000	
402		Driver Education (Program Management)	\$	1,200,000	\$ 3,485,000
			\$	20,225,188	

# Highway Safety Plan

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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.

07/30/2020

Date



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

## National Highway Traffic Safety Administration

Date of Issuance	
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Signature:  
Acting Administrator

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### **NOTICE ANNOUNCING WAIVER AND POSTPONEMENT OF CERTAIN REQUIREMENTS FOR STATE HIGHWAY SAFETY GRANT PROGRAMS**

#### **PURPOSE**

Pursuant to the emergency authority provided under Section 22005(a) of Division B of the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Pub. L. 116-136, this notice waives and postpones certain statutory and regulatory grant requirements for the State highway safety programs authorized under 23 U.S.C. Chapter 4 and implementing regulations at 23 CFR Part 1300 (“grant programs”). The waivers and postponements identified in this notice apply to all States and jurisdictions covered by the requirements, except where noted. In addition, this notice waives one statutory requirement imposed on the National Highway Traffic Safety Administration (NHTSA) in connection with these grant programs.

#### **BACKGROUND**

The current response to COVID-19 at Federal and State levels reflects the fact that impacts have become extensive and widespread throughout the United States. These impacts are having an immediate effect on the ability of States to conduct their highway safety programs under 23 U.S.C. Chapter 4. NHTSA has received several inquiries from States and their representatives, requesting relief from various grant requirements in response to the COVID-19 public health emergency. According to these inquiries, the emergency situation has resulted in disruptive impacts to State Highway Safety Offices (SHSOs), the offices charged with carrying out the grant programs, compromising their ability to plan and carry out traffic safety activities required by statute (23 U.S.C. §§ 402 and 405) and under the implementing regulation—the Uniform Procedures for State Highway Safety Grant Programs (23 CFR Part 1300).

The success of those grant activities is reliant, in significant part, on the participation of State transportation and public safety personnel (e.g., State and local law enforcement personnel that normally enforce traffic safety laws) whose services have been unavailable or diverted to pressing public health activities because of the public health emergency. Other traffic safety activities typically performed by State traffic safety officials and local sub-recipients and contractors also have been disrupted significantly by resource constraints and challenges associated with social distancing and remote work policies recently put into place by many States. Without relief, the cancellation or significant postponement of such grant activities

would result in States violating legislative mandates and the associated statutorily required certifications and assurances they have made to NHTSA as a condition of receiving Federal grant funds under these grant programs.

## **SUBSTANTIAL IMPACT**

Under the CARES Act (Pub. L. 116-136, Division B, § 22005(a)), the Secretary of Transportation is authorized to waive or postpone certain grant program requirements, based upon a determination that either COVID-19 is having a substantial impact on the ability of States or the Secretary to carry out a grant, campaign, or program, or the requirements themselves are having an impact on the ability of States or the Secretary to respond to COVID-19. The Secretary delegated this authority, in writing, to the NHTSA Administrator on April 3, 2020.

After a careful review of the prevailing facts and circumstances, the relief granted by this notice is based upon one, or in some cases, both, determinations above. Generally, these waivers are necessary due to either (1) workforce shortages from transfer of personnel to other COVID-19 priorities, or (2) operational limitations as a direct result of the COVID-19 public health emergency, preventing the timely completion by SHSOs and their sub-recipients of federally mandated grant program requirements typically conducted during this period. More specifically, NHTSA has identified the following substantial impacts that support the waivers and postponements enumerated in this notice.

For the programmatic waiver of high visibility enforcement (HVE) campaigns this fiscal year (#1), State and local law enforcement personnel, by large measure, are not available to participate in the campaigns set for April and May because they have been diverted to work on State COVID-19 responses. By statute, the campaigns must include law enforcement. In addition, to secure the associated national advertising for the campaigns, NHTSA must plan months in advance and make various commitments to broadcast partners. With the required rescheduling of the campaigns, NHTSA is unable to obtain associated advertising until October or later.

For the waiver of the annual seat belt use survey (#2), most States carry out these surveys in tandem with the high visibility enforcement seat belt campaign (Click It or Ticket) that occurs in May. The ability of States to participate at that time has been disrupted by the COVID-19 public health emergency. Many States are under shelter in place or stay at home orders and cannot carry out observational surveys. The public health emergency also has changed current State traffic patterns in a way that surveying now may not be reflective of a State's actual seat belt use. In addition, because of the abrupt but necessary rescheduling of the campaign to the Fall, States may not be able to plan for or carry out a survey at the time of the rescheduled campaign for a number of reasons – e.g., typical seasonal workers are not available (college students, teachers, etc.); new contracts may not be able to be awarded on time; and Fall weather may impact certain States.

For the programmatic waiver of assessments (#3), some States require a NHTSA-facilitated assessment or a State self-assessment as a condition of applying for and receiving various



National Priority Safety Program grants under 23 U.S.C. § 405. For occupant protection grants under 23 U.S.C. § 405(b), lower seat belt rate use States must meet three of six specified criteria, one of which includes a NHTSA-facilitated assessment every three years. For State traffic safety information system grants under 23 U.S.C. § 405(c), all States are required to receive a NHTSA-facilitated assessment or self-assessment every five years. These assessments, however, require States to prepare a significant amount of information and materials and, for NHTSA-facilitated assessments, to participate in intensive meetings involving Federal officials and subject matter experts over the course of a week. COVID-19 work disruptions, including remote work policies and social distancing that are straining State resources, are not allowing States to prepare and participate in these assessments now. The number of States that are required to complete an assessment is relatively small, so this waiver will only impact a handful of States.

For the postponement of the grant application deadline (#4), States have indicated that the resource strain brought on by COVID-19 is having a significant impact on their ability to provide grant application information by the statutory deadline. Although the number of States making this request is now small, we expect the number to grow as the public health emergency continues. In addition, because the grant programs are formula-based, a delay by even one State in submitting application information impacts the ability of the agency to make funding decisions for all other States, so issuing waivers on a case-by-case basis is not practicable. Under the circumstances, a postponement of the grant application deadline for 30 days affords relief consistent with the challenging environment and limited planning progress that can be made, while also providing certainty about when this information is due to the agency.

For the waiver of certain financial requirements (#s 5, 6, 7), COVID-19 is having a serious impact on recipients' ability to carry out grants due to unavailability of law enforcement personnel, contractors, and other sub-recipients. In addition, COVID-19 has disrupted the typical allocation of State resources, which has hindered the ability of the States to plan and manage these programs. Accordingly, NHTSA is waiving some financial requirements for the grants to address these limitations and to provide flexibilities to States in using their own funds to respond to the current public health emergency. For maintenance of effort (#5), States have reported that they cannot maintain State-level expenditures on traffic safety programs under the current circumstances as resources have been diverted to other uses. We also do not want the requirement to be a limitation on States using their own funds to respond to the public health emergency. For the regulatory expenditure requirements (#6), the inability to spend funds has been identified as creating the potential for lapse issues at the end of the fiscal year. Even if the public health emergency were to end quickly, States would still likely face a lapse situation as it would be very difficult for them to spend funds at a fast-enough rate to make up for the weeks and possibly months where no grant program spending occurred. For local benefit (#7), States have reported that local law enforcement has been diverted away from traffic safety for purposes of public health response, reducing the number of local organizations that are available for projects. Similarly, delays in projects at the local level are unpredictable, and threaten the State's ability to satisfy the local share requirement. Failing to

meet this requirement puts States at risk of discontinued Federal funding or, in extreme cases, a requirement to return Federal funds that exceed the match requirement.

The waivers and postponements identified below are intended to address the most urgent issues identified by States that fall within NHTSA's authority. NHTSA will evaluate the continued need for waivers as circumstances unfold, and intends to be flexible in issuing new waivers and postponements as substantial impacts are identified. NHTSA will also consider unique circumstances where a waiver or postponement might be made on a case-by-case basis.

## **EXPIRATION DATE**

These waivers and postponements cover grant program requirements for FY 2020 and, except where noted below in #s 2, 3 and 6, expire on September 30, 2020 (#2 addresses the waiver of a survey requirement this year and its effect on grant applications for FY 2021; #3 addresses the need to reschedule assessments to the next fiscal year because they will not be completed in time for this year's grant application deadline; and #6 provides an additional fiscal year to expend grant funds for funds previously placed under obligation). Notwithstanding the postponement of the grant application submission date to August 1, 2020 (and as altered by #s 2 and 3), States are directed to submit their FY 2021 grant applications in conformance with the normal statutory and regulatory requirements and should expect to meet all grant requirements for FY 2021.

Depending on the continuation of the public health emergency, however, NHTSA may review and determine it necessary to extend the waivers and postponements announced in this notice. Any such extension would be announced in a new notice.

## **WAIVERS AND POSTPONEMENTS**

**The following waivers and postponements are issued, effective upon the date of this notice:**

1. **High Visibility Enforcement Mobilizations and Crackdowns:** NHTSA waives the requirements that NHTSA must conduct and States must participate in at least three high visibility enforcement campaigns (in the areas of occupant protection and impaired driving) and the requirement to participate in the Click It or Ticket national mobilization this fiscal year (FY 2020). Where feasible, the campaigns will be rescheduled to the next fiscal year and States are encouraged to participate in the rescheduled campaigns to the maximum extent possible. (23 U.S.C. § 402(b)(1)(F)(i); 23 U.S.C. § 404(a); 23 U.S.C. § 405(b)(3)(A)(ii)).
2. **Annual Seat Belt User Surveys:** NHTSA waives the requirement for States to conduct an annual seat belt survey and provides flexibility for States to decide on their own whether they want to conduct a survey this year. For applications due on July 1, 2021, if the State did not complete a survey in calendar year 2020, NHTSA will use the results of the State's most recent survey, conducted in 2019, to determine designations of high or low seat belt use rates. (23 U.S.C. § 402(b)(1)(F)(iii)).

3. **Required Program Assessments:** NHTSA postpones the requirement for States to obtain a program assessment for occupant protection and State traffic safety information system grants for National Priority Safety Program grants applications due July 1, 2020. NHTSA will work with the States to reschedule these assessments during FY 2021. (23 U.S.C. §§ 405(b)(3)(B)(ii)(VI)(aa); (c)(3)(E)).
4. **Highway Safety Plans (HSP) and National Priority Program (Section 405) Grant Application Deadline:** NHTSA postpones the deadline for upcoming HSPs and Section 405 grant applications for 30 days, moving it from July 1, 2020 to August 1, 2020. Please note that associated deadlines that apply to NHTSA for informing States about HSP approval, application status, and the posting of grant determination information are adjusted automatically under the statutory requirements that apply. (23 U.S.C. § 402(k)(2); 23 CFR § 1300.12).
5. **Maintenance of Effort:** NHTSA waives the maintenance of effort requirements for FY 2020 and the effect of the associated certifications provided by States in their grant applications for FY 2020. (23 U.S.C. § 405(a)(9)(A); 23 CFR Part 1300, App. B).
6. **Expenditure Requirements for FY 2016 funds:** NHTSA waives the regulatory requirement that States expend previously obligated grant funds by the end of the fifth year after apportionment or allocation, and extends the ability to expend these funds for an additional fiscal year, to September 30, 2021. Please note that this does not waive the statutory requirement that funds be obligated and remain under obligation by the end of the fourth year after apportionment or allocation. (23 CFR § 1300.41).
7. **Local Benefit/Share to Local:** NHTSA waives the requirement and the effect of the associated assurances provided by States in their grant applications for FY 2020 that States expend 40 percent of Section 402 (23 U.S.C. 402) highway safety grant funds in, or for the benefit of, political subdivisions of the State. (23 U.S.C. § 402(b)(1)(C); 23 CFR Part 1300, App. A.).