

# **Oregon Transportation Safety Office Triennial Highway Safety Plan FY2024-FY2026 Part III**

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# TSO Program Areas (Part III)

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Regions 1 & 4



Judicial



Speed



Police Traffic  
Services

# Police Traffic Services – Problem ID and Summary

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- The ODOT Transportation Safety Office has the funds to provide traffic safety training but not staff for regional/statewide law enforcement training.
- Need for law enforcement training regarding proper crash investigations and crash report writing.

# Police Traffic Services – Problem ID and Summary

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- Need for law enforcement training in all areas of traffic safety.
- Need for advanced training for Oregon motorcycle officers.
- High Visibility Enforcement (HVE – Traffic)

# Police Traffic Services – Strategies

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## NHTSA Countermeasures Used:

- The NHTSA 3 Star Countermeasures that Work, *Communications, Training, Outreach and Education* was selected for this program.
- The second NHTSA 3 Star Countermeasure is *High Visibility Enforcement*.
  - High Visibility Enforcement is the primary countermeasure that works to change driver behavior, and ultimately save lives. (Speed, Impaired, Distracted, Occupant Protection, and Pedestrian)

# Police Traffic Services – High Visibility Enforcement Strategies

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- HVE, five program areas, (Speed, Impaired, Distracted, Occupant Protection, and Pedestrian) each program manager will individually discuss during their section.
- Surveys in Oregon have shown that High Visibility Enforcement is one of the most effective means of correcting poor driver behavior.
- Mandatory participation in nationwide events (Impaired Driving and Occupant Protection).

# Police Traffic Services – Communications, Training, Outreach and Education

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- Statewide law enforcement training through Department of Public Safety Standards and Training (DPSST).
- Law enforcement training to enhance knowledge in traffic laws, legal updates, and legislative updates.
- Law enforcement training related to officer safety, mental health, crash investigations, and reporting.
- Law enforcement training for motor officers in advanced techniques, code 3 riding, and motorcade training.

# Police Traffic Services – Sample Projects

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Funding Source: 402 \$150,000

- Police Traffic Safety Conference
- Advanced Crash Investigations and Reporting Training
- Advance Motor Officer Training

Funding Source: 405(e) Flex \$100,000

- DPSST Law Enforcement Trainer



# Speed – Problem ID and Summary

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Speed fatalities in Oregon have been on the rise since 2018, seeing an 87% increase over four years, with a brief respite in 2020, when speed fatalities and serious injuries decreased 7% from 2019 to 2020. All Regions except Region 4 saw increases over the four-year period.

|                       |  |               |
|-----------------------|--|---------------|
| Region 1 – 145 to 266 |  | 83% increase  |
| Region 2 – 184 to 290 |  | 57% increase  |
| Region 3 – 77 to 186  |  | 141% increase |
| Region 4 – 98 to 92   |  | 6% decrease   |
| Region 5 – 32 to 56   |  | 75% increase  |

# Speed – Problem ID and Summary

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\*2021 FARS DATA:

- 30.1% of all traffic fatalities in Oregon involved speeding.
- Nationwide 29% of fatalities were speed related, making Oregon higher than the national average.
- Excessive speed or driving too fast for conditions continues to be a top contributing factor to fatal traffic crashes on Oregon roadways.
- In Oregon, 34% of speed involved crashes were within the 22-34-year-old age group for the year (an increase of 8% from 2020)

# Speed – Problem ID and Summary

Target Countermeasures will address

| C-6) Number of speeding-related fatalities (FARS) |      |      |      |      |                |              |                   |      |      |
|---|------|------|------|------|----------------|--------------|-------------------|------|------|
| Actual  |      |      |      |      | 5-year avg     | In Progress* | Projected Targets |      |      |
| 2016  | 2017 | 2018 | 2019 | 2020 | 2016-2020 avg. | 2021         | 2024              | 2025 | 2026 |
| 143   | 170  | 143  | 154  | 135  | 149            | 154          | 149               | 149  | 149  |

# Speed – Problem ID and Summary

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Speed Racing and Street Takeovers:

Portland Police Bureau 2023:

- Responded to 139 street racing events.
- Three of those events had upwards of a thousand people turn out to participate or support street racers and spanned over a 3-day period.
- These 139 street racing events generated 238 calls for service.

# Speed – Problem ID and Summary Continued

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Speed Racing and Street Takeovers Continued:  
Portland Police Bureau 2023:

- Resulted in 4 vehicular related deaths.
- 12 homicides related to street takeovers since 2021.
- Upwards of 1,000 participants show up to block streets, cheer on racers, and wreak havoc on the City of Portland.
- April 2024 at one event, 3 pedestrian observers were struck by vehicles doing burnouts in an intersection.

# November 6, 2024

## Speed Racing and Street Takeovers Continued:

### STREET TAKEOVER EVENT LEADS TO ARRESTS, VEHICLES TOWED (PHOTO)

News Release from **Portland Police Bureau**

*Posted on FlashAlert: November 6th, 2024 3:20 AM*

Downloadable file: [Arrest](#)

Downloadable file: [Officer interviews driver](#)

Downloadable file: [Traffic stop](#)

Downloadable file: [Box in of suspect vehicle](#)

Downloadable file: [Drone operator](#)

A street takeover event in North Portland has ended with arrests and vehicles towed.

# Speed – Strategies

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Link(s) to the Transportation Safety Action Plan:

- Strategy 3.1.2 Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Strategy 3.1.5 Provide transportation safety educational opportunities for people of all ages, ethnicities, and income levels.

# Speed – Strategies *High Visibility Enforcement and Communications and Outreach*

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These Countermeasures Address:

- Speeding • Excessive speeds • Speed racing

## 2 Star Countermeasure High Visibility Enforcement:

- Strongest countermeasure strategy toward reducing driving speeds on Oregon's roadways.
- The three types of messaging Oregon uses are behavioral, enforcement, and awareness based to change driver behavior related to speeding.



# Speed – Strategies

## *Communications and Outreach Continued*

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### 3 Star Countermeasure High Visibility Enforcement Outreach and Education:

- Year-round public education is necessary to inform and educate motor vehicle drivers and passengers regarding Oregon laws, the dangers of speeding and the consequences.
- High-visibility communications and outreach are essential parts of successful speed and aggressive-driving enforcement programs.
- Other than enforcement, education campaigns are one of the only proven countermeasures available to reduce risky speeding behaviors.

# Speed – Strategies

## *Communications and Outreach Continued*



# Speed – Sample Projects

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Projects include:

- Speed High Visibility Enforcement for all Oregon Law Enforcement
- Speed Public Information, Education, and Outreach Campaigns
- Speed Measuring Devices
- Speed Racing and Street Takeover
- The speed program will use an estimated \$1.5 million dollars of 402 Funds to execute these, and other projects related to reducing speed related serious injury and fatal crashes in Oregon.

# Judicial Outreach – Problem ID and Summary

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Judges within the criminal justice system play a critical role in deterring unsafe driving behaviors in reducing the risk of serious injury and fatal traffic crashes.

Challenges:

- Inconsistent Adjudication for traffic offenses.
- No Uniform Judicial System for Municipal and Justice Courts so each judge is responsible for obtaining any Minimum Continuing Legal Education (CLE) activities.
- No standardized training – some justice courts (although rare) do not require a law degree for their Justice Court Judge.

# Judicial Outreach – Problem ID and Summary Continued

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## Challenges Continued:

- Significant changes yearly in Oregon Case Law due to new rulings by appellate judges (especially around impaired driving).
- Lack of affordable training. The American Bar Association used to provide a traffic academy through the judicial branch, but it is no longer offered.

# Judicial Outreach – Problem ID and Summary Continued

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The annual Judicial Traffic Safety Education Conference provides Oregon Judges:

- Opportunity to fulfill their CLE requirements.
- Increase knowledge in topics that support and further traffic safety (including case law).
- Provides judges statewide the opportunity to participate in specific traffic adjudication education (hear what other courts are doing – consistency).

# Judicial Outreach – Problem ID and Summary Continued

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The annual Judicial Traffic Safety Education Conference provides Oregon Judges:

- Supports NHTSA's recommendation for peer-to-peer training, education, and outreach.
- Organized and facilitated primarily by the Oregon Judge's Association in collaboration with ODOT's Transportation Safety Office, with funding provided by ODOT to offset some of the conference costs.

# Judicial Outreach – Strategies

## *Training*

### Link to the Transportation Safety Action Plan 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.

#### Targets the countermeasure will address

| C-1) Number of traffic fatalities (FARS) |      |      |      |      |                |              |                   |      |      |
|--|------|------|------|------|----------------|--------------|-------------------|------|------|
| Actual                                   |      |      |      |      | 5-year avg     | In Progress* | Projected Targets |      |      |
| 2016                                     | 2017 | 2018 | 2019 | 2020 | 2016-2020 avg. | 2021         | 2024              | 2025 | 2026 |
| 498                                      | 439  | 502  | 493  | 508  | 488            | 599          | 488               | 488  | 488  |



# Judicial Outreach – Strategies

## *Training Continued*

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### NHTSA Countermeasure Used:

- The NHTSA 3 Star Countermeasures that Work, *Communications, Training, Outreach and Education* was selected for this program.

### NHTSA Highway Safety Program Guideline, March 2009:

- Training and education are essential to support and maintain the delivery of traffic law-related services by the judicial branch of government.

# Judicial Outreach – Strategies

## *Training Continued*

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- As effective adjudicators, and in serving the public's needs, judges must receive regular education and training of the highest caliber.
- \$40,000 in 402 funds are allocated for this program/project.

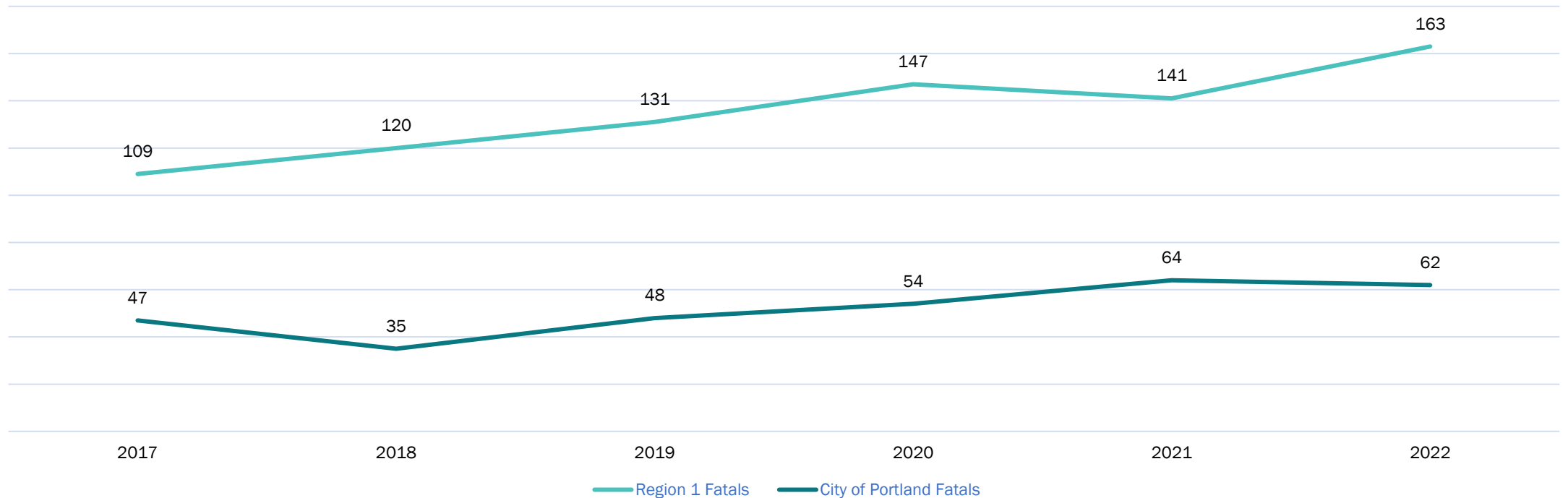
# Judicial Outreach – Sample Projects

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- The Oregon Judges' Association made up of municipal, county, state, and tribal court members hold an annual Judicial Traffic Safety Education Conference in the spring.

# Region 1 Problem ID and Summary

Traffic Fatalities in Region 1 vs. Portland





# Region 1 Strategy for Reduction Traffic Fataals and Serious Injuries

- Changing our transportation culture through education and enforcement, while amplifying traffic safety messages by outreach through existing channels and partnerships.

Work with local law enforcement to identify high crash areas within Region 1 to implement targeted high visibility enforcement.

Maintain and build on partnerships in all four Region 1 counties with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts, and injury prevention specialists.

Addressing traffic safety issues through grassroots efforts in collaboration with communities.

# Region 1 – Strategy

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Main Strategy – Communications, Training, Outreach and Education – emphasis on addressing traffic safety issues through grassroots efforts in collaboration with communities and other partners.

While the effectiveness of community engagement through grassroots efforts is supported more by qualitative studies rather than quantitative data, numerous researchers have concluded that community engagement is a critical component of any public health strategy.<sup>49 50</sup> Community engagement serves as “a powerful vehicle for bringing about environmental and behavioral changes that will improve the health of the community and its members. [It] often involves partnerships and coalitions that help mobilize resources and influence systems, change relationships among partners, and serve as catalysts for changing policies, programs and practices.<sup>51”</sup> [1300.11\(b\)\(4\)\(iii\)](#)

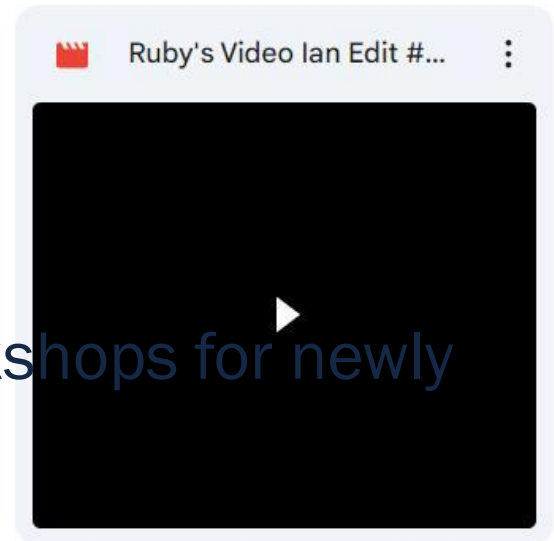
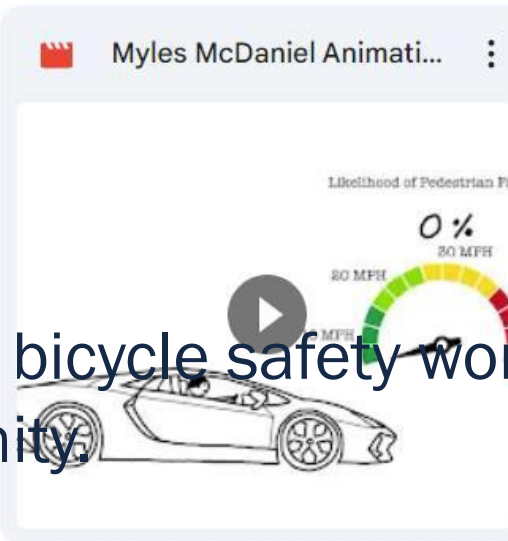
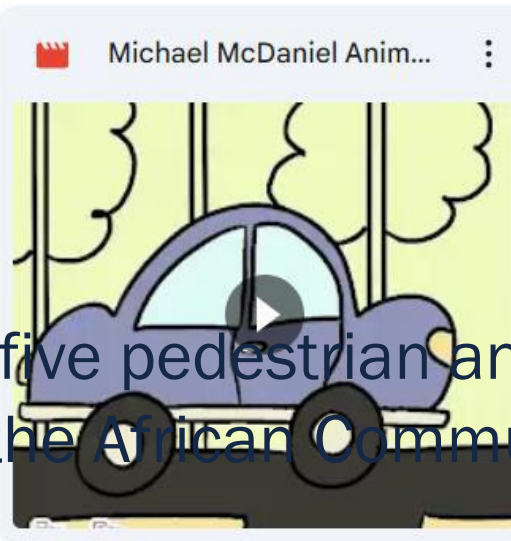
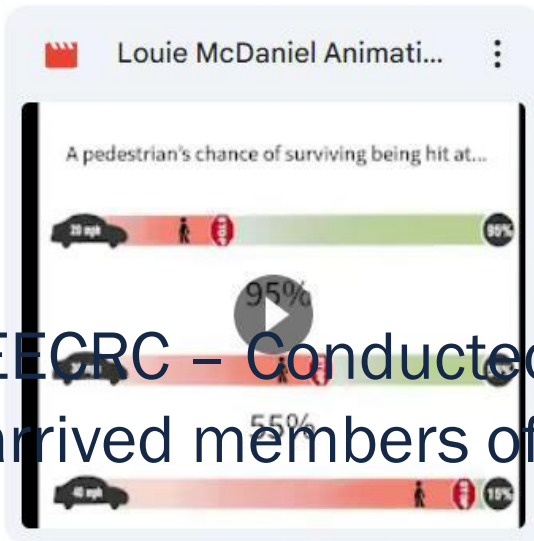
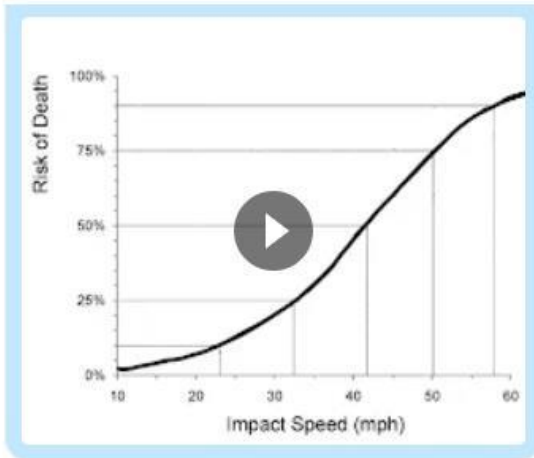


# Region 1 –Projects

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Afghan Support Network – Driving Permit Project – 213 participants, 165 obtained their learner's permit, 48 obtained their license.

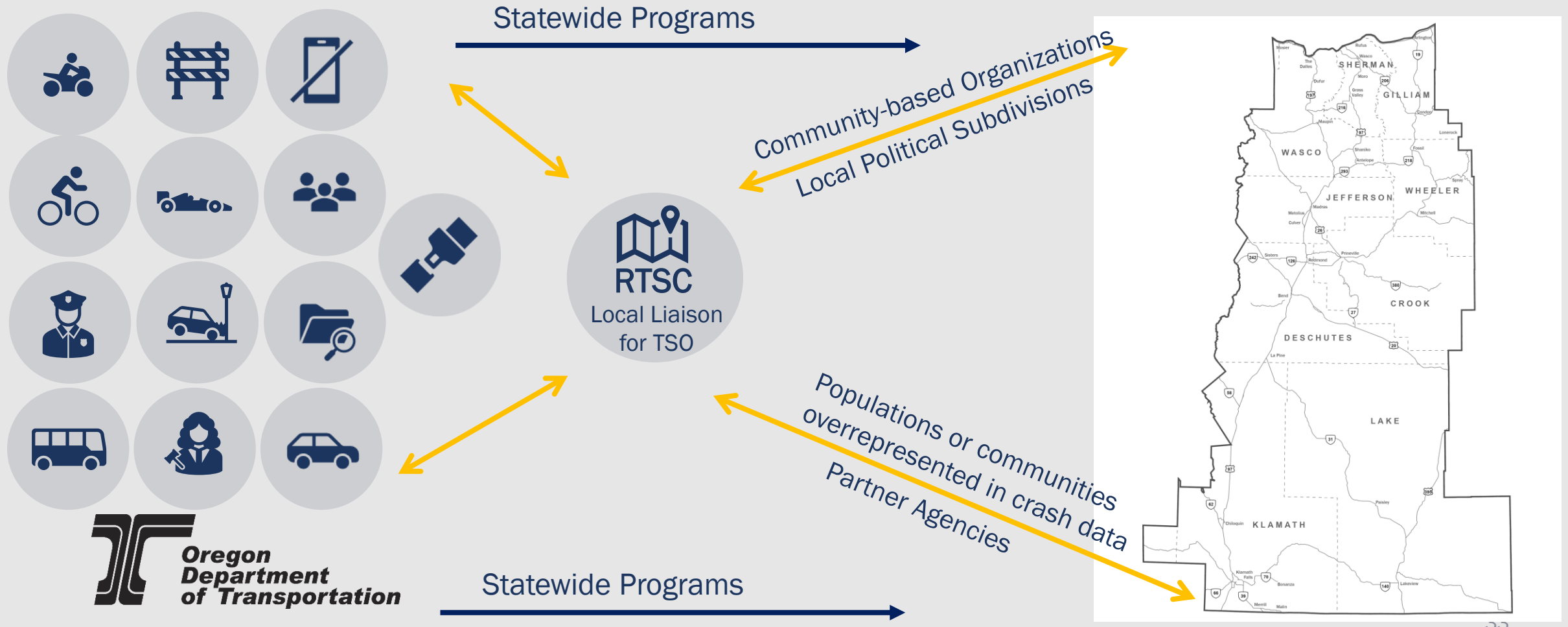
Initial Alcohol and Drug Evaluation for Indigent DUI Offenders - as of today about 22% of those that qualified for the indigent funding have already completed treatment, and that is quite impressive considering the grant only began 8 months ago. ADSS expects this percentage to be in the 90% range as the clients currently in treatment continue.



EECRC – Conducted five pedestrian and bicycle safety workshops for newly arrived members of the African Community



# Region 4 – Program Summary (pgs. 85 - 92)



# Region 4 – Strategies

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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.

As a portion of the projects our office fund are to be identified and requested by the grantees who will deliver them, it is not up to us/TSO to direct their work. However, we can help guide them toward best practices by reviewing annual crash data, choosing appropriate countermeasures or research-based approaches, and including those guidelines in our 3HSP or GFOs.

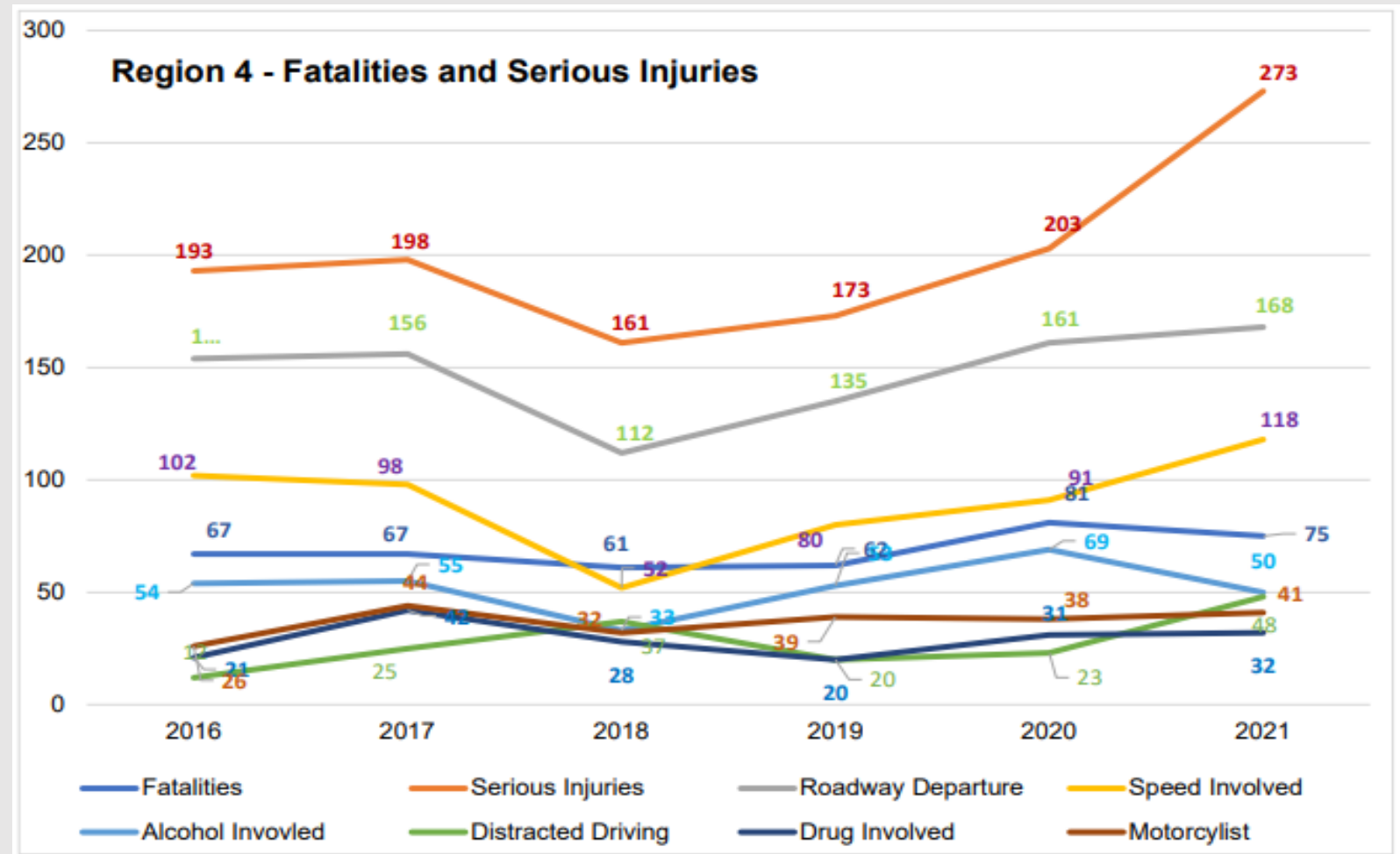
As the Region Programs are nested under the Statewide Program and aim to provide funding opportunities on a smaller scale to address locally identified safety issues, it was agreed that this more general strategy allows for the most diversity in projects.

# Region 4 – Problem ID

## Top 3 Involved Factors (excluding Roadway Dept.)

(excluding Roadway Dept.)

1. Speed Involved
2. Alcohol (Impaired) Involved
3. Distracted Driving



# Region 4 – Problem ID

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

## 2020

State Traffic Fatalities (F) – 16%  
State Traffic Serious Injuries (A) – 13%  
Roadway Departure – 17% F&As  
Alc./Drug Involved – 13% F&As  
Speed – 17% F&As  
Young Drivers – 12% F&As  
Motorcycle – 14% F&As  
Distracted – 10% F&As  
Pedestrian – 6% F&As  
Bicyclist – 7% F&A

## 2022

State Traffic Fatalities (F) – 14%  
State Traffic Serious Injuries (A) – 12%  
Roadway Departure – 16% F&As  
Alc./Drug Involved – 12% F&As  
Speed – 16% F&As  
Young Drivers – 12% F&As  
Motorcycle – 12% F&As  
Distracted – 9% F&As  
Pedestrian – 7% F&As  
Bicyclist – 11% F&As

# Region 4 – Funding & Projects

| 2024 Projects   | 2025 Projects   |
|---|---|
| <ul style="list-style-type: none"><li>• Region 4 Grant - \$41,000 in 402 funds<ul style="list-style-type: none"><li>- CPS grants for addition 2 counties</li><li>- Provided financial assistance to partners for transportation safety education</li><li>- Safety corridor media campaign</li><li>- Safety Ed program on helmet use and booster seats for K-5</li></ul></li></ul> | <ul style="list-style-type: none"><li>• Region 4 Grant - \$41,000 in 405E Flex<ul style="list-style-type: none"><li>- Providing financial assistance low-income teens to access pre-licensure driver education</li><li>- Providing financial assistance to partners for transportation safety education</li><li>- Safety Ed program on bicycles for K-5</li><li>- Additional community projects TBD</li></ul></li></ul> |
| <ul style="list-style-type: none"><li>• Region 4 CPS Grant - \$12,000 in 405b funds<ul style="list-style-type: none"><li>- Provided CPS funding to 5 counties</li></ul></li></ul>   | <ul style="list-style-type: none"><li>• Region 4 CPS Grant - \$15,000 in 405b funds<ul style="list-style-type: none"><li>- Providing CPS funding to 6 counties</li></ul></li></ul>  |

# Region 4 – Funding & Projects Continued

| 2024 Projects   | 2025 Projects  |
|---|--|
| <ul style="list-style-type: none"><li>Region 4 Bike &amp; Ped Grant - \$10,000 in 402<ul style="list-style-type: none"><li>Tri-county media campaign on social media during back-to-school months and visibility and weather changes to raise awareness</li></ul></li></ul> | <ul style="list-style-type: none"><li>Region 4 Bike &amp; Ped Grant - \$20,000 in 402<ul style="list-style-type: none"><li>Grant opportunity extended to local advisory committee on bike/ped safety to develop campaign based on community identified needs with local voice</li></ul></li></ul>  |
| <ul style="list-style-type: none"><li>Region 4 Speed Enforcement Outreach and Education Grant - \$13,333 in 402 funds<ul style="list-style-type: none"><li>Provided 5 speed enforcement handheld unit to BPD for increased enforcement activities</li></ul></li></ul>       | <ul style="list-style-type: none"><li>Region 4 Speed Enforcement Outreach and Education Grant - \$136,000 in 402 funds<ul style="list-style-type: none"><li>Assisted City of Redmond w/pilot project providing speed readings to change driver in school zones</li><li>Working with Madras PD to provide supplies to assist in Speed HVE, one additional TBD</li></ul></li></ul> |

## Region 4 – Activities (not Region funding/project specific)

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- Participate in Central Oregon Transportation Safety Advisory Team/City of Bend Safety Messaging Collaborative/Shared Future Coalition
- Coordinate establishing a CPS coalition in the Central Oregon area to provide wider access to seats and education, and increased visibility/knowledge about available services.

## Region 4 – Activities (not Region funding/project specific)

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- Attend local events as a TSO/ODOT representative to engage with families and educate/provide resources to increase transportation safety on all topics. e.g., County Fairs, Open Houses, School events, National Night Out, etc.
- Maintain contact with safety partners and increase interagency connectivity to further collaborate on transportation safety issues (e.g. law enforcement agencies; schools; CPS Techs; Traffic Safety Committees, OHSU, TIM groups, tribes, planning departments, parts & rec, and public health agencies, etc.)



# Region 4 – Activities (not Region funding/project specific)

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- Create, manage, and track work orders for Work Zone enforcement activities on ODOT projects
- FY2024 in person PP&E events all over the state as well as regional in person GAC DUII meetings
- Collaborate with local partners to promote local training opportunities in R4 (e.g. ARIDE, Tall Cop, Bike Safety Ed, SRTS)

# Region 4 – Activities (not Region funding/project specific)

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- Establish CPS programming in Klamath County (coordinate certifications, recruit techs, encourage grantees to apply)
- Additional grants in other program areas and locations outside the 9 R4 counties have also been assigned to the R4TSC and are being managed in addition to the regional program in FY25. Funding decisions about those grants were made by the assigned review team.

# Region 4 – Summary

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- Nine Frontier & Rural counties with pockets of urban populations: Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wheeler, Wasco
- Tribes: The Confederated Tribes of the Warm Springs, and the Klamath Tribes
- Approximately 28% of the total land area of the state; 9% of the state's population; 22% of all total lane miles in the state (state, county, city, misc. agency)
- One active safety corridor
- Mountain passes, inclement weather, variable speed limit corridor, and speed limit increases on I-84, US97, and several state highways, and several very rural communities where the highway runs through the middle of downtown are some of the more unique transportation features of Region 4







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

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