



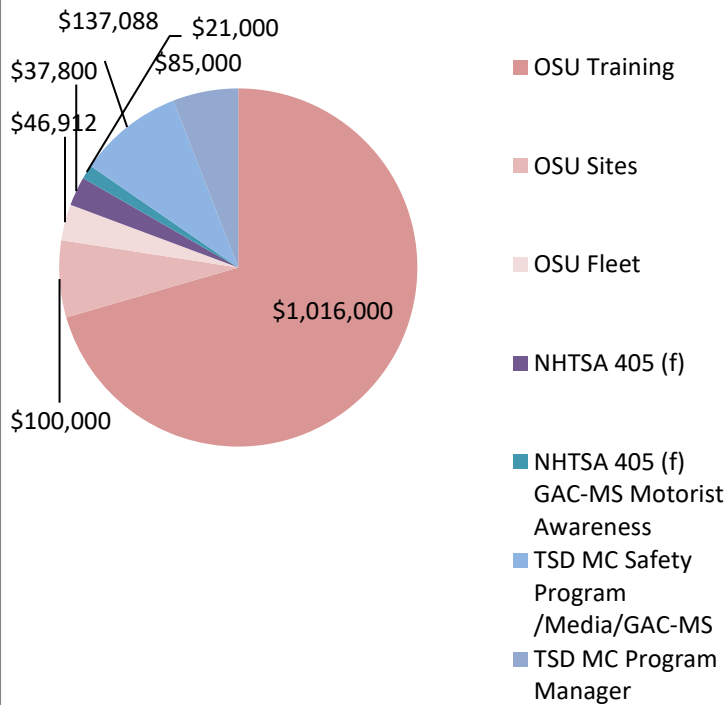
Oregon Transportation Safety Committee (OTSC)

ODOT TSD Motorcycle 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

Motorist Awareness – TSD/GAC-MS
\$18,313

State Funds - ODOT DMV-\$28 Motorcycle Fund

OSU Team Oregon – Staff
\$1,016,000

OSU Team Oregon – Training Site Dev/Maint
\$100,000

OSU Team Oregon – Fleet Replacement
\$46,912

TSD Statewide Services Motorcycle Safety
GAC-MS, Media, Publications, Outreach
\$137,088

TSD Program Management (position)
\$85,000

Total
\$1,356,113

<p>Primary Focus:</p> <p>2020 – 63 fatalities (preliminary) 2019 - 58 fatalities (preliminary) 2018 - 79 fatalities (preliminary) 2017 - 57 fatalities 2016 - 55 fatalities</p>	<p>The Problem:</p> <p>On average, motorcycle riders represent 14 percent of all traffic fatalities annually, yet in 2018 motorcycles represented only 4 percent of the registered vehicles in Oregon.</p> <p>Riders were impaired or affected by alcohol and/or drugs in at least 45 percent of motorcyclist fatal crashes in 2018.</p> <p>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.</p> <p>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.</p> <p>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.</p>
<p>Strategies Put into Play :</p> <p>GAC-MS Meeting monthly (virtually) during legislative session, evaluating MC, impairment, and speed related bills. Partnering with GAC-DUII on bills of mutual interest/concern.</p> <p>Program:</p> <p>Working on 2022 HSP chapter for MC safety – re-evaluating goals/strategies/metrics based on TSD Planning Session participant feedback.</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>Partnering with DUII Program Manager on impaired riding plan and Speed/LEO/Judicial Program Manager on speed related issues related to MC crashes.</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>Projects Started 2021:</p>	<p>ODOT-TSD Program Management:</p> <p>Reviewing 2020 crashes – 10% increase over 2019</p> <p>Working on equity elements related to MC Safety Program – Statewide Grant</p> <p>TSD/GAC-MS – draft 2022 HSP chapter - Forecast for funds indicate shortfall for 2022</p> <p>ODOT DMV – training/testing/reciprocity discussions, update of MC/Moped manual</p> <p>405(f) – Team Oregon may request waiver for non-American made product (vehicle)</p> <p>Team Oregon is providing mandatory training</p> <p>Expect Grant Adjustment requests for 2020 and 2021 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. Re-evaluating traditional approaches to addressing MC crash prevention/messaging.</p>