OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2012

Annual Evaluation

Transportation Safety
Oregon Department of Transportation

OREGON

TRAFFIC SAFETY

PERFORMANCE PLAN

Fiscal Year 2012

ANNUAL EVALUATION

Produced: December 2012

Transportation Safety Division
Oregon Department of Transportation
4040 Fairview Industrial Dr SE, MS 3
Salem, Oregon 97301

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Foreword

The purpose of this document is to show the effectiveness of the broad collaboration that takes place in Oregon's highway safety community. We are also able to show the significant impact our funds, time, and programs are having on the safety of the traveling public. This report has been prepared to satisfy federal reporting and provide documentation for the 2012 federal grant year.

The 2012 Oregon Traffic Safety Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 12, 2011 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 18, 2011. The majority of the projects occurred from October 2011 through September 2012.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 5. A detailed flow chart of the grant program planning process is offered on page 6, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.

2. Problem statements are presented for each topical area.

3. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.

4. Goal statements are aimed at 2015 and performance measures for 2012. The bolded entry contained within brackets [ ] directly following the performance measure supplies a response to the measure based on the latest data available (i.e., Decrease traffic fatalities from the 2008-2010 calendar base year average of 370 to 348 by December 31, 2012. ***[In 2011, there were 331 traffic fatalities.]***

5. Project summaries are listed by individual project, by funding source, for each topical area. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2012 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through December 27, 2012):

Federal funds:	$15,280,641
State/local match:	[$18,190,338]
Grand Total	$33,470,979

Copies of this report are available and may be requested by contacting the Transportation Safety Division at (503) 986-4190.

Executive Summary

The Oregon Department of Transportation was established in 1969 to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. The ODOT Transportation Safety Division continued its mission of saving lives and preventing injuries through its grant programs in 2012. There were 203 active traffic safety projects this year contributing to this goal.

Oregon continues to be a pioneer in traffic safety and 2012 was no different, seeing one of the lowest numbers of traffic related deaths (331 in 2011) since 1944 when the vehicle miles traveled in the state was much lower. There are many projects throughout the state that have influenced safer travel, safer roadways, and safer drivers. The successes of Oregon can be attributed to the strong partnerships and commitment of the numerous safety programs, safer engineering, education, law enforcement, and the personal commitment by Oregonians to make our state a safe place to live.

A higher number of injury crashes have been reported for the 2011 data file compared to previous years. This does not reflect an increase in annual crashes. The higher numbers result from a change to an internal departmental process that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file. Please be aware that the 2011 data will reflect an increase of approximately 15% more injury crashes when comparing pre-2011 injury crash statistics.

The impaired driving program has continued a strong commitment through law enforcement support and education of all drivers on the perils of driving impaired. The education program through various partners is not just about alcohol impairment, but impairment from distracted driving to over the counter medications. Impaired driving and the Oregon Liquor Commission have been developing more educational programs that reach and educate servers, youth and the risks for minors and drinking.

The Oregon motorcycle safety program continues to have a strong presence in Oregon, providing some of the strongest technical riding skills test along with education available across the United States. The commitment to motorcycle safety ranging from “born to be seen” through “take the course and get endorsed” continues to be a focal point. Oregon continues to advocate for all drivers to experience the skills tests and written tests, it is Oregon’s belief this has had a direct impact on the reduction of motorcycle fatalities in our state.

Oregon’s youth program is committed to safe driving from a 360 degree purview. Oregon has been successful in the reduction of youth fatalities because of this commitment. Oregon continues to educating youth through various mediums. The message involves texting, and the dangers of distracted driving, which has become a new and rising risk to all youth across America.

Oregon’s Driver Education program is committed to educating our drivers on safe driving habits. Oregon is passionate to providing driver education to every youth in the state. There is a myriad of instructors that hold strong to the commitment that an educated driver is a safe driver.

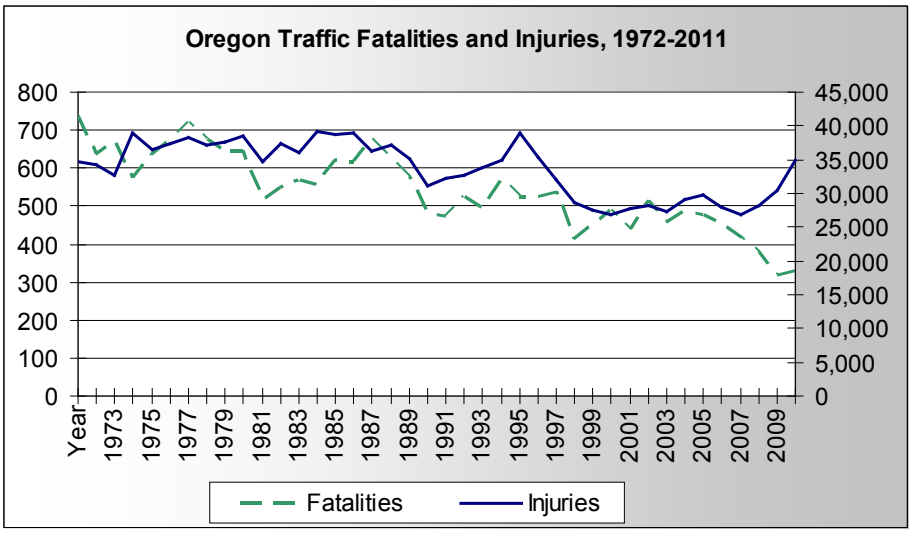
Oregon continues to be in the top three nationally on seatbelt use. When a program about occupant safety is as successful as Oregon’s it is easy to stop and take a deep breath. However, Oregon hasn’t and isn’t going to do that. With a seatbelt usage rate of 96.8%, Transportation Safety

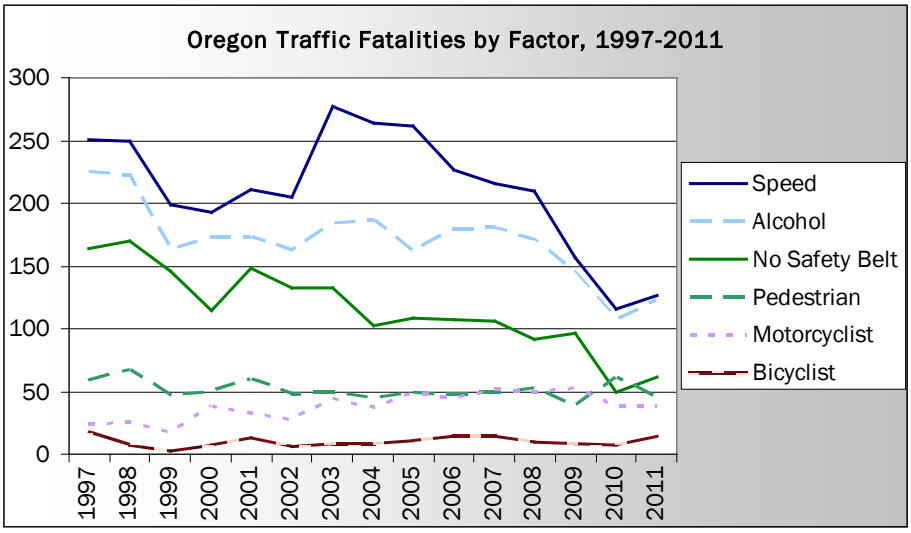
continues to reach out to all communities and cultures and will continue until our seatbelt use reaches 100%.

Traffic Records and Speed program areas have combined to bring technology to Oregon's law enforcement. Over the past year Oregon has increased the electronic ticketing program by 500%. Electronic ticketing isn't just about citations being issued. It is about tracking in real time vehicle crash "hot spots", unsafe driving areas and other similar issues that lead to serious crashes and fatalities.

Oregon, along with many states across the U.S. has seen an unsettling rise in pedestrian and bicycle deaths. Oregon is working hard at getting the word out that dressing to be seen is important and crucial if we are to stop the rise in these fatalities and start a reduction. Though we aren't sure about the specifics for what is causing the increase, there is a strategic plan focused on a reduction of these types of incidents.

The successes of Oregon can be attributed to the strong partnerships and commitment of the numerous safety programs, safer engineering, education, law enforcement, and the personal commitment by Oregonians to make our state a safe place to live.





Process Description

Below is a summary of the process currently followed by the Transportation Safety Division (TSD) to plan and implement its grant program. The program is based on a complete and detailed problem analysis prior to the selection of projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation. In addition, grants are awarded to TSD so we can, in turn, award contracts to private agencies or manage multiple mini-grants. Self-awarded TSD grants help us supplement our basic program to provide more effective statewide services involving a variety of agencies and groups working with traffic safety programs that are not eligible for direct grants.

Process for Identifying Problems

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2011 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

Process for Establishing Performance Goals

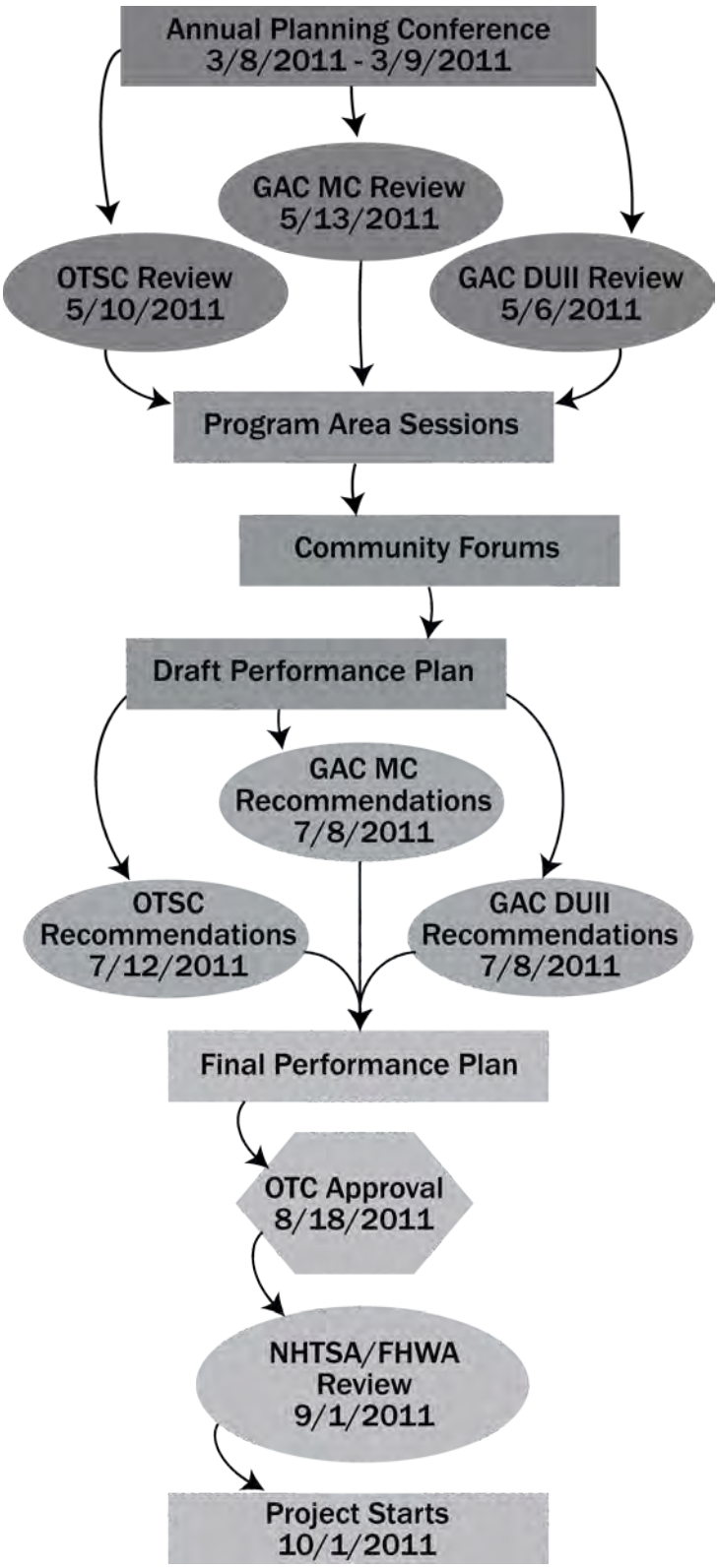
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, and nationally recognized measures. Both long-range (by the year 2015) and short-range (current year) measures are utilized and updated annually.

Process for Developing Programs and Projects

Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. A series of public meetings are held around the state to obtain the input of the general public (types of projects to be funded are selected based on problem identification). Specific geographic areas are chosen from among these jurisdictions determined to have a significant problem based on jurisdictional problem analysis. Project selection begins with proposed projects requested from eligible state and local public agencies and non-profit groups involved in traffic safety. Selection panels may be used to complement TSD staff work in order to identify the best projects for the coming year. Past panels have been comprised of OTSC members, the Oregon Transportation Commission, statewide associations, and other traffic safety professionals. Projects are selected using criteria that include: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. Those projects ranked the highest are included in Oregon's funding plan.

The flow chart on the following page presents the grant program planning process in detail.

Overview of Highway Safety Planning Process



Time	Purpose
January	Staff debrief of previous year's programs to determine benchmarks.
March - April	Annual Planning Conference to determine funding distribution and overall direction of program.
March	OTSC approval of revenue and multiple committee advice on direction of programs.
April – May	Program area sessions to create specific plans and projects within each program area. Community forums to gather public input.
June	Draft Performance Plan created and distributed for review by ODOT, OTSC, GAC MC, GAC DUII, NHTSA, FHWA, and program area experts.
July	OTSC (GAC MC and GAC DUII) final review of Performance Plan.
July	Final Performance Plan printed and submitted for approvals.
August	OTC approval for grants and contracts.
September	Final Performance Plan due to NHTSA and FHWA. Formal acknowledgement for NHTSA and FHWA, through Governor.
October	Field implementation of grants and contracts.

Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2012. The data contained in this report reflects the most current available.

The following performance measures satisfy NHTSA's required core outcome measures and one core behavior measure. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures were reviewed in March 2011 as part of the 2012 planning process.

Core Outcome Measures

Traffic Fatalities (C-1)
Decrease traffic fatalities from the 2008-2010 calendar base year average of 370 to 348 by December 31, 2012. ***[In 2011, there were 331 traffic fatalities.]***

Serious Traffic Injuries (C-2)
Decrease serious traffic injuries from the 2008-2010 calendar base year average of 1,509 to 1,420 by December 31, 2012. ***[In 2011, there were 1,541 serious traffic injuries.]***

Fatalities/VMT (C-3)
Decrease fatalities per 100 million VMT from the 2008-2010 calendar base year average of 1.10 to 1.03 by December 31, 2012. ***[In 2011, the traffic fatality rate was 0.99.]***

Rural Fatalities/VMT (C-3)
Decrease rural fatalities per 100 million VMT from the 2007-2009 calendar base year average of 2.07 to 1.98 by December 31, 2012. ***[In 2010, the rural traffic fatality rate was 1.45.]***

Urban Fatalities/VMT (C-3)
Decrease urban fatalities per 100 million VMT from the 2007-2009 calendar base year average of 0.55 to 0.50 by December 31, 2012. ***[In 2010, the urban traffic fatality rate was 0.54.]***

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)
Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2008-2010 calendar base year average of 79 to 74 by December 31, 2012.
[In 2011, there were 61 unrestrained passenger vehicle occupant fatalities.]

Alcohol- Impaired Driving Fatalities (C-5)
Decrease alcohol impaired driving fatalities from the 2007-2009 calendar base year average of 108 to 101 by December 31, 2012.
(*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.)
[In 2011, there were 87 fatalities in fatal crashes with a driver having a BAC of .08 and above.]

Speeding Related Fatalities (C-6)
Reduce the number of fatalities in speed-related crashes from the 2008-2010 average of 161 to 151 by December 31, 2012. ***[In 2011, there were 127 speed related fatalities.]***

Motorcyclist Fatalities (C-7)
Decrease motorcyclist fatalities from the 2008-2010 calendar base year average of 46 to 43 by December 31, 2012. ***[In 2011, there were 39 motorcyclist fatalities.]***

Unhelmeted Motorcyclist Fatalities (C-8)
Decrease unhelmeted motorcyclist fatalities from the 2008-2010 calendar base year average of 2 to 1 by December 31, 2012. ***[In 2011, there were 4 unhelmeted motorcyclist fatalities.]***

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)
Reduce the number of drivers age 20 and under involved in fatal crashes from the 2008-2010 calendar base year average of 39 to 37 by December 31, 2012.
[In 2011, there were 35 drivers age 15-20 in fatal crashes.]

Pedestrian Fatalities (C-10)
Reduce the number of pedestrian fatalities from the 2008-2010 average of 51 to 44 by December 31, 2012. ***[In 2011, there were 46 pedestrian fatalities.]***

Core Behavior Measure

Seat Belt Use Rate (B-1)
Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2008-2010 calendar base year average usage rate of 97 percent to 98 percent by December 31, 2012.
[In 2012, the statewide observed seat belt use in passenger vehicles was 97 percent.]

Activity Measures

Seat Belt Citations (A-1)
Number of seat belt citations issued during grant-funded enforcement activities.
[During the 2012 federal grant year, there were 18,747 grant funded seat belt citations issued.]

Impaired Driving Arrests (A-2)
Number of impaired driving arrests made during grant-funded enforcement activities.
[During the 2011 federal grant year, there were 8,146 grant funded impaired driving arrests.]

Speeding Citations (A-3)
Number of speeding citations issued during grant-funded enforcement activities.
[During the 2012 federal grant year, there were 9,800 grant funded speeding citations issued.]

Public Opinion Measures

Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?
[Seventy percent (69%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Fourteen percent (17%) believe the transportation system has become less safe compared with one year ago and ten percent (10%) believe it has become safer. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?
[The average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is less than one (0.61). More than eight in 10 (84 percent) of those surveyed report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?
[Two out of three (65 percent) survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Where did you see or hear these messages?
[Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (58 percent) and/or newspaper (41 percent) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?
[The average perceived chance of getting arrested for driving after drinking is 43 percent. Fifty-six percent (56%) of respondents believe there is at least a one in five chance of getting arrested if they drive after drinking (21 percent or higher), while 32 percent believe the chances are 20 percent or less. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?
[Almost all respondents (98 percent) report that they "always" (94 percent) or "almost always" (4 percent) wear a safety belt when driving. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
[Twenty-four percent (24%) of those surveyed indicate they have read, seen or heard information about seat belt law enforcement by police within the past 60 days. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Where did you see or hear these messages?
[Respondents who are aware of messages regarding seat belt law enforcement by police most often mention television (35 percent), roadway signs (31 percent), newspaper (22 percent) and/or radio (17 percent) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt - that is, how many times out of 100 would you be ticketed?
[The average perceived chance of getting a ticket for not wearing a safety belt is 37 percent. An equal number of respondents believe the chances of getting a ticket for not wearing a safety belt are 20 percent or less (44 percent) or over 20 percent (42 percent). Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour – most of the time, half of the time, rarely, or never?
[An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-five percent (75%) report that they rarely (55%) or never (20%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour – most of the time, half of the time, rarely, or never?
[Seventy-seven percent (77%) report that they rarely (44%) or never (33%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
[Twenty-six percent (26%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Where did you see or hear these messages?
[Respondents who are aware of messages regarding speed enforcement by police most often mention newspaper (32%), television (29%), police/giving tickets (23%), roadway signs (23%) and/or billboards (10%) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?
[The average perceived chance of getting a ticket for driving over the speed limit is 37%. Over one-half (53%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are over 20%, while 38% believe the chances are 20% or less. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Acronyms and Definitions

AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
CCF	Commission on Children and Families
CFAA	Criminal Fine and Assessment Account
CPS	Child Passenger Safety
CTSP	Community Traffic Safety Program
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DPS	Department of Public Safety
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
F & I	Fatal and injury crashes
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FST	Field Sobriety Testing
GR	Governor's Representative
GAC-DUII	Governor's Advisory Committee on DUII
GAC-Motorcycle	Governor's Advisory Committee on Motorcycle Safety
GHSA	Governor's Highway Safety Association
HSP	Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IRIS	Integrated Road Information System
ISTEA	The federal Intermodal Surface Transportation Efficiency Act of 1991 that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions. It requires states and MPOs to cooperate in long-range planning. It requires states to develop six management systems, one of which is the Highway Safety Management System (SMS).
LCDC	Land Conservation and Development Commission
MADD	Mothers Against Drunk Driving
MPO	Metropolitan Planning Organization. MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police

OBDU	Oregon Bridge Delivery Unit
OBDP	Oregon Bridge Development Partners
OBM	Oregon Benchmark
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OSU	Oregon State University
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSAP	Oregon Transportation Safety Action Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PUC	Oregon Public Utility Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
TRCC	Traffic Records Coordinating Committee
TSD	Transportation Safety Division, Oregon Department of Transportation
TSRP	Traffic Safety Resource Prosecutor
TEA21	Transportation Efficiency Act for the 21st Century. Federal legislation that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions.
VMT	Vehicle Miles Traveled
"4-E"	Education, Engineering, Enforcement and Emergency Medical Services

Statewide

Link to the Transportation Safety Action Plan:

Action #14
Continue efforts to maintain the Transportation Safety Division, Oregon Department of Transportation, as the Transportation Safety Resource Center for Oregon, and actively encourage greater use of public information materials and research reports by local agencies.

Action #16
Advocate modifying federal standards and guidelines to continuously improve the ability of the Oregon Department of Transportation to allocate resources to the highest priority safety needs.

The Problem

- In 2010, 317 people were killed and 30,493 were injured in traffic crashes in Oregon.
- In 2010, 16 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.

Oregon Traffic Crash Data and Measures of Exposure, 2007 – 2010

	2002-2006 Average	2007	2008	2009	2010	% Change 2007-2010
Total Crashes	46,305	44,342	41,815	41,270	44,094	-0.6%
Fatal Crashes	413	411	369	331	292	-29.0%
Injury Crashes	19,073	18,620	18,040	19,053	20,879	12.1%
Property Damage Crashes	26,820	25,311	23,406	21,886	22,923	-9.4%
Fatalities	474	455	416	377	317	-30.3%
Fatalities per 100 Million VMT	1.35	1.31	1.24	1.11	0.93 [1]	-28.8%
Fatalities per Population (in thousands)	0.13	0.12	0.11	0.10	0.08	-32.1%
Injuries	28,425	28,000	26,805	28,153	30,493	8.9%
Injuries per 100 Million VMT	80.74	80.57	80.09	82.84	89.73 [1]	11.4%
Injuries per Population (in thousands)	7.92	7.48	7.07	7.36	7.93	6.1%
Population (in thousands)	3,590	3,745	3,791	3,823	3,844	2.6%
Vehicle Miles Traveled (in millions)	35,208	34,751	33,469	33,983	33,983 [1]	-2.2%
No. Licensed Drivers (in thousands)	2,927	3,167	3,018	2,999	2,920	-7.8%
No. Registered Vehicles (in thousands)	3,985	4,153	4,130	4,121	4,046	-2.6%
% Who Think Transportation System is as Safe or Safer than Last Year	72%	71%	70%	81%	77%	8.5%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University
Public Opinion Survey, Executive Summary; Intercept Research Corporation

[1] *2010 Vehicle Miles Traveled (VMT) is an estimate and will be finalized after this report is published.*

Fatal and Injury Crash Involvement by Age of Driver, 2010

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
14 & Younger	7	0.02%	N/A	0.00%	0.00
15	45	0.12%	13,246	0.44%	0.26
16	495	1.27%	24,489	0.81%	1.56
17	776	1.99%	30,679	1.01%	1.96
18	1,115	2.85%	36,948	1.22%	2.34
19	1,114	2.85%	40,895	1.35%	2.11
20	1,046	2.68%	44,628	1.48%	1.81
21	975	2.49%	46,111	1.52%	1.64
22-24	2,714	6.94%	147,510	4.88%	1.42
25-34	7,978	20.41%	565,219	18.68%	1.09
35-44	6,719	17.19%	525,846	17.38%	0.99
45-54	6,227	15.93%	532,882	17.61%	0.90
55-64	4,892	12.51%	514,828	17.02%	0.74
65-74	2,254	5.77%	291,890	9.65%	0.60
75 & Older	1,330	3.40%	210,426	6.95%	0.49
Unknown	1,404	3.59%	10	0.00%	0.00
Total	39,091	100.00%	3,025,607	100.00%	

*Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Driver and Motor Vehicle Services, Oregon Department of Transportation

Goals

- Reduce the traffic fatality rate to 0.85 per hundred million vehicle miles traveled, 330 fatalities, by 2015.

Performance Measures

- Increase the number of zero fatality days from the 2008-2010 average of 154 to 163 by December 31, 2012.
  [In 2011, there were 156 zero fatality days.]

- Reduce the fatality rate from the 2008-2010 year average of 1.10 to 1.03, 348 fatalities, through December 31, 2012.
  [In 2011, the traffic fatality rate was 0.99 and there were 331 fatalities.]

- Reduce the traffic injury rate from the 2008-2010 year average of 84.22 per hundred million miles traveled to 80.00, 23,182 injuries, through December 31, 2012.
  *[In 2011, the traffic injury rate was 104.96 and there were 35,031 injuries. *An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*

- Decrease traffic fatalities from the 2008-2010 calendar base year average of 370 to 348 by December 31, 2012.
  [In 2011, there were 331 traffic fatalities.]

- Decrease serious traffic injuries from the 2008-2010 calendar base year average of 1,509 to 1,420 by December 31, 2012.
  [In 2011, there were 1,541 serious traffic injuries.]

- Decrease fatalities per 100 million VMT from the 2008-2010 calendar base year average of 1.10 to 1.03 by December 31, 2012.
  [In 2011, the traffic fatality rate was 0.99.]

- Decrease rural fatalities per 100 million VMT from the 2007-2009 calendar base year average of 2.07 to 1.98 by December 31, 2012.
  [In 2010, the rural traffic fatality rate was 1.45.]

- Decrease urban fatalities per 100 million VMT from the 2007-2009 calendar base year average of 0.55 to 0.50 by December 31, 2012.
  [In 2010, the urban traffic fatality rate was 0.54.]

Public Opinion Measures

Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?
[Seventy percent (69%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Fourteen percent (17%) believe the transportation system has become less safe compared with one year ago and ten percent (10%) believe it has become safer. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Strategies

- A comprehensive transportation safety public information and education program that is designed to impact a change in the public's behavior concerning the issues of safe driving, DUII, safety belts, child safety seats, speed, motorcycle safety, bicyclist safety, equipment standards, driver education and traffic laws.

- An annual transportation safety grantee orientation designed to educate grantees on program guidelines and grant responsibilities.

- Implement 2010-11 law changes.

- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2011-12 law changes.

- Continue the development of a revised Transportation Safety Action Plan, the long-range planning document for addressing the "4-E"'s in transportation safety issues in Oregon, and implement actions in the current safety action plan.

- Raise awareness of the safety actions advocated in the Transportation Safety Action Plan through a published document available in print and electronic form.

- Make effective use of Internet, direct mail, and news media channels to raise awareness of the Transportation Safety Action Plan, or the issues and actions identified by the Action Planning process.

- Advocate for a transportation system that is self-educating and self-enforcing for its users.

- Continue to operate with adequate powers, be suitably equipped and organized to carry out a state highway safety program.

Project Summaries

Section 164

164PA-12-91-90 **Planning and Administration** $90,000
Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel.

Section 402

PA-12-91-90 **Planning and Administration** $260,000 [$288,174]
Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel.

DE-12-20-90 **Program Management** $736,899 [$185,798]
Salaries, benefits, travel, services and supplies and office equipment funded for program personnel.

Section 406

K4-12-45-90 **Program Management** $113,957
Salaries, benefits, travel, services and supplies and office equipment funded for program personnel.

Section 410

K8-12-12-90 **Impaired Driving Program Management** $118,511
Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel.

Section 1404

HU-12-20-90 **Safe Routes to School Program Management** $51,553
Salaries, benefits, travel, services and supplies and office equipment funded for Safe Routes to School program coordination.

Highway Fund

12REGPM-920 **Region Program Management** [$373,392]
Salaries, benefits, travel, services and supplies and office equipment funded for region program personnel.

State Funds

MC-12-80-90 Motorcycle Safety Program Management [$66,352]
Salaries, benefits, travel, services and supplies and office equipment funded for the Motorcycle program manager.

Student Driver Training Fund (SDTF)

12DRVED-920 Student Driver Training Fund Program Management [$287,279]
Salaries, benefits, travel, services and supplies and office equipment funded for Driver Education staff.

Bicyclist Safety

Link to the Transportation Safety Action Plan:

Action #66
Increase public education and enforcement efforts regarding the rules of operation for bicycles, scooters, skates, skateboards, personal assistive devices and any new device that is legally permitted on roadways of Oregon.

Action #67
Increase emphasis on programs that will encourage bicycle and other alternative mode travel and improve safety for these modes.

The Problem

- In 2010, 618 bicyclists age 20+ years were injured in motor vehicle crashes compared to 400 in 2007.
- In 2010, motorists failed to yield right-of-way to bicyclists in 399 crashes compared to 305 in 2007.
- In 2010, 24 percent of all bicycle crashes were at dusk, dawn or low light conditions.
- From 2004-2010, 5,465 bicyclists were involved in motor vehicle crashes. Of the 74 bicyclist fatalities, 55 percent were not wearing bike helmets; 33 percent of the 470 with incapacitating injuries; 35 percent of the 2,433 non-incapacitating injuries; and 22 percent of the 1,739 with a possible injury were not wearing helmets.
- According to the 2010 Intercept Bicycle Helmet Usage Observational Study, 41 percent of middle school students were observed to have no helmet present, which is consistent with the past five years.
- A review of crash data from 2001 to 2010 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Injuries (crashes w/ motor vehicles)						
Number	706	626	757	762	544	4.4%
Percent of total Oregon injuries	2.5%	2.2%	2.8%	2.7%	1.8%	8.0%
Fatalities (crashes w/ motor vehicles)						
Number	10	15	10	8	7	-42.9%
Percent of total Oregon fatalities	2.0%	3.3%	2.4%	2.1%	2.2%	-27.6%
Percent Helmet Use (children)	48%	53%	61%	60%	57%	7.5%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Bicycle Helmet Observation Study, Intercept Research Corporation

Goals

- Reduce bicyclists killed and injured in motor vehicle crashes from the 2008-2010 average of 807 to 663 by 2015.

Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2008-2010 average of 688 to 662 by December 31, 2012.
  *[In 2011, there were 928 bicyclists injured in motor vehicle crashes. *An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*

- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2008-2010 average of 202 to 175 by December 31, 2012.
  [In 2011, there were 202 bicyclists age 0-19 injured in motor vehicle crashes.]

- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2008-2010 average of 542 to 432 by December 31, 2012.
  [In 2011, there were 654 bicyclists age 20+ injured in motor vehicle crashes.]

Strategies

- Continue to inform and educate adult bicyclists concerning riding behaviors and safety.

- Continue to promote bicyclist safety education programs for youth to encourage development and practice of safe bicycling habits and behaviors.

- Continue as a resource for information to encourage collaboration and partnership, working with appropriate local and statewide partners and TSD programs.

- Develop and implement strategies to disseminate messages that encourage motorists to share the road with bicyclists as well as to remind bicyclists that they are drivers of a vehicle on the roadway.

Project Summaries

Section 406

K4PS-12-60-01 Statewide Services $40,918

These funds were used for implementation of the May-June Annual Bicycle Helmet Observational Study which provided the following results for the 2011 student bicycle helmet observational study: of 430 observed bicycle riders over 33 schools, 58% of student bicyclists were observed to be correctly wearing a bike helmet, 1% to be incorrectly wearing a helmet. 40% did not have a helmet. Males (46%) were more likely than females (23%) to not wear a helmet. The funding provided for updates and reprints of existing informational resources of which 6,660 packages of bike safety brochures, flyers, and posters in English; and in Spanish were distributed. The funding implemented the statewide media campaign with focus on sharing the road. "Avoid Heavy Metal, Share the Road"

and "Avoid Personal Contact, Share the Road" messages to both bicyclists and drivers were posted on transit buses in Portland, Salem, Eugene, Medford and Bend.

K4PS-12-60-08 Bicyclist Safety Education Training $29,999

Funding was provided to the Bicycle Transportation Alliance (BTA of Portland) to continue the institutionalization of its Bicycle Safety Education Program in Oregon. Leveraging the federal funds, the BTA has posted well over 50 percent match funds to provide direct program service primarily through technical advice and assistance to schools in Portland Metro, Eugene/Springfield, Corvallis/Albany, Ashland, Rogue Valley, and Salem. Through the 2012 program the BTA taught over 2,500 students to ride safely using the Safe Routes for Kids Curriculum. A pilot project was initiated with Gresham as the first recipient. The “Jump Start” program provided the school district use of a bike fleet, train the trainer and program support, for one year. Equipment for Jump Start was purchased through grants from Juan Young Trust and Intel.

Community Traffic Safety

Link to the Transportation Safety Action Plan:

Action #32
Continue to improve Oregon Department of Transportation internal and external communication on issues related to local safety needs. Improve local input to ODOT planning and decision making. Help to translate federal and state requirements to improve local agency understanding and efficiency.

Jurisdictional Data for Oregon Counties, 2010

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker	*	16,440	3	0	110	6.69	22
Benton		87,000	2	0	386	4.44	53
Clackamas	!	381,775	21	7	1,984	5.20	284
Clatsop		37,860	6	1	235	6.21	28
Columbia	*	48,620	10	0	158	3.25	21
Coos		62,930	10	5	272	4.32	44
Crook		27,280	0	0	108	3.96	17
Curry		21,160	8	0	82	3.88	11
Deschutes		172,050	12	4	578	3.36	94
Douglas	*	105,240	21	5	546	5.19	74
Gilliam		1,885	0	0	31	16.45	4
Grant	!	7,510	2	0	31	4.13	6
Harney	!	7,720	6	0	37	4.79	10
Hood River		21,850	2	1	58	2.65	9
Jackson	!	207,745	16	3	1,066	5.13	141
Jefferson		22,865	8	4	79	3.46	10
Josephine	*	83,600	12	7	418	5.00	47
Klamath	*	66,475	8	6	397	5.97	68
Lake	*	7,570	6	1	48	6.34	5
Lane		348,550	27	13	1,641	4.71	219
Lincoln		44,620	5	0	233	5.22	33
Linn		111,355	11	1	607	5.45	85
Malheur	!	31,865	5	2	185	5.81	35
Marion		320,640	25	11	1,675	5.22	211
Morrow		12,595	1	0	32	2.54	7
Multnomah		730,140	31	15	5,862	8.03	884
Polk		69,145	10	2	349	5.05	41
Sherman	*	1,825	6	2	29	15.89	7
Tillamook	*	26,170	2	0	140	5.35	20
Umatilla	!	72,720	11	5	285	3.92	55
Union	!	25,495	3	1	100	3.92	19
Wallowa	*	7,085	1	0	29	4.09	4
Wasco	*	24,280	6	2	106	4.37	17
Washington	*	532,620	11	6	2,798	5.25	316
Wheeler		1,590	2	0	10	6.29	1
Yamhill		95,925	7	3	466	4.86	68
Statewide Total		3,844,195	317	107	21,171	5.51	2,970

Jurisdictional Data for Oregon Cities over 10,000 Population, 2010

City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	*	49,530	0	0	202	4.08	21
Ashland	*	21,460	1	1	53	2.47	10
Astoria	*	10,110	0	0	58	5.74	6
Baker City		10,160	0	0	25	2.46	1
Beaverton	*	87,440	3	2	794	9.08	86
Bend	*	83,125	2	0	249	3.00	30
Canby	*	15,230	0	0	43	2.82	5
Central Point		17,205	0	0	40	2.32	3
Coos Bay	*	16,685	2	2	57	3.42	9
Cornelius		11,020	0	0	31	2.81	3
Corvallis		55,370	0	0	225	4.06	30
Dallas		15,555	0	0	25	1.61	0
Eugene		157,845	6	4	796	5.04	86
Forest Grove		21,770	1	1	51	2.34	4
Gladstone	*	12,215	0	0	61	4.99	5
Grants Pass		33,225	5	4	239	7.19	18
Gresham		101,595	2	1	612	6.02	85
Happy Valley	*	11,865	0	0	46	3.88	7
Hermiston	#	16,380	0	0	63	3.85	5
Hillsboro		91,215	3	1	581	6.37	54
Keizer	*	36,295	0	0	94	2.59	5
Klamath Falls	*	21,480	0	0	109	5.07	13
La Grande	#	13,085	1	0	22	1.68	2
Lake Oswego	*	36,845	0	0	103	2.80	13
Lebanon		15,600	0	0	61	3.91	6
McMinnville		32,930	0	0	137	4.16	14
Medford	*	77,485	3	0	554	7.15	60
Milwaukie	*	20,930	0	0	83	3.97	16
Newberg	*	23,570	3	0	69	2.93	5
Newport		10,605	0	0	47	4.43	3
Ontario	#	11,440	0	0	57	4.98	6
Oregon City		30,995	2	0	269	8.68	30
Pendleton		17,545	1	1	55	3.13	8
Portland	!	583,835	24	13	4,954	8.49	750
Prineville	*	10,370	0	0	36	3.47	5
Redmond	*	25,945	1	0	95	3.66	18
Roseburg		21,790	3	0	174	7.99	15
Salem	*	157,460	7	3	1,032	6.55	110
Sherwood		16,705	0	0	61	3.65	5
Springfield		58,575	1	1	265	4.52	29
St. Helens		12,715	0	0	23	1.81	1
The Dalles	*	13,430	0	0	43	3.20	2
Tigard	*	47,595	0	0	351	7.37	34
Troutdale		15,595	1	0	61	3.91	7
Tualatin		26,160	0	0	217	8.30	17
West Linn	*	24,455	1	0	71	2.90	5
Wilsonville		18,095	1	1	76	4.20	9
Woodburn		23,150	0	0	68	2.94	9
Total		2,243,680	74	35	13,438	5.99	1,665

Sources: Crash Analysis and Reporting, Oregon Department of Transportation;
Fatality Analysis Reporting System, U.S. Department of Transportation;
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University
Text in italics based on urban boundary changes per national census.

*= Local Traffic Safety Group != Safe Community Site #= City/County Group

The Problem

- More than 60 percent of Oregon cities and counties do not have a systematic approach addressing transportation related injury and death.

- While a volunteer work force exists, often there is no local mechanism for mobilizing and motivating these volunteers.

- More than 50 percent of fatal and injury crashes occur in the north Willamette Valley in just four counties. These counties significantly impact state crash statistics. Two counties, Gilliam and Sherman, have experienced an average fatal and injury crash rate above 7 per 1,000 population for the past decade. These counties have minimal local resources to address their highway safety issues.

Goals

- Increase the number of Oregonians represented by a community-level transportation safety program from a baseline of 61 percent in 2002 to 75 percent by 2015.

Performance Measures

- Reduce the per-capita fatal and injury crash rate in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 193 persons by December 31, 2012.
  [In 2011, the per capita fatal and injury crash rate in counties with a traffic safety group was one crash per 178 persons. The 2011 per capita fatal and injury crash rate in cities with a group was one per 144. The statewide fatal and injury crash rate for 2011 is one crash per 159 persons.]

- Maintain or increase the number of local transportation safety committees in Oregon from 54 in 2009 to 54 or above by December 31, 2012.
  [In 2011, there were 54 local transportation safety committees.]

- Maintain or increase the number of active Safe Community programs by December 31, 2012. (As of federal fiscal year 2010, there were nine Safe Community programs in Oregon: Baker County, Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Umatilla County, Union County, and City of Portland.)
  [In 2011, there were nine active Safe Community programs.]

- Increase the number of documented neighborhood associations addressing traffic safety from 130 in 2009 to 140 by December 31, 2012.
  [In 2011, there were 140 documented neighborhood associations addressing traffic safety.]

Strategies

- Continue the development and maintenance of Safe Communities Programs, addressing both fatal and injury crash prevention and cost issues in targeted communities.

- Continue Comprehensive Community Traffic Safety Programs, emphasizing projects in targeted communities.

- Expand the number of Oregonians who participate in transportation injury prevention at the community level, through projects that create innovative opportunities for citizens to become involved. Track these individuals by increasing the number of documented traffic safety groups.

- Include region representatives in community-level traffic safety programs by providing opportunity to have substantive input into Safe Community and other projects, including grants management and on-site assistance of local groups.

- Provide print materials and technical tools designed to foster community-level approaches to traffic safety issues.

- Encourage local level partnerships that cross traditional program, group, and topical divisions through training and hands-on technical assistance provided by both region representatives and centralized offerings. Develop activities that act as a catalyst for expanded safety activity.

- Evaluate opportunities to increase employer participation in traffic safety programs. Implement at least one employer based strategy.

- Encourage local innovative approaches to traffic safety that fosters long term local initiatives.

- Encourage the development of local transportation safety plans by providing assistance, training, and guidance to local governments and communities. Identify and implement ways to improve coordination of safety efforts among local land use, transportation, and EMS/FIR/Law Enforcement plans.

Project Summaries

Section 402

SA-12-25-05 Portland Safe Community $97,101

This project employed elements of the Safe Community concept to develop and expand the Safe Community coalition, enhanced data gathering and sharing processes, further development and integrate safety plans, and implemented specific projects identified through the Safe Community model for addressing transportation related injury and death. The project focused on improving and developing an approach to high crash corridors in the city, building on lessons learned on 82nd avenue, with the plan to eventually improve 10 corridors city wide. The project also worked to foster the Safe Community model in the metropolitan region with the development of new partnerships through the metropolitan regional government.

SA-12-25-08 Clackamas County Safe Community $74,307

This project successfully completed development of a countywide Transportation Safety Action Plan that continued work to integrate the elements of the Safe Community concept within Clackamas County, and encouraged partnerships with cities within the county, despite a difficult economic environment. The project implemented portions of the county level Safety Action Plan, including expanded educational opportunities and increased data availability efforts.

SA-12-25-15 Safe Community Mini-Grants $34,939

The mini-grant program encouraged local activity by offering small-scale grants to local traffic safety commissions. The project initiated special projects that made a real impact on identified local problems, and served to stimulate increased activity and health among the participating local traffic safety groups.

SA-12-25-22 Innovative Community Projects $0

This project will offer small mini-grants or partnership dollars to communities that team local traffic safety committees and other local groups in new and/or innovative ways to address traffic safety behaviors. A portion of the funds may be used to provide materials or products that are identified by the local groups. *[This project was not initiated during the grant year.]*

SA-12-25-20 ACTS Oregon Safe Community Services $113,650

The project provided in-person training, mentoring, technical assistance, special projects, and advocacy through access to a community traffic safety specialist. The project provided deployment and monitoring of several mini-grant program(s). The project offered local traffic safety advocates access to additional technical assistance via a weekday 1-800 telephone line, and newsletters. This project attended and assisted communities with involvement projects to promote volunteerism.

SA-12-25-04 Malheur County Coordinator $27,805

This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position complemented the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions. Project focus and direction was to update the current business plan for future year(s) with a focus on funding contingencies.

SA-12-25-24 Grant County Coordinator $27,805

This project provided funds for a focus on teen traffic safety in Grant County. Grant County has developed an active Safe Community coalition, and has identified new projects to improve traffic safety in the county. Project focus and direction was to implement the business to focus on funding contingencies.

SA-12-25-06 Harney County Coordinator $17,561

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complements the coalition in Harney County, and focus on providing organization which has allowed greater output from the coalition. Project focus and direction has been to develop a business plan that is achievable and attainable in Harney County. Specific projects will be targeted at the highest crash causes.

SA-12-25-23 West Umatilla/North Morrow Safe Community $38,793

This project provided for the ongoing process of establishing a Safe Community project in Hermiston and Umatilla County. The project developed a business plan to guide the identification and implementation of promising projects that are appropriate for the Safe Community model along with contingencies based on funding.

SA-12-25-26 Suburban Community Project $0

This project will provide for establishing a Safe Community project in a suburban high crash area of the state. The project provided for a coordinator to identify and gather coalition partners, data sources, and establish a data set. The project will perform a problem identification process, and develop a business plan for the Safe Community group. The project will identify promising projects that are appropriate for the Safe Community model. If time and resources allow, the project will begin developing projects in this first year grant. *[This project was not initiated during the grant year.]*

DE-12-20-01 Statewide Services – Driver Education $91,680

This split funded grant provided for Public Information and Education strategic planning as well as public opinion and observational research efforts (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey). The project provided for an archival conversion of VHS and cassette tapes of traffic safety messages to a more accessible digital format, to enable transportation professionals to more efficiently review and research past efforts prior to beginning new messaging.

Driver Education

Link to the Transportation Safety Action Plan:

Action #10
Improve and expand the delivery system for driver education in Oregon. Consider the following in designing a model program:

- Consider legislation to make driver education mandatory for new drivers under age 18.
- Evaluate the possibility of funding the increased cost of providing this additional training by raising learning permit fees.
- If feasible, by the year 2015 extend this requirement to all persons seeking their first driver license.
- Establish new and improved standards to support quality driver and traffic safety education programs.
- Establish a definition of what a model driver is in terms of knowledge, skill, behavior and habits. Once the definition is established, design a curriculum that is aligned with the expectations of a model driver. The curricula should address content, methods, and student assessments.
- Establish standards for teacher preparation programs that fully prepare instructors to model and teach the knowledge, skill behavior and habits needed. These standards should include specific requirements for ongoing professional development.
- Evaluate the possibility of establishing a licensing process that measures driver readiness as defined by the model driver, and employs a process that facilitates the safety means to merge the learning driver into mainstream driving.
- Establish program standards that apply to every driver education/training program/school.
- Develop oversight and management standards that hold the driver education system accountable. These standards should encourage quality and compel adherence to program standards.
- Identify and promote strategies that establish a driver and traffic safety education system. This system should promote lifelong driver learning, and foster a commitment to improve driver performance throughout the driver's life span.
- Create partnerships to support driver education. Identify and promote best practices for teaching and learning among and between parents, educators, students and other citizens.

The Problem

- There is a need to increase the number of teens who participate in an approved program.

- There is a need to continue to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.

- There is a need to provide more consistent support to the program coordinators and providers in the area of information and feedback to the driver education program.

- There is the need to adopt graduated penalties. When deficiencies are identified, the only recourse currently available is to deny reimbursement and/or remove the program from its approved status.

- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training in the ODOT's five regional areas, particularly in areas outside the Willamette Valley. Additionally, a refresher course needs to be provided for those instructors out in the field two or more years.

- There is a need to increase, through SB 125, 2009, the number of private commercial driving schools available to provide services.

- There is a need to measure citations, crashes and convictions of students that have completed approved driver education and a need to be able to identify the approved provider.

- There is a need to update the videos in the curriculum guide.

Driver Education in Oregon, 2007-2010

	2007	2008	2009	2010
DMV licenses issued (Age 16-17)	29,500	27,500	24,922	24,738
Students completing Driver Education	8,679	8,654	8,053	8,500
Students that did not complete an ODOT-TSD approved DE program before licensing	18,511	18,241	16,922	16,500
Number of instructors completing two courses or more	71	68	48	43

Source: Driver and Motor Vehicle Services, Oregon Department of Transportation
Transportation Safety Division, Oregon Department of Transportation

Goals

- Increase student participation in education of newly licensed teens under the age of eighteen from 8,000 in 2009 to 10,876 by 2015.

- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2013.

Performance Measures

- Increase the number of students completing driver education from the 2007-2009 average of 8,462 to 9,000 by December 31, 2012.
  [In 2011, 7,819 students completed driver education.]

- Increase the number of driver education instructors who complete training (two courses or more) from the 2007-2009 average of 62 to 122 by December 31, 2012.
  [In 2011, there were 43 driver education instructors who completed training.]

Strategies

- Develop a marketing plan to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Continue to promote best practices through quality professional development and maintain/improve a tracking system and database to collect information on driver education program providers as well as instructors as they complete courses and continuing education.
- Continue development of standardized forms for monitoring and reporting of driver education providers.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue development of procedures and rule language for the law changes for commercial providers receiving student reimbursement.
- Continue monitoring and tracking implementation for DHS reimbursements for the "parent" cost.
- Update the state curriculum guide and related video segments by December 31, 2012
- Work toward a centralized instructor certification process.
- Improve the system for which student certification is accomplished and secured.

Project Summaries

Student Driver Training Fund (SDTF)

12DRVED-001 Driver Education Program Reimbursement [$1,419,068]

These funds reimbursed public and private providers for their cost in providing driver education to students. Reimbursement is made to each public or private provider based on the number of students completing the driver education course, not to exceed $210 per student, the maximum allowed by law. Curriculum standards and delivery practices are met before reimbursement dollars are provided.

12DRVED-004 Driver Education DHS Foster Kids [$4,482]

These funds reimbursed DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement is made to DHS based on the number of students completing the driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program.

12DRVED-002 GDL Implementation - Information and Education [$391,410]

These funds paid for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses and provide for trainer of trainers' development and workshops, Funds also provided for curriculum updates for ODOT-TSD through Western Oregon University.

12DRVED-003 Statewide Services – Driver Education [$300,537]

This grant supported the driver education advisory committee quarterly meetings and activities promoting "best practices" in driver education. In addition, this grant provided support for the curriculum project and subsequent revisions.

Section 402

DE-12-20-02 Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference $15,000

These funds provided support for both out-of--state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March.

Emergency Medical Services (EMS)

Link to the Transportation Safety Action Plan:

Action #26
Complete a review of EMS related statutes with the goal of developing an effective and integrated EMS system for the state of Oregon. Develop a comprehensive statewide EMS plan and designate the EMS Section of the Health Division to do the following: establish standards for local EMS service delivery, transportation services, and care facilities; establish certification requirements for EMS service providers; provide training; develop a statewide communication system; establish a statewide trauma system; provide public information and education about EMS services; and provide adequate funding and periodically evaluate system performance. *(EMS review completed.)*

Action #27
Maintain quality of 9-1-1 services and look for opportunities for improvements, as new technologies become available.

Action #28
Continue efforts to enhance communication between engineering, enforcement, education and EMS.

The Problem

- Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. The Oregon economy has caused many larger hospitals to make cuts and their foundations have reduced support as well. Smaller and rural community hospitals often face even more severe budgetary constraints, impacting their ability to get the required training and equipment. This is further problematic due to the Oregon Administrative Rules governing the continuing education and recertification requirements for EMTs of all levels.

- A cohesive EMS system is essential to ensuring positive patient outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the health and financial impact of these injuries. Rural crashes are often the worst of crashes because they often involve higher rates of speed.

- Trauma remains the leading cause of morbidity and mortality among pediatric patients within the state of Oregon and nationwide. Highway motor vehicle crashes are the single most common mechanism of death and serious injury among children after the first year of life.

- Pre-hospital providers are often inadequately prepared to deal with the unique medical needs of pediatric trauma victims from these and other motorized crashes. A lack of pediatric specific training and education as well as appropriately sized equipment contribute to the less than optimal care of children outside of pediatric trauma centers. Pediatric trauma patients are of particular concern for rural counties where motor vehicle crash patients can require a higher level of care than what the rural hospital or trauma facility can provide. In Oregon, EMTs are also required to receive specific pediatric continuing education hours.

- Our national and state 9-1-1, dispatch and data collection systems are decades old and were not built to handle the text, data, photos and video that are increasingly common in communication. This antiquated network cannot transmit the information available from new technologies.

Goals

- Collaborate with the Oregon Health Authority's EMS and Trauma Program and other partners such as the Oregon EMS Advisory Committee, the Oregon State Trauma Advisory Board, the Oregon Emergency Medical Services for Children Advisory Committee and the Oregon Office of Rural Health to improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon.

- Improve the knowledge base and skills of EMS providers, hospital staff and physicians in the treatment and transport of motor vehicle crash victims, especially in rural areas and for injured children.

- Stay apprised of the "Next Generation 9-1-1" Initiative, a national initiative to establish the infrastructure for transmission of voice, data, and photographs from different types of communication devices to the Public Safety Answering Points and on to emergency responder networks. Look for opportunities from the national initiative to improve Oregon's 9-1-1 system. Target improvement implementation for 2015.

Performance Measures

- Partner with agencies to conduct six rural two-day simulation-based trainings with EMS providers, hospital staff and physicians in the care of pediatric and adult trauma victims from motor vehicle crashes by December 31, 2012.
  [In 2011, there were 5 trainings conducted in McMinnville, Roseburg, Medford, and the 2012 EMS Conference and at the State of Jefferson EMS Conference.]

- Continue providing mini-grant funding for rural EMS training/certifications, equipment and outreach statewide by December 31, 2012.
  [In 2011, 55 scholarships were awarded to EMS providers to attend one of two statewide EMS conferences.]

- Continue quarterly participation in EMS-C Advisory Board, EMS Advisory Board, State Trauma Advisory Board committees and the National EMS Advisory Committee (NEMSAC) meetings by December 31, 2012.
  [In 2011, the EMS Program Manager attended meetings in person or by phone.]

- Continue to work towards implementing the National EMS Education Agenda statewide in Oregon by December 31, 2012.
  [In 2011, more work has been done statewide to align Oregon closer to the National EMS Education Agenda.]

Strategies

- Work in coordination with Oregon Health Authority's EMS and Trauma Program and other EMS partners to continue to improve Oregon's EMS system.

- Provide mini-grant funding to hospitals and/or EMS providers throughout Oregon to improve statewide EMS (i.e., training, equipment, outreach, etc.)

- Stay involved and be available for EMS opportunities as they arise.

Project Summaries

Section 402

EM-12-24-03 EMS Statewide Services $4,965

This funding was used to provide 55 scholarships to EMS Providers to attend one of two statewide EMS Conferences..

EM-12-24-02 Oregon EMS and Trauma Systems
Rural Pediatric Simulation Education Project $16,025

This project conducted simulation-based trainings with pre-hospital and emergency department providers in the care of trauma victims from motor vehicle and ATV crashes not grant funded, utilizing patient simulators. The goal of the project was to improve the skills of providers and the system of care for pediatric patients and those skills transferable to providers caring for adult patients. During the two-day trainings, rural providers throughout the state practiced hands-on skills in a realistic environment from crash scene to hospital. This project includes an assessment of educational needs and resources for pre-hospital and hospital providers.

EM-12-24-01 Governor John A. Kitzhaber, MD,
Community Hospital Traffic Safety Grant $0

The purpose of the grant is to fund community hospitals and/or their EMS providers for projects that affect the treatment and outcome of traffic-related injuries. EMS agencies need to have the education, skills, and equipment necessary for both those responding to crashes and those in the emergency room to provide optimum care for trauma victims due to traffic crashes. This is important for all EMS staff throughout Oregon, especially in rural/frontier Oregon where long response times and difficult access can rapidly use up the "Golden Hour." ***[This project was not initiated during the grant year]***

Equipment Safety Standards

Link to the Transportation Safety Action Plan:

Action #15
Continue to improve public knowledge of vehicle safety equipment, and its role in safe vehicle operation. Improve current mechanisms to raise awareness of common vehicle equipment maintenance and use errors, and seek new or more effective ways to raise awareness and increase compliance with proper use and maintenance guidelines. Develop improved mechanisms to educate the public about Antilock Braking Systems (ABS) use.

The Problem

- Oregon drivers are not well-informed about vehicle equipment laws. This lack of knowledge presents safety hazards as drivers violate equipment statutes.
- Oregon does not have an inspection process for motor vehicles. Consequently, many drivers are unaware of the safety requirements for their vehicle equipment.
- Vehicle equipment defects are not consistently reported in crashes.
- Equipment retailers sell and/or modify vehicles that are not in compliance with the Federal Motor Vehicle Safety Standards (FMVSS), Oregon Revised Statutes or Oregon Administrative Rule.
- Law enforcement lacks the resources to consistently pursue vehicle equipment violators.

Automobile Vehicle Defect Crashes on Oregon Highways, 2007-2010

	02-07 Average	2007	2008	2009	2010	% Change 2007-2009
Total Vehicle Defect Crashes						
Number	516	507	569	560	600	18.3%
Crashes due to tire failure	n/a	111	161	150	154	38.7%
Crashes due to defective brakes	n/a	203	172	175	177	-12.8%
Crashes due to mechanical defects	n/a	161	198	168	163	-1.2%
Property Damage Crashes						
Number	269	248	267	270	298	20.2%
Non-fatal & Injury Crashes						
Number	239	250	295	283	299	19.6%
Number of persons injured	387	398	476	423	444	11.6%
Fatal Crashes						
Number	9	9	7	7	3	-66.7%
Number of persons killed	11	9	7	8	3	-66.7%
Convictions for unlawful use of or failure to use lights (ORS 811.520)	n/a	1,371	1,262	1,302	1,144	-16.6%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, DMV
Includes: Autos, Pickups, Vans, SUVs, Motorhomes, Motorcycles and Mopeds. Types of defects: trailer connection broken, steering, brakes, wheel came off, hood flew up, lost load, tire failure, other. (Trucks, buses and semi vehicle safety and equipment standards are administered and enforced by the Motor Carrier Division of ODOT.)

Goals

- To reduce the number of vehicle defect-related injuries and fatalities from the 2008-2010 average of 454 to 394 by 2015.

Performance Measures

- Reduce the number of vehicle defect-related injuries and fatalities from the 2008-2010 average of 454 to 426 by December 31, 2012.
  [In 2011, there were 540 vehicle defect related injuries and fatalities.]

- Reduce the number of people killed or injured due to tire-failure from the 2008-2010 average of 134 to 123 by December 31, 2012.
  [In 2011, there were 99 people injured due to tire failure.]

- Reduce the number of people killed or injured due to defective brakes from the 2008-2010 average of 174 to 164 by December 31, 2012.
  [In 2011, there were 172 people killed or injured due to defective brakes.]

- Reduce the number of people killed or injured due to mechanical defects from the 2008-2010 average of 469 to 450 by December 31, 2012.
  [In 2011, there were 178 people killed or injured due to mechanical defects.]

Strategies

- Educate auto parts retailers and their professional organizations about street-legal vehicle equipment standards.

- Disseminate information about safety standards to RV and auto dealers.

- Disseminate information about proper tire pressure monitoring to tire retailers and the general public.

- Update Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.

- Educate the public, law enforcement and judicial officials about vehicle equipment codes through the use of TSD's website, flyers, news releases, verbal communications and publications.

- Disseminate information to the public on safe trailer operation.

- Gather data about commercial truck equipment violations and determine if they are a precursor to equipment issues with passenger vehicles.

Section 402

CL-12-80-01 Statewide Services – Equipment $5,562

This project funded a new printing of the brochure “Towing a Trailer in Oregon”.

Highway Safety Improvement Program (HSIP)

Link to the Transportation Safety Action Plan:

Action #24
Key Safety Emphasis Areas should include, but not be limited to the following:

- Rural Non-Signalized Intersection Crashes - Investigate the usefulness and impact of advance signing, transverse rumble strips and other devices as countermeasures for rural non-signalized intersection crashes.
- High Speed Signalized Intersection Crashes – Investigate the usefulness and impact of advance signing, dilemma zone protection through advance detection technologies and other countermeasures for high speed signalized intersection crashes on highways with posted speeds of 45 MPH or greater.
- Lane Departure Crashes (Lane departure crashes include run off the road crashes and head-on crashes) - Investigate the usefulness of rumble strips, shoulder widening, median widening, cable barrier, durable marking, fixed object removal, roadside improvements and other countermeasures and safety treatments of centerline and shoulder areas for lane departure crashes.
- Pedestrian Crashes - Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes.

Action #36
The Oregon Department of Transportation should maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs. The following are some, but not all, of the potential improvement elements to be included:

- Oregon's SMS should be further improved to serve the needs of state and local agencies and Metropolitan Planning Organizations (MPO's).
- Oregon's SMS should seek ways to improve the current highway safety improvement process, including the following:
    - Improve the Safety Priority Index System (SPIS) reports with added information from the roadway inventory files.
    - Update ODOT's crash reduction factors.
    - Modify the SPIS to allow variable segment lengths and specific types of crashes and roadway types.
    - Update SMS to be able to process local crashes (off state highway) and calculate SPIS for all public roads possibly through geospatial referencing systems.
    - Determine a method for reporting the top 5 percent of locations statewide which exhibit the most severe safety needs.
    - Develop a performance tracking system for ODOT's safety projects similar to that required for evaluating highway safety improvement projects in Section 148 of SAFETEA-LU.
- The SMS should continue to be designed to help monitor implementation of the Oregon Transportation Safety Action Plan and to assist with evaluating the effectiveness of individual actions and overall system performance.

The Problem

- The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on public roads.

- HSIP is a stand-alone core federal-aid highway safety program with a renewed call for data-driven, strategic highway safety programs focusing on results, and provides increased flexibility in state funding for safety.

- City and county roads account for half of the fatal and serious injury crashes in the state but these crashes are spread over 43,000 miles of roadway.

- State highways have the highest rate of fatal and serious injury crashes per mile and city streets have the highest rate per Vehicle Mile Traveled (VMT).

Oregon Highways, Fatal and Serious Injury Crashes, 2010

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System	Annual Estimate Of VMT (Millions miles)
State Highways	703	825	8,049 (14%)	23,660 (61%)
City Streets	384	429	10,838 (18%)	7,302 (19%)
County Roads	353	409	33,089 (56%)	7,422 (19%)
Other Roadways	24	36	7,175 (12%)	119 (0.3%)
Total (All Public Roads)	1,464	1,699	59,151 (100%)	38,503

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Note: VMT estimates are from January 2009

Goals

- Focus on using the safety funds to address high priority sites with the objective of reducing the number of fatal and serious injuries from 1,608 in 2009 by an average of 20 every year by 2015.

- Expand the use of safety funds for systematic low cost improvements and improve roadside safety features, advocate providing additional funding specifically for systematic improvements to address safety emphasis areas by 2015.

- Incorporate the latest safety methodologies and techniques (Highway Safety Manual) for analyzing and diagnosing the safety of roadways by 2015.

Performance Measures

- Develop an annual report of the top 5 percent hazardous sites for all roads in Oregon by December 31, 2012.
  [ODOT is developing an all roads Safety Priority Index System (SPIS) originally scheduled to be complete by the fall of 2011. Some delays have occurred and the project may be completed by the end of 2012.]

- Develop an annual report of all safety projects evaluating and assessing results (number of projects by type, number of crashes reduced, dollars spent on safety projects) by December 31, 2012. *[This report has been completed.]*

- Develop list of highway safety projects for draft 2012-2015 Statewide Transportation Improvement Program (STIP) and provide concurrence from the State Traffic Engineer's office by December 31, 2012. *[This report has been completed.]*

- Evaluate the use of the Highway Safety Manual and associated software (SafetyAnalyst) within ODOT; identify any impediments to implementation, research needs or further development of tools by December 31, 2012. *[Completed assessment of data needs and shortfalls. Completed research study looking into calibration of Safety Performance Functions for Oregon. Did not pilot new software.]*

- Work with one or more cities, counties or MPOs to evaluate use of Highway Safety Manual techniques within their jurisdiction by December 31, 2012.
  [Started some exploratory discussions with Washington County but never really got off the ground with participation, my understanding is that Washington County moved forward and did complete a plan using some HSM techniques.]

- Continue to emphasize systematic improvement strategies for safety emphasis areas:
  - Evaluate the Roadway Departure program by December 31, 2012.
  - Develop an implementation plan for Intersections by December 31, 2012.
  - Evaluate HSM methods for systematic improvements and strategies for Pedestrians and Bicycles by December 31, 2012.

  [Roadway Departure is just now underway in 2012, nothing to evaluate yet. Not completed. An implementation plan for Intersections has been completed. A Bike and Pedestrian evaluation using HSM has been completed.]

<u>Strategies</u>

- Develop a discussion with local and state stakeholders on the implementation of the Highway Safety Manual in Oregon.

- Share and broadcast results of research, data needs and developments of the Highway Safety Manuals with local and state stakeholders.

- Research and evaluate the use of funding for the entire system and make recommendations on the most effective use of safety funding.

- Develop performance measures for evaluating and assessing the results of safety projects.

- Improve qualification criteria for selection of safety projects.

- Improve tools for diagnosing and selecting safety projects in Oregon.

- Expand the availability of information about crash data, roadway data and effective crash reduction strategies.

- Research new methods and strategies of crash reductions.

- Implement proven safety strategies for crash reduction into ODOT standards (i.e., safety edge).

Project Summaries

Section 164

164HE-12-73-14 TEA-21 HSEC 2008 Safety Initiatives $0

This FFY 2012 grant provided continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008. Five of the eight projects have been completed.

164HE-12-73-15 TEA-21 HSEC 2009 Safety Initiatives $2,298,165

This FFY 2012 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009. Two of the five safety projects have been completed.

164HE-12-73-16 TEA-21 HSEC 2010 Safety Initiatives $750,416

This FFY 2012 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010. One of seven safety projects has been completed.

164HE-12-73-17 TEA-21 HSEC 2011 Safety Initiatives $1,643,769

This FFY 2012 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2011 and FFY 2012 to use up additional cumulative remaining funds. Six safety projects were identified however none have been completed.

Impaired Driving – Alcohol

Link to the Transportation Safety Action Plan:

Action #1
Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

Action #2
Encourage more traffic law enforcement training for police as part of the requirements for the Basic Certificate and improve traffic law training offerings. To encourage participation, offer training on a regional basis on a variety of topics including Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Traffic Enforcement Program Management.

Action #4
Evaluate techniques and new approaches for providing training and updates to Oregon's Judicial body, seeking to develop consistent adjudication outcomes statewide. Implement the most promising techniques and approaches as they are identified. Evaluate the effectiveness of these techniques and approaches through survey and research tools.

Action #37
Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2009, 38 percent of all traffic fatalities were alcohol-related. 116 of the fatalities involved only alcohol; 37 involved only other drugs; and 28 were a combination of both alcohol and other drugs.

- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes. Although, there have been great strides in the drop in alcohol-only fatalities from 172 in 2004 to the current 2009 level of 116.

- Between 2005 and 2009, of the 16 children age 0-14 killed in alcohol-involved crashes, 10 (or 63 percent) were passengers in a vehicle operated by a driver who had been drinking.

- Mental health providers and law enforcement indicate that they are seeing evidence that more people are "self-medicating," or abusing over-the-counter or prescription drugs.

Impaired Driving in Oregon - Alcohol, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Fatal & Injury Crashes	19,486	19,031	18,409	19,384	21,171	11.2%
Nighttime F&I Crashes*	2,737	2,846	2,722	2,711	2,970	4.4%
Percent Nighttime F&I Crashes	14.01%	15.0%	14.8%	14.0%	14.0%	-6.2%
Fatalities	474	455	416	377	317	-30.3%
Alcohol Only Fatalities	n/a	155	120	116	n/a	n/a
Combination Alcohol & Other Drugs	n/a	26	51	28	n/a	n/a
Total Alcohol-Related Fatalities	175	181	171	144	107	-40.9%
Percent Alcohol- Related Fatalities	37.0%	39.8%	41.1%	38.2%	33.8%	-15.1%
Alcohol Related Fatalities per 100 Million VMT	0.50	0.52	0.51	0.42	0.31	-39.5%
Drivers in Fatal Crashes with BAC .08 & above	n/a	122	107	96	51	-58.2%
DUII Offenses	24,657	25,618	24,080	21,443	n/a	n/a
DUII Enforcement Index**	9.04	9.00	8.85	7.91	n/a	n/a
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	91%	91%	88%	90%	91%	0.0%

* Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4 a.m. Use of crash data occurring 8 p.m.-4 a.m. as a proxy measure for alcohol-involved crashes is generally accepted nationally and suggested by the National Highway Traffic Safety Administration.

** DUII enforcement index is the number of DUII offenses divided by number of nighttime fatal and injury crashes. Recommended index level is 8 or above for rural areas and 10 or above for urban areas.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Law Enforcement Data System
Transportation Safety Survey, Executive Summary; Intercept Research Corporation

Goals

- Reduce the total number of alcohol-related fatalities from the 2008-2010 average of 141 to 125 by 2015.
- Increase the number of DUII courts from six to ten by 2015.

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from the 2008-2010 average of 141 to 133 by December 31, 2012.
  [In 2011, there were 123 alcohol related fatalities.]
- Return the DUII enforcement index to 9.48, the 2001-2005 average, or above by December 31, 2012.
  [In 2010, the DUII enforcement index was 7.58.]
- Provide two DUII-related training opportunities for prosecutors and judges by December 31, 2012. *[There were more than two opportunities for judge and prosecutor training. There was the judicial conference, February 29-March 2, 2012, that provided training to over 100 judges. There was the multidisciplinary conference that provided training for numerous agencies, including judges and prosecutors. There were also the three conferences by the ODAA that provided training for prosecutors. There was an additional conference through the ODAA and TSRP that provided court room prosecution preparedness.]*

- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2012.
  [There were three different conferences provided for prosecutors, as well as a multi-disciplinary conference that included judicial, prosecutor, treatment, evaluators, law enforcement and other areas that are impacted by impaired driving. An annual judicial conference also provided training to many judges across the state, an additional training on courtroom readiness for prosecutors.]

- Conduct five NHTSA high visibility saturation patrols by December 31, 2012.
  [High visibility saturation patrols were performed by approximately 56 city agencies, 29 county agencies, and Oregon State Police during this grant year.]

- Decrease alcohol impaired driving fatalities from the 2007-2009 calendar base year average of 108 to 101 by December 31, 2012.
  (*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.)
  [In 2011, there were 87 fatalities in fatal crashes with a driver having a BAC of .08 and above.]

- Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2010 calendar base year of 2,597 to 6,000 by December 31, 2012.
  [In 2011, there were 8,146 impaired driving arrests made during grant-funded enforcement.]

<u>Public Opinion Measures</u>

In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?
[The average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is less than one (0.61). More than eight in 10 (84 percent) of those surveyed report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?
[Two out of three (65 percent) survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Where did you see or hear these messages?
[Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (58 percent) and/or newspaper (41 percent) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?
[The average perceived chance of getting arrested for driving after drinking is 43 percent. Fifty-six percent (56%) of respondents believe there is at least a one in five chance of getting arrested if they drive after drinking (21 percent or higher), while 32 percent believe the chances are 20 percent or less. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Activity Measure

Number of impaired driving arrests made during grant-funded enforcement activities.
[During the 2011 federal grant year, there were 8,146 grant funded impaired driving arrests.]

Strategies

- Promote and support the use of current technology, such as video cameras and automated DUII citation processes, by law enforcement and judicial agencies.

- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.

- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.

- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.

- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol impaired drivers.

- Create public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Media products for these activities include print, radio, television, and other possible innovative digital mediums.

- Develop public information and education campaigns targeting specific law changes that will occur during the 2011 Legislative Session.

- Explore the opportunity for new alcohol courts similar to the Multnomah County Court DISP program.

- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all prosecutors, particularly for cases that may set a state precedent.

- Gain information through research to provide new and innovative ways to prevent impaired driving through education and enforcement.

Project Summaries

Section 164

164AL-12-14-01 DUII Statewide Services $0
This project specifically addresses a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses are offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant is created to provide for prosecutor and judges training. *[This project was not initiated during the grant year.]*

164AL-12-14-02 DUII Court 1 – City of Beaverton $80,422
Funds for this project supported a program coordinator for the DUII Court within this county. This position has been critical to the oversight, organization and tracking of offenders while they were participating in the DISP program. Beaverton's court to date has 22 clients in the program and only one participant that failed to meet the requirements.

164AL-12-14-03 DUII Court 2 – XXXX County $0
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program. *[This project was not initiated during the grant year.]*

164AL-12-14-04 DUII Court 3 – XXXX County $0
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program. *[This project was not initiated during the grant year.]*

164AL-12-14-05 DMV IID Legislative Requirement $0
Database development as it relates to IID and legislative requirement. *[This project was not initiated during the grant year.]*

164AL-12-14-19 OLCC Inspector Training Impaired Driving Education $32,049
This project assisted in providing funding for training of Oregon Liquor Control Commission inspectors in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. This grant also supported the development of education for the liquor industry on the prevention of impaired driving and the impact of impaired driving on the State of Oregon. Eleven inspectors for the OLCC completed the academy. The academy has provided insight to the recognition of early over service signs to help with prosecution and the prevention of DUI Drivers.

164AL-12-14-20 Law Enforcement Spokesperson – DPSST $76,115
This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies. The spokesperson exceeded all the expectations of this program with FST refresher courses across the state and mobile video training. The total trained in this program during 2012 was over doubled that required within the grant.

164AL-12-14-18 ODAA/Law Enforcement "Protecting Lives Saving Futures" $35,102

This project funded a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encouraged partnerships in dealing with the incidence of impaired driving. An additional training to approximately 20+ prosecutors on court room prep and practice prosecution received great reviews and will be a valuable course to provide in the future.

164AL-12-14-09 DUII Overtime Enforcement Program – OSP $121,226

Oregon State Police continued to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas were selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon. OSP provided press releases, media coverage and stepped up enforcement with this grant leading to 126 additional DUII arrests.

164AL-12-14-17 DISP – Portland Police Bureau $52,891

This projected funded the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This would provide direct law enforcement capability to the court based probation program. The primary function of the officers would be to conduct warrant sweeps. PPB has been able to serve warrants within 48 hours of their issuance in most cases. 100% of warrants have been attempted. The few outstanding warrants are on those clients that no longer live in the state.

Section 410

K8-12-12-01 Statewide Services Program – DUII $430,675

A comprehensive traffic safety public information program was implemented. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio were aired. Surveys were conducted. This grant was involved in additional advertising in mediums that are more likely to hit the target populations which included but are not limited to "wraps" on the max train, water closet, and social media.

K8-12-12-02 Blood Toxicology Pilot Project $0

This project is to provide support to law enforcement for the attainment and testing of blood samples of drivers suspected of driving under the influence of drugs and alcohol involved in fatal crashes. Also to gather data to determine the depth of the driving impaired issue in Oregon surrounding impairment due to drugs, drugs and alcohol. *[This project was not initiated during the grant year.]*

K8-12-12-03 Urine Toxicology Pilot Project $47,212

To assist the Portland DISP program in the expansion of urine panels of participants in the Portland DISP program. This program helped offset the costs of existing members in the program by offsetting the costs of expanded panels. The information was used to better understand the drug use problem of participants in the program. This program was a huge success with not only assisting clients with funding so they were allowed to stay in the program which demonstrates huge successes for those involved, but also pointed to areas in the system that needed fixes. These issues would have never surfaced had it not been for the pilot project.

K8-12-12-24 DUII Prosecutor $166,392

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor travelled throughout Oregon to assist with complex DUII cases. The TSRP continues to do an amazing outreach and provided valuable information to prosecutors across the state, providing materials for cross examining experts that are testifying for the defense. She is a valuable asset to the state and all those working in the criminal justice area.

K8-12-12-21 DUII Enforcement – OSSA Departments $423,292

Provided overtime patrol hours for law enforcement on DUIIs for roadways throughout Oregon. OSSA provided DUII overtime patrol in 29 counties throughout Oregon. The counties accounted for 848 additional DUII arrests during grant OT funding. There is saturation with the reduction in law enforcement it is becoming increasingly difficult for counties to have the officers to actually work the overtime hours.

K8-12-12-12 DUII Multi-Disciplinary Task Force Training Conference $60,000

This project provided funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement; prosecutors; prevention and treatment professionals. This conference was held in April of 2012. Over 300 people attended. The conference exceeded the expectations of many attendees with training specific to treatment, evaluators, law enforcement, courts, judges, prosecution, drugs, alcohol and OLCC regulations.

K8-12-12-38 OACP DUII Overtime Enforcement Project $409,504

This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 56 cities received overtime funds for 2012. As a whole, fewer cities participated in DUII overtime. As with many agencies and reduced resources it is increasingly difficult to find officers that can actually work the overtime with increased regular duties. 7172 DUII arrests were made during the overtime grant.

K8-12-12-04 Statewide DUII Warrant Sweeps $0

This grant proposes law enforcement activity and media coverage to conduct statewide “sweeps” to round up people with outstanding warrants. *[This project was not initiated during the grant year.]*

Impaired Driving – Drugs

Link to the Transportation Safety Action Plan:

Action #1
Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

Action #2
Encourage more traffic law enforcement training for police as part of the requirements for the Basic Certificate and improve traffic law training offerings. To encourage participation, offer training on a regional basis on a variety of topics including Standard Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Traffic Enforcement Program Management.

Action #4
Evaluate techniques and new approaches for providing training and updates to Oregon's Judicial body, seeking to develop consistent adjudication outcomes statewide. Implement the most promising techniques and approaches as they are identified. Evaluate the effectiveness of these techniques and approaches through survey and research tools.

Action #37
Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2009, 17 percent of all traffic fatalities were drug-related. 116 of the fatalities involved only alcohol; 37 involved only other drugs; and 28 were a combination of both alcohol and other drugs.

- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 844 in 2008. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.

- Mental health providers and law enforcement are seeing evidence indicating that more people are "self-medicating," or abusing prescription or over-the-counter drugs.

- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get DUIIs and are therefore not referred to treatment.

- DUII courts significantly reduce recidivism. There are currently two full time DUII Courts and four hybrid DUII Courts in Oregon. There needs to be more.

Impaired Driving in Oregon – Other Drugs, 2007-2010

	01-05 Average	2007	2008	2009	2010	% Change 2007-2010
Fatal & Injury Crashes	19,115	19,031	18,409	19,384	21,171	11.2%
Nighttime F&I Crashes*	2,612	2,846	2,722	2,711	2,970	4.4%
Percent Nighttime F&I Crashes	13.7%	15.0%	14.8%	14.0%	14.0%	-6.2%
Fatalities	476	455	416	377	317	-30.3%
Other Drug Only Fatalities	n/a	42	62	37	n/a	n/a
Combination Other Drug and Alcohol	n/a	26	51	28	n/a	n/a
Other Drug-Related Fatalities	n/a	68	113	65	n/a	n/a
Percent Other Drug-Involved Fatalities	n/a	14.9%	27.2%	17.2%	n/a	n/a
DUII Arrests (drugs other than Alcohol)	1,163	1,092	844	n/a	n/a	n/a

* Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4 a.m. Use of crash data occurring 8 p.m.-4 a.m. as a proxy measure for alcohol-involved crashes is generally accepted nationally and suggested by the National Highway Traffic Safety Administration.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Law Enforcement Data System

Goals

- Reduce the total number of drug-related fatalities from the 2007-2009 average of 82 to 40 by 2015.
- Increase the number of DUII courts from six to ten by 2015.

Performance Measures

- Increase the number of certified DREs from 198 in 2009 to 210 by December 31, 2012. *[In 2011, there were 200 certified DREs.]*
- Increase the number of DRE evaluations from 1,179 in 2009 to at least 1,200 by December 31, 2012. *[In 2010, there were 1,463 DRE evaluations completed.]*
- Conduct five NHTSA high visibility saturation patrols by December 31, 2012. *[Six high visibility saturation patrols were performed by approximately 56 city agencies, 29 county agencies, and Oregon State Police during this grant year.]*

Strategies

- Revise statute to change the definition of intoxicants to include "any substance that impairs to a noticeable or perceptible degree."
- Promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.

- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).

- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.

- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.

- Create public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Media products for these activities include print and electronic media, as well as classrooms.

- Create public information and education campaigns targeting specific law changes that will occur during the 2011 Legislative Session.

- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.

- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.

- Support a statewide TSRP who is available to all prosecutors, particularly for DRE cases.

- Seek support and insight from the GAC on DUII on emerging issues relating to driving under the influence of drugs other than alcohol.

- Create public information and education regarding prescription drugs, impairment and driving while under the influence of them.

Project Summaries

Section 164

164AL-12-14-01 DUII Statewide Services

This project specifically addresses a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses are offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant is created to provide for prosecutor and judges training. **[This project was not initiated this year.]**

164AL-12-14-02 DUII Court 1 – City of Beaverton

Funds for this project supported a program coordinator for the DUII Court within this county. This position was critical to the oversight, organization and tracking of offenders while they participated in the DISP program. Beaverton's court to date has 22 clients in the program and only one participant that have failed to meet the requirements.

164AL-12-14-03 DUII Court 2 – XXXX County

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program. [This project was not initiated during the grant year]

164AL-12-14-04 DUII Court 3 – XXXX County

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program. [This project was not initiated during the grant year]

164AL-12-14-05 DMV

Database development as it relates to IID and legislative requirement. [This project was not initiated during the grant year]

164AL-12-14-19 OLCC Inspector Training Impaired Driving Education

This project assists in providing funding for training of Oregon Liquor Control Commission inspectors in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. This grant is also to support the development of education for the liquor industry on the prevention of impaired driving and the impact of impaired driving on the State of Oregon. Eleven inspectors for the OLCC completed the academy. The academy has provided insight to the recognition of early over service signs to help with prosecution and the prevention of DUI Drivers.

164AL-12-14-20 Law Enforcement Spokesperson – DPSST

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training is held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies. The spokesperson exceeded all the expectations of this program with FST refresher courses across the state and mobile video training. The total trained in this program during 2012 was over doubled that required within the grant.

164AL-12-14-18 ODAA/Law Enforcement "Protecting Lives Saving Futures"

This project funds a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving. . An additional training to approximately 20+ prosecutors on court room prep and practice prosecution received great reviews and will be a valuable course to provide. in the future.

164AL-12-14-09 DUII Overtime Enforcement Program – OSP

Oregon State Police continue to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas are selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP works with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon. OSP provided press releases, media coverage and stepped up enforcement with this grant leading to 126 additional DUII arrests.

164AL-12-14-17 DISP – Portland Police Bureau

This project will fund the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This would provide direct law enforcement capability to the court based probation program. The primary function of the officers would be to conduct warrant sweeps. PPB has been able to serve warrants within 48 hours of their issuance in most cases. 100% of warrants have been attempted. The few outstanding warrants are on those clients that no longer live in the state.

Section 410

K8-12-12-01 Statewide Services Program – DUII

A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio will be aired. Surveys will be conducted. This grant was involved in additional advertising in mediums that are more likely to hit the target populations which included but are not limited to "wraps" on the max train, water closet, and social media.

K8-12-12-02 Blood Toxicology Pilot Project

This project is to provide support to law enforcement for the attainment and testing of blood samples of drivers suspected of driving under the influence of drugs and alcohol involved in fatal crashes. Also to gather data to determine the depth of the driving impaired issue in Oregon surrounding impairment due to drugs, drugs and alcohol. [This project was not initiated this year]

K8-12-12-03 Urine Toxicology Pilot Project

To assist the Portland DISP program in the expansion of urine panels of participants in the Portland DISP program. This program will help offset the costs of existing members in the program by offsetting the costs of expanded panels. The information will also be used to better understand the drug use problem of participants in the program. This program was a huge success with not only assisting clients with funding so they were allowed to stay in the program which demonstrates huge successes for those involved, but also pointed to areas in the system that needed fixes. These issues would have never surfaced had it not been for the pilot project.

K8-12-12-24 DUII Prosecutor

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor travelled throughout Oregon to assist with complex DUII cases. The TSRP continues to do an amazing outreach and provide valuable information to prosecutors across the state, providing materials for cross examining experts that are testifying for the defense. She is a valuable asset to the state and all those working in the criminal justice area.

K8-12-12-16 Drug Recognition Expert Training (DRE) $106,157

Provided training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chief's of Police (IACP) and NHTSA guidelines and recommendations. This year the grant funded a DRE course bringing the total number of DRE's to 200. Also, this grant provided for the regional coordinators to participate in the national conference. This grant has also provided a conference for the necessary continuing education for DRE's to maintain certification. Oregon's DRE program is one of the premier programs nationally.

K8-12-12-23 Drug Recognition Expert Overtime Enforcement Project $78,257

Provided statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies. This grant provided overtime for DRE's to respond to DUII incidents and provided evaluations, expert opinions and analysis. In 2011 the DRE evaluations increased by nearly 300.

K8-12-12-21 DUII Enforcement – OSSA Departments

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provided DUII overtime patrol in 29 counties throughout Oregon. The counties accounted for 848 additional DUII arrests during grant OT funding. There is a saturation with the reduction in law enforcement it is becoming increasingly difficult for counties to have the officers to actually work the overtime hours.

K8-12-12-12 DUII Multi-Disciplinary Task Force Training Conference

This project provided funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference will be held in April of 2012. Over 300 people are expected to attend. The conference exceeded the expectations of many attendees with training specific to treatment, evaluators, law enforcement, courts, judges, prosecution, drugs, alcohol and OLCC regulations.

K8-12-12-38 OACP DUII Overtime Enforcement Project

This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 56 cities will received overtime funds for 2012. As a whole less cities participated in DUII overtime. As with many agencies and reduced resources it is increasingly difficult to find officers that can actually work the overtime with increased regular duties. 7172 DUII arrests were made during the overtime grant.

K8-12-12-04 Statewide DUII Warrant Sweeps

This grant proposes law enforcement activity and media coverage to conduct statewide "sweeps" to round up people with outstanding warrants**. [This project was not initiated during the grant year]**

Judicial Outreach

Link to the Transportation Safety Action Plan:

Action #4
Evaluate techniques and new approaches for providing training and updates to Oregon's Judicial body, seeking to develop consistent adjudication outcomes statewide. Implement and evaluate the effectiveness of these techniques and approaches.

Action #37
Continue to recognize the prevalence of driving under the influence of controlled substances and revise driving under the influence of intoxicants (DUII) statutes to address the legal issues around sobriety check points, expand the definition of DUII to include over the counter and prescription medications, and support the implementation of these revisions, and offer a comprehensive statewide DRE training program.

The Problem

- There is limited outreach and training available for judges, district attorneys and court clerks/administrators relating to transportation safety issues.
- There are numerous issues of inconsistent adjudication of transportation safety laws from jurisdiction to jurisdiction which provides citizens with inconsistent and mixed messages.
- Driving Under the Influence of Intoxicants (DUII), in particular, needs to be addressed, in addition to other programs such as speed and occupant protection.

Judicial Outreach, 2007-2010

	2007	2008	2009	2010	% Change 2007-2010
No. of Judges trained during offered training sessions	100	90	100	100	0.0%
No. of Court Staff/Administrators trained	27	18	70	113	318.5%
No. of Prosecutors or staff trained	120	153	260	138	15.0%
Combined total of CLE Credits Approved	49.75	27.50	40.00	51.00	2.5%

Sources: TSD Judicial Training Grant Reports (Impaired Driving and Judicial Education Program)

Goals

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from 100 annually, the 2007 level, to 130 annually by 2015.
- Increase the number of Court Administrators participating in transportation safety related judicial education programs delivered by TSD from 27 annually, the 2007 level, to 60 annually by 2015.

- Increase the number of prosecutors/staff participating in transportation safety related judicial education programs delivered by TSD from 120 annually, the 2007 level, to 150 annually by 2015.

- Increase the number of DUII courts from six to ten by 2015.

Performance Measures

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from 100 annually, the 2007 level, to 110 annually by December 31, 2012. ***[In 2012, 114 judges participated in education programs.]***

- Increase the number of Court Administrators participating in transportation safety related judicial education programs delivered by TSD from 27 annually, the 2007 level, to 40 annually by December 31, 2012. ***[In 2012, there were 85 court administrators, who received traffic safety education at the annual judicial education conference.]***

- Increase the number of prosecutors or staff participating in education programs from the 2008-2010 average of 184 to 220 by December 31, 2012.
  [In 2012, there were 134 prosecutors participating in education programs.]

- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from the 2008-2010 average of 39.5 to 80 by December 31, 2012.
  [In 2012, there were 45 CLE credits provided.]

**CLE is short for MCLE which means Minimum Continuing Legal Education activities. For judges that are active members of the Oregon State Bar, there is a minimum number of continuing legal education credits required to maintain certification as a licensed attorney.*

The MCLE rules require that all regular active members complete forty-five (45) hours of approved continuing legal education activities in each three (3) year reporting period. Of those forty-five (45) hours, nine (9) must be on the subject of professional responsibility; five (5) of the nine (9) must be legal ethics credits, one of the nine (9) professional responsibility hours must be on lawyers' child abuse reporting obligations. Three (3) of the nine (9) professional responsibility hours must be on "elimination of bias," which is defined as an activity "directly related to the practice of law and designed to educate attorneys to identify and eliminate from the legal profession and from the practice of law biases against persons because of race, gender, economic status, creed, color, religion, national origin, disability, age or sexual orientation." MCLE Rule 3.2 and 5.5. http://www.osbar.org/_docs/rulesregs/mclerules.pdf.

Strategies

- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon judges. Invite court administrators to attend.

- Participate and/or assist in providing additional training opportunities to judges, district attorneys, city prosecutors and court administrators at requested conferences.

- Work directly with courts to enhance traffic court processes and policies related to implementation of electronic citation data for criminal and traffic offenses.

- Work with OJD and local records management system provider (MAJIC) to automate OSP and local submitted e-citations into system electronically for state and local courts.

Project Summaries

Section 164

164AL-12-14-02 DUII Court 1 – City of Beaverton

Funds for this project supported a program coordinator for the DUII Court within this county. This position has been critical to the oversight, organization and tracking of offenders while they were participating in the DISP program. Beaverton's court to date has 22 clients in the program and only 1 participant that have failed to meet the requirements.

164AL-12-14-03 DUII Court 2 – XXXX County

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program. *[This project was not initiated during the grant year.]*

164AL-12-14-04 DUII Court 3 – XXXX County

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program. *[This project was not initiated during the grant year.]*

164AL-12-14-18 ODAA/Law Enforcement "Protecting Lives Saving Futures"

This project funded a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encouraged partnerships in dealing with the incidence of impaired driving. An additional training to approximately 20+ prosecutors on court room prep and practice prosecution received great reviews and will be a valuable course to provide in the future.

Section 402

TC-12-24-08 Judicial Education $31,543

This project provided traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges. We also worked with State Circuit Courts, Court Administrators, and District Attorneys by providing traffic law training, materials, or topical experts to assist in education delivery.

Section 410

K8-12-12-24 DUII Prosecutor

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor travelled throughout Oregon to assist with complex DUII cases. The TSRP continues to do an amazing outreach and provide valuable information to prosecutors across the state, providing materials for cross examining experts that are testifying for the defense. She is a valuable asset to the state and all those working in the criminal justice area.

K8-12-12-12 DUII Multi-Disciplinary Task Force Training Conference

This project provided funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement; prosecutors; prevention and treatment professionals. This conference was held in April of 2012. Over 300 people attended. The conference exceeded the expectations of many attendees with training specific to treatment, evaluators, law enforcement, courts, judges, prosecution, drugs, alcohol and OLCC regulations.

Section 1906

K10-12-10-10 Racial Profiling Research $53,613

This project was used to assist the Portland State University Criminal Justice Policy Research Institute (CJPRI) and the Law Enforcement Contacts Policy and Data Review Committee (LECC) in carrying out its duties of identifying, addressing issues and training surrounding racial profiling as it relates to traffic stops and Oregon Law-Enforcement. This was the last year of funding for this project, as allocated from Congress. This year was used to finalize this project, conduct follow-up surveys and training, and continue to prepare and utilize the 15 trainers that attended advanced training sessions provided by the Simon Wiesenthal Museum of Tolerance in California last year to continue this project in the future using other funding sources.

Motorcycle Safety

Link to the Transportation Safety Action Plan:

Action #9
Make motorcycle rider education mandatory to age 21 and fund the increased cost by raising the motorcycle endorsement fee from $7.00 to $10.00. By 2012, extend requirement to all persons seeking their first motorcycle endorsement. *(Mandatory rider education for riders under 21 became law in 1997. The endorsement fee was increased to $14.00 by law in 1997.)*

The Problem

- Fatal motorcycle crashes represented 13.0 percent of the fatal crashes in 2010 while only representing 3.3 percent of the total vehicles registered in 2010.
- Alcohol was involved in 21.1 percent of motorcycle fatalities in 2010.
- Non-endorsed motorcyclists were involved in 18.4 percent of motorcycle fatalities in 2010.
- Speed is over-represented in fatal crashes. Sixteen of 38 in 2010 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 46 in 2010.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non-DOT helmets by motorcyclists endangers the health of the wearer in a motorcycle crash. The 2010 observational helmet use survey reflected no change in usage from 2009.

Motorcycles on Oregon Highways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Fatal Crashes						
Number	39	48	43	49	38	-22.4%
Percent of fatal crashes	9.3%	11.7%	11.7%	14.8%	13.0%	9.2%
Number of motorcyclists killed	41	51	46	51	38	-26.9%
Number of single-vehicle crashes	21	27	22	30	23	-14.8%
Number of multi-vehicle crashes where motorcyclist was at fault	10	18	12	10	6	-66.6%
Number of multi-vehicle crashes were auto was at fault	6	7	8	6	9	28.6%
Fatalities						
Percent alcohol-involved fatalities	40.1%	36.5%	36.7%	37.3%	21.1%	-42.4%
Percent non-endorsed fatalities	18.2%	35.4%	17.4%	34.6%	18.4%	-48.0%
Percent unhelmeted fatalities	n/a	5.9%	2.2%	5.9%	7.9%	34.2%
Injury Crashes						
Number	477	603	717	698	713	18.2%
Percent of injury crashes	2.5%	3.2%	4.0%	3.7%	3.4%	5.4%

Motorcycles on Oregon Highways, 2007-2010 (*continued)*

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Registered Motorcycles	93,331	118,052	131,204	133,796	131,652	11.5%
Percent of registered vehicles	2.3%	2.8%	3.2%	3.2%	3.3%	14.5%
Motorcycle fatalities per registered motorcycle (in thousands)	0.43	0.44	0.37	0.38	0.29	-34.5%
Observation Data						
Percent Helmet Use	95.0%	95%	94%	100%	100%	5.3%
Percent Motorcyclists wearing non-DOT helmet	4.8%	5%	6%	4%	2%	-60.0%
TEAM Oregon Students Trained	6,286	7,957	9,972	8,778	8,779	10.3%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
NHTSA Shoulder Harness and Motorcycle Helmet Usage Study, Intercept Research Corporation
TEAM Oregon Motorcycle Safety Program

Goals

- Reduce the fatal traffic crashes that involve motorcycles from the 2008-2010 average of 44 to 42 by 2015.

- Reduce the number of people killed and seriously injured in motorcycle crashes from the 2008-2010 average of 209 to 197 by 2015.

Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2008-2010 average of 15 to 14 by December 31, 2012.
  [In 2011 there were 15 fatal motorcycle crashes when the rider (not a passenger) was impaired.]

- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2008-2010 average of 10 to 8 by December 31, 2012.
  [In 2011 there were 13 fatal motorcycle crashes when the rider was not properly endorsed.]

- Reduce the number of fatal speed-related motorcycle crashes from the 2008-2010 average of 24 to 21 by December 31, 2012.
  [In 2011, there were 13 fatal speed related motorcycle crashes.]

- Reduce the number of motorcyclist injury crashes from the 2008-2010 average of 709 to 652 by December 31, 2012.
  *[In 2011, there were 841 motorcyclist injury crashes.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*

- Decrease motorcyclist fatalities from the 2008-2010 calendar base year average of 46 to 43 by December 31, 2012.
  [In 2011, there were 39 motorcyclist fatalities.]

- Decrease unhelmeted motorcyclist fatalities from the 2008-2010 calendar base year average of 2 to 1 by December 31, 2012.
  [In 2011, there were 4 unhelmeted motorcyclist fatalities.]

Strategies

- Collaborate with the Governor's Advisory Committee on Motorcycle Safety, law enforcement, and motorcycle groups to educate riders on the effects of drinking and riding.

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 25 different locations throughout the state.

- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education Program, focusing on separating drinking and riding, correct licensing, proper protective riding gear, speed, and rider training for all riders, including riders over the ages of 40 that are over represented in fatal and injury crashes.

- Continue educating the general driving public to be aware of motorcycles in the traffic stream.

- Insure motorcycle training courses are located within reasonable travel distance of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all locations.

Project Summaries

State Funds

$1

MC-12-80-01 Statewide Services Motorcycle Safety [$66,353]

This project provided funding for membership in the State Motorcycle Safety Administrators (SMSA), billboard, radio and web ads promoting motorcycle training, equipment expenses for the TEAM OREGON Motorcycle Safety mobile program and the helmet use observation survey. This project also funded a survey of motorcycle riders prioritized by the Governor's Advisory Committee on Motorcycle Safety, and included committee member travel and meeting expenses.

MC-12-80-03 Oregon State University TEAM OREGON [$667,302]

This project provided funding for training sites and daily operation of the statewide motorcycle safety training program. Daily operation includes: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, public information and education activities by staff and instructors (public awareness presentations, fairs, mall shows, Sober Graduation presentations, motorcycle events, etc.) and daily operational functions. Training sites include site assistance, statewide liability insurance, equipment, printing and materials.

MC-12-80-04 Motorcycle Safety Improvements [$44,000]

This project provided funding for purchase of motorcycles, lease of land, buildings and improvements for the motorcycle safety training program.

Section 2010

K6-12-50-02 Motorcycle Safety Training Enhancement $70,000

This project provided funding for new training locations by long-term lease of land, buildings and improvements. The project also funded purchase of new training motorcycles.

K6-12-50-01 Motorist Awareness PI&E $30,626

This project provided funding for the TSD Public Information and Education motorcycle safety campaign, "2 Tons. 2 Kids. – Let's all get home safely" to increase motorist awareness of motorcycles.

Occupant Protection

Link to the Transportation Safety Action Plan:

Action #50
Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

The Problem

- **Non-use of Restraints:** According to the 2010 Oregon observed use survey, three percent of passenger car drivers, six percent of pickup truck drivers and fourteen percent of sports car drivers did not use restraints. During 2009, Oregon crash reports (FARS) indicate forty-five percent of motor vehicle occupant fatalities were unrestrained and 8% were of unknown restraint use status.

- **Improper Use of Safety Belts:** Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual), or placing a child into a belt system before it fits correctly.

- **Improper Use of Child Restraint Systems:** According to the 2010 Oregon observed use survey, forty percent of children aged five to eight were not riding in booster seats as required by Oregon law. Drivers are confused by the multitude of child restraint models, changing laws and changing "best practice" recommendations. Drivers often place children into adult belt systems too soon. Instead, children must graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt.

- **Affordability of Child Restraint Systems:** Low income families and caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

NHTSA Observed Use Survey, 2007 – 2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Front Seat Outboard Use						
Passenger car	91.7%	95.3%	96.3%	96.6%	97.0%	1.8%
Pickup truck	85.7%	92.7%	93.7%	94.3%	95.4%	3.0%

Source: *NHTSA Safety Belt Usage Study Post-Mobilization Findings,* Intercept Research Corporation
This Study employs trained surveyors to examine, from outside the vehicle, use or non-use of a shoulder harness by the driver and right front outboard occupant.

Oregon Observed Use Survey Results, 2007 - 2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Total Occupant Use	94%	97%	96%	96%	97%	0.0%
Driver Use						
Passenger car	92%	97%	97%	96%	97%	0.0%
Pickup truck	86%	94%	93%	91%	94%	0.0%
Sports car	n/a	88%	89%	85%	86%	-2.3%
Child Restraint Use						
Under one year of age	88%	96%	96%	94%	99%	3.1%
Under four years of age	97%	99%	99%	99%	99%	0.0%
Booster seat use, ages five to eight *	36%	62%	57%	58%	60%	-3.2%
Child Seat Present						
Under one year of age (rear-facing) *	n/a	95%	96%	94%	99%	4.2%
Age one to four years (forward-facing) *	n/a	94%	94%	97%	94%	0.0%
Child Position in Vehicle						
Child seat/booster in rear of vehicle	95%	96%	96%	96%	96%	0.0%
Children 12 and under in rear of vehicle *	n/a	85%	85%	85%	86%	1.2%

Source: *Oregon Occupant Protection Observation Study,* Intercept Research Corporation
This Study employs trained surveyors to examine, from outside the vehicle, safety belt use (lap & shoulder) and three child restraint installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.

* Asterisked categories were added to survey beginning in 2006 to better assess Oregon progress relative to USDOT- NHTSA "best practice" recommendations and to gauge compliance with changes to Oregon restraint laws. The criteria for booster seat use was expanded in 2006 to cover five to eight year olds (best practice), instead of four and five year olds (ages covered by Oregon's booster law) as in previous years.

Occupant Use Reported in Crashes, 2007 – 2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Percent of Fatals Restrained	56.9%	52.2%	56.9%	55.4%	64.9%	24.4%
Total occupant fatalities	364	318	294	269	194	-39.0%
Percent of Nighttime Fatals Unrestrained	n/a	30.9%	34.0%	43.7%	29.7%	-4.0%
Total nighttime occupant fatalities	n/a	47	52	62	27	-42.6%
Percent of Injured Restrained	n/a	92.5%	91.5%	90.8%	90.0%	-2.7%
Total injured occupants	n/a	25,592	24,252	25,513	24,837	-3.0%
Injured < Age 8, in Child Restraint	n/a	65.3%	61.5%	66.0%	63.8%	-2.3%
Total injured occupants under age eight	n/a	836	751	728	892	6.7%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Includes only those coded as "Belt Used" or "Child Restraint Used." Does not include improper or unknown use.

Belt Enforcement Contacts During Grant Funded Activities, 2007 – 2010

	01-05 Average	2007	2008	2009	2010	% Change 2007-2010
Seat belt citations issued	n/a	20,931	15,679	15,178	12,732	-39.2%

Source: Transportation Safety Division, Oregon Department of Transportation

Goals

- To increase proper safety belt use among passenger vehicle front seat outboard occupants from 97% to 98%, as reported by the NHTSA post-mobilization observed use survey, by 2015.

- To reduce the percentage of unrestrained occupant fatalities from the 2008-2010 average of 41 to 35 percent, as reported by FARS, by 2015.

- To increase proper child restraint use from 64% to 75% among injured child occupants under eight years old, as reported by FARS, by 2015.

Performance Measures

- Increase total proper occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 97 percent to 98 percent by December 31, 2012.
  [In 2012, the percentage of front seat outboard occupant belt use was 97 percent.]

- Increase use of booster seats, as determined by the statewide Oregon Occupant Protection Observation Study, from 60 percent to 70 percent by December 31, 2012.
  [In 2012, the percentage of booster seat use was 54 percent.]

- Decrease the number of nighttime occupant fatalities reported as "unrestrained" from the 2008-2010 calendar base year average of 47 to 44 by December 31, 2012.
  [In 2011, there were 40 nighttime occupant fatalities reported as "unrestrained."]

- Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2008-2010 calendar base year average of 79 to 74 by December 31, 2012.
  [In 2011, there were 61 unrestrained passenger vehicle occupant fatalities.]

- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2008-2010 calendar base year average usage rate of 97 percent to 98 percent by December 31, 2012. *[In 2012, the statewide observed seat belt use in passenger vehicles was 97 percent.]*

Public Opinion Measures

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?
[Almost all respondents (98 percent) report that they "always" (94 percent) or "almost always" (5 percent) wear a safety belt when driving. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2012.]

Have you recently seen or heard any advertising regarding Oregon safety belt laws? [Forty-four percent (44%) of those surveyed indicate they have recently seen or heard information about safety belt laws. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2012.]

Where did you see or hear these messages?
[Respondents who are aware of messages regarding seat belt law enforcement by police most often mention roadway signs (38 percent), television (35 percent), and outdoor/billboard (33 percent) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2012.]

On a scale of one to five, with 5.00 – "strictly enforced", and 1.00 – "not enforced at all," how strictly do you believe Oregon's safety belt and child safety seat laws are enforced? ***[Forty-nine percent of those surveyed believe Oregon's safety belt and child seat laws are enforced (4.00 rating – 29%) or strictly enforced (5.00 rating – 20%.) Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2012.]***

Activity Measure

Number of seat belt citations issued during grant-funded enforcement activities.
During the 2012 federal grant year, there were 18,747 grant funded seat belt citations issued.

Strategies

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- Target marketing and enforcement campaigns to high-risk and low-use rate populations.
- Improve the effectiveness of educational programs by actively seeking new partners and utilizing new technologies to reach high-risk occupants.
- Provide funding for overtime enforcement of safety belt/child restraint laws.
- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, safety belt/child seat inspections, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.
- Promote correct use of child restraint systems among the general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Provide funding for statewide coordination of child passenger safety training, technician certification, recertification, child seat fitting station, and seat distribution programs.
- Maintain statewide pool of Certified Child Passenger Safety Technicians (CPSTs) who can routinely provide child safety seat check-ups to meet demand within their local communities.
- Subsidize purchase of child safety seats for no or low-income families as conditions of federal funding allow.
- Support and promote nationally recognized "best practice" recommendations.

- Foster cooperative relationships and resource sharing with Oregon partner agencies and with other states' occupant protection programs.

Project Summaries

Section 402

OP-12-45-02 OSSA Safety Belt Overtime Enforcement $194,247

Year-round overtime enforcement was conducted by twenty-nine local sheriff's offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws was included. Participating agencies conducted three (3) two-week enforcement blitzes and coordinated with media.

Enforcement Contacts:	**Belts**	**Child**	**DUII**	**Speed**	**Susp**	**Felony**	**Other**	**TOTALS**
Overtime	**2,414**	132	13	1,561	213	41	3,762	8,136
Straight Time/Match	**6,079**	304	3,902	40,199	8,969	561	74,071	134,085
Observed Belt Use:								
Starting	**91%**							
Ending	**94%**							
Total hours:	**2,696**							

OP-12-45-04 Safety Belt Overtime Enforcement Training $26,172

TSD staff designed and delivered a one-day safety belt overtime enforcement training based upon NHTSA's Traffic Occupant Protection Strategies (TOPS) and ACTS Oregon's child passenger safety short courses. This grant covered costs of facilities, speakers, materials and meals/lodging for 117 participants.

OP-12-45-01 Statewide Services Project (Gard Communications/Intercept Research/TSD) $197,750

A media program was carried out with focus on priority restraint use issues: changes to Oregon CPS laws, Hispanic speaking residents, and belt use among males, pickup drivers and rural areas. Two of the surveys, required by NHTSA, were completely redesigned to meet new NHTSA regulations and observed driver and right front seat occupants. A third survey observed occupants in all seating positions including child safety seat usage. The latter survey revealed continued low booster seat usage despite increased understanding of Oregon child passenger safety laws.

OP-12-45-14 Enhancement of Community Level CPS Programs, ODOT Region 4 $17,626

There were 325 child passenger safety seats purchased during this grant year to serve an estimated 625 -1,000 families. Included in this total were 2 Hippo Seats and 4 Angel Ride Car beds. Agencies receiving funds under this grant included: Hood River CCF, Jefferson County Fire, Klamath Tribal Health & Family, Lake District Hospital, Redmond Fire & Rescue, Sky Lakes Medical Center, and St Charles Foundation.

Section 405

K2-12-46-11 Enhancement of Community Level CPS Programs, ODOT Region 1 (ACTS Oregon) $25,222

This year Region 1 partners reported 1014 seats distributed to families in need. Certified CPS technicians provided education to each family receiving a seat. There were 2,321 seats checked and over 5,800 participants attending the 124 events reported this year. Partners included: AMR, Columbia County Commission on Families and Children, Healthy Birth Initiative, Healthy Start of Clackamas County, Molalla Rural Fire District #3, Mt. Hood Community College, NARA NW, OCDC, OHSU, Randall Children's Hospital at Legacy Emanuel, Tom Sargent Children's Safety Center and Washington County Sheriff's Office.

K2-12-46-03 OSP Safety Belt Overtime Enforcement $69,174

Year-round overtime enforcement was conducted by OSP towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws was included. Participating troopers conducted three (3) two-week enforcement blitzes and coordinated with media.

Enforcement Contacts:	**Belts**	**Child**	**DUII**	**Speed**	**Susp**	**Felony**	**Other**	**TOTALS**
Overtime	**716**	36	5	317	N/A	N/A	971	2,045
Straight Time/Match	**N/A**	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Observed Belt Use:								
Starting	**92%**							
Ending	**93%**							
Total hours:	**977**							

K2-12-46-08 OACP Safety Belt Overtime Enforcement $258,490

Year-round overtime enforcement was conducted by twenty-nine local sheriff's offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws was included. Participating agencies conducted three (3) two-week enforcement blitzes and coordinated with media.

Enforcement Contacts:	**Belts**	**Child**	**DUII**	**Speed**	**Susp**	**Felony**	**Other**	**TOTALS**
Overtime	**14,945**	275	341	6,713	1,720	201	18,250	42,445
Straight Time/Match	**5,926**	303	4,568	39,660	12,487	530	124,857	188,331
Observed Belt Use:								
Starting	**95%**							
Ending	**95%**							
Total hours:	**4,874**							

K3-12-45-05 ACTS Oregon Child Safety Seat Resource Center $162,900

Instructional staff delivered eight national CPS certification trainings, three certification renewal, and nineteen continuing education classes that resulted in 112 new technicians becoming certified and 257 technicians and instructors receiving credits toward maintaining their certification. The ACTS website averaged 7,164 visits per month. Fitting stations staffed by these technicians reported 173 checkup events statewide, checking 3,239 car seats and distributing 888 car seats at reduced cost to families in need. Over 8,200 people attended these events. Oregon now has 509 active technicians and twenty-two certified technician instructors.

K3-12-45-12 Enhancement of Community Level CPS Programs, ODOT Regions 2 $0

This project set aside funding for TSD Region 2 staff to coordinate scholarships for CPS technician and instructor candidates, and to provide car seats and booster purchases for families in need, equipment and/or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs within their respective Region. *[This project was not initiated during the grant year.]*

K3-12-45-13 Enhancement of Community Level CPS Programs, ODOT Regions 3 $4,525

There were three child seat "coalition" mini-grants awarded among Josephine, Douglas and Curry counties which involved law enforcement, fire department, and public safety agencies. Each coalition received funding for training, equipment/supplies, and car seats. There are currently child safety seat coalitions in all five of the Region 3 counties.

K3-12-45-15 Enhancement of Community Level CPS Programs, ODOT Regions 5 $18,760

This project provided mini-grants for nine local agencies in Region 5 to fund distribution of child safety seats families in need. The agencies were: Baker City Police Dept., Hermiston Fire Dept., Umatilla/Morrow Commission on Children and Families, La Grande Fire Dept., Child Care Resource and Referral (which covers six counties in Region 5), Wallowa County Health Dept., Ontario Police Dept., Grant County Safe Communities, and Harney County Safe Communities.

Pedestrian Safety

Link to the Transportation Safety Action Plan:

Action #65
Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety. The Pedestrian Safety program will work to accomplish this action by expanding public education efforts on pedestrian and driver safety awareness and responsibilities through media messages and publications.

Encourage more aggressive enforcement of pedestrian traffic laws, particularly near schools, parks and other pedestrian intensive locations. The Pedestrian Safety programs works in tandem with community interest groups and law enforcement to provide resources and education to conduct pedestrian safety operations throughout the state of Oregon.

Action #67
Increase emphasis on programs that will encourage walking and other alternative mode travel and improve safety for these modes. To accomplish this action, we will continue to work with community organizations to promote walking as a healthy commuting option and to educate pedestrians and drivers about road safety.

The Problem

- In 2010, 813 pedestrians were involved in fatal or injury motor vehicle crashes compared to 628 in 2008.
- In 2010, 484 pedestrians were killed or injured at intersections or in a crosswalk compared to 384 in 2008.
- In 2010, 49 percent of all pedestrian crashes occurred at dusk, dawn or in low light.
- In 2010, 85 pedestrians aged 65+ were killed or injured compared to 53 in 2008.
- In 2010, 94 pedestrians aged 0-14 were killed or injured compared to 62 in 2008.
- A review of crash data from 2000 to 2009 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Injuries						
Number	609	553	576	636	769	39.1%
Percent of total Oregon injuries	2.1%	2.0%	2.1%	2.3%	2.5%	27.7%
Number injured Xing in crosswalk or intersection	332	330	350	374	470	42.4%
Percent Xing in crosswalk or intersection	54.5%	59.7%	60.8%	58.8%	61.1%	2.4%
Injuries by Severity						
Major Injury	104	104	91	89	102	-1.9%
Moderate Injury	319	272	254	313	404	48.5%
Minor Injury	182	157	220	234	263	67.5%
Fatalities						
Number	48	50	53	38	62	24.0%
Percent of total Oregon fatalities	10.1%	11.0%	12.7%	10.1%	19.6%	78.0%
Number of fatalities Xing in crosswalk or intersection	11	16	14	10	14	-12.5%
Percent Xing in crosswalk or intersection	23.4%	32.0%	26.4%	26.3%	22.6%	-29.4%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

Goals

- To reduce the number of pedestrian fatalities from the 2008-2010 average of 51 to 38 by 2015.
- To reduce the number of pedestrian injuries from the 2008-2010 average of 660 to 456 by 2015.

Performance Measures

- Reduce the number of pedestrian fatalities from the 2008-2010 average of 51 to 44 by December 31, 2012.
  [In 2011, there were 47 pedestrian fatalities.]
- Reduce the number of pedestrian injuries from the 2008-2010 average of 660 to 553 by December 31, 2012.
  *[In 2011, there were 831 pedestrian injuries.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*
- Reduce the number of crashes where the most significant driver error is "fail to yield to pedestrian", from the 2008-2010 average of 294 to 235 by December 31, 2012.
  [In 2011, there were 385 crashes with driver error "fail to yield to pedestrian."]
- Reduce the number of pedestrians killed crossing in crosswalk or intersection from the 2008-2010 average of 13 to 12 by December 31, 2012.
  [In 2011, there were 10 pedestrians killed crossing in a crosswalk or intersection.]
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2008-2010 average of 398 to 330 by December 31, 2012.
  [In 2011, there were 501 pedestrians injured crossing in a crosswalk or intersection.]

Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaign.
- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.
- Collaborate with local and community partners to enhance and reinforce educational efforts.
- Continue to collaborate with Transportation Safety Division program managers in combining efforts around pedestrian safety and other transportation safety issues like speed, impairment, youth and elderly representation.
- Continue to support and provide efforts to increase driver, pedestrian and parent awareness of safety issues, particularly that of pedestrians being visible.

Project Summaries

Section 402

PS-12-68-01 Statewide Services $50,450

The funding allowed participation in the annual TSD telephone citizen opinion survey on pedestrian safety awareness. Among other findings, the survey indicated that 39% of respondents who are aware of Oregon's laws regarding pedestrian right-of-way indicate that pedestrians have the right-of-way when in a crosswalk, an increase from 2011 survey findings (33%). The funding provided for a pedestrian media campaign stressing pedestrian awareness of safe walking habits. The bus shelter message of "Waiting won't kill you" was posted to 42 shelters in Portland. Bus transit posters with message, "Watch out before you step out" were posted to 27 buses in Eugene, Medford and Salem. The colorful "Step It Up," flyer was developed for middle and high school students and the older "Five Steps" pedestrian informational brochure was replaced with "Do the Safety Step." The funding re-stocked the shelves of the ODOT Storeroom to enable 1,102 packages of pedestrian safety brochures in both English and Spanish to be distributed statewide. The pedestrian program also funded a pilot project in Bend to analyze five years of crash data for trends and crash locations, leading to targeted educational outreach and enforcement efforts.

PS-12-68-02 Pedestrian Safety Enforcement and Training $88,000

The funding allowed the Bicycle Transportation Alliance to award $77,000 in mini-grants to 27 enforcement agencies across the state in all five ODOT Regions. A statewide training was held in March and attended by 20 agency personnel from 14 agencies. The mini-grant work resulted in 972 pedestrian safety enforcement-related citations; 612 warnings; and 614 unrelated citations given during enforcement actions. Very few agencies reported any citations given to cyclists and pedestrians. Many agencies successfully received coverage on local television, local newspapers, and electronic news sources.

Police Traffic Services

Link to the Transportation Safety Action Plan:

Action #1
Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

Action #5
Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, Driver and Motor Vehicle Services personnel, treatment providers, corrections personnel and others. An annual training program could include information about changes in laws and procedures; help increase the stature of traffic enforcement; and gain support for implementing changes.

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.
- Oregon is well below the national rate of 2.2 officers per 1,000 population with 1.47 officers per 1,000 population in 2010.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar/lidar), Crash Investigation Training, distance between cars technology training and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement, therefore training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.
- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Many county and city police departments lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

Police Traffic Services, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Total Fatal Traffic Crashes	413	411	369	331	292	-29.0%
Total Injury Crashes	19,073	18,620	18,040	19,053	20,879	12.1%
Total Fatalities	474	455	416	377	317	-30.3%
Total Injuries	28,425	28,000	26,805	28,153	30,493	8.9%
Top 10 Driver Errors in Total Crashes:						
Failed to avoid stopped or parked vehicle ahead other than school bus	14,601	12,783	11,843	12,083	9,593	-25.0%
Did not have right-of-way	8,478	8,306	7,699	7,206	6,224	-25.1%
Driving too fast for conditions	7,224	6,766	6,750	5,257	3,666	-45.8%
Failed to maintain lane	n/a	5,263	6,308	5,840	2,794	-46.9%
Following too closely	1,007	1,383	2,125	1,887	1,915	38.5%
Improper change of traffic lanes	2,297	2,315	2,131	2,078	1,907	-17.6%
Inattention	2,556	2,310	2,011	2,038	1,897	-17.9%
Disregarded traffic signal	2,067	2,046	1,900	1,819	1,696	-17.1%
Careless driving	412	526	674	937	1,515	188.0%
Left turn in front of oncoming traffic	2,470	2,017	1,906	1,818	1,364	-32.4%
Number of Speed Related Convictions	n/a	168,568	170,110	176,421	149,697	-11.2%
No. of Law Enforcement Officers	5,394	5,346	5,403	5,502	5,658	5.8%
Officers per 1,000 Population	1.50	1.43	1.43	1.44	1.47	3.1%
Percent Who Say More Enforcement Needed	17%	24%	21%	17%	13%	-45.8%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Department of Public Safety Standards and Training
Driver and Motor Vehicle Services, Oregon Department of Transportation
Oregon State Police Forensic Services
Transportation Safety Survey, Executive Summary; Intercept Research Corporation

Annual Total Traffic Stops by Oregon State Police, 2001-2010

Year	Number of Traffic Stops	% Change from Previous Year
2001	310,738	N/A
2002	306,994	-1.2%
2003	241,864	-21.2%
2004	202,858	-16.1%
2005	203,211	0.2%
2006	197,183	-3.0%
2007	207,592	5.3%
2008	230,045	10.8%
2009	277,460	20.6%
2010	285,100	2.8%

Source: Oregon State Police

Goals

- Provide training to at least 300 police officers annually (5 percent of the total police population) in speed enforcement, crash investigations, police supervisory courses, distance between cars technology and provide support to enhance police motorcycle training in Oregon by 2015.

Performance Measures

- Provide radar and lidar training to 100 police officers statewide through online courses in order to increase the number of police officers who can utilize speed equipment to enforce speeding laws in Oregon by December 31, 2012.
  [In 2012, there were 286 police officers trained using the online tool.]

- Provide training and certification to at least 40 police officers in crash investigations by December 31, 2012.
  [In 2012, there were 45 officers trained.]

- Coordinate delivery of police supervisor training to 150 officers prior to December 31, 2012.
  [The police supervisors' conference was not held due to other funded priorities.]

- Provide three-day regional crash investigations training to a total of 80 police officers in two training conferences by December 31, 2012.
  [In 2012, Only one workshop with 45 officers was completed]

Strategies

- Send out two statewide announcements offering the online lidar and radar training.

- Announce and coordinate Distance Between Cars Technology Certification. Provide certification to 40 police officers.

- Provide one three-day regional crash investigations training course to at least 40 police officers.

- Analyze Data Driven Approaches to Crime and Traffic Safety (DDACTS) programs and software. Identify best practices in data analysis and reporting and co-develop a Data Driven Approaches to Crime and Traffic Safety (DDACTS) training program for Oregon agencies. Work closely with TSD to begin reviewing the dataset from Oregon agencies involved in eCrash and eTicketing projects.

Project Summaries

Section 402

SC-12-35-03 DPSST Law Enforcement Training Grant $61,409

This project was used to certify Oregon Law Enforcement officers in the use of radar and lidar, provide crash investigation training, and motor officer training outreach and provided funding of a full-time DPSST employee to manage the program and deliver/coordinate the training in cooperation with TSD.

Region 1

Link to the Transportation Safety Action Plan:

Action #31
Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between ODOT and local transportation safety agencies and programs.

Region 1 Overview

Region 1 oversees the public's transportation Improvements in Clackamas, Columbia, Hood River, Multnomah, Washington counties and portions of Tillamook and Clatsop. Motorist, truckers, buses, and bicyclists travel more than 18 million miles on Region 1 highways every day. We watch over:

- 753 miles of highway
- 87 miles of bikeways
- 107 miles of sidewalks
- 584 bridges
- 7,363 traffic signals
- Over 3,500 major signs
- Thousands of smaller signs, lights, ramp meters, variable signs, etc.
- 10 cities, three counties and one unincorporated area have established local traffic safety committees or similar action groups.
- There are two currently active safety corridors and two truck safety corridors within the Region.

The Problem

- Despite our best efforts over the past twenty years, speed and alcohol/drugs are still major contributing factors to deaths and injuries on the roads in Region 1 (see data charts). Highway safety risks losses due to complacency and competition for public attention.

- There is a lack of consistent integration between transportation safety programs and other region level highway work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting/construction.

- The current "Top 10% List" for hazardous crash locations has about 3,000 qualifying entries - too many to guarantee more than a brief review of each site. Many locations are not addressable without major Improvements ($5-10 million) and so are beyond the scope of ODOT safety funds. Region 1 has over half of all top 10 percent locations in the state.

- Media attention and political interest in specific locations or problems is often not related to the statistical "size" of that crash problem. In addition, the local media market is expensive and competitive. These issues make it more difficult to design and implement a solution acceptable to the community of interest and appropriate to the problem.

Region 1, Transportation Safety Related Information

Statewide Fatalities vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	32	30	29	21	-34.4%
Columbia County	13	8	7	10	-23.1%
Hood River County	5	3	6	2	-60.0%
Multnomah County	51	28	42	31	-39.2%
Washington County	27	27	20	11	-59.3%
Region 1 Total	**128**	**96**	**104**	**75**	**-41.4%**
Statewide Fatalities	**455**	**416**	**377**	**317**	**-30.3%**
Region 1 Fatalities Percent of State	**28.13%**	**23.08%**	**27.59%**	**23.66%**	**-15.9%**
Region 1 Fatalities per 100,000 Population	**7.70**	**5.70**	**6.11**	**4.37**	**-43.2%**

Statewide Speed-Related Fatalities vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	22	16	11	5	-77.3%
Columbia County	7	4	6	2	-71.4%
Hood River County	5	2	6	0	-100.0%
Multnomah County	27	17	21	10	-63.0%
Washington County	11	12	14	4	-63.6%
Region 1 Speed Involved Fatalities	**72**	**51**	**58**	**21**	**-70.8%**
Statewide Total Speed Involved Fatalities	**216**	**210**	**157**	**116**	**-46.3%**
Speed-Involved Fatalities Percent of Region 1	**56.25%**	**53.13%**	**55.77%**	**28.00%**	**-50.2%**
Speed-Involved Fatalities Percent of State	**33.33%**	**24.29%**	**36.94%**	**18.10%**	**-45.7%**
Statewide Speed-Involved % Total	**47.47%**	**50.48%**	**41.64%**	**36.59%**	**-22.9%**

Statewide Alcohol-Involved Fatalities vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	8	12	11	7	-12.5%
Columbia County	8	5	2	0	-100.0%
Hood River County	1	2	0	1	0.0%
Multnomah County	21	13	22	15	-28.6%
Washington County	9	8	11	6	-33.3%
Region 1 Alcohol-Involved Fatalities	**47**	**40**	**46**	**29**	**-38.3%**
Statewide Total Alcohol-Involved Fatalities	**181**	**171**	**144**	**107**	**-40.9%**
Alcohol-Involved Fatalities Percent of Region 1	**36.72%**	**41.67%**	**44.23%**	**38.67%**	**5.3%**
Alcohol-Involved Fatalities Percent of State	**25.97%**	**23.39%**	**31.94%**	**27.10%**	**4.4%**
Statewide Fatalities Alcohol-Involved % Total	**39.78%**	**41.11%**	**38.20%**	**33.75%**	**-15.1%**

2010 Region 1, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Clackamas County	381,775	21	7	1,984	5.20	284
Columbia County	48,620	10	0	158	3.25	21
Hood River County	21,850	2	1	58	2.65	9
Multnomah County	730,140	31	15	5,862	8.03	884
Washington County	532,620	11	6	2,798	5.25	316
Region 1 Total	**1,715,005**	**75**	**29**	**10,860**	**6.33**	**1,514**
Statewide Total	**3,844,195**	**317**	**107**	**21,171**	**5.51**	**2,970**
Percent of State	**44.61%**	**23.66%**	**27.10%**	**51.30%**	**N/A**	**50.98%**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goals

- To decrease the number of annual fatalities in Region 1 from the 2008-2010 average of 92 to 85 by 2015.

- To decrease the number of annual fatal and injury crashes from the 2008-2010 average of 9,630 to 6,691 by 2015.

Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2008-2010 average of 43 fatalities to 40 by December 31, 2012.
  [In 2011, there were 32 speed related fatalities in Region 1.]

- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2008-2010 average of 41 to 39 by December 31, 2012.
  [In 2011, there were 37 alcohol and drug related fatalities in Region 1.]

- Evaluate at least 3,000 "Top 10% Sites" for possible safety projects to reduce fatal and “A” injury crashes within the limits of the various ODOT safety funds using 2008-2010 data by December 31, 2012.
  [In 2012 the 2799 “Top 10% Sites” in Region 1 (more than half of the 4,886 statewide), based on 2009-2011 crash data, were evaluated and bundled into 240 SPIS locations. These locations were reviewed, providing current or planned projects to remedy the identified crash problems in the 2012 SPIS report provided to the state by the September 10, 2012 due date. This list has been used in further safety project planning for STIP in Region 1.]

- Identify and develop at least four local transportation safety projects on state or local roads targeting the reduction of speed, alcohol/drug or pedestrian related serious crashes (those crashes involving fatality or "A" injury). These projects could be enforcement, education, system improvements (like case management) or some combination of tactics. Projects to be completed by December 31, 2012
  [Two enforcement projects targeting speed reduction used regional grant funds to help purchase speed equipment for Molalla and Vernonia law enforcement. Education projects included partnering with TriMet for a "Be seen, Be Safe" campaign for commuters after the fall time change, "Meriting with the Experts" day with the Boy Scouts, and providing materials and education at local safety fairs. System improvements were looked at in road safety audits done at two Top 5% SPIS locations (OR 8, Tualatin Valley Highway at SW 185th Avenue December 2011; SE 82nd at Division St. May 2012), which identified pedestrian issues as part of the recommended improvements.]

<u>Strategies</u>

- Continue work to capture historical data and make projections in other crash causes which should be considered for following years' Performance Plans, such as:
  - Distracted Driving (including cell phone use)
  - Elderly Driver
  - School route related (to support Safe Routes to School)

- Partnerships: Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids Oregon and Metro Injury Prevention Professionals include hospitals, EMS providers, fire services, health educators, health programs, enforcement and other players. These should be continued. Means should be considered to make up for budget shortfalls and unfunded mandates. Attempt to tie specific efforts of these partnerships to crash reductions in target populations, though there may be additional partnership goals.

- Media outreach: Consider developing regional media events in support of specific TSD funded enforcement activities like DUII crackdowns, Safety Belt use, Speed patrols, School Zone speed and others. For each event, form a support coalition of interested parties including (but not limited to) enforcement agencies, courts, prosecutors, media, victims, EMS / health providers and others. Work with affected jurisdictions and organizations to improve media purchases and better saturate the information market.

- Training: Increase the number of opportunities for safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineering and managers, and community volunteers who are coordinating or managing pieces of local traffic safety efforts. The type of training should relate to deficiencies that we may have noted in areas like evaluation, data analysis, "leading edge" programs and partnering with the media.

- Data sharing: Increase the opportunities to provide state data (like crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Encourage matching local data with state data (state or local level) and working on multi-disciplinary teams to identify traffic safety problems, detect emerging trends and draft possible safety responses to those conditions.

Project Summaries

DE-12-24-11 Region 1 – Regional Services $17,568

a. Sixteen high crash locations from the state "Top 5%" list with speed, alcohol, or drug involved crashes are on the 2014-15 STIP draft list for Region 1. Countermeasures were developed with two police agencies for targeted crash reduction. Distracted driving is seen as an emerging crash cause for future investigations.
b. Provided mini-grants or equipment to local agencies or multi-agency partnerships to address identified localized or multi-modal safety issues, with emphasis on problems relating to alcohol/drug involved crashes, speed related crashes, partnerships and working with local media. This included a mini-grant to help a law enforcement officer attend training on bicycle and pedestrian crash investigation. Grant funds to local law enforcement agencies helped purchase speed enforcement equipment in Molalla and Vernonia.
c. Provided for safety training to Regional staff and leaders in the community in targeted safety areas, including data sharing, project management and media development. This is primarily organized by local safety groups, and encouraging and promoting on going learning through attending safety courses offered through OSU's Kiewit Center, University of Portland and webinars being made available for participants. Provided outreach materials for public information and education for more than 15 events or approximately 20,000 contacts.

SA-12-25-05 Portland Safe Community

This project employed elements of the Safe Community concept to develop and expand the Safe Community coalition, enhanced data gathering and sharing processes, further development and integrate safety plans, and implemented specific projects identified through the Safe Community model for addressing transportation related injury and death. The project focused on improving and developing an approach to high crash corridors in the city, building on lessons learned on 82nd Avenue, with the plan to eventually improve 10 corridors city wide. The project also worked to foster the Safe Community model in the metropolitan region through the development of new partnerships through the metropolitan regional government.

SA-12-25-08 Clackamas County Safe Community

This project successfully completed development of a county wide Transportation Safety Action plan that continued to work to integrate the elements of the Safe Community concept within Clackamas County, and will encouraged partnerships with cities within the county, despite a difficult economic environment. The project implemented portions of the county level Safety Action Plan, including expanded educational opportunities, and increased data availability efforts.

Section 405

K2-12-46-11 Enhancement of Community Level
CPS Programs, ODOT Region 1 (ACTS Oregon) $25,222

This year Region 1 partners reported 1014 seats distributed to families in need. Certified CPS technicians provided education to each family receiving a seat. There were 2,321 seats checked and over 5,800 participants attending the 124 events reported this year. Partners included: AMR, Columbia County Commission on Families and Children, Healthy Birth Initiative, Healthy Start of Clackamas County, Molalla Rural Fire District #3, Mt. Hood Community College, NARA NW, OCDC, OHSU, Randall Children's Hospital at Legacy Emanuel, Tom Sargent Children's Safety Center and Washington County Sheriff's Office.

Region 2

Link to the Transportation Safety Action Plan:

Action #31
Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 2 Overview

ODOT's Northwest Region 2 provides transportation facilities and services for one-third of Oregon's population. Region 2 is responsible for planning, developing, constructing, operating, and maintaining the transportation system in Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties, as well as portions of Clackamas, Washington, Klamath, and Jefferson Counties. More than one million people live in the Region 2 area. Region 2 is responsible for 3,718 miles of state highways. There are four Maintenance Districts and four Area Management Offices with approximately 485 employees.

The Northwest Region includes:

- More than 13,000 square miles and a population of more than one million Oregonians.
- Five of Oregon's 10 largest population centers.
- 3,718 miles of state highway, with 868 bridges and four tunnels.
- 6,701,520,000 annual vehicle miles traveled region-wide.
- 18,360,000 daily vehicle miles traveled region-wide.
- Four maintenance districts.
- 860 miles of railroad.
- Seven deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- Three Area Commissions on Transportation (ACT's).
- Six formally established safety corridors.
- Approximately 20 cities, two county official and many unofficial local traffic safety committees with several other similarly related committees.
- Six SAFE KIDS Chapters.
- Approximately 60 school districts.

The Problem

- Lack of full awareness and incorporation of Transportation Safety Division programs, such as work zone safety, safety corridors, occupant protection, driver education, safe routes to school, speed, DUII, and motorcycle safety, into ODOT Region 2 and its communities.

- Need for identification of changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.

- In 2010, speed accounted for 33 percent of the fatalities in Region 2.

- In 2010, alcohol accounted for 33 percent of the fatalities in Region 2.

Region 2, Transportation Safety Related Information

Statewide Fatalities vs. Region 2

	2007	2008	2009	2010	% Change 2007-2010
Benton County	7	10	5	2	-71.4%
Clatsop County	10	4	6	6	-40.0%
Lane County	43	32	40	27	-37.2%
Lincoln County	9	7	7	5	-44.4%
Linn County	28	18	18	11	-60.7%
Marion County	31	26	25	25	-19.4%
Polk County	9	13	10	10	11.1%
Tillamook County	4	13	3	2	-50.0%
Yamhill County	13	17	6	7	-46.2%
Region 2 Total	**154**	**140**	**120**	**95**	**-38.3%**
Statewide Fatalities	**455**	**416**	**377**	**317**	**-30.3%**
Region 2 Fatalities Percent of State	**33.85%**	**33.65%**	**31.83%**	**29.97%**	**-11.5%**
Region 2 Fatalities per 100,000 Population	**13.78**	**12.41**	**10.56**	**8.32%**	**-39.6%**

Statewide Speed Involved Fatalities vs. Region 2

	2007	2008	2009	2010	% Change 2007-2010
Benton County	4	2	2	0	%
Clatsop County	2	0	4	1	%
Lane County	11	12	19	12	%
Lincoln County	4	4	2	0	%
Linn County	16	11	7	1	%
Marion County	18	11	13	8	%
Polk County	1	2	1	3	%
Tillamook County	2	7	0	1	%
Yamhill County	10	13	0	5	%
Region 2 Speed-Involved Fatalities	**68**	**62**	**48**	**31**	**-54.4%**
Statewide Total Fatalities Speed-Involved	**216**	**210**	**157**	**116**	**-46.3%**
Speed-Involved Fatalities Percent of Region 2	**44.16%**	**44.29%**	**40.00%**	**32.63%**	**-26.1%**
Speed-Involved Fatalities Percent of State	**31.48%**	**29.52%**	**30.57%**	**26.72%**	**-15.1%**
Statewide Fatalities Speed-Involved % Total	**47.47%**	**50.48%**	**41.64%**	**36.59%**	**-22.9%**

Statewide Alcohol Involved Fatalities vs. Region 2

	2007	2008	2009	2010	% Change 2007-2010
Benton County	2	3	0	0	-100.0%
Clatsop County	5	1	4	1	-80.0%
Lane County	15	16	15	13	-13.3%
Lincoln County	4	3	0	0	-100.0%
Linn County	10	8	5	1	-90.0%
Marion County	14	6	10	11	-21.4%
Polk County	1	1	5	2	100.0%
Tillamook County	4	5	3	0	-100.0%
Yamhill County	6	2	0	3	-50.0%
Region 2 Alcohol-Involved Fatalities	**61**	**45**	**42**	**31**	**-49.2%**
Statewide Total Fatalities Alcohol-Involved	**181**	**171**	**144**	**107**	**-40.9%**
Alcohol-Involved Fatalities Percent of Region 2	**39.61%**	**32.14%**	**35.00%**	**32.63%**	**-17.6%**
Alcohol-Involved Fatalities Percent of State	**33.70%**	**26.32%**	**29.17%**	**28.97%**	**-14.0%**
Statewide Fatalities Alcohol-Involved % Total	**39.78%**	**41.11%**	**38.20%**	**33.75%**	**-15.1%**

2010 Region 2, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Benton County	87,000	2	0	386	4.44	53
Clatsop County	37,860	6	1	235	6.21	28
Lane County	348,550	27	13	1,641	4.71	219
Lincoln County	44,620	5	0	233	5.22	33
Linn County	111,355	11	1	607	5.45	85
Marion County	320,640	25	11	1,675	5.22	211
Polk County	69,145	10	2	349	5.05	41
Tillamook County	26,170	2	0	140	5.35	20
Yamhill County	95,925	7	3	466	4.86	68
Region 2 Total	**1,136,155**	**95**	**31**	**5,732**	**5.02**	**758**
Statewide Total	**3,823,465**	**317**	**107**	**21,171**	**5.51**	**2,970**
Percent of State	**29.72%**	**29.97%**	**28.97%**	**27.07%**	**N/A**	**25.52%**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goals

- Decrease the number of region fatalities from the 2008-2010 average of 118 to 109 by 2015.
- Decrease the number of region fatal and all injury crashes from the 2008-2010 average of 5,573 to 4,314 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 2 from the 2008-2010 average of 47 to 44 by December 31, 2012.
  [In 2011, there were 46 speed related fatalities in Region 2.]
- To decrease the number of alcohol involved fatalities in Region 2 from the 2008-2010 average of 39 to 37 by December 31, 2012.
  [In 2011, there were 41 alcohol related fatalities in Region 2.]
- To provide education to local traffic safety committees on the "4-E," which includes Education, Engineering, Enforcement and Emergency Medical Systems, approach to transportation safety by December 31, 2012. Attend every Region 2 local traffic safety committee at least once per year sharing information and resources.
  [In 2012, Region 2 staff has attended eight local traffic safety committee meetings.]
- To develop and administer an annual plan for Region 2 Safety Corridors by December 31, 2012. To decommission safety corridors if warranted and stakeholder agreement can be reached by December 31, 2012.
  [Two safety corridors are slated for decommissioning in 2012.]
- To create a Region 2 survey for awareness and understanding of the Region Transportation Safety Coordinator position and programs by December 31, 2012.
  [A survey was created and administered in Region 2.]

Strategies

- Coordinate and/or provide resources for local transportation safety events.
- Focus education and enforcement resources on speed, impaired driving and occupant protection.
- Work with existing transportation safety committees and safety advocate groups to enhance programs and provide resources and information.
- Provide mini-grants to local jurisdictions for transportation safety activities, equipment and enforcement.
- Partner with Region 2 Traffic to bring the 4-E approach to traffic issues and site specific traffic investigations.
- Partner with Region 2 Traffic and all Region 2 managers, bringing transportation safety topic information and the 4-E approach to safety to all programs in Region 2.

Project Summaries

Section 402

DE-12-24-12 Region 2 – Regional Services $0

This project provided for the coordination of transportation safety services in all of our Region 2 communities, which include, Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties, as well as portions of Clackamas, Washington, Klamath, and Jefferson Counties. Outreach and education will be done through local Safety Fairs, Safety Committees, and Safety Presentations. Mini-grants will be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems. *[This project was not initiated during the grant year.]*

Section 2011

K3-12-45-12 Enhancement of Community Level CPS Programs, ODOT Regions 2 $0

TSD Region staff will coordinate the provision of scholarships for CPS technician and instructor candidates, car seats and booster purchases for families in need, and equipment and/or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs within their respective Region. *[This project was not initiated during the grant year.]*

Region 3

Link to the Transportation Safety Action Plan:

Action #31
Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses the five southwestern Oregon counties: Coos, Curry, Douglas, Jackson, and Josephine. The rural nature and the low socio-economic status of the region are reflected in the problems. The region is dominated by the three mountain ranges (the Coastal Range, the Siskiyous, and the Cascades) including five mountain passes on I-5 in southern Oregon.

The Problem

- Traffic fatalities are over-represented with 21.14 percent of total state traffic fatalities compared with 12.50 percent of the state's population.

- In 2010, speed was a factor in 35.82 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 36.59 percent. While the Region total is lower than the statewide average at this time, this is still a serious problem with a third of the fatalities being speed related.

- In 2010, alcohol was involved in 29.85 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 33.75 percent.

- In 2009, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of child passenger safety and proper use of restraint systems.

- Although Region 3 has 15 traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Glendale (currently on hiatus), Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County), there continues to be a need to support and be a resource to the present committees. There is also a need for additional traffic safety committees in other communities.

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

	2007	2008	2009	2010	% Change 2007-2010
Coos County	8	12	10	10	25.0%
Curry County	7	5	1	8	14.3%
Douglas County	25	27	14	21	-16.0%
Jackson County	16	25	14	16	0.0%
Josephine County	21	20	21	12	-42.9%
Region 3 Total	**77**	**89**	**60**	**67**	**-13.0%**
Statewide Fatalities	**455**	**416**	**377**	**317**	**-30.3%**
Region 3 Fatalities Percent of State	**16.92%**	**21.39%**	**15.92%**	**21.14%**	**24.9%**
Region 3 Fatalities per 100,000 Population	**16.25**	**18.60**	**12.49**	**13.94%**	**-1.2%**

Statewide Speed-Involved Fatalities vs. Region 3

	2007	2008	2009	2010	% Change 2007-2010
Coos County	2	5	6	5	150.0%
Curry County	2	3	0	1	-50.0%
Douglas County	6	15	5	8	33.3%
Jackson County	8	13	6	6	-25.0%
Josephine County	10	10	3	4	-60.0%
Region 3 Speed-Involved Fatalities	**28**	**46**	**20**	**24**	**-14.3%**
Statewide Total Fatalities Speed-Involved	**216**	**210**	**157**	**116**	**-46.3%**
Speed-Involved Fatalities Percent of Region 3	**36.36%**	**51.69%**	**33.33%**	**35.82%**	**-1.5%**
Speed-Involved Fatalities Percent of State	**12.96%**	**21.90%**	**12.74%**	**20.69%**	**59.6%**
Statewide Speed-Involved % Total	**47.47%**	**50.48%**	**41.64%**	**36.59%**	**-22.9%**

Statewide Alcohol-Involved Fatalities vs. Region 3

	2007	2008	2009	2010	% Change 2007-2010
Coos County	3	3	4	5	66.7%
Curry County	1	3	1	0	-100.0%
Douglas County	10	17	6	5	-50.0%
Jackson County	8	12	6	3	-62.5%
Josephine County	10	15	11	7	-30.0%
Region 3 Alcohol-Involved Fatalities	**32**	**50**	**28**	**20**	**-37.5%**
Statewide Total Fatalities Alcohol-Involved	**181**	**171**	**144**	**107**	**-40.9%**
Alcohol-Involved Fatalities Percent of Region 3	**41.56%**	**56.18%**	**46.67%**	**29.85%**	**-28.2%**
Alcohol-Involved Fatalities Percent of State	**17.68%**	**29.24%**	**19.44%**	**18.69%**	**5.7%**
Statewide Fatalities Alcohol-Involved % Total	**39.78%**	**41.11%**	**38.20%**	**33.75%**	**-15.1%**

2010 Region 3, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Coos County	62,930	10	5	272	4.32	44
Curry County	21,160	8	0	82	3.88	11
Douglas County	105,240	21	5	546	5.19	74
Jackson County	207,745	16	3	1,066	5.13	141
Josephine County	83,600	12	7	418	5.00	47
Region 3 Total	**480,675**	**67**	**20**	**2,384**	**4.96**	**317**
Statewide Total	**3,844,195**	**317**	**107**	**21,171**	**5.51**	**2,970**
Percent of State	**12.50%**	**21.14%**	**18.69%**	**11.26%**	**N/A**	**10.67%**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goals

- To decrease the number of traffic fatalities in Region 3 from the 2008-2010 average of 72 to 63 or below by 2015.

- To decrease the number of Injury A (serious) injuries in Region 3 from the 2008-2010 average of 175 to 165 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2008-2010 average of 30 to 27 by December 31, 2012.
  [In 2011, there were 22 speed related fatalities in Region 3.]

- To decrease the number of alcohol related fatalities in Region 3 from the 2008-2010 average of 33 to 31 by December 31, 2012.
  [In 2011, there were 25 alcohol related fatalities in Region 3.]

- To coordinate, participate in, provide resources to, or provide technical expertise to at least 20 child safety seat trainings, public CPS clinics, and County CPS Tech meetings in Region 3 through December 31, 2012.
  [In 2011, there were 53 known CPS events, clinics, and/or technician meetings in Region 3. The RTSC participated in 39 of them.]

- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 30 fairs, events and other transportation safety activities to educate and inform the public on transportation safety issues through December 31, 2012.
  [In 2011, there were in excess of 180 fairs, safety meetings, traffic safety committee meetings, etc. in Region 3. The RTSC provided some form of assistance to approximately 125 of them.]

- To coordinate with and provide equipment and/or materials (possibly refresher trainings) to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2012.
  [In 2011, five agencies received equipment and an unaccounted for number of agencies received materials to help prevent transportation safety related fatalities and injuries.]

Strategies

- Coordinate and/or provide resources for traffic safety events. Advocate transportation safety programs and awareness to all agency partners and to all of the communities in Region 3.

- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and plan appropriate measures to impact identified problems within Region 3.

- Provide mini-grants to local jurisdictions for traffic safety activities, improvements, equipments, or overtime law enforcement.

- Coordinate quarterly meetings with certified CPS Technicians, by county in Region 3 to plan CPS clinics, trainings, and to help them grow their programs and stay current on CPS recertification requirements, paperwork, and reporting requirements.

- Work with the existing traffic safety committees to enhance programs and to provide resources and information. Include ACTS Oregon in efforts and partner with them when able to help stabilize struggling committees. Work with communities that have a need, or have expressed interest in, forming new traffic safety committees.

Project Summaries

Section 402

DE-12-24-13 Region 3 - Regional Services $14,970

This project provided transportation safety coordination and services throughout ODOT's Region 3 (the five southwestern Oregon counties) by providing information and education on all of transportation safety program areas, coordinating transportation safety activities, and working with traffic safety organizations. One mini-grant was provided to a local jurisdiction to address DUII education to local high school students. The RTSC participated in 164 fairs, safety meetings, TSC meetings, event planning meetings and/or CPS events in addition to administering and overseeing all of the transportation safety grants in the Region 3 program.

SC-12-35-13 Region 3 Speed Equipment Grant

Region 3 provided mini-grants to five local agencies to fund speed equipment and/or overtime. The results were as follows: Douglas County SO: four radars with overtime = 263 citations/warnings; Jackson County SO: two radars with overtime = 86 citations/warnings during overtime patrol; Grants Pass DPS: two radars approximately 15% increase in speed citations; Brookings PD: four radars, received the grant late in the year so no data to report; Roseburg PD: two radar units, also received late in the grant year so no data to report.

Section 2011

K3-12-45-13 Enhancement of Community Level CPS Programs, ODOT Regions 3 $4,525

A total of three agencies received mini-grants. All three grants were provided to County-wide safety seat coalitions which allowed them to partner with many agencies at one time while operating under the same guidelines and procedures to establish consistency within each county. There were six new technicians trained as a result of this funding. A total of 80 car seats were purchased and many more were distributed, installed, and/or checked for proper use.

Region 4

Link to the Transportation Safety Action Plan:

Action #31

Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and has a total population as of 2009 of 324,085. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters. Region 4 has one safety corridor on Highway 270 (OR Route 140 W) Lake of the Woods from MP 29 to MP 47.

The Problem

- Alcohol involved fatalities in Region 4 increased from 17 in 2009 to 19 in 2010. Any fatality with alcohol as a contributing factor is unacceptable. Klamath (6), Deschutes (4) and Jefferson (4) had the highest alcohol involved fatalities in Region 4 in 2010.

- "Speed Too Fast For Conditions" continues to be the number one primary cause for all crashes in Region 4. Based on 2010 crash data, 46 percent (or 22) of the total fatalities in Region 4 had speed as the primary contributing factor in the fatal crash. Jefferson, Klamath, Deschutes, and Wasco counties had the highest amount of speed involved fatalities.

- Occupant Protection - Booster seat usage statewide is at 60 percent per the Oregon Occupant Protection Observation Study in August of 2010 for children 4 to 8 years of age. Booster seat usage in Region 4 is at 61.66 percent based on an average of Bend, Klamath Falls and The Dalles. Bend is at 58 percent; The Dalles is 63 percent and in Klamath Falls it is 64 percent for 2010. Total occupant safety belt use and child safety seat use in Region 4 closely reflects the statewide average. However, in regards to no seat belt use in Region 4 – 13 of our total fatalities in 2009 had no seat belt use. In Region 4 in regards to child safety seat proper use, Region 4 still shows 90 percent of seats checked at safety events are not installed properly. Poverty levels in Region 4 show a need for child safety seats for low/no income families.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

	2007	2008	2009	2010	% Change 2007-2010
Crook County	4	3	3	0	-100.0%
Deschutes County	13	18	10	12	-7.7%
Gilliam County	0	3	1	0	0.0%
Jefferson County	10	8	4	8	-20.0%
Klamath County	13	15	12	8	-38.5%
Lake County	5	5	6	6	20.0%
Sherman County	3	3	0	6	100.0%
Wasco County	7	2	9	6	-14.3%
Wheeler County	1	0	0	2	100.0%
Region 4 Total	**56**	**57**	**45**	**48**	**-14.3%**
Statewide Fatalities	**455**	**416**	**377**	**317**	**-30.3%**
Region 4 Fatalities Percent of State	**12.31%**	**13.70%**	**11.94%**	**15.14%**	**23.0%**
Region 4 Fatalities per 100,000 Population	**17.98**	**17.84**	**13.89**	**14.73**	**-18.0%**

Statewide Speed Involved Fatalities vs. Region 4

	2007	2008	2009	2010	% Change 2007-2010
Crook County	1	1	1	0	-100.0%
Deschutes County	4	11	3	3	-25.0%
Gilliam County	0	1	1	0	0.0%
Jefferson County	6	6	0	6	0.0%
Klamath County	5	6	4	4	-20.0%
Lake County	5	4	2	2	-60.0%
Sherman County	3	3	0	2	-33.3%
Wasco County	2	1	3	3	50.0%
Wheeler County	1	0	0	2	100.0%
Region 4 Speed-Involved Fatalities	**27**	**33**	**14**	**22**	**-18.5%**
Statewide Total Fatalities Speed-Involved	**216**	**210**	**157**	**116**	**-46.3%**
Speed-Involved Fatalities Percent of Region 4	**48.21%**	**57.89%**	**31.11%**	**45.83%**	**-4.9%**
Speed-Involved Fatalities Percent of State	**12.50%**	**15.71%**	**8.92%**	**18.97%**	**51.7%**
Statewide Fatalities Speed-Involved % Total	**47.47%**	**50.48%**	**41.64%**	**36.59%**	**-22.9%**

Statewide Alcohol Involved Fatalities vs. Region 4

	2007	2008	2009	2010	% Change 2007-2010
Crook County	2	1	3	0	-100.0%
Deschutes County	8	6	4	4	-50.0%
Gilliam County	0	0	1	0	0.0%
Jefferson County	8	3	1	4	-50.0%
Klamath County	5	2	1	6	20.0%.
Lake County	1	4	1	1	0.0%
Sherman County	1	3	0	2	100.0%
Wasco County	4	0	6	2	-50.0%.
Wheeler County	1	0	0	0	-100.0%
Region 4 Alcohol-Involved Fatalities	**30**	**19**	**17**	**19**	**-36.7%**
Statewide Total Fatalities Alcohol-Involved	**181**	**171**	**144**	**107**	**-40.9%**
Alcohol-Involved Fatalities Percent of Region 4	**53.57%**	**33.33%**	**37.78%**	**39.58%**	**-26.1%**
Alcohol-Involved Fatalities Percent of State	**16.57%**	**11.11%**	**11.81%**	**17.76%**	**7.1%**
Statewide Fatalities Alcohol-Involved % Total	**39.78%**	**41.11%**	**38.20%**	**33.75%**	**-15.1%**

2010 Region 4, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	27,280	0	0	108	3.96	17
Deschutes County	172,050	12	4	578	3.36	94
Gilliam County	1,885	0	0	31	16.45	4
Jefferson County	22,865	8	4	79	3.46	10
Klamath County	66,475	8	6	397	5.97	68
Lake County	7,570	6	1	48	6.34	5
Sherman County	1,825	6	2	29	15.89	7
Wasco County	24,280	6	2	106	4.37	17
Wheeler County	1,590	2	0	10	6.29	1
Region 4 Total	**325,820**	**48**	**19**	**1,386**	**4.25**	**223**
Statewide Total	**3,844,195**	**317**	**107**	**21,171**	**5.51**	**2,970**
Percent of State	**8.48%**	**15.14%**	**17.76%**	**6.55%**	**N/A**	**7.51%**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goals

- To decrease the number of traffic fatalities in Region 4 from the 2008-2010 average of 50 to 47 by 2015.

- To decrease the number of fatal and injury crashes in Region 4 from the 2008-2010 average of 1,367 to 1,206 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2008-2010 average of 23 to 21 by December 31, 2012.
  [In 2011, there were 14 speed related fatalities in Region 4.]

- To coordinate or provide a minimum of 25 child safety seat clinics in Region 4 by December 31, 2012.
  [In 2011, there were a minimum of 75 clinics held with over 1,000 families served.]

- To decrease the number of alcohol related fatalities in Region 4 from the 2008-2010 average of 18 to 17 by December 31, 2012.
  [In 2011, there were 14 alcohol related fatalities in Region 4.]

- To increase use of booster seats in Region 4, as determined by the Oregon Occupant Protection Observation Study (Aug. 2009), from the 2007-2009 average of 56 percent to 59 percent by December 31, 2012.
  [In 2012, booster seat use in Region 4 increased to 57 percent.]

Strategies

- Work with local agencies (OLCC, police agencies, etc.) to help reduce speed and alcohol-related fatalities in Region 4.

- Advocate for transportation safety in Region 4 by providing information and education on all aspects of traffic safety, coordinating traffic safety activities, work with community organizations and local traffic safety committees.

- Work with ACTS Oregon and/or Oregon Safe Kids to keep current safety groups apprised of all the resources needed to keep their programs running efficiently and growing.

- Work with ODOT, Oregon State Police, County Sheriff (Klamath and Jackson) law enforcement agencies and local communities on safety efforts for the safety corridor established in April 2005 on Highway 270 (Oregon Route 140 W) Lake of the Woods from mile point 29 to mile point 47.

Project Summaries

Section 402

DE-12-24-14 Region 4 – Regional Services $22,624

This project provided for traffic safety coordination and services throughout Region 4, which includes Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco and Wheeler counties and all communities within. The project provided transportation safety education, outreach and enforcement resources and information to a wide variety of community based traffic safety programs. Small local education projects may have also been included in this project based on community need. Two speed mini-grants were also funded with the region grant for Klamath County SO and Wheeler County SO for speed radar equipment.

OP-12-45-14 Enhancement of Community Level CPS Programs, ODOT Region 4 $17,626

Region 4 provided mini-grants to seven agencies for child passenger safety seats for low/no income families, training of new technicians and supplies for their child passenger safety seat program. 325 seats were purchased (convertibles, combination, infant, high and low back boosters) along with 2 Hippo Seats and 4 Angel Ride Car beds. Two new CPS technicians became certified in Klamath Falls. Approximately 1000 families were served in Region 4 in regard to child passenger safety seat education and proper installation. Safe Kids Columbia Gorge worked with The Dalles OSP in managing their alternative “sentencing” safety belt program.

SC-12-35-14 Region 4 Speed Equipment Grant

Region 4 provided mini-grants to 8 local law enforcement agencies (Bend PD, Black Butte Police Department, Deschutes County SO, Gilliam County SO, Jefferson County SO, Prineville Police Department, Lake County Sheriff Office and Wasco County Sheriff Office) to fund speed equipment purchases and/or speed overtime for their speed enforcement program. Thirteen radar units were purchased and 164 overtime hours were utilized by these agencies. Stats will be reported on an annual basis to TSD via year end use reports through 2016.

K8-12-12-01 LCG Lake County Camera Grant

Two dash cam units were installed in patrol vehicles for Lake County Sheriff Office to enhance their DUII enforcement program in Lake County. The Lake County Sheriff Office will also work closely with Oregon State Police, Lakeview Police Department, US Forest Service Law Enforcement and BLM Law Enforcement to increase DUII enforcement during weekends, major county activities and holidays in Lake County.

PS-12-68-01 AAA Street Smarts Community Awareness Program

Bend Metropolitan Planning Organization worked with Bend PD and Commute Options regarding education and enforcement of laws regarding bicycle and pedestrian safety in key areas within the City of Bend. Bend also has a monthly bicycle diversion class and those individuals who get a bicycle related citation can attend for a fee. There were three targeted enforcement efforts. Three education and community outreach events were held during the grant year (a short period from July 2012 through September 30, 2012). Specialized stickers were placed in the core of downtown Bend warning bike riders to not ride bikes on the sidewalk or they could be fined.

Region 5

Link to the Transportation Safety Action Plan:

Action # 31
Continue to provide a Transportation Safety Specialist position in each of the Oregon Department of Transportation regions, providing a safety perspective to all operations as well as direct communication between the Oregon Department of Transportation and local transportation safety agencies and programs.

Region 5 Overview

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 180,705 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

Seven of the eight counties in Region 5 (Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa) have established local traffic safety committees or similar organizations. Wallowa County is working to re-establish a traffic safety committee through their county commissioners.

The Problem

- In 2010, traffic fatalities continued to be a major issue in Region 5 with 32 deaths. This represents 10.1 percent of total state fatalities compared with 4.7 percent of the state's population.

- In 2010, speed-involved traffic fatalities in Region 5 were under-represented with 18 deaths. That is 56.25 percent of speed-involved fatalities compared to the statewide speed-involved rate of 36.59 percent.

- In 2010, alcohol was involved in 8 deaths in Region 5, down from 17 in 2008, a decrease of 53 percent.

- Total occupant safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.

Region 5, Transportation Safety Related Information

Statewide Fatalities vs. Region 5

	2007	2008	2009	2010	% Change 2007-2010
Baker County	4	6	7	3	-25.0%
Grant County	3	3	3	2	-33.3%
Harney County	4	0	4	6	50.0%
Malheur County	11	4	8	5	-54.5%
Morrow County	3	2	5	1	-66.7%
Umatilla County	12	11	14	11	-8.3%
Union County	3	3	6	3	0.0%
Wallowa County	0	5	1	1	n/a
Total Region 5	**40**	**34**	**48**	**32**	**-20.0%**
Statewide Fatalities	**455**	**416**	**377**	**317**	**-30.3%**
Region 5 Fatalities percent of State	**8.79%**	**8.17%**	**12.73%**	**10.09%**	**14.8%**
Region 5 Fatalities per 100,000 Population	**22.19**	**18.82**	**26.53**	**17.64%**	**-20.5%**

Statewide Speed-Involved Fatalities vs. Region 5

	2007	2008	2009	2010	% Change 2007-2010
Baker County	3	4	4	2	-33.3%
Grant County	2	3	0	2	0.0%
Harney County	3	0	1	3	0.0%
Malheur County	9	3	3	4	-55.6%
Morrow County	0	0	0	0	0.0%
Umatilla County	3	4	8	6	100.0%
Union County	1	3	1	1	0.0%
Wallowa County	0	1	0	0	0.0%
Region 5 Speed-Involved Fatalities	**21**	**18**	**17**	**18**	**-14.3%**
Statewide Total Speed Involved Fatalities	**216**	**210**	**157**	**116**	**-46.3%**
Speed-Involved Fatalities Percent of Region 5	**52.50%**	**52.94%**	**35.42%**	**56.25%**	**7.1%**
Speed-Involved Fatalities Percent of State	**9.72%**	**8.57%**	**10.83%**	**15.52%**	**59.6%**
Statewide Speed-Involved % Total	**47.47%**	**50.48%**	**41.64%**	**36.59%**	**-22.9%**

Statewide Alcohol-Involved Fatalities vs. Region 5

	2007	2008	2009	2010	% Change 2007-2010
Baker County	0	3	0	0	0.0%
Grant County	1	2	1	0	-100.0%
Harney County	1	0	0	0	-100.0%
Malheur County	3	1	5	2	-33.3%
Morrow County	1	0	0	0	-100.00%
Umatilla County	4	9	4	5	25.0%
Union County	1	0	1	1	0.0%
Wallowa County	0	2	0	0	0.0%
Region 5 Alcohol Involved Fatalities	**11**	**17**	**11**	**8**	**-27.3%**
Statewide Total Alcohol-Involved Fatalities	**181**	**171**	**144**	**107**	**-40.9%**
Alcohol-Involved Fatalities Percent of Region 5	**27.50%**	**50.00%**	**22.92%**	**25.00%**	**-9.1%**
Alcohol-Involved Fatalities Percent of State	**6.08%**	**9.94%**	**7.64%**	**7.48%**	**23.0%**
Statewide Fatalities Alcohol-Involved % Total	**39.78%**	**41.11%**	**38.20%**	**33.75%**	**-15.1%**

2010 Region 5, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	16,440	3	0	110	6.69	22
Grant County	7,510	2	0	31	4.13	6
Harney County	7,720	6	0	37	4.79	10
Malheur County	31,865	5	2	185	5.81	35
Morrow County	12,595	1	0	32	2.54	7
Umatilla County	72,720	11	5	285	3.92	55
Union County	25,495	3	1	100	3.92	19
Wallowa County	7,085	1	0	29	4.09	4
Region 5 Total	**181,430**	**32**	**8**	**809**	**4.46**	**158**
Statewide Total	**3,844,195**	**317**	**107**	**21,171**	**5.51**	**2,970**
Percent of State	**4.72%**	**10.09%**	**7.48%**	**3.82%**	**N/A**	**5.32%**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goals

- To reduce the number of traffic related fatalities in Region 5 from the 2008-2010 average of 38 to 26 by 2015.

- To decrease the number of Injury A (serious) injuries in Region 5 from the 2008-2010 average of 82 to 77 by 2015.

Performance Measures

- To reduce the number of speed-involved fatalities in Region 5 from 18 in 2008-2010 to 17 by December 31, 2012.
  [In 2011, there were 13 speed involved fatalities in Region 5.]

- To reduce the number of alcohol-involved fatalities in Region 5 from 12 in 2008-2010 to 10 by December 31, 2012.
  [In 2011, there were 10 alcohol involved fatalities in Region 5.]

- Maintain 47 certified safety seat technicians in Region 5 and increase one technician each in Wallowa and Harney counties by December 31, 2012.
  [In 2011, certified safety seat technicians increased to 57.]

- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, engineering and emergency services solutions ("4-E") by December 31, 2012.
  [In 2011, the top five SPIS sites were located in Malheur (1), Grant (1) and Umatilla (3) counties. All three of these counties have very active Safe Community Coalitions that meet monthly and work diligently on education to help reduce the fatalities in their respective counties. Enforcement efforts were utilized using Hermiston Police Department since the three in Umatilla County were all on US-395 in the Hermiston city limits. The Region 5 traffic unit has also been working together to see if we can come up with some inexpensive engineering fixes for the top 5% of the SPIS sites.]

Strategies

- Coordinate and/or provide resources for transportation safety events with a focus on speed, impaired driving, distracted driving, winter driving, motorcycle safety and occupant protection.

- Work with the seven existing local transportation safety committees to enhance programs and to provide resources and information. Major focus on re-establishing a traffic safety committee in Wallowa County.

- Work with Region 5 Traffic Unit to identify the top five SPIS sites within Region 5. Work with regional law enforcement to increase patrols in those areas through overtime enforcement dollars. Work with local traffic safety committees and Region 5 Traffic Unit to find possible engineering fixes for those high crash sites.

- Work with regional law enforcement and traffic safety committees to identify areas with high DUII and speed related, specifically around winter conditions, citation and crash sites. Work to reduce the violations and crashes through enforcement and education.

- Work with the 47 certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage community members in Wallowa and Harney counties to become certified child safety seat technicians.

Project Summaries

Section 402

DE-12-24-15 Region 5 – Regional Services $19,952

This project provided traffic safety coordination and services throughout Region 5, which encompasses the eight most eastern counties in the State of Oregon. This project provided education and enforcement information and resources to a variety of community-based traffic safety programs. This project worked closely with law enforcement to provide data, equipment and education on traffic safety issues. This project coordinated activities throughout the region as an outreach for traffic safety education.

SA-12-25-04 Malheur County Coordinator

This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position complemented the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions. Project focus and direction was to update the current business plan for future year(s) with a focus on funding contingencies.

SA-12-25-24 Grant County Coordinator

This project provided funds for a focus on teen traffic safety in Grant County. Grant County has developed an active Safe Community coalition, and has identified new projects to improve traffic safety in the county. Project focus and direction was to implement the business to focus on funding contingencies.

SA-12-25-06 Harney County Coordinator

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complements the coalition in Harney County, and focus on providing organization which has allowed greater output from the coalition. Project focus and direction has been to develop a business plan that is achievable and attainable in Harney County. Specific projects will be targeted at the highest crash causes.

SA-12-25-23 West Umatilla/North Morrow Safe Community

This project provided for the ongoing process of establishing a Safe Community project in Hermiston and Umatilla County. The project developed a business plan to guide the identification and implementation of promising projects that are appropriate for the Safe Community model along with contingencies based on funding.

SC-12-35-15 Region 5 Speed Equipment Grant $28,532

Region 5 provided mini-grants to nine local agencies to fund speed equipment and/or overtime. The results were as follows: Burns/Hines PD 21 citations and 63 warnings; Enterprise PD 46 citations and 64 warnings; Hermiston PD 161 citations and 24 warnings; Umatilla PD - Portable Radar Sign - no record citations or warnings; Baker Co. SO 7 citations and 38 warnings; Malheur Co. SO 10 citations; Morrow Co. SO 166 citations and 800+ warnings; Union Co. SO 79 citations and 65 warnings; Wallowa Co. SO 21 citations and 44 warnings for a total of 511 citations and 1098 warnings in Region 5 due to this grant.

Section 2011

K3-12-45-15 Enhancement of Community Level CPS Programs, ODOT Regions 5 $19,956

Region 5 provided mini-grants for nine local agencies to fund distribution of child safety seats to low/no income families based on data on poverty provided by DHS. 334 child safety seats were purchased through the nine grants. 383 parents/caregivers were educated on the proper child safety seat and proper fit for their child. One alternative sentencing program was established at Good Shepherd Medical Center. Since its inception the seatbelt compliance has gone from 28.6% to 56%. Through this grant four people have become CPS certified

Roadway Safety

Link to the Transportation Safety Action Plan:

Action #17
Advocate for consideration of roadway, human, and vehicle elements of safety in modal, corridor and local system plan development and implementation.

Action #21
Continue to conduct research on driver behavior and roadway engineering issues. Evaluate the safety impact of new laws, new programs, and new materials.

Action #28
Continue efforts to enhance communication between engineering, enforcement, education and EMS.

The Problem

- There's not a statewide "All Roads" conversation related to roadway safety (engineering) focusing on annual data findings, trends, countermeasures identification, etc.
- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility, legal requirements, and identification of safety projects.
- State and local public works along with local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.
- There's not a general acceptance of the Highway Safety Manual or an identified set of trainings for its potential implementation for Oregon state and local public works agencies as a whole.
- Lack of data available on local roads in order to use the Highway Safety Manual methods.
- There's a lack of funding available to provide current and enhanced trainings such as Road Safety Audits, Human Factors, Highway Safety Manual, etc.
- There's a lack of funding available to conduct the number of traffic control device assessments in various cities and counties in Oregon.
- Re-evaluation of the current Oregon Safety Corridor Program and consistency in its statewide implementation is under discussion within ODOT at this time.
- There's a lack of a blended "4 E" (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide.

Traffic Rates in Oregon, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
National Traffic Fatality Rate[1]	1.48	1.42	1.36	1.27	1.16	-18.3%
Oregon Traffic Fatality Rate[1]	1.36	1.35	1.31	1.24	1.11	-17.8%
Highway System, Non-freeway Crash Rate[2]	1.38	1.26	1.27	1.25	1.22	-11.6%
Hwy System Rural-Secondary Non-freeway Crash Rate	0.89	0.80	0.83	0.80	0.78	-2.5%
Highway System, Freeway Crash Rate	0.41	0.39	0.38	0.37	0.38	-2.6%
County Roads/City Streets Crash Rate	1.93	1.86	1.79	1.74	1.68	-9.7%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

[1] Deaths per 100 million vehicle miles traveled

[2] Crashes per million vehicle miles traveled

Goals

- Conduct initiatives and trainings for the department and locals, e.g., roadway safety engineering techniques, human factors, intersection design, rural highway rumble strip applications, roadway safety audits, use of roundabouts, legal liabilities, and the Highway Safety Manual, etc., by 2015.

- Develop processes to further implement the Safety Corridor Program focusing on crash data analysis, applying safety countermeasures, development of Safety Corridor Plans and Safety Corridor Plan Reviews by 2015.

Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from 821 in 2008, 632 in 2009, and 670 in 2010 to the average for the past three years of 708 by December 31, 2012.
  [In 2011, Oregon State University provided training to 96 workshop attendees. University of Portland provided training to 501 workshop attendees for a total of 597 workshop attendees.]

- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and transportation safety related topics from 31 in 2008, 25 in 2009, and 31 in 2010 to the average for the past three years of 29 by December 31, 2012.
  [In 2011, Oregon State University provided five workshops. University of Portland provided 29 workshops for a total of 34 workshops.]

- Increase the number of safety corridors having received a Roadway Safety Audit from 0 in 2008, 1 in 2009, and 0 in 2010 to 1 by December 31, 2012.
  [In 2011, there was 1 formalized region Roadway Safety Audit conducted on a safety corridor.]

Strategies

- Participate on ODOT's:
  - Highway Safety Engineering Committee (HSEC) to evaluate and integrate the SAFETEA Highway Safety Initiative Program (HSIP) and to promote roadway safety initiatives within the Department.
  - ODOT Pavement Management Committee to assure safety is maintained as a part of preservation projects.
  - Participate on various ODOT Research Projects to assist in the identification of research findings that confirm applicable safety countermeasures to be implemented by ODOT and local agencies.
  - Participate on the ODOT Informal Safety Committee to communicate the latest strategies and projects being used within TSD and share that information with other ODOT, OSP, and federal agency staff.

- Fund overtime enforcement on the worst ranked safety corridors annually.

- Coordinate discussions and input on training topics to be provided within the state. Seek comments and input from local agencies, FHWA and ODOT staff.

- Continue to promote the understanding of the Highway Safety Manual in an effort to identify its benefits to the state.

Project Summaries

Section 164

164HE-12-73-14 TEA-21 HSEC 2008 Safety Initiatives $0

This FFY 2012 grant provided continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008. Five of the eight projects have been completed.

164HE-12-73-15 TEA-21 HSEC 2009 Safety Initiatives $2,298,165

This FFY 2012 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009. Two of the five safety projects have been completed.

164HE-12-73-16 TEA-21 HSEC 2010 Safety Initiatives $750,416

This FFY 2012 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010. One of seven safety projects has been completed.

164HE-12-73-17 TEA-21 HSEC 2011 Safety Initiatives $1,643,769

This FFY 2012 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2011 and FFY 2012 to use up additional cumulative remaining funds. Six safety projects were identified however none have been completed.

Section 402

RS-12-77-01 Engineering Safety Short Courses and Distance Learning $218,565

Oregon State University, School of Civil and Construction Engineering provided five workshops to a total of 96 attendees. A broad range of positions were represented by attendees from state and local jurisdictions as well as consultants. There were representatives from the states of Oregon, Florida and Washington. The following workshops were provided: Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Traffic Signal Design; Urban Street Design, and the Highway Safety Manual. Related materials were posted to the Internet for easy access. The following four jurisdictions received on-site traffic control device and safety engineering reviews which included a written report: Coos Bay, Mosier, Island City and Elgin.

RS-12-10-02 Statewide Services – Roadway Safety $0

Purchase services for design and printing of Public Information and Education products relating to roadway safety and driver behavior. Purchase promotional products such as bags, buttons, stickers and brochures. Distribute message formats to appropriate individuals, agencies and organizations. Provide additional training or travel expenses as necessary.

[This project was not initiated during the grant year.]

RS-12-77-04 Safety Features for Local Roads and Streets $149,998

University of Portland, School of Engineering provided technical and educational workshops to local agencies such as cities, counties, members of traffic safety committees, department of transportation employees, political subdivisions of local governments, law enforcement agencies and concerned citizens. Developed training materials, conducted site visits and road tours with public agencies, began updating the electronic version of the Safety Handbook for Oregon's Local Roads and Streets, and began the development of a Quick Reference Guide to the MUTCD.

RS-12-77-05 Safety Corridor Education and Enforcement $68,454

Oregon State Police sought to reduce the number of crashes in ODOT identified priority safety corridors. Media releases, overtime enforcement and match enforcement were provided. Priority corridors for FFY 2012 consisted of: OR 140 Lake of the Woods, US 101 Depoe Bay to Newport, and US 20 Chitwood. Overtime enforcement hours totaled approximately 1,046 and match hours totaled approximately 311. A total of 745 citations were written and 2,594 warnings issued with a total of 2,125 vehicles stopped.

Safe Routes to School

Link to the Transportation Safety Action Plan:

Action #65
Emphasize programs that encourage pedestrian travel and improve pedestrian safety by expanding public education efforts with focus on driver behavior near schools; encourage aggressive enforcement of pedestrian traffic laws around schools; assist communities in pedestrian safety efforts by providing technical assistance and educational materials; increase funding for correcting pedestrian system deficiencies around schools.

Action #66
Increase public education and enforcement efforts regarding rules of operation for bicycles, scooters, skates, skateboards, personal assistive devices and other new devices permitted on Oregon roads.

Action #67
Increase emphasis on programs that encourage bicycling and other alternative mode travel and improve safety for these modes by establishing a stable funding source to implement and institutionalize bicyclist education in schools; increase funding for maintenance of bikeways and for programs that make walking and bicycling safe and attractive to children.

Safe Routes to School Overview

The goal of the program is to increase the ability and opportunity for children in grade levels K-12 to walk and bicycle safely to school. Assistance is available for grades K-8 using federal funding for education, encouragement and traffic enforcement activities, and engineering projects within two miles of the school. The program will act as a resource for grades 9-12 to make available education and encouragement materials.

The Problem

According to the National Safe Routes to School Clearinghouse data, in 1969, 42% of children 5 to 18 years of age walked or bicycled to school. In 2001, that rate dropped to 16%. In 1969, 87% of children 5-18 years of age who lived within one mile of school walked or bicycled to school. In 2001, that number dropped to 63%. This downward trend of children replacing a routine of physical activity with alternate modes of transportation has led to lifestyle changes that impact children; families; schools; neighborhoods; and the broader community. Less foot-powered transportation means more motor vehicle transportation around schools, resulting in increased traffic congestion which negatively impacts the walking and bicycling environment. Safe Routes to School programs are part of the solution to increase physical activity and improve unsafe walking and bicycling conditions.

Oregon Modes of School Commute by Children Who Live within 1 Mile of School, by Grade Group, 2002, 2006, and 2007*

	1st to 3rd Grade			4th to 5th Grade			6th to 8th Grade			9th to 12th Grade			Total		
On a regular basis,	2002	2006	2007	2002	2006	2007	2002	2006	2007	2002	2006	2007	2002	2006	2007
	n=166	n=80	n=121	n=146	n=56	n=61	n=221	n=69	n=70		n=73	n=99	n=533	n=278	n=351
Child **walks** to school at least 3 days per week	23%	28%	35%	38%	42%	41%	50%	51%	69%	--	51%	64%	34%	43%	53%
Child **bikes** to school at least 3 days per week	4%	3%	5%	5%	16%	6%	12%	17%	9%	--	11%	7%	6%	12%	6%
Child **rides the school or public bus** to school at least 3 days per week	34%	33%	28%	28%	28%	27%	22%	17%	22%	--	11%	8%	29%	22%	20%
Child **rides in a car or carpool** to school at least 3 days per week	49%	51%	42%	44%	40%	40%	38%	37%	31%	--	56%	41%	45%	46%	39%

Source: Oregon Behavioral Risk Factor Surveillance System
Data for 2006 include only the months April-December.

Methods of Traveling to School, Grades K-8*

Mode	2010
Car	49%
School Bus	40%
Walk	11%
Bike	1%
Other	3%

Source: Intercept Research Corporation, Public Opinion Survey, Summary and Technical Report, August 2010

* Parents were asked to estimate frequency with which child used various modes of commute. Categories were not presented as mutually exclusive and results do not necessarily total 100%.

Goals

- Increase the number of children from 1st to 12th grades who walk to school from 17.8% in 2006 to 28.5% (a 6% increase) by 2015.

- Increase the number of children from 1st to 12th grades who bicycle to school from 5.6% in 2006 to 6.8% (a 21% increase) by 2015.

Performance Measures

- Increase the number of children grades K-8 that walk to school from 11 percent in 2010 to 15 percent by December 31, 2012.
  [In 2012, the number of children grades K-8 living within one mile of the school that walk to school increased to 28%.]

- Increase the number of children grades K-8 that bike to school from 1 percent in 2010 to 4 percent by December 31, 2012.
  [In 2012, the number of children grades K-8 living within one mile of the school that bike to school remained at 1%.]

- Increase the number of schools that have a SRTS Action Plan from 71 in 2009 to 160 by December 31, 2012.
  [In 2012, the number of schools known to have completed SRTS Action Plans is 154.]

- Conduct at least 10 Safe Routes to School applicant trainings across the five ODOT Regions through December 31, 2012.
  [In 2012, there were no SRTS Application trainings provided due to change in process for infrastructure and non-infrastructure funding associated with the MAP-21 federal transportation bill.]

Strategies

- Conduct statewide trainings on the Safe Routes to School funding program to schools, school districts, public works personnel, parents and others who may wish to partner with schools in increasing the ability of students to walk and bike to and from school.

- Provide educational materials in support of pedestrian and bicycling safety to schools and school districts.

- Create public awareness of SRTS efforts by schools and communities through statewide marketing campaign.

- Partner with Oregon Walk and Bike Committee to promote International Walk and Bike Day and associated activities that promote physical activity among students.

- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian and bicyclist safety and other transportation safety issues like speed and enforcement.

- Collaborate with others within state offices who work with school districts and local governments in transportation of students and who have road authority over the local streets around schools.

- Work with Oregon Health Authority, Public Health, to determine if update is available from the Oregon Behavioral Risk Factor Surveillance System on Oregon modes of school commute data.

Section 1404

HU-12-10-06 2012 Safe Routes to School Grant Program Non-infrastructure $1,203,127
Infrastructure $4,072,356

Funding provided reimbursement to communities based on a competitive award process for the implementation of the Safe Routes to School Action Plan addressing education and encouragement, enforcement, engineering and evaluation. In the summer of 2011, with the assistance of the Safe Routes Advisory Committee, the program awarded 10 infrastructure projects for $4,072,356 in federal funds. Projects are expected to be constructed in 2013-2014 in the following locations: Aumsville, Beaverton, Brookings, Elgin, Forest Grove, Gresham, Madras, Malin, North Powder, and Umatilla,

HU-12-10-06 Safe Routes to School Statewide Services Program $55,432

This funding provided statewide support to communities looking to develop Safe Routes to School programs and create SRTS Action Plans through the provision of bike and pedestrian safety educational materials, reflective incentives, and technical support. The program provided 2,112 packages of Safe Routes to School product plus a large share of the 6,660 bicycle safety materials and posters distributed through the ODOT Storeroom. The funding provided pedestrian safety training using the Oregon SRTS curriculum, "Neighborhood Navigators." A multi-pronged media campaign was funded for the 2012 school year including the re-release of a SRTS radio public service announcement in English and Spanish; tile and banner web ads targeted to parents of K-8 students; and billboards posted in Western, Southern, and Central Oregon reminding drivers to "Drive safely, more feet on the street." The program worked collaboratively with the SRTS Technical Services Circuit Trainer in expanding the program's outreach and services statewide. It also funded an animated video, "Beacon Buddies Get a Brake," to educate pedestrians and drivers on Rapid Rectangular Flashing Beacons and safe crossing behaviors at crosswalks. Support was provided to eleven schools creating an Action Plan through mini-grants administered by the Alliance for Community Traffic Safety (ACTS Oregon).

HU-12-10-07 Walk + Bike to School Promotion $39,134

This program provided a school registration website and provided safety materials, incentives and other support to 200 schools for the October 2012 Walk + Bike to School Day event. In May, the program promoted and hosted the May Walk + Bike Challenge Month with 126 schools participating. Staff assisted the Statewide Walk + Bike Committee in hosting the second Walk + Bike Retreat in Bend. The program maintained a registration website, provided webinar training, and published a quarterly newsletter to promote year-round activities.

HU-12-10-08 Bethel School District 52 SRTS Program $36,838

This was the second year of a two year program which funded a SRTS Coordinator position. The program established a bicycle fleet and purchased a cargo trailer to move the fleet among Prairie Mountain School, Malabon Elementary, Irving Elementary, and Meadowview School for bike safety education. The Bethel program has coordinated with Eugene 4J and Springfield school districts as part of a Regional SRTS program, sharing resources and expertise. Spring student tallies indicated that 14% of students walk to school, 17% walk home; 5% of students bike to/from school.

HU-12-10-09 Oakland School District SRTS Program $15,345

This is the first year of a two-year program that funded implementation of the SRTS Action Plan for Lincoln Middle School. The efforts expanded the SRTS activities from the middle school to the elementary school, led by an AmeriCorps intern, using middle school student leadership groups for bike fleet maintenance and event-planning. With the encouragement to both middle and elementary schools, Walking Wednesday participation increased by 35%. A crossing guard program was initiated to increase safety to accommodate the increase in walkers. The program will continue into 2013 on first-year successes.

HU-12-10-11 Corvallis School District 509J SRTS Program $40,417

This program funding implemented the action plan work based on the 5Es for Adams, Garfield, Hoover, Jefferson, Franklin and Lincoln schools, led by the district SRTS Coordinator and advised by the Corvallis SRTS Team and partners. All schools reported an increase in the number of students walking and biking to the schools. Three-hundred and sixty 5th grade students from all program schools but Adams completed bicycle safety education (BSE). Sixty students from Wilson Elementary also completed BSE (funded through school Parent Teacher Association). Enforcement operations have been documented for all program schools during Back to School Blitz and monthly Walk Bike 2 School (WB2S) days. School site safety patrol training and implementation were completed at the program schools. This district program benefits from outstanding support from district and school-site administration; district wellness and sustainability policies; SRTS advocacy and involvement with community partners/initiatives; student involvement and empowerment.

HU-12-10-12 Strengthening Rural Families (Philomath) SRTS Program $13,254

This program funding supported Philomath SRTS program at the elementary and middle schools by providing a SRTS Coordinator. The project revolved around increasing Philomath students' experience and comfort level with walking and biking through education, as well as promoting and building support for walking and biking in the community. Monthly walk and bike days were held, along with a May Walk and Bike Month. Pedestrian safety education was provided to 1st graders and bike safety training was provided to 3rd graders. A summer bike club continued the momentum among students. Spring student tallies indicated that 27% of students were walking to/from school, and 4% biked. The parent teacher club has offered to maintain the walk and bike for 2013.

HU-12-10-13 ACTS Oregon Action Plan Mini-Grants $24,250

This program funding provided administrative support to eleven school projects that received up to $3,000 to complete a SRTS Action Plan. All eleven mini-grantees completed a SRTS Action Plan for the following schools: Black Butte School (Camp Sherman); Cove Charter School (Cove); AC Houghton Elementary (Irrigon); Joan Austin Elementary (Newberg); Metolius Elementary (Metolius); Miller Elementary (Bend); Ponderosa Elementary (Bend); Sage Elementary (Bend); Shady Cove Elementary (Shady Cove); Stayton Middle School (Stayton); Sweetbriar Elementary (Troutdale).

HU-12-10-14 Beaverton School District #48 SRTS $31,202

This project was the second year of a 2 year program in the third largest school district in the state, beginning with 10 schools and expanding the outreach by end of second year. The program funded two SRTS coordinators and district resources for activities that included the following: three district-wide trainings for crossing guards, Neighborhood Navigator curriculum training, development of school policies; Walk + Bike to School Day event; May Walk + Bike Challenge Month; SRTS district newsletters; expanded reach to 41 schools to map school travel routes, drop-off and pick-up areas, and hazard avoidance for all motorized and non-motorized users and staff. The program increased walking and biking rates by 24% at initial program schools and SRTS participation increased to 24 schools by 2012. The project funding allowed the program to increase community and parent understanding and support for increased walking and biking to/from schools.

HU-12-10-14 Commute Options for Central Oregon SRTS Program $45,055

This program implemented project funding at Bear Creek, Elk Meadow, Juniper, Vern Patrick (Redmond), Highland Magnet School at Kenwood, Ensworth and REALMS. The program worked to establish a culture of walking and biking at the program schools through bike and pedestrian safety curriculum, Walk + Bike to School efforts throughout the year and May Walk + Bike Challenge Month with the assistance of program school staff and administrators. Commute Options and its community partners are working to integrate active travel modes to/from schools through education and encouragement, outreach, evaluation and enforcement. Bear Creek, Juniper and Elk Meadow elementary schools have seen increased numbers of students who walk (33%, 10%, 50% respectively). Observational surveys show an increased bike ridership at program schools, especially around organized events like Rolling Recess, where students rollerblade, bike, scooter or use other foot-powered wheeled vehicles during the three recess periods on specified days.

HU-12-10-16 Greater Albany School District SRTS Program $18,813

The program funded a SRTS Coordinator and support staff at the program schools of Oak, Lafayette, Sunrise and Periwinkle elementary schools, with match by the Greater Albany School District. The project's success is the result of community teamwork among the city, school district, community members and associations in Albany with the primary focus being student safety and health. The program has leveraged infrastructure improvements at Oak and Lafayette as a result of SRTS Action Plan implementation. The program schools all participated in Walk + Bike to School Day in October and Month in May, and some program schools held weekly Walk + Bike days and Walking School Zone Socials. Bike safety education, pedestrian safety education and Neighborhood Navigator training were implemented at program schools. With a new collaboration across the city involving the SRTS program, volunteers, the YMCA and the City of Albany, the program has set the goal of having all Greater Albany School District schools' 4th grades and some 5th grades receive bike safety education.

HU-12-10-18 Jefferson County Health Department SRTS Program $15,628

This is the first year of a 2 year program funding a part-time SRTS Coordinator and program activities through the Jefferson County Health Department at Madras Elementary and Buff Intermediate schools in Madras. The project held Walk + Bike to School Day in October and in May, assisted by community volunteers and the Neighborhood Watch program. A Bike Round-Up and Bicycle Safety event was held in April, repairing 184 bikes and providing 235 helmets at free or reduced cost and providing safety education and training to at least 200 participants. SRTS education programs were conducted in June at Buff Intermediate and Madras Primary schools. Volunteers came from Mt. View Hospital, Jefferson County Health Department and from the community. All students attending the schools were instructed on bike safety skills and/or pedestrian safety. The SRTS Coordinator participated on the City of Madras Public Works and Parks Committee, weighing in on the city's prioritized bicycle and pedestrian capital improvement projects, as Madras is experiencing a cycle of completed and soon-to-be constructed infrastructure projects that will influence walking and biking to/from the schools.

HU-12-10-19 Klamath County Health Department SRTS Program $47,389

This project funded a SRTS Coordinator at Klamath County Health Department to implement SRTS activities at Fairview, Malin, Shasta and Stearns Elementary schools. Through a comprehensive 5E approach to SRTS at program schools, the SRTS Coordinator has generated events, networked with city, county and school district partners, participated in policy meetings, and engaged parents and students in the program's efforts to increase active travel modes by students to/from schools. These efforts have increased support for Walk + Bike from school administration, teachers, parents, students and the community; strengthened collaboration and increased the number of community partners, increased law enforcement activities by city and county agencies; leveraged funds and donations from other grant sources and community partners; increased interest and coverage of the program by local media.

HU-12-10-20 Lebanon School District SRTS Program $10,709

The project funded a Project Coordinator for SRTS encouragement events at Seven Oak Middle School. The infrastructure around the school with county roads and an increase in vehicle traffic increases the risk to students who walk to/from the school. The school had trauma prevention education provided by the local hospital community coordinator. Bike and pedestrian safety educational materials have been provided to students. A bike maintenance afterschool club was started to bring in interested students. These are positive first steps for a SRTS program in a rural area.

HU-12-10-21 Rogue Valley Transportation District SRTS Program $11,558

This program was in the second year of a 2-year SRTS program at Walker and Helman Elementary schools in Ashland. The program funded SRTS activities implemented through the Rogue Valley Transportation District by continuing support for a Walking Wednesday program at Walker Elementary and initiating a Walking Wednesday program at Helman. It provided encouragement for safe walking and biking to the schools by engaging the schools in Walk + Bike to School Day events. The project suffered from the 2011 murder of an Ashland resident who was walking on a path located by Helman Elementary. However, in spite of the unsolved murder and after a break in the program of four months following, the Walking Wednesdays program has begun again at Helman.

HU-12-10-22 Sisters School District #6 SRTS Program $1,775

The funding was under-used at Sisters School District. This was the second year of a 2 year project, to increase education and encouragement for walking and biking in a setting that promotes physical activity. The district has not had the staff to complete SRTS activities. For the first quarter, Commute Options services were contracted with 220 students trained at both the elementary and middle school in pedestrian and bike safety, but the district was unable to coordinate a schedule for services for 2012.

HU-12-10-23 Technical Service Provider Grant $54,220

This project provided technical service assistance to the ODOT SRTS Program through the following activities: leveraging the connection between Sustainable Oregon Schools Initiative (SOSI) and ODOT by sharing mailing lists and newsletter content, workshop and conference opportunities and utilizing the unique SOSI contacts; development and maintenance of a statewide informational website, www.oregonsaferoutes.org ; facilitation of local SRTS discussions between potential local partners; providing technical assistance to 209 individuals, schools, or school districts; hosting nine workshops including three free webinars on SRTS hot topics; creating and distributing online monthly newsletters; training for Oregon SRTS curriculum, "Neighborhood Navigators" (71 trained NN instructors, to date).

HU-12-10-24 Portland Public Schools SRTS Program $80,281

This was year two of a two-year SRTS project that leveraged resources through the Portland Public School District partnership with the City of Portland Bureau of Transportation to offer pedestrian and/or bicycle safety education at 38 schools (inclusive of 12 schools initially served). As a result, 4,542 students were provided with either bike safety education or pedestrian safety education and had 234 volunteers. The 12 original grant schools saw net increases in walking and biking but no decrease in parent-owned vehicle trips to the school sites. The survey data helped to fill information gaps for PBOT Safe Routes to Schools program and will inform the Portland Public Schools Supplemental Transportation Plan Update and planned support (improvements to student walk-areas within a mile radius of school sites). The project also had a contractor assist with bike shelter planning at the 12 original grant school sites working directly with site administrators and parent volunteers.

Speed

Link to the Transportation Safety Action Plan:

Action #1
Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, county sheriffs and city police departments. The plan should be developed with assistance from a high level, broadly based task force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities. The plan should develop strategies to address multiple traffic issues, including speed issues (enforcement, laws, legislative needs, equipment, PI&E).

The Problem

- In 2010, 37 percent of all traffic fatalities in Oregon involved speeding (116 of 317 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number one single contributing factor to fatal traffic crashes on Oregon roads in the year 2010.

- Over 63 percent of all 2010 traffic deaths in Oregon (including speed-related events) occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem.

- According to Intercept Research Corporation's "Public Opinion Survey, Summary and Technical Report" for August 2010, speeding was ranked number one as the most observed example of unsafe driving behavior (31%) by Oregon citizens.

- Speed-related crashes cost Oregonians an estimated $305,000,000 in total economic costs in 2009.[2]

- Following are facts relative to increased speed:

    - The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400 percent greater chance at 70 mph than 50 mph.

    - Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).

    - The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph - a 69 percent increase in stopping distance.

    - Safety equipment in vehicles is tested at 35 mph - that same equipment loses the ability to work effectively at higher speeds.

[2] *Estimating the Costs of Unintentional Injuries, 2009;* Statistics Department, National Safety Council

- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar, laser, and radar trailers or reader boards to assist them with traffic enforcement duties.

- FHWA repealed speed-monitoring reports in the early 1990's; therefore no valid speed report exists for Oregon.

Speed in Oregon, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Total Number of Fatalities Statewide	474	455	416	377	317	-30.3%
Number of People Killed Involving Speed	247	216	210	157	116	-46.3%
Percent Involving Speed	52.0%	47.5%	50.5%	41.6%	36.6%	-22.9%
Total Number of Injuries Statewide	28,425	28,000	26,805	28,153	30,493	8.9%
Number of People Injured Involving Speed	8,671	6,653	5,776	5,259	4,925	-26.0%
Percent Involving Speed	30.6%	23.8%	21.5%	18.7%	16.2%	-32.0%
Number of Speed Related Convictions	179,050	176,259	169,937	167,660	149,493	-15.2%
Number of eCitations Issued	n/a	n/a	18,681	47,894	70,000	n/a
Number of eCrash Reports Issued	n/a	n/a	187	705	1,198	n/a

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation
Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

Goals

- Reduce the number of fatalities in speed-related crashes from the 2008-2010 average of 161 to 156 by 2015.

- Reduce the number of injuries in speed-related crashes from the 2008-2010 average of 5,320 to 4,911 by 2015.

Performance Measures

- Reduce the number of fatalities in speed-related crashes from the 2008-2010 average of 161 to 151 by December 31, 2012.
  [In 2011, there were 127 speed related fatalities.]

- Reduce the number of injuries in speed-related crashes from the 2008-2010 average of 5,320 to 5,006 by December 31, 2012.
  *[In 2011, there were 5,907 speed related injuries.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*

- Increase the number of speeding citations issued during grant-funded enforcement activities from the 2009 calendar base year average of 13,689 to 14,960 by December 31, 2012.
  [In 2012 there were 15,200 citations issued.]

- Increase the number of eCitations issued statewide from the 2008-2010 average of 45,525 to 80,000 by December 31, 2012.
  [In 2011, there were 180,039 eCitations issued statewide.]

- Increase the number of eCrash reports issued statewide from the 2008-2010 average of 697 to 1,500 by December 31, 2012.
  [In 2011, there were 3,942 eCrash reports filed statewide.]

- Increase the number of speed related eCitations issued from the 2008-2010 average of 29,800 to 35,000 by December 31, 2012.
  [In 2011, there were 80,190 speed related eCitations issued statewide.]

Public Opinion Measures

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour – most of the time, half of the time, rarely, or never?
[An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-five percent (75%) report that they rarely (55%) or never (20%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour – most of the time, half of the time, rarely, or never?
[Seventy-seven percent (77%) report that they rarely (44%) or never (33%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
[Twenty-six percent (26%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Where did you see or hear these messages?
[Respondents who are aware of messages regarding speed enforcement by police most often mention newspaper (32%), television (29%), police/giving tickets (23%), roadway signs (23%) and/or billboards (10%) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?
[The average perceived chance of getting a ticket for driving over the speed limit is 37%. Over one-half (53%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are over 20%, while 38% believe the chances are 20% or less. Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2012.]

Activity Measure

Number of speeding citations issued during grant-funded enforcement activities.
[During the 2012 federal grant year, there were 9,800 grant funded speeding citations issued.]

Strategies

- Assist in creation of a Governors Advisory Committee on Speed and Aggressive Driving based on the current speed task force report. Ensure task force maintains focus on goals and develops effective countermeasures utilizing a variety of stakeholders to address speeding and aggressive driving issues in Oregon.

- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priorities order is: Rural State Highways, County Roads, City Streets, and Interstate System.

- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number one contributing factor to traffic death and injury severity.

- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with Region Safety Coordinators to address specific problems in their areas. Provide funding if available.

- Provide annual public information and education on the issues of speed via media contractor, ODOT public information officers and other media outlets.

- Provide expertise and assistance to the management and growth of the eCrash and eCitation program in Oregon.

- Identify worst 10 historical speed-related problem locations from crash reconstruction reports, focus enforcement, engineering and educational efforts in order to make the biggest impact possible using limited funding and resources.

- Continue to monitor national DDACTS projects and latest information. Work with DPSST to review, research and create an Oregon model using existing eTicketing / eCrash agencies and database geo-code tools to create an emerging issues analysis, reporting and enforcement project training program for Oregon police agencies.

Section 402

SC-12-35-05 Speed Enforcement, Public Information and Equipment $273,629

This project was used to fund police overtime, equipment for speed enforcement to city, county and state police agencies, automation of police forms (such as crash reporting and citations to enhance the level of traffic law-enforcement and efficiencies). This project was also used to fund public Information and Education outreach in the areas of speed, following-too-closely and fail to maintain safe distance from emergency vehicle issues. Additionally funds were used to support other priority traffic law enforcement related functions. Speed related outreach, equipment, or overtime was used to fund regions directly where needed to address deficiencies.

SC-12-35-06 OSP Rural State Highway Speed Enforcement $71,620

This project was used to purchase overtime speed enforcement and speed equipment for the Oregon State Police to be used on rural state highways in areas that through statistical crash analysis, showed a high incidence of speed-related crashes, injuries, and fatalities.

Traffic Records

Link to the Transportation Safety Action Plan:

Action # 35
Continue implementation of recommendations from Traffic Records Assessment, which will create a traffic records system that will adequately serve the needs of state and local agencies.

Action # 36
Maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs.

The Problem

- Law enforcement agencies completed approximately 45 percent of the total crash reports filed with DMV in 2010 and only 58 percent of the fatal and injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS. Explore a web-based tool for use by crash involved drivers to complete the operator report.

- Continue to improve access to crash data online with user-friendly analytic tools supporting GIS mapping and non-spatial (e.g., cross-tabulated data aggregation) analysis through a single point of access. Continue to improve ODOT's TransGIS and Collision Diagram Tool and provide information to potential users about these tools.

- The software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. Pursue a unique identifier system that follows patients across multiple incidents, is shared among medical data applications, and can be used for linkage with crash and other data to support analysis of crash outcomes and driver characteristics. A pilot project was initiated in 2008, although permanent funding will need to be established to continue toward statewide implementation.

- There is a need for crash report training to be delivered at the enforcement conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.

- Roadway information is not available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

Statistics for Traffic Records, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Total Crashes	46,305	44,342	41,815	41,270	44,094	-0.6%
Fatal Crashes	413	411	369	331	292	-29.0%
Injury Crashes	19,073	18,620	18,040	19,053	20,879	12.1%
Property Damage Crashes	26,820	25,311	23,406	21,886	22,923	-9.4%
Fatalities	474	455	416	377	317	-30.3%
Fatalities per 100 Million VMT	1.35	1.31	1.24	1.11	0.93	-28.8%
Injuries	28,425	28,000	26,805	28,153	30,493	8.9%
Injuries per 100 Million VMT	80.74	80.57	80.09	82.84	89.73	11.4%
Population (in thousands)	3,590	3,745	3,791	3,823	3,844	2.6%
Vehicle Miles Traveled (millions)	35,208	34,751	33,469	33,983	33,984	-2.2%
# of Licensed Drivers (in thousands)	2,927	3,167	3,018	2,999	2,920	-7.8%
# of Registered Vehicles (thousands)	3,985	4,153	4,130	4,121	4,046	-2.6%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Center for Population Research and Census, School of Urban and Public Affairs, Portland State University

Goals

- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of transportation safety data in order to identify priorities for national, state, and local highway and transportation safety programs by 2015.

- Link the state traffic records data systems with other data systems within the state, such as systems that contain crash, vehicle, driver, enforcement/adjudication, and injury surveillance data by 2015.

Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from 45.5 percent in 2010 to 47.0 percent by December 31, 2012.
  [In 2010, 45 percent of crashes reported contained a police crash report.]

- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from 57.6 percent in 2010 to 65.0 percent by December 31, 2012.
  [In 2010, 58 percent of fatal and injury crashes were reported by a police officer.]

- Increase the number of law enforcement agencies using an electronic citation reporting system from 11.9 percent (21 out of 177 agencies) in 2009 to 14.1 percent (25 agencies) by December 31, 2012.
  [In 2012, there were 33 agencies using eCitation reporting statewide.]

- Increase the number of law enforcement agencies using an electronic crash reporting system from 8.5 percent (15 out of 177 agencies) in 2009 to 14.1 percent (25 agencies) by December 31, 2012.
  [In 2012, there were 27 agencies using eCrash reporting statewide.]

- Increase the number of traffic citations that are distributed from law enforcement agencies to local courts electronically per year from approximately 68,242 citations in 2010 to 80,000 by December 31, 2012.
  [In 2011, there were 203,000 citations transmitted electronically to courts.]

Strategies

- Revise and improve the Strategic Plan for Traffic Records Improvement through more targeted planning and continued cooperation among the data stakeholders.

- Continue crash report training delivered at law enforcement conferences and DPSST to improve the collection and error rate of crash reports.

- Create a single resource that lists the traffic records system components and contacts for each. Make this resource available on the TSD Traffic Records web page.

- Continue the development of the TransGIS system to support detailed analyses as needed by users.

- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.

- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.

- Resume production of the annual trauma registry report.

- Identify law enforcement agencies ready to pursue electronic field data collection for traffic citations and crash reports using software that allows the secure transfer of data from law enforcement agencies to local courts.

- Expand the existing Safety Priority Index System (SPIS).

Project Summaries

Section 408

K9-12-54-01 Traffic Records Grant $0

Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Evaluate the effectiveness of efforts to make such improvements. Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data. The Traffic Records Coordinating Committee (TRCC) will be selecting high priority projects that fit these criteria during FY2012. *[This project was not initiated during the grant year.]*

K9-12-54-07 GIS-SPIS $69,454

ODOT had been using the Safety Priority Index System (SPIS) for many years successfully on State Highways and this project expanded this system to include all public roads in Oregon. Piloted the use of GIS to analyze crashes on Oregon public roads in order to address known problems with linear referencing systems. The pilot led to evaluating different methods to perform SPIS on all public roads. The pilot was a success and GIS was selected as the method to combine crashes and traffic volumes on public roads in Oregon. The strength of the new system is that it uses GIS coordinates as the basis for placing crashes and analyzing segments.

Work Zone Safety

Link to the Transportation Safety Action Plan:

Action #7
Continue and expand efforts to reduce traffic-related deaths and injuries in roadway work zones. Continue the work zone enforcement program and enhance public information programs such as Give 'Em a Brake. Review ODOT policies and procedures relating to crew activity in work zones. Review road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to implement photo radar in work zones.

Action #28
Continue efforts to enhance communication between engineering, enforcement, education and EMS.

Action #34
Continue to work with local government units, utility companies, and contractors to encourage improvements in the reliability of work zone signing.

The Problem

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average number of Oregon work zone fatal crashes (2006-2010) is 8.4 in Oregon. This is a slight decrease from the 2005-2009 average of 10.4.
- More drivers and their passengers are injured and killed than on-site workers.
- There is a general misperception that all work zone signing should be removed when workers are not present or visible to the public.
- There is a general misperception that work zone fines only double if workers are present.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of national work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Improvement Act (OTIA) along with the annual State Transportation Improvement Program (STIP), American Recovery and Reinvestment Act (ARRA) and Oregon Jobs and Transportation Act (HB2001).

Work Zones in Oregon, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
All Work Zone Traffic Crashes						
Number	495	591	505	508	490	-17.1%
Total Oregon Fatalities	474	455	416	377	317	-30.3%
Work Zone Fatalities						
Number	9	10	5	18	9	-10.0%
Percent of all fatalities	1.8%	2.2%	1.2%	4.8%	2.8%	29.2%
Work Zone Injuries						
Number	386	511	407	464	409	-20.0%
Percent of all injuries	1.4%	1.8%	1.5%	1.6%	1.3%	-26.5%

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

Goals

- Reduce work zone fatalities from 11, the average for 2008-2010, to 7 or below each year by 2015.
- Reduce work zone fatal and serious injury crashes from 29, the average for 2008-2010, to 25 or below by 2015.

Performance Measure

- Reduce work zone injuries from 442, the average for 2006-2010, to 426 by December 31, 2012. *[In 2011, there were 466 work zone injuries.]*
- Reduce work zone crashes from 525, the average for 2006-2010, to 501 by December 31, 2012.
  [In 2011, there were 528 work zone crashes. *An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*
- Maintain providing overtime work zone enforcement funds to 28 state and local police agencies from the 09-11 biennium to the 11-13 biennium by December 31, 2012.
  [In 2011, there were overtime work zone enforcement funds provided to 18 state and local police agencies.]
- Maintain ODOT TSD Headquarters participation on 20 percent or more of the annual quality assurance work zone safety tour(s) by December 31, 2012.
  [In 2011, provided ODOT TSD Headquarters participated in 20 percent of the annual quality assurance work zone safety tour(s).]

Strategies

- Participate in the Department's identification, development and promotion of new and existing work zone safety related trainings. Promote the "4-E" approach for ODOT staff, local agencies, consultants, contractors, police etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2011 and June 30, 2012. Identify best practices for work zone enforcement and placement of enforcement funds.

- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, police and state and national non profits.

- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works agencies, utility companies, city and county agencies, etc.

- Develop additional educational materials aimed at a broader audience such as utility workers, construction workers, business owners, etc.

- Develop an Oregon Work Zone Data Book to be updated annually.

- Complete the initial pilot of photo radar in ODOT work zones in coordination with ODOT Research and the Technical Advisory Team.

- Consult with ODOT Traffic on deployment of Smart Work Zones and other work zone safety strategies.

Project Summaries

Statewide Transportation Improvement Program (STIP)

1113WKZN-000 Work Zone Education & Equipment Program [$118,052]
Purchased design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages including, posting of billboards, transit, radio and television (English and Spanish) ads. Contractual services for portions of the annual Telephone Survey. Purchased maintenance for a Computer off the Shelf (COTS) software application that was purchased in the previous year.

1113WKZN-421 AAA Work Zone Enforcement to OSP [$639,698]
Provided special year-round enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by OSP.

1113WKZN-421 Work Zone Enforcement to Local Police Agencies [$364,911]
Provided special year-round enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by various local police agencies statewide.

Youth Transportation Safety (0-14)

Link to the Transportation Safety Action Plan:

Action #53
Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

The Problem

- The highest cause, on a whole, of death and injury to children ages 0-14 is motor vehicle crashes. To effect the greatest change, program areas that impact youth should be coordinated.

- The highest priority safety issues related to Youth, ages 0-14, are the dissemination of public information and education messages to drivers of young children on the causes of high crash rates, the continuance of child passenger safety education, and the continuity of educational programs promoting bicycle safety and helmet use, pedestrian safety and specific traffic safety education to 'tweens' (ages 9-12) in preparation for their future driving years.

- When a child (age 0-14) is killed in an alcohol-related crash, more than half of the time the child is in the vehicle with the intoxicated driver.

- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.

Oregon Crashes, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Fatalities, ages 0-4	7	2	4	2	5	150.0%
Fatalities, ages 5-9	8	4	7	3	3	-25.0%
Fatalities, ages 10-14	10	7	4	7	2	-71.4%
Total	25	13	15	12	10	-23.1%
Injuries, ages 0-4	491	482	421	432	524	8.7%
Injuries, ages 5-9	752	670	676	619	699	4.3%
Injuries, ages 10-14	955	819	811	898	901	10.0%
Total	2,198	1,971	1,908	1,949	2,124	7.8%

Source: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation

Goals

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2006-2010 average of 15 to 12 by 2015.

- Reduce the number of crash-related injuries of children ages 0-14 from the 2006-2010 average of 2,025 to 1,684 by 2015.

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2006-2010 average of 15 to 14 by December 31, 2012.
  [In 2011, there were 14 children age 0-14 killed in traffic crashes.]

- Reduce the number of crash-related injuries of children ages 0-14 from the 2006-2010 average of 2,025 to 1,869 by December 31, 2012.
  *[In 2011, there were 2,466 children age 0-14 injured in traffic crashes.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*

Strategies

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in upcoming legislative session.

- Continue to provide a comprehensive and coordinated public information and education campaign on the causes of high motor vehicle crash rates for this age group. Additionally, continue to target occupant protection, education and parental responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.

- Encourage communication among youth transportation safety program providers and coalitions through the continued development of a youth task force.

- Collaborate with the Oregon Medical Association; the Oregon Health Division, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family education issues of youth aged 0-14 in transportation safety.

- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

Project Summaries

Section 402

DE-12-21-02 Trauma Nurses Talk Tough – Train the Trainer $8,420

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations addressed bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. TNTT also contacted Network members every quarter to provide support and offer assistance, sent updated information and statistics in the form of a newsletter and conducted trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

DE-12-21-03 Bike Wheels to Steering Wheels $12,564

This project provided family traffic safety awareness education for Middle School students in 7th and 8th grades and their parents in the Portland, Beaverton and and other statewide Science and Health classrooms. The project provided proper exposure of basic traffic safety issues to youths prior to being licensed to drive and gave parents of these youths the opportunity to learn and use the tools for their involvement in the process.

DE-12-21-01 Statewide Services - Youth $33,542

This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas included speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, media messages for youth, graduated driver licensing media, and brochure creation.

Highway Fund

12SCHOOL-000 School Zone [$3,669]

This funding was used for local improvements at one or more school zones on a state highway by four ODOT regions (Regions 2, 3, 4, and 5).

State Funds

12BUSTRNG-000 School Zone [$24,941]

This funding was granted to the Oregon Department of Education for the purpose of school bus safety education and allowed for maintenance and/or replacement of "Buster" and "Barney" buses as presentation tools for student safety training.

Transportation Operating Fund (TOF)

12-TOFYOUTH-961 Think First [$23,726]

This project addressed the high incidence of brain and spinal cord injuries suffered by Oregon's youth through Think First Injury Prevention programs. Program goals were accomplished by providing relevant information and tools so Oregon youth could make wise decisions to prevent injury and death. Project goals were accomplished by providing family education events, injury prevention resources for parents, teachers and youth, injury prevention curriculum for schools and community members, school presentations for grades 1 through 12, and community injury prevention activities at outreach events. An increased presence of the program throughout the state was promoted.

12-TOFYOUTH-962 Trauma Nurses Talk Tough [$23,750]

This funding supported the ongoing and expanding work of TNTT. TNTT conducted safety education programs for kindergarten through college, helped develop and participate in statewide safety promotional events, participated in research and data collection about traumatic injuries, promoted proper use of bicycle helmets, safety belts and car seats and worked with other partners to provide safety information to high risk youth, including parents whenever possible.

Youth Transportation Safety (15-20)

Link to the Transportation Safety Action Plan:

Action # 53
Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the advisory group for completion and review or further direction.

The Problem

- In 2010, drivers age 20 and under were involved in fatal and injury crashes at nearly twice the rate of the population as a whole.

- In 2010, drivers age 20 and under represented 6.3 percent of total drivers, but also represented 10.8 percent of drivers involved in crashes. "Failure to Avoid a Stopped or Parked Vehicle Ahead," "Driving Too Fast For Conditions," and "Did Not Have the Right Of Way" were the three most common errors.

- In 2010, 16.2 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. The count of drinking drivers (ages 15-20) in fatal and injury crashes decreased approximately 36% from 2006 to 2010 (106 to 68). While male drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes decreased by only about 26% (66 to 49) from 2006 to 2010, female drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes decreased by about 53% from 2006 to 2010 (40 to 19).

- Of the ongoing high priority traffic safety issues related to young drivers ages 15-20, those that currently merit the most attention are distracted driving and young drivers in fatal crashes who were alcohol-involved. The National Highway Traffic Safety Administration has made distracted driving a major focus. In Oregon from 2006 to 2010, drivers age 16 to 18 reported to be using a cell phone at the time of the crash were involved in 170 crashes. Additionally, in Oregon there were a total of 471 fatal and injury crashes where young drivers age 15 to 20 were alcohol-involved.

Youth Drivers on Oregon Roadways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Age 15-20, % of Total Licensed Drivers	7.14%	6.70%	6.44%	6.29%	6.31%	-5.8%
Overrepresentation of Drivers Age 15-20**	N/A	2.06	2.00	1.95	1.86	-9.6%
Total 15-20 Drivers in Fatal Crashes	76	74	34	46	37	-50.0%
Total 15-20 Drivers Alcohol-Involved	14	19	6	13	6	-68.4%
Percent Alcohol-Involved	17.8%	25.7%	17.6%	28.3%	16.2%	-36.8%
15-20 Auto Occupant Fatalities	61	49	38	40	24	-51.0%
15-20 Unrestrained Auto Occupant Fatalities	20	15	9	15	8	-46.7%

**Representation is percent of fatal and injury crashes divided by percent of licensed drivers.

Sources: Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
Driver and Motor Vehicle Services, Oregon Department of Transportation
Law Enforcement Data System

Goals

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2006-2010 average of 2.01 to 1.72 by 2015.
- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2008-2010 average of 4,317 to 3,625 by 2015.

Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2008-2010 average of 4,317 to 4,073 by December 31, 2012.
  *[In 2011, there were 4,915 drivers age 15-20 in fatal and injury crashes.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*
- Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from the 2008-2010 average of 1,218 to 1,195 by December 31, 2012.
  *[In 2011, there were 1,126 "Failure to Avoid Stopped Vehicle" errors, age 15-20.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*
- Reduce the number of "Driving Too Fast for Conditions," age 15-20, driver errors from the 2008-2010 average of 781 to 735 by December 31, 2012.
  *[In 2011, there were 769 "Driving Too Fast for Conditions" errors, age 15-20.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*
- Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from the 2008-2010 average of 761 to 730 by December 31, 2012.
  *[In 2011, there were 847 "Did Not Have Right of Way" errors, age 15-20.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*

- Reduce the number of drivers, age 15-20, that were alcohol-involved in fatal and injury crashes from the 2008-2010 average of 80 to 75 by December 31, 2012.
  *[In 2011, there were 132 alcohol involved fatal and injury crashes, drivers age 15-20.*An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]*

- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2008-2010 average of 11 to 10 by December 31, 2012.
  [In 2011, there were 10 unrestrained occupant fatalities, age 15-20.]

- Reduce the number of drivers age 20 and under involved in fatal crashes from the 2008-2010 calendar base year average of 39 to 37 by December 31, 2012.
  [In 2011, there were 35 drivers age 15-20 in fatal crashes.]

Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and transportation safety programs. Continue to generate discussion about secondary restrictions versus primary restrictions and the enforcement of the graduated driver licensing restrictions in general.

- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.

- Encourage programs that address high school and college campus impaired driving and other high-risk behaviors such as speeding.

- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.

- Partner with other program areas such as bicyclist safety, motorcycle safety, occupant protection, driver education, and impaired driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.

- Provide necessary information regarding youth transportation safety related issues impacting recent legislation.

- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 15-20 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

DE-12-21-02 Trauma Nurses Talk Tough – Train the Trainer $8,420
This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations addressed bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. TNTT also contacted Network members every quarter to provide support and offer assistance, sent updated information and statistics in the form of a newsletter and conducted trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

DE-12-21-01 Statewide Services - Youth $33,543
This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas included speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, media messages for youth, graduated driver licensing media, and brochure creation.

Highway Fund

12SCHOOL-000 School Zone [$3,670]
This funding was used for local improvements at one or more school zones on a state highway by four ODOT regions (Regions 2, 3, 4, and 5).

State Funds

12BUSTRNG-000 School Zone [$24,941]
This funding was granted to the Oregon Department of Education for the purpose of school bus safety education and allowed for maintenance and/or replacement of "Buster" and "Barney" buses as presentation tools for student safety training.

Transportation Operating Fund (TOF)

12-TOFYOUTH-961 Think First [$23,710]
This project addressed the high incidence of brain and spinal cord injuries suffered by Oregon's youth through Think First Injury Prevention programs. Program goals were accomplished by providing relevant information and tools so Oregon youth could make wise decisions to prevent injury and death. Project goals were accomplished by providing family education events, injury prevention resources for parents, teachers and youth, injury prevention curriculum for schools and community members, school presentations for grades 1 through 12, and community injury prevention activities at outreach events. An increased presence of the program throughout the state was promoted.

12-TOFYOUTH-962 Trauma Nurses Talk Tough [$23,750]
This funding supported the ongoing and expanding work of TNTT. TNTT conducted safety education programs for kindergarten through college, helped develop and participate in statewide safety promotional events, participated in research and data collection about traumatic injuries, promoted proper use of bicycle helmets, safety belts and car seats and worked with other partners to provide safety information to high risk youth, including parents whenever possible.

U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

O.M.B. No. 2127-0003

Highway Safety Program Cost Summary

STATE: OREGON NUMBER: 2012-02 REPORT DATE: 12/17/2012

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
164 AL Alcohol	$ 397,805	$ 161,930	$ 397,805		$ 397,805	$ 196,060
164 HE HEP Projects (HSIP)	$ 4,692,349	$ 7,000	$ 4,692,349	$ -	$ 4,692,349	$ -
164 PA Planning & Administration	$ 3,536	$ -	$ 3,536	$ -	$ 3,536	$ -
164 Subtotal	***$ 5,093,690***	***$ 168,930***	***$ 5,093,690***	***$ -***	***$ 5,093,690***	***$ 196,060***
402 CL Equipment/Codes and Laws	$ 5,562	$ -	$ 5,562	$ -	$ 5,562	$ 4,450
402 DE Driver Education (Prog Management)	$ 1,014,958	$ 531,994	$ 1,014,958	$ -	$ 1,014,958	$ 122,508
402 EM Emergency Medical Services	$ 18,500	$ -	$ 18,500	$ -	$ 18,500	$ -
402 MC Motorcycle Safety	$ 1	$ 2,862,546	$ 1	$ -	$ 1	$ -
402 OP Occupant Protection	$ 435,795	$ 3,775,133	$ 435,795	$ -	$ 435,795	$ 282,774
402 PA Planning & Administration	$ 260,000	$ 288,174	$ 260,000	$ -	$ 260,000	$ -
402 PS Pedestrian/Bicycle Safety	$ 131,066	$ 50,888	$ 131,066	$ -	$ 131,066	$ 80,615
402 PT Police Traffic Services	$ -	$ -	$ -	$ -	$ -	$ -
402 RS Roadway Safety	$ 437,017	$ 107,629	$ 437,017	$ -	$ 437,017	$ 148,711
402 SA Safe Communities	$ 431,502	$ 1,221,967	$ 431,502	$ -	$ 431,502	$ 276,448
402 SC Speed Control	$ 502,735	$ 612,325	$ 502,735	$ -	$ 502,735	$ 492,136
402 TC Traffic Courts	$ 31,542	$ 28,800	$ 31,542	$ -	$ 31,542	$ 31,543
402 Subtotal	***$ 3,268,678***	***$ 9,479,455***	***$ 3,268,678***	***$ -***	***$ 3,268,678***	***$ 1,439,186***
405 K2 Occupant Protection	$ 352,886	$ 3,008,370	$ 352,886	$ -	$ 352,886	$ 294,932
405 Subtotal	***$ 352,886***	***$ 3,008,370***	***$ 352,886***	***$ -***	***$ 352,886***	***$ 294,932***
406 K4 Safety Belts Incentive	$ 113,957	$ -	$ 113,957	$ -	$ 113,957	$ -
406 PS Pedestrian/Bicycle Safety	$ 70,917	$ 68,307	$ 70,917	$ -	$ 70,917	$ 29,999
406 Subtotal	***$ 184,874***	***$ 68,307***	***$ 184,874***	***$ -***	***$ 184,874***	***$ 29,999***
408 K9 Data Program Incentive	$ 69,453	$ 30,880	$ 69,453		$ 69,453	$ -
408 Subtotal	***$ 69,453***	***$ 30,880***	***$ 69,453***	***$ -***	***$ 69,453***	***$ -***
410 K8 Alcohol SAFETEA-LU	$ 1,628,800	$ 5,220,582	$ 1,628,800		$ 1,628,800	$ 1,222,084
410 K8PM Alcohol SAFETEA-LU Paid Media	$ 216,200	$ -	$ 216,200	$ -	$ 216,200	$ 81,075
410 Subtotal	***$ 1,845,000***	***$ 5,220,582***	***$ 1,845,000***	***$ -***	***$ 1,845,000***	***$ 1,303,159***
1404 Safe Routes to School (Infrastructure)	$ 4,072,356	$ -	$ 4,072,356	$ -	$ 4,072,356	$ -
1404 Safe Routes (Non-Infrastructure)	$ 51,533	$ -	$ 51,533	$ -	$ 51,533	$ -
(FHWA) 1404 Subtotal	***$ 4,123,889***	***$ -***	***$ 4,123,889***	***$ -***	***$ 4,123,889***	
1906 K10 Prohibit Racial Profiling	$ 53,614	$ 25,883	$ 53,614	$ -	$ 53,614	$ -
1906 Subtotal	***$ 53,614***	***$ 25,883***	***$ 53,614***	***$ -***	***$ 53,614***	
2010 MC Motorcycle Safety	$ 100,626	$ -	$ 100,626		$ 100,626	$ 30,626
2010 Subtotal	***$ 100,626***	***$ -***	***$ 100,626***	***$ -***	***$ 100,626***	***$ 30,626***
2011 Child Seats	$ 187,931	$ 187,931	$ 187,931		$ 187,931	$ 147,069
2011 Subtotal	***$ 187,931***	***$ 187,931***	***$ 187,931***	***$ -***	***$ 187,931***	***$ 147,069***
Total NHTSA	***$ 11,156,752***	***$ 18,190,338***	***$ 11,156,752***	***$ -***	***$ 11,156,752***	***$ 3,441,030***
Total FHWA	***$ 4,123,889***	***$ -***	***$ 4,123,889***	***$ -***	***$ 4,123,889***	***$ -***
Total	**$ 15,280,641**	**$ 18,190,338**	**$ 15,280,641**	**$ -**	**$ 15,280,641**	**$ 3,441,030**

State Official Authorized Signature

Name: Troy E. Costales
Title: Governor's Highway Safety Representative
Agency: Oregon Department of Transportation
Date: December 27, 2012

Federal Official(s) Authorized Signature

NHTSA - Name: _____
Title: _____
Date: _____
Effective Date: _____

FHWA - Name: _____
Title: _____
Date: _____
Effective Date: _____

Appendix: Federal Reporting Notations

In the Oregon Traffic Safety Performance Plan, Fiscal Year 2012 Federal Version, there were 174 established goals and performance measures. After receiving the 2010 complete dataset, 29 (17 percent) of these goals and performance measures had been met. In all cases, the edits from the Federal Version are due to meeting the benchmark. The specific changes include:

Page 14, Performance Measure change: *Increase the number of zero fatality days from the **2008-2010** average of ~~134~~ **154** to ~~151~~ **163** by December 31, 2012.*

Page 14, Performance Measure change: *Reduce the fatality rate from the **2008-2010** year average of ~~1.22~~ **1.10** to ~~1.11~~ **1.03**, ~~375~~ **348** fatalities, through December 31, 2012.*

Page 14, Performance Measure change: *Decrease traffic fatalities from the **2008-2010** calendar base year average of ~~416~~ **370** to ~~375~~ **348** by December 31, 2012.*

Page 14, Performance Measure change: *Decrease serious traffic injuries from the **2008-2010** calendar base year average of ~~1,678~~ **1,509** to ~~1,600~~ **1,420** by December 31, 2012.*

Page 15, Performance Measure change: *Decrease fatalities per 100 million VMT from the **2008-2010** calendar base year average of ~~1.22~~ **1.10** to ~~1.11~~ **1.03** by December 31, 2012.*

Page 38, Performance Measure change: *Reduce the number of people killed or injured due to defective brakes from the **2008-2010** average of ~~182~~ **174** to ~~176~~ **164** by December 31, 2012.*

Page 46, Performance Measure change: *Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from the **2008-2010** average of ~~165~~ **141** to ~~158~~ **133** by December 31, 2012.*

Page 47, Performance Measure change: *Decrease alcohol impaired driving fatalities from the **2008-2010** calendar base year average of ~~108~~ **85** to ~~101~~ **80** by December 31, 2012.*
**Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.*

Page 64, Goal change: *Reduce the number of people killed and seriously injured in motorcycle crashes from the **2008-2010** average of ~~223~~ **209** to ~~213~~ **197** by 2015.*

Page 64, Performance Measure change: *Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the **2008-2010** average of ~~19~~ **15** to ~~17~~ **14** by December 31, 2012.*

Page 64, Performance Measure change: *Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the **2008-2010** average of ~~14~~ **10** to ~~12~~ **8** by December 31, 2012.*

Page 64, Performance Measure change: *Decrease motorcyclist fatalities from the **2008-2010** calendar base year average of ~~51~~ **46** to ~~49~~ **43** by December 31, 2012.*

Page 64, Performance Measure change: *Decrease unhelmeted motorcyclist fatalities from the **2008-2010** calendar base year average of ~~3~~ **2** to ~~2~~ **1** by December 31, 2012.*

Page 69, Performance Measure change: *Decrease the number of nighttime occupant fatalities reported as "unrestrained" from the **2008-2010** calendar base year average of ~~62~~ **47** to ~~56~~ **44** by December 31, 2012.*

Page 69, Performance Measure change: *Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the **2008-2010** calendar base year average of ~~98~~ **79** to ~~92~~ **74** by December 31, 2012.*

Page 85, Performance Measure change: *To decrease the number of annual speed related fatalities in Region 1 from the **2008-2010** average of ~~60~~ **43** fatalities to ~~52~~ **40** by December 31, 2012.*

Page 85, Performance Measure change: *To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the **2008-2010** average of ~~59~~ **41** to ~~48~~ **39** by December 31, 2012.*

Page 91, Performance Measure change: *To decrease the number of speed related fatalities in Region 2 from the **2008-2010** average of ~~59~~ **47** to ~~56~~ **44** by December 31, 2012.*

Page 91, Performance Measure change: *To decrease the number of alcohol involved fatalities in Region 2 from the **2008-2010** average of ~~49~~ **39** to ~~46~~ **37** by December 31, 2012.*

Page 95, Goal change: *To decrease the number of Injury A (serious) injuries in Region 3 from the **2008-2010** average of ~~207~~ **175** to ~~178~~ **165** by 2015.*

Page 95, Performance Measure change: To decrease the number of alcohol related fatalities in Region 3 from the 2008-2010 average of ~~37~~ 33 to ~~34~~ 31 by December 31, 2012.

Page 99, Goal change: *To decrease the number of traffic fatalities in Region 4 from the **2008-2010** average of ~~53~~ **50** to ~~50~~ **47** by 2015.*

Page 99, Performance Measure change: *To decrease the number of alcohol related fatalities in Region 4 from the **2008-2010** average of ~~22~~ **18** to ~~20~~ **17** by December 31, 2012.*

Page 122, Performance Measure change: *Reduce the number of fatalities in speed-related crashes from the **2008-2010** average of ~~194~~ **161** to ~~171~~ **151** by December 31, 2012.*

Page 122, Performance Measure change: *Reduce the number of injuries in speed-related crashes from the **2008-2010** average of ~~5,896~~ **5,320** to ~~5,381~~ **5,006** by December 31, 2012.*

Page 140, Performance Measure change: *Reduce the number of "Driving Too Fast for Conditions," age 15-20, driver errors from the **2008-2010** average of ~~917~~ **781** to ~~835~~ **735** by December 31, 2012.*

Page 140, Performance Measure change: *Reduce the number of drivers, age 15-20, that were alcohol-involved in fatal and injury crashes from the **2008-2010** average of ~~99~~ **80** to ~~90~~ **75** by December 31, 2012.*

Page 141, Performance Measure change: *Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the **2008-2010** average of ~~13~~ **11** to ~~12~~ **10** by December 31, 2012.*

Page 141, Performance Measure change: *Reduce the number of drivers age 20 and under involved in fatal crashes from the **2008-2010** calendar base year average of ~~51~~ **39** to ~~46~~ **37** by December 31, 2012.*

Drive Safely. *The Way to Go.*