



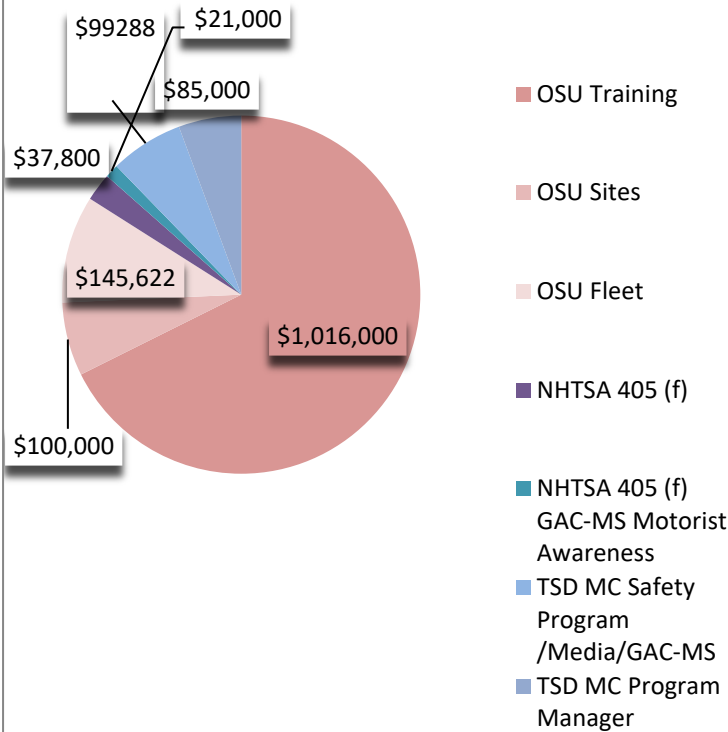
# Oregon Transportation Safety Committee (OTSC)

## ODOT TSD Motorcycle/Moped Rider Safety Program

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

### Funding for 2021:

### Oregon Motorcyclist and NHTSA Fund Distribution



### NHTSA Section 405f Motorcycle Safety:

Motorcyclist Safety Training/Equipment  
\$ 37,800 – **Will be carried forward into 2022**  
Motorist Awareness - TSD/GAC-MS  
\$ 18,313 – **Will be carried forward into 2022**

### State Funds - ODOT DMV-\$28 Motorcycle Fund

OSU Team Oregon - Staff  
\$1,016,000 - **\$667,660.64 Spent to date, expect full amount to be used**

OSU Team Oregon – Training Site Dev/Maint.  
\$ 100,000 - **\$60,520.00 Spent to date.**

OSU Team Oregon – Fleet Replacement  
\$ 46,912 – Original Approved Budget  
**\$145,622 – 2 Grant Adjustments - 1) carry forward from 2020, and 2) \$37,800 addition for mechanic vehicle (\$37,800 reduction from TSD Statewide Program). Vehicle has been purchased, efforts to secure motorcycle purchases continue (record high demand/low supply due to Covid)**

TSD Statewide Services Motorcycle Safety  
GAC-MS, Media, Publications, Outreach  
\$ 137,088 – Original Approved Budget  
**\$99,288.00 – Current Budget \$20,568.30 Spent to date.**

**Grant Adjustment reduction of \$37,800 to increase OSU Fleet Grant to reduce barriers related to Buy America requirements and limited supply of viable inventory.**

TSD Program Management (position)  
\$ 85,000

### Total

\$ 1,356,113 – Original Approved Budget

**\$ 1,504,710.00 – Increase due to carry forward request of unspent funds from 2020 by Team Oregon.**

<p>Primary Focus - Saving Lives, Reducing level of Injuries, Preventing Crashes</p> <p><b>As of 8/23/2021 – 54 fatalities (preliminary)</b>  2020 – 63 fatalities (preliminary)  2019 - 56 fatalities  2018 - 85 fatalities  2017 - 56 fatalities  2016 - 55 fatalities</p>	<p><b>The Problem:</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Data indicates motorcyclists’ right of way continues to be violated due to distracted, inattentive blindness, motion blindness, saccades (rapid jerky movement of the eye as it jumps from fixation on one point to another), errors in proximity/speed judgement, and not “expecting” riders. This is resulting in crashes, fatalities and injuries.</li> <li>• 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.</li> </ul>
<p>Strategies Put into Play:</p> <p><b>GAC-MS</b>  Met monthly (virtually) during legislative session. Submitted multiple letters of support for highway safety related bills (primarily related to impairment). Submitted limited number of letters of opposition (headlights on at all times).</p> <p><b>Program</b>  Participating on national research team looking at moped crashes/training/licensure/endorsement.</p> <p>At the invitation of Committee Member Marian Owens, attended A.B.A.T.E. Southern Oregon Summer Motorcycle Run. Co-staffed informational booth with Mrs. Owens sharing MC specific and general transportation safety related information. Focused on messaging related to dehydration and impairment. Benefitted from multiple conversations with event organizers and attendees on ideas to message safety information and engagement strategies with specific riding groups and individual riders.</p>	<p>Select Strategies:</p> <p>“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.”</p> <p>“Continue to assess existing and new training curriculums for adequacy, improvement, and acceptance.”</p> <p>“Prioritize the development/refinement of rider situational awareness/risk assessment skills coupled with awareness and compliance with Oregon laws and rules.”</p>

<p>Analyzing final 2019 crash data, preparing grants for 2022, starting to draft plan for 2023.</p> <p>Working with DMV on HB 3055 – Reciprocity, motorcycle training program assessment.</p>	
<p>Projects Started 2021 / Forecast for 2022:</p>	<p>ODOT-TSD Program Management:</p> <p>Continue to work on equity elements related to MC Safety Program - Statewide Grant</p> <p>Media message campaign delayed due to RFP. 405(f) media on motorist awareness delayed.</p> <p>TSD program forecast for Motorcycle Safety Sub-account funds indicate 19% reduction for 2022. Grants will reflect reduction in fleet and site grants. Expect Grant Adjustment request from Team Oregon in 2022 on allocation in response to motorcycle/moped availability and site needs.</p> <p>ODOT DMV – training/testing/reciprocity discussions, 2022-2023 MC/Moped manual is out for review of updates. Working on HB 3055 reciprocity plan for out of state Oregonians seeking endorsement.</p> <p>405(f) – Team Oregon grant cancelled, equal funding was placed in fleet grant to expand options/opportunities. Funds were taken from TSD Statewide grant.</p> <p>Team Oregon continues to provide mandatory training – online version only/in person riding instruction.</p> <p>Preliminary 2021 public survey information continues to indicate over 80% of those surveyed do not believe lane splitting is safe for motorcyclists and surrounding vehicles. This is consistent with previous year’s survey results (included). Final report not available at this time.</p> <p>Expect Grant Adjustment requests for 2021 and 2022 due to COVID.</p>
<p>Progress of Strategies So Far:</p>	<p>Ongoing review of training programs and efficacy/equity/access. Ongoing review of crashes and current and historic studies on preventing MC crashes. Continue re-evaluating traditional approaches to addressing MC crash prevention/messaging.</p>