



# Roadway Safety update for Oregon Transportation Safety Committee (OTSC)

To include Roadway Departure, Safety Corridors, Work Zone, Vehicle Equipment Safety Standards

	2017	2018	2019	2020	2021	5 yr avg
Work Zone F&A						
*not limited to workers	26	5	4	-	7	8
Roadway Departure F&A	1,480	1,360	1,444	1,355	1,799	1,488
Vehicle Defect or Mechanical Problem F&A	561	567	543	369	590	526

State Highway Safety Corridors	Designated Date	Mileposts	F&A Rate 2017-2021
OR 211 Beavercreek	10/27/2021	14.0 - 22.0	128.9%
OR Route 22W (Buell to Dallas)	5/13/2020	5.0 - 15.0	123.3%
US 199 Selma to Cave Junction	5/1/2020	20.67 - 27.69	327.7%
OR Route 140 (Lake of the Woods)	4/1/2005	29 - 47	212.6%

	Safety Corridors	Roadway Departure
OSP 2023 grants		
Total OT Hours	157	2,070
Match Hours	103	
Vehicle Stops	357	2,155
DUII Arrest	1	6
Speed Citations	125	368
Seatbelt citations	3	34
Distracted Driving citations	n/a	11
Other citations	68	435
Speed warnings	162	996
Seatbelt warnings	19	58
Distracted Driving warnings	n/a	24
Other warnings	129	1,093

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

Funding for 2024	<b>Roadway Safety:</b>		
	Roadway Departure Enforcement	\$218,000	FHWA
	Safety Corridor Enforcement	\$25,000	NHTSA 402
	Engineering Safety Courses (OSU)	\$250,000	FHWA
	Safety Features for Local Roads Courses (OSU)	\$175,000	FHWA
	Preventing Roadside Deaths – Digital Alert Technology *new*	\$150,000	NHTSA 405(h)*
	Digital Alert Technology Analysis *new*	\$150,000	NHTSA 402
	<b>Vehicle Equipment Safety Standards:</b>		
	Safety Awareness	\$15,000	NHTSA 402
	<b>Work Zone Safety:</b>		
	Work Zone Education & Equipment	\$200,000	FHWA
	*amount may change due to total NHTSA funds awarded to Oregon		

New Preventing Roadside Deaths Program

[eCFR :: 23 CFR 1300.27 -- Preventing Roadside Deaths Grants.](#)

**§ 1300.27 Preventing Roadside Deaths Grants.**

(a) **Purpose.** This section establishes criteria, in accordance with [23 U.S.C. 405\(h\)](#), for awarding grants to States that adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.

(b) **Definitions.** As used in this section—

*Digital alert technology* means a system that provides electronic notification to drivers.

*Optical visibility measure* means an action to ensure that items are seen using visible light.

*Public information campaign* means activities to build awareness with the motoring public of a traffic safety issue through media, messaging, and an organized set of communication tactics that may include but are not limited to advertising in print, internet, social media, radio and television.

(c) **Qualification criteria.** To qualify for a grant under this section in a fiscal year, a State shall submit a plan that describes the method by which the State will use grant funds in accordance with [paragraph \(e\)](#) of this section. At a minimum, the plan shall state the eligible use(s) selected, consistent with [paragraph \(e\)](#) of this section, and include—

- (1) Identification of the specific safety problems to be addressed, performance measures and targets, the countermeasure strategies at the level of detail required by [§ 1300.11\(b\)\(1\)](#), [\(3\)](#), and [\(4\)](#); and
- (2) Identification of the projects at the level of detail required by [§ 1300.12\(b\)\(2\)](#) that support those strategies the State will implement during the fiscal year to carry out the plan.

	<p>(d) <b>Award amounts.</b> The amount of a grant awarded to a State in a fiscal year under this section shall be in proportion to the amount each State received under Section 402 for fiscal year 2022.</p> <p>(e) <b>Use of grant funds.</b> A State may only use grant funds awarded under <a href="#">23 U.S.C. 405(h)</a> as follows:</p> <ol style="list-style-type: none"> <li>(1) To purchase and deploy digital alert technology that—       <ol style="list-style-type: none"> <li>(i) Is capable of receiving alerts regarding nearby first responders; and</li> <li>(ii) In the case of a motor vehicle that is used for emergency response activities, is capable of sending alerts to civilian drivers to protect first responders on the scene and en route;</li> </ol> </li> <li>(2) To educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns for the purpose of reducing roadside deaths and injuries;</li> <li>(3) For law enforcement costs related to enforcing State laws to protect the safety of vehicles and individuals stopped at the roadside;</li> <li>(4) For programs to identify, collect, and report to State and local government agencies data related to crashes involving vehicles and individuals stopped at the roadside; and</li> <li>(5) To pilot and incentivize measures, including optical visibility measures, to increase the visibility of stopped and disabled vehicles.</li> </ol>
Updates	<ul style="list-style-type: none"> <li>• Work Zone Task Force</li> </ul> <p>With safety as a core value at ODOT and employees as our greatest asset, every effort must be made to ensure their safety in work zones. Working in roadway work zone poses elevated risk for injuries due to exposure to moving vehicular traffic and other hazards. During the 2022 Employee Engagement Survey, workers identified safety in work zone as a primary concern that needs to be improved. The Work Zone (WZ) Safety Task Force was created by the Office of Employee Safety to mitigate the risk and identify opportunities to protect workers and improve safety. The task force is composed of personnel from employee safety, regional PIOs, highway safety, highway maintenance &amp; operations, and others from affected business lines.</p> <p><a href="#">Work Zone Safety Improvement (sharepoint.com)</a></p> <p>We had 31 safety incidents (28 near misses and 3 incidents resulting in damage to ODOT property) reported for October. This brings our total to 232 for the year.</p> <ul style="list-style-type: none"> <li>• Work Zone Billboard Contest</li> </ul> <p><a href="#">Oregon Department of Transportation : Workzone Safety Billboard Design Contest : Get Involved : State of Oregon</a></p> <p>The Oregon Department of Transportation along with community partners are working to recruit high school students to design a billboard to educate drivers – especially young drivers - about the dangers of work zones and encourage safe driving.</p> <p>The winning design will be displayed on at least 1 billboard for 4 weeks in the ODOT region where the winning submission's school is located. Student(s) will win \$250 per student (up to a maximum \$1,000 award per team) from the Asphalt Pavement Association of Oregon's Education Foundation.</p>

	<p>The judging committee met on Tuesday, November 28th and have determined 2 potential winners and these have been approved by ODOT Comms. There are still several behind the scenes stages that need to take place before the winners can be announced. There are plans to have the winners attend the OREGON ROADWAY WORK ZONE CONSTRUCTION SAFETY SYMPOSIUM on February 15, 2024.</p> <ul style="list-style-type: none"> <li>• Vehicle Equipment – Emergency Vehicle Designations – Update OARs <ul style="list-style-type: none"> <li>737-100-0010 Definitions</li> <li>737-100-0030 Designation of Emergency Vehicles</li> <li>737-100-0040 Emergency Vehicle Designation for ODOT Incident Response Vehicles.</li> </ul> </li> </ul> <p>The process may take up 6 months to one year and will involved an advisory committee.</p>
TSO Links	<p><a href="#">Oregon Department of Transportation : Safety Corridors and Roadway Safety : Safety : State of Oregon</a></p> <p><a href="#">Oregon Department of Transportation : Work Zone Safety : Safety : State of Oregon</a></p> <p><a href="#">Oregon Department of Transportation : Vehicle Equipment Standards : Safety : State of Oregon</a></p>
TSAP Update	<p>Risky Improved Systems Statewide Workzone Groups is still to be determined.</p>

Emphasis Area:

**Risky Improved Systems**

Action/Step # Commercial Vehicles Actions	Action Leader	Action Description	1. Not Started	2. Early Progress	3. Underway	4. Substantial Progress	5. Completed	Recurring	Challenges and Comments
4	(TBD) Statewide Workzone Groups	Provide education and other countermeasures to improve work zone safety for workers and the traveling public.							Reporter: Colleen O'Hogan
	Past Activities (opt):	In August, Justin King worked with DMV Hanna Braziel to update the DMV Driver Manual with current WZ information.			x				Manual will be published in 2024
	Current activities (req):	Working on WZ billboard contest for H.S. age students. Near Miss Task Force ongoing work as shown on OES website Automated Work Zone Enforcement			x				Some of this info is coming from Justin King and may require clarification. This is a new process..
	Future activities (opt):	Working with Lobbyists for contractors to update 810.441 and include more Work Zone information in the next update of DMV manual. Challenges included providing as much Work Zone information as possible in a couple paragraphs, also included using plain language and lower grade level readability	x						Some of this info is coming from Justin King and may require clarification. This is a new process..