

Oregon Transportation Safety Office Triennial Highway Safety Plan FY2024-FY2026 Part I

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TSO Program Areas (Part I)



Region 5



Traffic Records



Region 2



Community Traffic
Safety

Region 5 – Summary

Page 97-107 Approved 3HSP

Region 5 works to reduce traffic crashes on state, county and city roads through grant projects and other countermeasures within various statewide programs in TSO's annual Highway Safety Plan (i.e., impaired driving, occupant protection, and speed). The RTSC leads coordination within the Region with public and private agencies and organizations, including local transportation safety committees and law enforcement, to enhance safety programs and their effectiveness within the identified high crash areas.

- Frontier and Rural Counties: Morrow, Umatilla, Union, Baker, Wallowa, Grant, Harney, and Malheur
- Tribes: The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and the Burns Paiute Tribe
- Approximately 39% of the total land area of the state; 5% of the state's population; 22% of all total miles in the state (state, county, city, misc. agency)
- No active safety corridors
- Mountain passes, inclement weather, variable speed limit corridors, and speed limit increases on I-84, I-82, and several state highways are some of the more unique transportation features of Region 5



The most unique factor regarding being an RTSC is that we work in, and focus on, all Transportation Safety programs which is why it was determined that our focus would be listed under the Statewide portion of the 3HSP.

Region 5 – Problem ID

Where we started (2020) vs. now (2022)

2020

State Traffic Fatalities (F) – 7%
State Traffic Serious Injuries (A) – 7%
Roadway Departure – 10% F&As
Alc./Drug Involved – 6% F&As
Speed – 7% F&As
Young Drivers – 8% F&As
Motorcycle – 6% F&As
Distracted – 9% F&As
Pedestrian – 2% F&As
Bicyclist – 8% F&A

2022

State Traffic Fatalities (F) – 6%
State Traffic Serious Injuries (A) – 5%
Roadway Departure – 9% F&As
Alc./Drug Involved – 5% F&As
Speed – 5% F&As
Young Drivers – 5% F&As
Motorcycle – 5% F&As
Distracted – 5% F&As
Pedestrian – 4% F&As
Bicyclist – 5% F&As

Region 5 – Problem ID and Summary

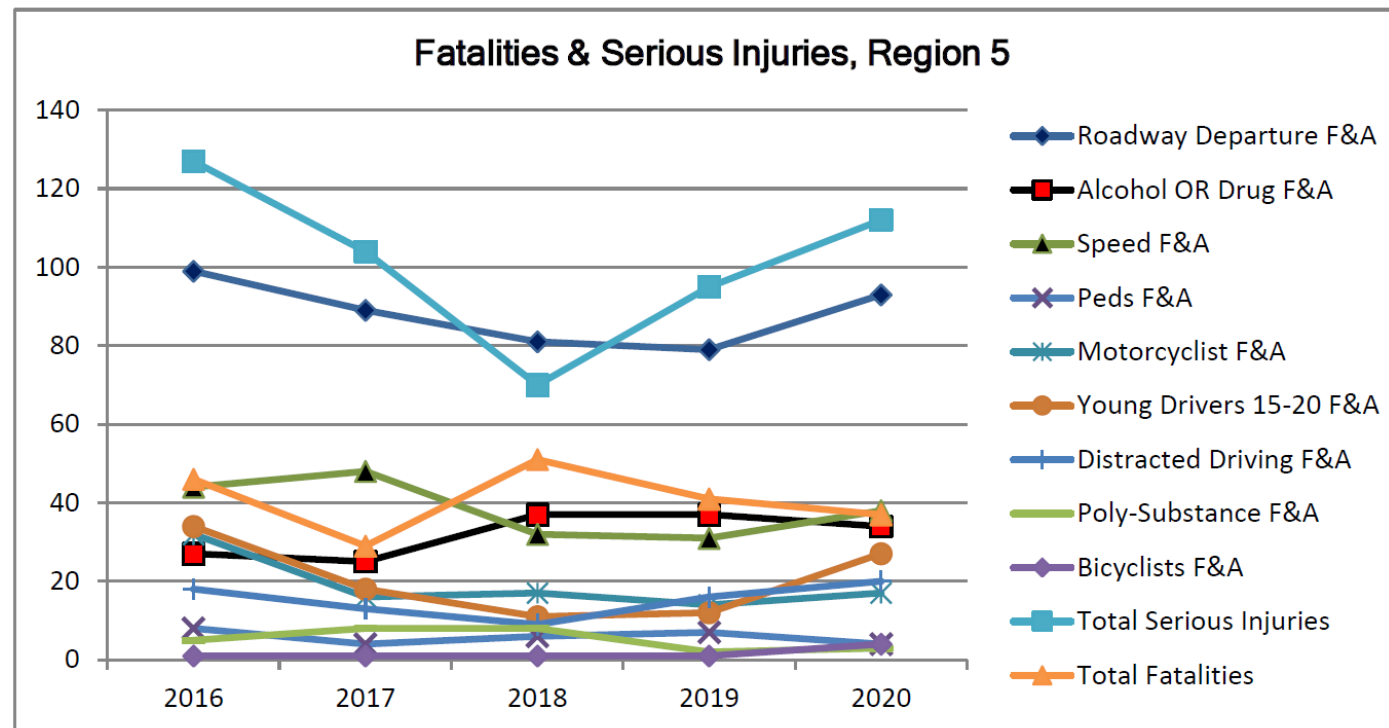


Figure 6: Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation

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.)

Region 5 – Strategies

Strategy 1.1.1 – Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

TSAP Emphasis Area

Region 5 – Strategies

- Maintain contact with safety partners (LE agencies; schools; CPS Techs; Traffic Safety Committees, OHSU, etc.)
- Participate in OR11 Safety Focus Group
- Designation of locations that will have focused roadway departure OT enforcement hours
- Assistance to partners for training aimed at the reduction of traffic fatalities and serious injuries
- Assistance for low income families for students to complete driver ed
- Education Campaigns through collaborations with ODOT R5, CCD, and DMV East Region
- CPS - working on outreach and mentoring new partners; CPS courses and annual conference

Region 5 – Strategies

- Collaborating with local partners to promote local training opportunities in R5
- Hosting 2 GAC DUIL meetings in R5 this grant year – May 2, 2025 in Burns and July 11, 2025 in Pendleton (CTUIR)
- Always working towards new/increased partnerships and maintaining partnerships to leverage efforts
- Regional Planning PP&E meetings – scheduling underway; new Cross-Agency Community Involvement partnership
- Collaborations with R5 SROs
- Local LE training opportunities annually in Union and Baker Counties in coordination with a local LE Recognition Banquet

Region 5 – Projects



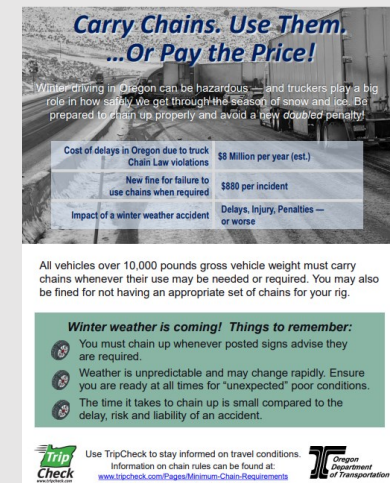
FFY2025 TSO Funded Projects

- Region 5 Program
- Child Passenger Safety Support (6)
- Driver Education Initiative
- Bike/Ped Safety Education & Outreach
- Impaired Driving Education & Outreach
- Speed Enforcement, Outreach, & Education (2)
- Portable Education and Outreach
- Oregon School Activities Association (OSAA) Traffic Safety Messaging
- OR11 Safety Outreach
- Distracted Driving Media
- Distracted Driving Statewide

Local Projects Highlighted

- Region 5 Communications Team
- Baker and Union Counties Law Enforcement Training and Recognition Banquet

The role of a RTSC is much more than funded projects. If you refer back to the strategies, you will see the many ways we partner and collaborate within the Region's communities.



Region 2 – Summary



Region 2 works to reduce traffic crashes on state and local roads through grant projects and other countermeasures found within various statewide programs in the Highway Safety Plan.



Counties: Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill counties, as well as a section of Washington, Clackamas, Jefferson, Deschutes, and Klamath counties.

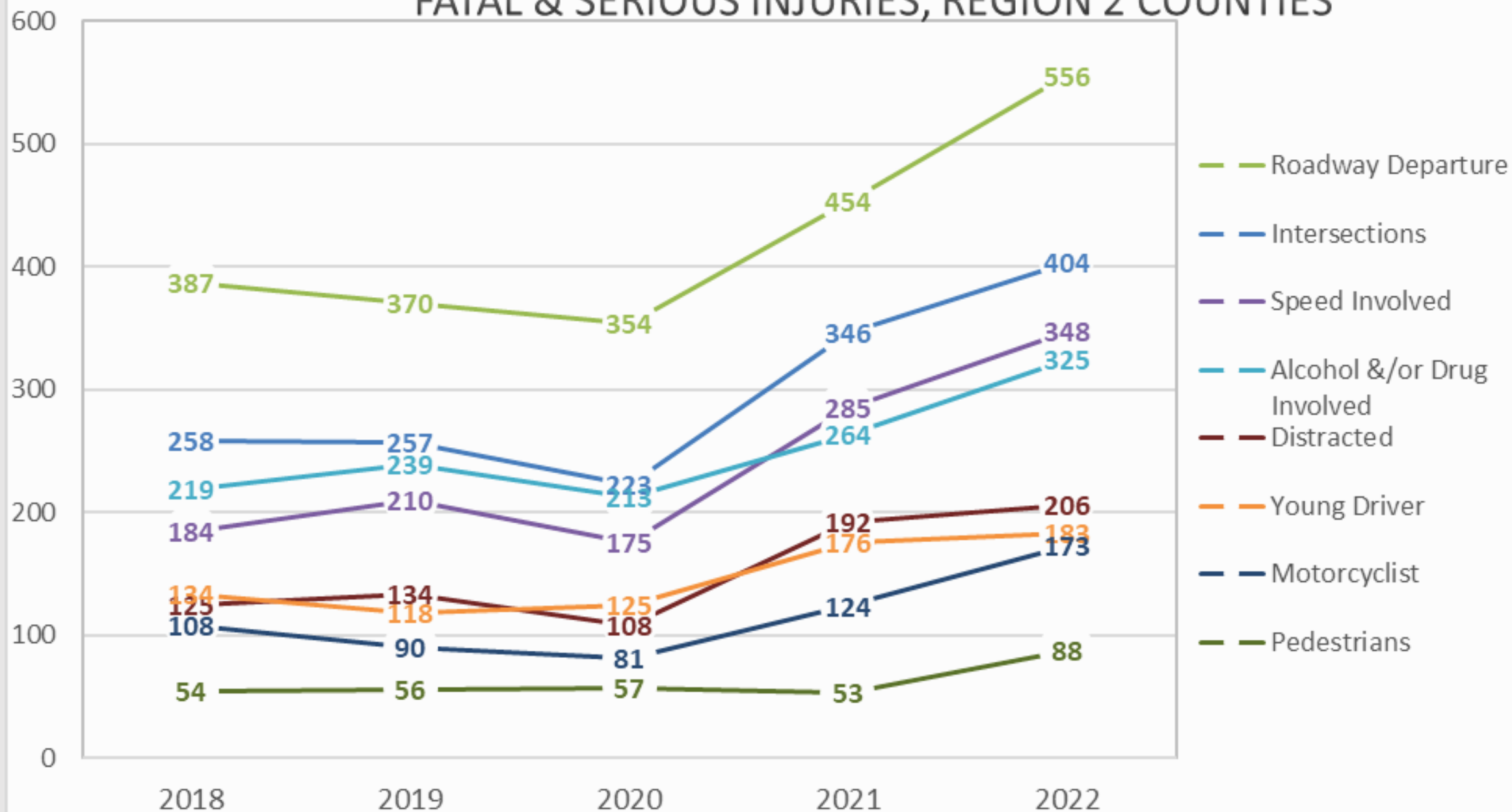


Region 2 is responsible for the safety, construction, and maintenance of almost 25% of state highway miles that cover the Willamette Valley, North and Central Coast, Coast Range, and Central Cascade passes.

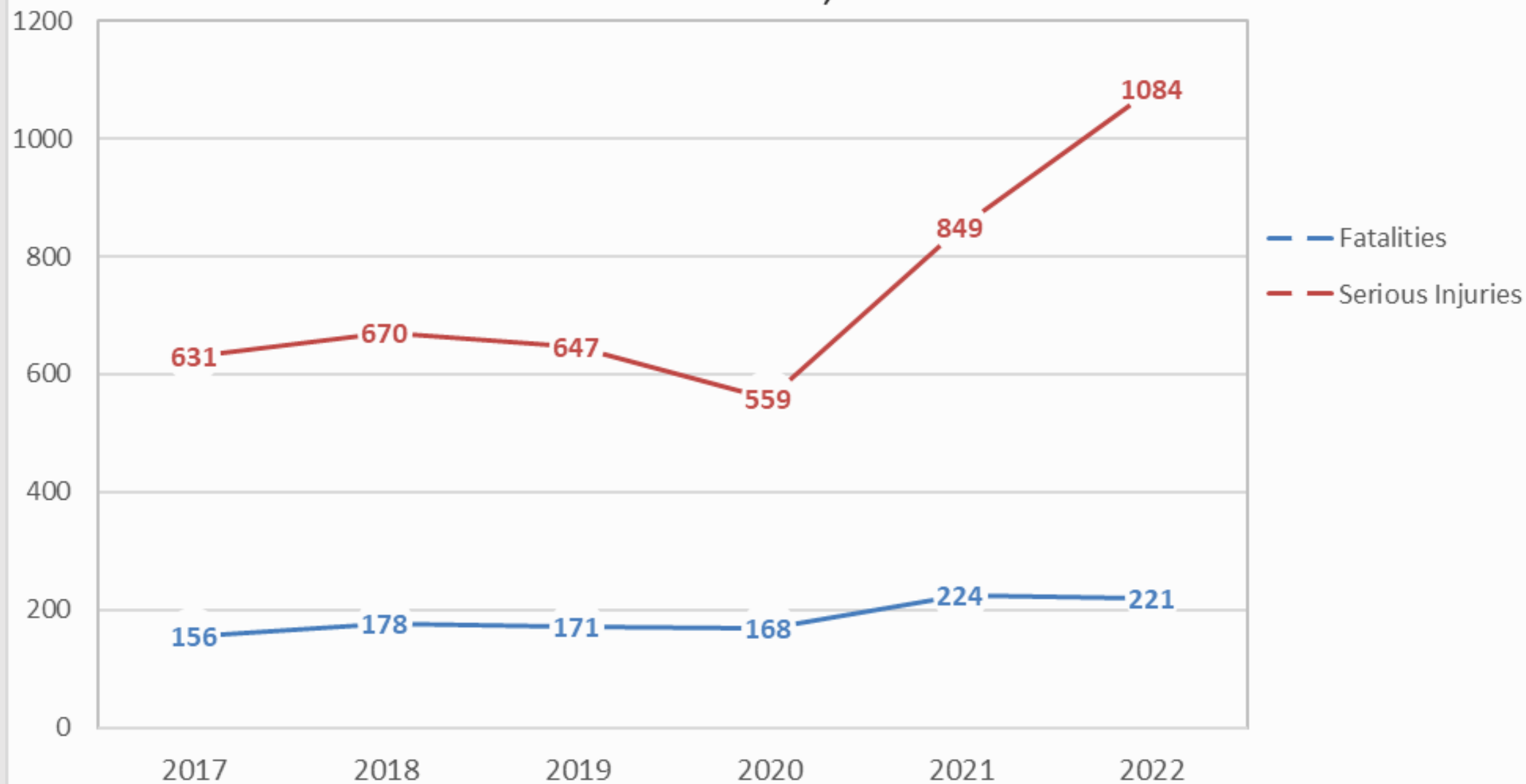
Region 2 – Problem ID

Fatalities & Serious Injuries	2022 (% of Total)	2016-2020 Average (% of Total)
Roadway Departure	556 (43%)	374 (46%)
Intersections	404 (31%)	249 (31%)
Speed	348 (27%)	194 (24%)
Alcohol or Drug Involved	325 (25%)	206 (26%)
Distracted Driving	206 (16%)	111 (14%)
Young Drivers (15-20)	183 (14%)	128 (16%)
Motorcyclists	173 (13%)	90 (11%)
Pedestrians	88 (7%)	52 (6%)

FATAL & SERIOUS INJURIES, REGION 2 COUNTIES

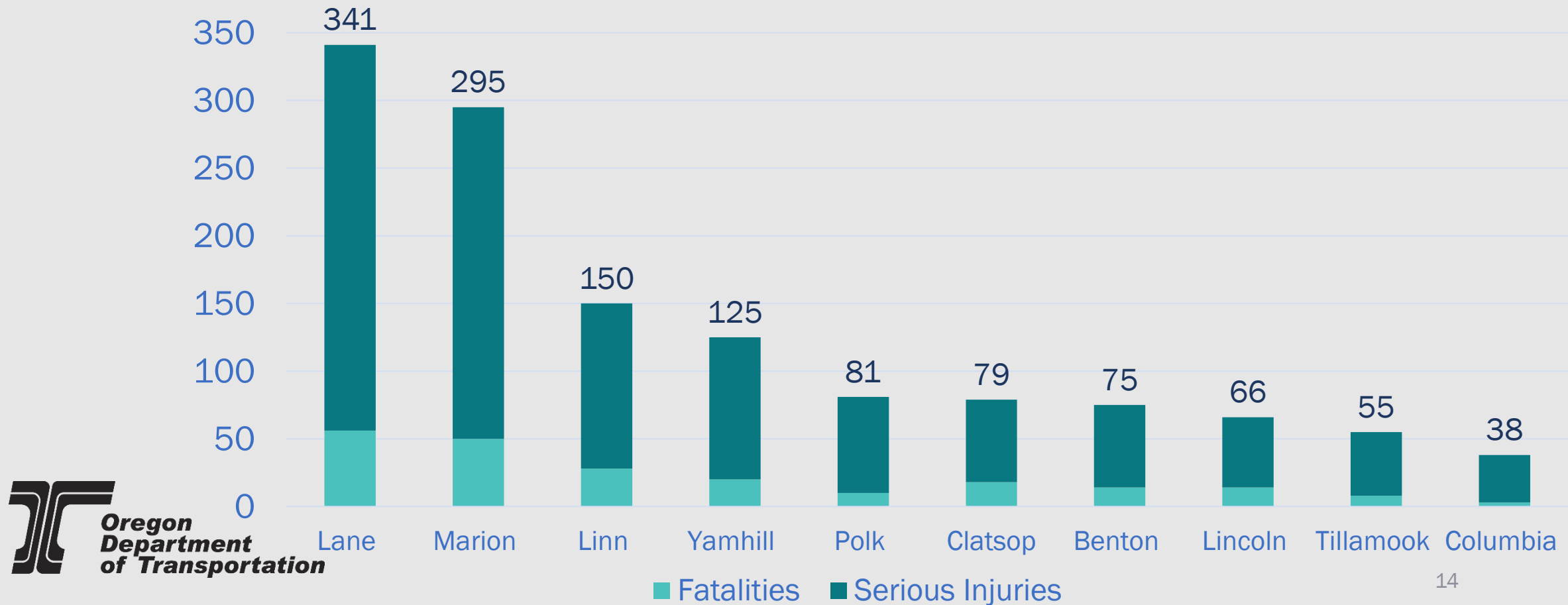


FATAL & SERIOUS INJURIES, REGION 2 COUNTIES



Region 2 – Problem ID

2022 Fatalities & Serious Injuries in Region 2 Counties



Region 2 – Strategies

Strategy 1.1.1 – Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

TSAP Emphasis Area

Region 2 – Projects



Safety Corridor media campaign

- Streaming radio (0:30) PSA
- Social media (FB/IG/Google)

Community Traffic Safety– Problem ID and Summary

Driven by two principles: Every Oregonian deserves to live in a safe, livable community and Oregonians place a premium on getting involved in their communities to make a difference.

Backed up by research: planning for and delivering community level traffic safety programs are more effective than stand-alone activities and that's backed up by worldwide research.

- **37** years and counting.
- Fatalities and serious injuries in Oregon have generally been steadily increasing since 2014

Community Traffic Safety – Strategies

Statewide Coordination for Local Governments

From the TSAP:

Strategy 3.5.4 Encourage implementation of Safe Communities statewide. Provides a big-picture approach to injury prevention through citizen input and participation; collaboration with local business and health care; data collection and analysis; and combined injury prevention efforts.

- Not in Countermeasures that work because it is an over-arching strategy, not a single countermeasure.
- Funded using 402 Funds, with new indirect assistance from FHWA Safe Streets for All grants.

Community Traffic Safety – Strategies

Assist with Developing Local Action Plans

Strategy 2.3.4 – Support, coordinate, and collaborate with local jurisdictions to identify community safety concerns and establish solutions.

Safe Streets for All – research leading up to the legislation identifies local plans as critical to effective local efforts, as indicated in Safe Systems Approach documents.

Initially allocated at \$600,000; Reduced based in FHWA funding for local plans

Community Traffic Safety – Strategies

Assist Local Safe Communities Groups

Policy 1.2. Promote safety culture within agencies, stakeholder organizations, and employers.

Allocated \$160,000 for local agency education, encouragement, and assistance (event tools)

Allocates about \$300,000 for local coordinators and improvements

Community Traffic Safety – Sample Projects

Planning for safety in three jurisdictions (Plus 24 or more SS4A planning projects):

Marion, Clackamas, and City of Klamath Falls

Implementing Elements of Plans:

Lane County: Uses a local a coordinator

Central Oregon: Coordinate efforts, and present localized media efforts

Traffic Records – Problem ID and Summary

Strategy 2.1.1 Enhance crash data quality using a coordinated effort with ODOT and partner agencies and stakeholders.

- Improve transportation data
- Minimize duplication,
- Improve uniformity
- Advance electronic data collection
- Facilitate timely data access and use

Traffic Records – Strategies

Strategy is based on the contents of an Assessment of the Traffic Records Program. It seeks to improve key metrics using a Traffic Records Plan:

- Strategic Planning
- Crash Data
- Vehicle Data
- Driver Data
- Roadway Data
- Citation / Adjudication Data
- EMS / Injury Surveillance Data
- Data Use and Integration
- Traffic Records Coordinating Committee Management

Traffic Records – Sample Projects

Example projects aimed at timeliness (across multiple offices):

- DMV Online Citizen Crash Report
- CAR Unit Crash Data Timeliness
- DMV-Crash Report Imaging

Example project aimed at both access, accuracy, and data linkage

- OHA Traffic Health Records Improvement



Thank you for your time and support!
For more information, check out the TSO website:

<https://www.oregon.gov/odot/safety/pages/index.aspx>