2021 OREGON TSAP UPDATE

DATE: February 4, 2021

TO: Mary McGowan | Oregon DOT

FROM: Brian Chandler, Beth Wemple, and Ryan Klitzsch | Project Team

SUBJECT: **Technical Memo 2: Needs Analysis and Recommendations**   Project #20020-004

The purpose of this technical memorandum is to evaluate existing emphasis areas and actions from the 2016 TSAP by reviewing the emphasis area implementation activities data, crash trends, and stakeholder engagement feedback. This memo recommends content additions, deletions, and modifications for the 2021 TSAP revision.

EMPHASIS AREA ACTIVITIES

Emphasis areas (EA) are designed to provide a strategic framework for developing the TSAP. EAs are near-term implementation focus areas directly related to the TSAP's long-term goals, policies, and strategies. The Oregon TSAP EA actions are broken into two tiers, with 39 actions in Tier 1 and 29 actions in Tier 2, each of which includes an activity and identified co-benefits for other EA subareas. Actions are a mix of broad ideas and specific activities.

Table 1, shown at the end of this memo, displays the status of each Tier 1 action.[1]

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[1] The status summary of the 2016 TSAP Tier 1 actions was documented in December 2020 – January 2021.

CRASH TREND ANALYSIS

The consultant team updated safety data from the 2016 TSAP (2009-2013) to the most recent 2014-2018 crash data set. The team refined queries based on ODOT's current definitions and methodologies, analyzed recent and historic trends, and reported on this analysis as it relates to crash types, crash severity, crash location, and possible contributing factors. Relevant findings included the following.[2]

DATA CHANGES

Some definitions, reporting requirements, queries, and items reported have changed, which required a re-look at the previous data set (versus relying on the 2016 TSAP document itself). Notable items include the following:

- The reporting threshold for a crash event to generate a report increased from $1,500 to $2,500 on January 1, 2018, which may affect the number of property damage only (PDO) crashes reported in the new study set.
- As of 2016, PDO crashes are only coded at the Crash Event database level, so some information about multiple units (e.g., vehicles) and participants are no longer available for analysis.
- The Roadway Departure definition used in the 2016 TSAP excluded bicycle-involved and pedestrian-involved crashes. The current definition does not.
- ODOT added a Distracted Driving query that was not used in the 2016 TSAP.
- Marijuana-involved crashes are only available for the most recent years, including part of 2016 and newer.

CRASH DATA TRENDS

Using consistent queries and definitions, following are noteworthy increases from the data analyzed previously (2009-2013) to the current crash data set (2014-2018).

- The number of people killed or seriously injured increased from 2009-2013 to 2014-2018.
  - Fatalities (people killed): From 1,675 to 2,240
  - Serious Injuries (people seriously injured): From 7,191 to 8,695
- The number of the following fatal crash events and serious injury crash events experienced the greatest increases from the 2009-2013 data set to the 2014-2018 data set.
  - Fatal and serious injury crashes:
    - Occurring at intersections (from 2,631 to 3,413)
    - Involving an older driver (65+ years old) (from 1,498 to 2,082)
    - Involved alcohol and/or other drugs (from 1,695 to 2,121)
    - Involving an unlicensed driver (from 628 to 1,015)
    - Involving a pedestrian (from 760 to 926)
    - Involving a motorcyclist (from 1,170 to 1,366)

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[2] Full analysis and findings are available in the consultant's Crash Trend Analysis Report.

URBAN/RURAL DISTRIBUTION

The proportion of fatal and serious injury crashes shifted in the most recent study period, from 52% Urban / 48% Rural to 56% Urban / 44% Rural. This may or may not indicate a change in the location of the actual crash events, since several other related changes have occurred in recent years:

- Urban and Urbanized areas were expanded after the 2010 census, and some of this information was not included in the Crash Data System until 2014.
- Some population (and associated vehicles miles traveled) has shifted from rural to urban areas.

RECOMMENDATIONS

The consultant team recommends the following related to crash trends.

- In the 2021 TSAP content, limit comparisons made between the 2009-2013 and 2014-2018 data sets when identifying safety needs due to the confounding factors identified above.
- Carefully review emphasis subareas and actions for those crash types with the greatest increased number of fatal and serious injury crashes.

SAFETY PERFORMANCE MEASURES TARGET ANALYSIS

Safety Performance Management is part of the overall FHWA Transportation Performance Management program that uses system information to make investment and policy decisions to achieve national performance goals. In the 2016 TSAP, Oregon identified safety targets for the following performance measures:

1. Number of Fatalities
2. Rate of Fatalities
3. Number of Serious Injuries
4. Rate of Serious Injuries
5. Number of Non-motorized Fatalities and Non-motorized Serious Injuries

The 2014-2018 data was the first to be reviewed under the Performance Measures requirements. Oregon did not meet or make significant progress toward any of the five targets.

Establishing and publishing these multi-year targets in the TSAP created conflicts between these publicly-shared targets and the annual goals established in other safety planning documents. However, these targets also provided--and continue to provide--accountability to the public as Oregon safety stakeholders work toward these established safety outcomes.

ODOT and its safety partners conducted two meetings, and the consultant team developed draft, revised, and final versions of a Performance Target Analysis Report to rectify the issues described above and develop a recommendation for the 2021 plan.

RECOMMENDATIONS

Further discussion is needed among ODOT staff and other Oregon safety stakeholders to identify the best way to set new safety targets and display the methodology and numeric targets within the 2021 TSAP or elsewhere.

1. Keep the existing vision of zero fatalities and serious injuries by 2035.
2. In the 2021 TSAP, provide only the baseline (2014-2018 five-year average) and the five-years-from-now results (2019-2023) for the required safety performance measures. The 2019-2023 values will be selected using a similar "S-curve" methodology from the previous TSAP.
3. Conduct an annual Safety Performance Measure Target process to be approved by the OTSC. Steps will include reviewing the most recent crash data, assessing progress achieved, identifying real-world effects on future safety trends, and setting targets for the next year.
   - This process will be integrated with the annual Highway Safety Plan (HSP) update process that occurs each Spring.
   - This process will allow coordination with the MPOs in setting appropriate statewide targets and MPO specific targets.

STAKEHOLDER FEEDBACK

The consultant team and ODOT staff solicited safety stakeholder feedback using the following tools:
- Stakeholder Interviews (consultant-led)
- ODOT Staff Outreach (ODOT-led)
- Public Survey
- Stakeholder Workshop (December 10)

The consultant identified the following emerging issues and other noteworthy topics from the stakeholder outreach activities.

IMPAIRED DRIVING

Alcohol remains a primary concern, as more than 18% of fatal and serious injury crashes involve alcohol. However, the legalization of marijuana and continued use of illegal drugs has introduced a rising poly-drug impaired issue in Oregon (alcohol paired with drug usage). With the passage of Measure 110 in Oregon's 2020 Special Session that decriminalized single-use amounts of various controlled substances (meth, heroine, etc.), it is anticipated that impairment will continue to rise as the recreational use of these impairing substances increases.

SHIFT TO IMPLEMENTATION

Some interviewees expressed an interest in shifting from a focus on policy-level activities in Oregon (e.g., the Blueprint for Urban Design) to street-level implementation of those new or revised policies. One survey respondent recommended increased installation of infrastructure projects for bicyclists and pedestrians instead of continued revisions to policies.

TRANSPORTATION SAFETY EQUITY

Beyond Oregon's typical discussion of geographic equity focused on rural and urban travelers, ODOT's new Office of Social Equity is expanding ongoing discussions about systemic racism and socioeconomic equity in transportation. Addressing these issues requires agencies to work

together to address transportation, health, housing, employment, education, and criminal justice to develop unified plans for people's experiences.

COVID-19 IMPACTS

In the interviews and the survey responses, the significance and timeliness of the COVID-19 pandemic in Oregon, the U.S., and worldwide was top-of-mind for many stakeholders. The overall traffic fatality rate in the U.S. is much higher in 2020 than previous years (based on estimates from the National Safety Council). Reasons may include the following:

- Law enforcement has observed an increase in risky behaviors. For example, as some typically-congested roadways have "opened up" during the lockdown periods, speeding citations over 100 mph have increased significantly in the state.
- There is real evidence of very low transit use and anecdotal evidence of personal vehicle sales increasing, which could lead to high vehicle miles traveled by personally-owned vehicles in the coming months and years.
- Law enforcement resources normally dedicated to traffic enforcement were and continue to be stretched thin due to additional COVID-19 and other community service needs in 2020, where enforcement is one of the proven countermeasures to unsafe driving behavior.

RECOMMENDATIONS

Transportation safety has many stakeholders, each with a different perspective on the problems and potential solutions to save lives and prevent serious injuries in Oregon. The 2021 TSAP needs to incorporate the newly-emerging issues identified via ODOT's feedback mechanisms, including but not limited to drug impairment, COVID-19 response, and equitable implementation of previously-established policies and procedures.

EMPHASIS AREA ACTION REPORTING DETAILS

Table 1 below describes the status of 2016 Oregon TSAP Emphasis Area activities for Tier 1 action items, which are detailed in the 2016 TSAP, Chapter 6.

TABLE 1. OREGON TSAP EMPHASIS AREA ACTIONS, TIER 1 ACTION REPORTING

Action #	Action Name	Action Lead(s)	Reporting Liaison	Status	Description of Activities or Progress to Date	Description of Barriers to Address Action	Other Comments or Next Steps
Impaired Driving Actions							
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).	Chuck Hayes, GAC on DUII; Traci Pearl, ODOT TSD Highway Safety Section Manager	Dan Estes, ODOT TSD Impaired Driving Program Manager	Ongoing	Efforts include media & education safety outreach to preteen drivers and the general public.	The passing of measure 110 in Oregon raises major concerns related to "drugged driving" and "driving under the influence of prescription drugs".	
6.1.2	Provide training and education on marijuana impairment detection for law enforcement.	Lt Scott Rector, Oregon State Police	Lt Scott Rector, Oregon State Police	Ongoing	A DRE school was conducted for several officers; ARIDE training is provided to all OR law enforcement officers.	Due to protests in Portland, the field certifications had to be moved to Medford and Hillsboro. These field certifications were completed successfully.	
6.1.3	Conduct targeted impaired driving enforcement.	Lt Scott Rector, Oregon State Police	Lt Scott Rector, Oregon State Police	Ongoing	Impaired driving OT was used by OSP members.	OSP had several challenges due to COVID restrictions, protests, wildfires, and election protests.	
6.1.4	Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.	Chuck Hayes, GAC on DUII; Traci Pearl, ODOT TSD Highway	Dan Estes, ODOT TSD Impaired Driving Program Manager	Ongoing	This action was sought with Oregon legislature during the last session, but it did not pass.	Passing legislature	

		Safety Section Manager					
6.1.5	Revise DUII statutes with the objective of eliminating impaired driving as a crash cause.	Chuck Hayes, GAC on DUII; Traci Pearl, ODOT TSD Highway Safety Section Manager	Dan Estes, ODOT TSD Impaired Driving Program Manager	Needs Refining		Input from TSD management indicated it is very difficult to understand what specific actions are needed / within ODOT's authority.	
Occupant Protection Actions							
6.2.1	Conduct targeted enforcement of occupant protection laws.	Lt Scott Rector, Oregon State Police	Kelly Mason, ODOT TSD Occupant Protection Program Manager	Ongoing	In fiscal year 2020, fifty-nine police agencies as well as the Oregon State Police were awarded Seat Belt overtime High Visibility Enforcement (HVE) grants. Total citations/warnings written during Safety Belt overtime events was 2,213 for seat belts and 63 for child restraints. In fiscal year 2021, sixty-six police departments and sheriff's offices along with Oregon State Police have been awarded safety belt overtime grants.	OSP had several challenges due to COVID restrictions, protests, wildfires, and election protests.	Increased enforcement capabilities and resources in 2021, and increased media messaging will help to increase the seat belt usage rate statewide. // Lt. Rector (OSP) adds: OSP used 461 hours of overtime hours and made approximately 700 traffic stops during this time.
Speeding Actions							
6.3.1	Educate all transportation system users about the dangers of speeding.	Traci Pearl, ODOT TSD Highway Safety Section Manager	Kristin Twenge, ODOT TSD Speed and Police Traffic Services Program Manager	Ongoing	TSD performs continual education and outreach using outlets such as social-media, television, billboards, and web materials.	Less traffic volumes during COVID resulted in a substantial increase in high-speed violations, particularly those over 100 mph.	

6.3.2	Continue work between ODOT, cities, and counties to consider and revise, as appropriate, regulations and programs for establishing speed limits to achieve safety goals, improve balance among multimodal interests, and support community objectives.	Jocelyn Blake, AOC	Angela Kargel, ODOT Traffic Roadway Section	Complete	Established new methodology in Oregon Administrative Rule	Awaiting legislative action to complete new ORS allowing ODOT to delegate authority	
6.3.3	Establish the same statutory speed limits in residential and business districts.	Jocelyn Blake, AOC	Angela Kargel, ODOT Traffic Roadway Section	Ongoing	This was partially accomplished: legislature changed the ORS allowing some Residential streets to operate at 20 mph.		Another Statute was changed to expand the definition of residential streets outside of city limits.
6.3.4	Modify laws to allow more effective automated enforcement of traffic laws.	Jocelyn Blake, AOC	Angela Kargel, ODOT Traffic Roadway Section	Ongoing	New ORS allows red light cameras to also be used for speed violations.		Fixed Speed Cameras used by Portland in High Crash Corridors will be repealed in 2024 if not revised.
6.10.1	Evaluate the safety impacts of innovative pedestrian facilities. Continue implementing the most effective.	Angela Kargel, ODOT Traffic Roadway Section Jessica Horning, ODOT Active Transportation Section	Gary Obery, ODOT Traffic Roadway Section	Needs Refining	Implementing more buffered and protected bike lanes, completed BUD, considering protected intersection designs; ODOT Research (ongoing): SPR833-Intersection Treatments and Traffic Characteristics on Bicycle Safety	Statewide Inventory and tracking of innovative bicycle facilities is needed	This is an ongoing task. New innovative treatments and measures continue to be developed. Need to refine this action to include bicycle facilities, instead of pedestrian facilities.
6.12.1	Identify risk factors for older drivers and implement treatments, within current law.	Kelly Kapri, TSD Distracted Driving Program Manager Kristopher Keyes, DMV Older Driver	Christi McDaniel-Wilson, ODOT Traffic Roadway Section	Ongoing	Completed Research into risk factors, considering suggested actions, developing action (implementation) plan	Need better ways to flag crash data statewide to continue identifying those involving older drivers	A lot of these are policy changes could require substantial discussion or ORS changes to implement

		Program Angela Kargel, Traffic Roadway Section					
6.3.7	Conduct targeted enforcement to reduce speeding.	Lt Scott Rector, Oregon State Police Traci Pearl, ODOT TSD Highway Safety Section Manager	Kristin Twenge, ODOT TSD Speed and Police Traffic Services Program Manager; Scott Rector (OSP)	Ongoing	TSD's High Visibility Enforcement (HVE) program awards grants to law enforcement agencies in OR to conduct speed specific enforcement; Continually seeking grants for overtime activities. OSP used 870 hours of speed overtime and made approximately 1600 traffic stops during that time.	OSP had several challenges due to COVID restrictions, protests, wildfires, and election protests.	
Distracted Driving Actions							
6.4.1	Support the task force on distracted driving and implement countermeasures.	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Completed		Note: the ODOT Distracted Driving Task Force sunset in (May) 2018.	
6.4.2	Decrease distracted driving through education and changing social norms.	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Ongoing	This is being done through media campaigns, high visibility enforcement and distracted driving awareness presentations statewide. It is also being accomplished through the Distracted Driving Awareness Courses that are often offered to drivers that receive their first distracted driving citation, the court determines this. Classes are offered in-person and online.	Due to Covid-19 high visibility enforcement has been reduced to avoid contact. Also, most in-person distracted driving avoidance courses have been cancelled.	

6.4.3	Work with other states on research and data development to identify the scope and scale of distracted driving and possible solutions.	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Ongoing	Communication with other states on a national level is ongoing throughout the year to accomplish this Action.		
6.4.4	Adopt and revise current distracted driving law to remove loopholes and be consistent with Federal guidance. (Note: this was achieved in 2017 and fine-tuned in the 2018 Legislative Sessions with HB 2597 and HB 4116, respectively.)	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Kelly Kapri, ODOT TSD Distracted Driving Program Manager	Completed			
Intersection Actions							
6.16.1	Evaluate pedestrian and bicycle high crash locations and risk factors through analysis of existing data and development of new data sources.	Angela Kargel, ODOT Traffic Roadway Section Josh Roll, ODOT Research Section	Christi McDaniel-Wilson, ODOT Traffic Roadway Section	Ongoing	Developed new Bicycle and Pedestrian plan with risk factors using NCHRP 893 Working on updating lighting policy for pedestrians	Better data is a continued need especially around ped and bicycle volumes Statewide inventory data is needed to continue to identify risk factors	Identifying risk factors is an ongoing process, need better data and need to work on identifying equity issues
6.17.1	Implement education and training related to new types of infrastructure (e.g., signal heads, safety edge, crosswalks, bike lanes, or roundabouts) and related traffic laws.	Angela Kargel, ODOT Traffic Roadway Section	Angela Kargel, ODOT Traffic Roadway Section	Needs Refinement	Little to no legislative action some continued outreach on Roundabouts, RRFBs and Crosswalks		May not need this action because this will get done on an as needed basis regardless
Roadway Departure Actions							

| 6.3.5 | Track and assess changes to crash rates, fatalities, and serious injuries on highways recently approved for higher speed limits. | Bill Warner, ODOT TSD Roadway Safety

Angela Kargel, ODOT Traffic Roadway Section | Christi McDaniel-Wilson, ODOT Traffic Roadway Section | Ongoing | PSU is researching the Safety of higher speed limits in Eastern Oregon, Report to be completed June 2021 | | |
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| **Pedestrian Actions** | | | | | | | |
| 6.3.6 | Focus facility design and redesign to achieve operating speeds consistent with safety goals, context, users, and land use. | Heidi Shoblom ODOT Traffic Roadway Section | Rich Crossler-Laird, ODOT Traffic Roadway Section | Ongoing | Published Blueprint for Urban Design (BUD), a comprehensive update to highway design standards in urban areas | | BUD is being actively used for urban projects and uses context and land use to determine design and achieve target speeds. Will be incorporated into the HDM at next update. |
| 6.5.1 | Implement design treatments to achieve appropriate speeds and manage sight distance consistent with context, users, and community goals. | See 6.3.6 Heidi Shoblom, ODOT Traffic Roadway Section | Rich Crossler-Laird, ODOT Traffic Roadway Section | Needs Refining | Published Blueprint for Urban Design (BUD), a comprehensive update to highway design standards in urban areas | | BUD is being actively used for urban projects and uses context and land use to determine design and achieve target speeds. Will be incorporated into the HDM at next update. Consider how to integrate actions 6.3.6 and 6.5.1 into one action, as they are similar. |
| 6.6.1 | Implement low-cost systemic safety improvements at intersections. | Angela Kargel, ODOT Traffic Roadway Section | Christi McDaniel-Wilson, ODOT Traffic Roadway Section | Ongoing | Implementing systemic measures using HSIP/ARTS funding | Intersection ID work is on hold | Need to develop new implementation plan |
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| **Motorcycle Actions** | | | | | | | |
| 6.9.1 | Increase awareness among motorcycle drivers that the majority of crashes involve speed, impairment, and roadway departure. | Chris Henry, GAC on Motorcycle Safety; Traci Pearl, ODOT TSD Highway | Jeff Greiner, ODOT TSD Motorcycle Safety Program Manager | Ongoing | This work remains a priority for TSD which is working closely with the Impaired Driving Program Manager on safety outreach. | Motorcycle rider culture is counteractive to these efforts. | |

		Safety Section Manager					
6.9.2	Provide education and enforcement to decrease impaired motorcycle riding.	Chris Henry, GAC on Motorcycle Safety; Traci Pearl, ODOT TSD Highway Safety Section Manager	Jeff Greiner, ODOT TSD Motorcycle Safety Program Manager	Ongoing	This work remains a priority for TSD which is working closely with the Impaired Driving Program Manager on safety outreach.	Motorcycle rider culture is counteractive to these efforts. Federal funding cannot pay for helmet enforcement or checkpoints.	
Bicycle Actions							
6.7.1	Design and implement treatments addressing risk factors associated with roadway departure crashes.	Angela Kargel, ODOT Traffic Roadway Section	Christi McDaniel-Wilson, ODOT Traffic Roadway Section	Ongoing	New Roadway Departure Plan in 2017, implementing measures using HSIP/ARTS funds		
Older Road User Actions							
6.8.1	Evaluate the safety performance of innovative pedestrian facilities. Continue implementing the most effective.	Angela Kargel, ODOT Traffic Roadway Section Jessica Horning, ODOT Active Transportation Section	Gary Obery, ODOT Traffic Roadway Section	Ongoing	Completed research on safety effects of RRFBs across 3-lane roadways (SPR 814). Updated RRFB guidance following study's recommendations.	Statewide Inventory and tracking of innovative pedestrian facilities are needed	New innovated treatments continue to be explored.
Commercial Vehicle Actions							

6.13.1	Implement the annual Commercial Motor Vehicle Safety Plan.	Carla Phelps, Motor Carrier Enforcement Section	Carla Phelps, Motor Carrier Enforcement Section	Ongoing	The Commercial Motor Vehicle Safety Action Plan is required annually by law. The 2020 report was just posted to ODOT's intranet site with stats from the previous year. The 2020 report continues emphasis on reducing truck at fault crashes.	Biggest barrier is budget and resource demands for our law enforcement partners which has had an impact on roadside inspections. We continue to work with our partners in hopes of creating new ways to address the budget and resource crunch including looking for alternative funding options. We are also looking at our own processes in hopes to gain efficiencies to increase capacity.	In 2020 we applied for the MCSAP grant allowing us to set performance goals for awareness training of human trafficking for all roadside personnel and enforcement partners, focus on enforcement presence on crash corridors and implementation of the New Carrier Safety Audit to educate new carriers on safety practices and compliance. Safety Action Plan link: https://www.oregon.gov/odot/MCT/Pages/TruckSafety.aspx
Enforcement Actions							
6.14.1	Equitably enforce and prosecute traffic safety offenses for all modes	Alex Pichel, Oregon Criminal Justice Commission Lt Scott Rector, Oregon State Police	Lt Scott Rector, Oregon State Police	Needs Refining	OSP has conducted trainings with officers. Officers are updated as new laws and policies are changed.	OSP requests to see what specific examples this group is looking for.	
6.14.2	Increase funding for traffic patrols to enforce traffic laws.	ODOT staff to follow-up with Traci Pearl (TSD) and Lt.		Needs Refining	ODOT staff to follow up with identified action leads.	Need to determine who has the authority to influence this action.	Need to reframe this action into something more specific or realistic. Otherwise consider removing.

		Scott Rector (OSP)					
EMS Actions							
6.15.1	Recruit, train, and retain Emergency Medical Services (EMS) responders in urban, rural, and sparsely populated areas.	Dana Selover, OHA State Emergency Medical Services	Kelly Kapri, ODOT TSD Distracted Driving	Ongoing	ODOT funds emergency responder training to rural EMS providers to accomplish this Action.	Due to Covid-19, some of these conferences/trainings have been cancelled or gone virtual.	
Data Actions							
6.8.2	Provide safe facilities and crossings in areas where pedestrians are present or access is needed. Prioritize transit corridors, school areas, multilane streets and highways and other high risk areas and facilities.	Angel Kargel, ODOT Traffic Roadway Section Jessica Horning, ODOT Active Transportation Section	Eric Leaming, ODOT Traffic Roadway Section	Ongoing	Implementing safety measures using HSIP/ARTS funding focusing on high risk areas identified in plan. Completed statewide inventory of marked crosswalks across state highways.	Statewide inventory of transit stops. Additional funding to install and maintain crossing treatments.	Planning update to uncontrolled marked crosswalk design guidelines for 2022.
6.16.2	Improve timeliness of crash data.	Robin Ness, ODOT Transportation Data Section	Robin Ness, ODOT Transportation Data Section (see notes in last column)	Ongoing	Daily coding of traffic crash case files by 10 crash data technicians. Coding production and quality is monitored & tracked monthly. Team coding goals are set to meet and exceed weekly and monthly.	1) FTE- combined issues are, need 1 additional FTE, extensive training to become competent and consistent, classification of positions, and retention of FTE. 2) Meeting varied competing priorities for state and federal reporting deadlines and requirements.	Currently that work is fully staffed for the first time in several years and we're seeing improvements in completion times. A CAR Unit 5-Year Strategic Business Plan recommended various actions, and steps to improve workforce development, retention and cross-training which are being prioritized and implemented. Electronics reporting could be another improvement to annual file completion timelines.

| 6.16.3 | Improve reliability of crash reports. | Robin Ness, ODOT Transportation Data Section | Robin Ness, ODOT Transportation Data Section (see notes in last column) | Needs Refining. The reporting of the available data is **ongoing.** | DMV is responsible for creating the police traffic crash report form by ORS. A CAR Unit 5-Year Strategic Business Plan's recommended supporting ODOT's DMV division in implementing electronic police traffic crash reports with built in quality assurance rules. Meetings with CAR/DMV Modernization Team have begun. | **1)** Limitations on DMV's FTE and IS resources to take on the project to facilitate their new enterprise DMV system accepting and managing electronic forms. **2)** Also, they don't have the resources to allocate for the project of migrating of their current hardcopy crash form *(which requires filling out by hand or filling in online, printing hardcopies for submittal to DMV via USPS, email, in person at a field office, or faxed)*; to interactive online forms for both police traffic crash and citizen, (driver) traffic crash forms, with built in quality assurance rules in each field. | Acquire more support from DMV executives to give this action a higher priority and provide help in developing an electronic form that can be accessed on-line or in a DMV kiosk. Continue to provide support to DMV in developing an electronic traffic crash report form for both police and citizens. Possible Traffic Records grant for IS work. |

| 6.16.4 | Identify data needs related to impaired driving and implement measures to address gaps. Coordinate with public health. | Chuck Hayes, GAC on DUII, *ODOT TDS;* Traci Pearl, ODOT TSD Highway Safety Section Manager | Dan Estes, ODOT TSD Impaired Driving Program Manager? | Needs Refining. ***Action lead should be reassigned.*** Reporting of available data is **ongoing**. | The CAR Unit codes and reports on any alcohol or drug involved crash events that are reported through official documentation and sources. That is the limit of the data related authority the CAR Unit has on this original collection or testing of suspected impaired drivers and non-motorists involved in serious or fatal traffic crashes activity. | There is no action the CAR Unit can realistically take on their own, to improve the collection or sharing of the impaired driving data at the crash event. The current action lead does not have influences or authority over what is collected or shared by official sources. The impaired data needed for crash data reporting is not being collected or not reported adequately at the source level from police, DA's, hospitals, OSP forensic labs, or medical examiners. 2020 has further impeded that information due to COVID-19 and the closure of other state offices and delayed completion of forensic work. | If this is a serious ODOT commitment for improvement, what is needed is increased executive support from ODOT, DOJ, and OHA, and OSP and improved coordination and actions that go beyond word of mouth. Or going along with prioritizing law enforcement & district attorney concerns of discovery prior to trials, and possibly multi-interagency agreements. This is not a properly assigned action item. It should be assigned to ODOT TSD's program managers whose job it is to represent and be liaison's for Impaired Driving, Emergency Medical Services, and Law Enforcement & Courts programs to educate drivers, law enforcement traffic supervisors through DPSST, and OHA on impaired driving and the significance of collecting data and making the data available for reporting consistently. TSD is also the agency source of NHTSA safety grants to improving traffic records. |

6.16.5	Develop and implement a new Traffic Records Strategic Plan based on the 2016 NHTSA assessment of the program, and subsequent future assessments of the traffic records system.	Walt McAllister, Traffic Records Program	Walt McAllister, Traffic Records Program	Completed/ Ongoing	Currently developing a new plan for 2021 - currently in assessment phase.		
Training and Education Actions							
6.8.3	Improve maintenance of existing pedestrian facilities.	Luci Moore, ODOT Maintenance and Operations Branch		Needs Refining		Due to limited resources at ODOT, we do not have the ability to extend maintenance to local facilities. Many pedestrian facilities are not in ODOT's ownership, and if they are, there is usually a maintenance agreement for locals to maintain.	Luci recommends focusing this at the local level: LOC might be a good resource. Statutory change needed is currently unclear and comes with trade-offs. ODOT could focus more on multi-use paths.
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.	Jocelyn Blake, AOC

Walt McAllister, Traffic Records Program | Walt McAllister, Traffic Records Program | Needs Refining | An initial group of communities have developed plans. | Financing and lead-times | Need to ID permanent funding for local plan development that coordinates with other ODOT plans. |
| 6.17.3 | Implement education, training, or examinations to ensure licensed drivers understand current traffic laws. | Traci Pearl, ODOT TSD Highway Safety Section Manager | Jody Raska, ODOT Driver Education Program Manager | Needs Refining (see edit) | Through driver education program (only 15 - 17 age range); ongoing curriculum review, incorporate new laws to update training providers. | Many programs are run through public schools or colleges which are currently not running due to COVID; Shortage of | Revise action to include licensed drivers aged 15-17 years old. |

					instructors; limited resources in rural communities and regions.	