OREGON
TRAFFIC SAFETY
PERFORMANCE PLAN

Fiscal Year 2020

Annual Report

December 30, 2020

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PERFORMANCE PLAN

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Produced: December 2020

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Foreword

This performance plan has been prepared to provide documentation that supports Oregon's 2020 program plan for highway safety (HSP).

The 2020 Performance Plan was presented for approval to the Oregon Transportation Safety Committee (OTSC) on May 08, 2019 and request approval by the Oregon Transportation Commission (OTC) on June 12, 2019. The majority of the projects will occur from October 2019 through September 2020.

The process for identification of problems, establishing performance goals, and developing programs and projects to meet those goals is detailed on page 7. A detailed flow chart of the grant program planning process is offered on page 11, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan (TSAP) outlining how ODOT-TSD is addressing the long range strategies for Oregon.
2. Problem statements for each topical area.
3. Data visualizations reflecting the latest information available and providing previous year averages where available.
4. Goal statements for the year 2025 (5-yr TSAP); performance measure targets for 2020 (annual HSP). After each performance measure is a data status in ***[brackets]***, followed by an assessment of the measure in (parentheses).
5. Individual project summaries are listed by funding source at the end of program chapter. The dollar amounts provided are federal dollars, with state and other funding sources contained in **[brackets.]**

Throughout the 2020 fiscal year the following funds were expended (financial figures represent the latest grant and match revenues available through December 24, 2020):

FHWA Funds	$11,297,200
NHTSA Funds	$7,257,802
State/local match	**[$5,351,742]**
Grand Total	$16,645,942

Copies of this performance plan are available and may be requested by contacting the Transportation Safety Division at (503) 986-4188.

Document Purpose

The Annual Evaluation reports on the accomplishments and challenges experienced in the 2020 programs including all of the funds controlled by the Transportation Safety Division. The report explains what funds were spent and how Oregon fared on its annual performance measures.

Executive Summary

Fatalities as of 10/01/2020 (Jan 1 – Oct 01, 2020)

All Figures are Preliminary and Subject to Change

	2020 through 10/01	2019 through 10/01	Percent Change
Fatal Crashes	293	350	-16.3%
Total Fatalities	317	380	-16.6%
Pedestrian Fatalities	51	57	-10.5%
Bicyclist Fatalities	10	8	25.0%
Motorcyclist Fatalities	48	51	-5.9%

Source: ODOT Crash Analysis and Reporting Unit

ODOT's Transportation Safety Division (TSD) actively works with its safety partners and stakeholders on the implementation of Oregon's five-year 2016-2020 Transportation Safety Action Plan (TSAP), also known as the State's Strategic Highway Safety Plan (SHSP), a requirement of all states; as well as gathering the data and list of actions needed for inclusion in the upcoming 2021-2025 TSAP Update (Oct 2021). The TSAP provides long-term goals, policies, strategies and near-term actions to eliminate deaths and life-changing injuries on Oregon's transportation system by 2035. The Oregon Transportation Safety Committee (OTSC) receives routine reporting from the Emphasis Area teams, specific TSAP Action item owners and stakeholders, on the implementation of Tier 1 Actions within the TSAP. The four emphasis areas include:

- *Risky Behavior:* Impaired driving, unbelted occupants, speeding, and distracted driving.
- *Infrastructure:* Intersections, and roadway departure.
- *Vulnerable Users:* Pedestrians, bicyclists, motorcyclists and older road users.
- *Improved Systems:* Improved data quality, integration and access for training and education, enforcement, emergency medical services and commercial vehicles.

Oregon's FFY2020 Highway Safety Plan (HSP) is an annual plan that aligns with the longer term TSAP, and was approved by the National Highway Traffic Safety Administration (NHTSA) in August 2019; the HSP is also the state's application for NHTSA funds, where grant program implementation from the 2020 HSP began October 1, 2019.

Overall, highway fatalities as of October 01, 2020 were 16.6 percent less than the same time last year, with fatal crashes also down 16.3 percent. A recent National Safety Council report indicated that across the country traffic fatalities are up, even with less traffic on the nation's roads this year (due to the COVID-19 pandemic); Oregon is one of the few states reporting a decline in fatalities from the previous year. However, Oregon is similar to other states where lower traffic volumes have led to higher, sometimes 3-digit speeds being driven by motorists due to the perception of an 'open road.'

Our public safety partners, including law enforcement officers, have also been tasked with stepping in to conduct more emergency and community response due to the COVID-19 pandemic; as well as significant political and social unrest in Oregon's urban cities this past summer and fall. The resources that officers normally dedicate to traffic patrol was already challenged, and prior levels of traffic safety enforcement were not maintained in 2020 due to reassignment to needed community support duties.

A heavy focus in the next few months is the statewide media and educational outreach on the risks of impaired driving (New Year's Eve, Super Bowl), work zone safety (construction continues throughout the winter), and fewer daylight hours for motorists to be aware of pedestrians, bicyclists, and other vulnerable road users (be safe, be seen, be aware).

ODOT's strategy to reduce traffic fatalities is to continue to implement traffic safety programs and proven countermeasures based on the causes of fatal and serious injury crashes in Oregon. For example, the Transportation Safety Division's HSP and the ODOT TSAP both outline proven activities directed at improving unsafe driving behaviors, like DUII, non-safety belt use, and speeding. Strategies are chosen from proven countermeasures to address other problem areas as well in motorcycle safety, child passenger safety, bicycle and pedestrian safety, and other priority problem areas. Oregon's goal is zero fatalities, but realistic interim targets are set based on the desire to reduce fatality rates gradually over time to achieve the longer-term goal of zero. Oregon's 2018 rate was 1.37 fatalities per 100M vehicle miles traveled.

Several factors affected the traffic fatality numbers in 2019-2020, including continued increases in crashes involving impairment, significant increases in driven speeds, and the reduced number of traffic law enforcement resources available. Fatal crashes involving impairment from poly-substances (alcohol plus drugs); excessive speed; and/or not wearing a safety belt are the most common causes of a motor vehicle fatality in Oregon (belts, booze, and speed); if no motorist or roadway user ever drove impaired, never exceeded the speed limit, and always wore their safety belt, two thirds of Oregon's fatalities would be avoided.

Reducing the number of traffic crashes is the primary strategy to reduce fatalities and serious traffic injuries; but when a crash does happen, reducing the injury severity becomes the secondary strategy, influenced in three ways: infrastructure work implementing design practices to mitigate structural safety risks; providing education and outreach programs utilized statewide, and specifically in identified problem locations; and through timely emergency medical services at the scene and in transport to trauma centers. ODOT reset its targets for traffic injury rates in 2017 due to an increase in reported injuries in 2015 and 2016; the increased use of electronic crash reporting by law enforcement has increased the amount and accuracy of data submitted to the state's crash file, and in a more timely manner.

TSD's statewide HVE program (TSEP) funded 68 cities (up from 56), 21 (of 36) counties, and the Oregon State Police (OSP) during the FFY2020 grant year, covering more than 85 percent of the state population. Contributing behavioral factors for fatal and serious injury crashes are targeted for highly visible enforcement needs including speed, distracted driving, low seat belt use, impaired driving, and pedestrian safety; Oregon's top five transportation safety problem areas. However, this year's COVID-19 pandemic, as well as several high profile law enforcement incidences that led to public outcry, unrest and riots in Portland and Salem, as well as nearby Seattle; led to less traffic safety enforcement opportunities on these priority transportation safety problems during FFY2020.

ODOT-TSD sets aspirational, yet feasible targets for its performance measures, using a calculated approach to reaching 'zero' within a 20 year timeline (as published in the 2016-2020 TSAP). This can sometimes mean that performance targets are aggressive, encouraging communities to work with conviction on achieving desired results; with ODOT offering education, technical assistance, and other resources to help achieve those goals.

Oregon TSD also conducts a mid-year on-site monitoring of its grantees each grant year (with additional monitoring for new grantees, high dollar award amounts, and/or high-risk agencies from previous grant projects). This mid-year review is conducted to meet ODOT-TSD policy, but also to give TSD an idea of how the grant year is progressing in relation to reducing roadway fatalities and serious injuries, and the effectiveness of countermeasures being funded; this helps TSD to also gauge for any needed grant project adjustments, administrative training, or other technical assistance. TSD then adjusts grant project objectives, activities, and/or funding amounts as applicable to better meet the goals of the project and its performance targets.

Adjustments are also made for the upcoming grant year strategies to more accurately assess and estimate reasonable performance targets as new data is obtained. Strategies for improvement include increasing awareness and education, in combination with HVE (for both required and non-required campaigns); encouraging law enforcement and media participation in nationwide campaigns (as well as *outside of* the three NHTSA required campaigns); and/or evaluating what isn't working and adjusting project activities as needed for continuing projects. Further communications are held with local traffic safety committees about the transportation safety problems they are experiencing, and what can be done both short- as well as long-term (countermeasures) to reduce the number of crashes and subsequent fatalities and injuries.

In January ODOT-TSD will bring together over fifty partners, stakeholders and state highway safety committee members to provide feedback on performance measures and chosen targets for HSP 2022 (Oct 1, 2021 – Sept 30, 2022). Oregon is also currently working with a Project Management Team on updating its five-year TSAP for 2021-2025, looking at various sources of crash data alongside stakeholders, partners, safety advocates, and others who provide valuable input on the annual, and five-year transportation safety plans and processes. The TSAP Update will be available October 2021.

Oregon, like the rest of the world, is experiencing tenuous times with the current COVID-19 pandemic and its negative effects on employment, health, and society in general. Law enforcement resources are even more stretched than usual, with a higher number of officers retiring or leaving the discipline, and the recruitment pool shrinking. ODOT will continue to work with its state and local community partners to provide resources and technical assistance in continually trying to improve safety on Oregon's transportation system.

Process Description

The following is a summary of the current process by the Transportation Safety Division (TSD) for the planning and implementation of its grant programs and projects. The performance plan is based on a complete and detailed problem analysis prior to the selection of grant projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in problem identification, setting performance measure targets, and project implementation. In addition, federal grants are awarded to TSD directly (on behalf of the State) that it can in turn award contracts to private agencies, or manage multiple sub-grant projects. Self-awarded TSD grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working within traffic safety programs that are usually not eligible for direct grant funds.

HSP 2020 planning began with problem analysis by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups January 15, 2019. A state-level analysis was completed, using the most recent FARS data available (2016 data) as well as any preliminary 2017 data. The data is directly linked to performance goals and proposed projects for the coming year, and is included in the project objectives (not all of the reviewed data is published in the Performance Plan).

Performance goals for each program are established by TSD Program Managers, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. TSD Programs and their projects are designed to impact problems identified through the problem identification process described above.

TSD and its partner agencies work together in providing continuous follow-up to these efforts throughout the year, adjusting plans or projects in response to evaluation and feedback as feasible. For instance, Lane County recently had the highest fatal crash rate in the state. They completed a local transportation safety action plan with many partner agencies. One of their biggest traffic problems has been impaired driving, where the county leads the state in incidences of drug-impaired driving. After participating in a planning meeting with Lane County's TSAP group, TSD requested and obtained NHTSA approval to fund a new DUII Investigator project for Lane County's District Attorney's Office to focus exclusively on the investigations surrounding DUII crimes, crashes and fatalities and the resulting cases, providing a level of support and specialty not previously available to the seven attorneys currently assigned to major vehicle crash-related assault cases and DUII.

Oregon initiated over ten adjustments to the HSP 2019 federal program, upon approval by NHTSA, in response to increasing fatality and serious injury crashes and/or other identified needs.

Process for Identifying Problems

Problem analysis was completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved partner agencies and groups on October 16, 2018 at TSD's annual Transportation Safety Conference, and again on January 15, 2019 during the Annual Planning Workshop.

HSP development process Organizations and Committees

- Association of Oregon Counties
- City of Salem - Public Works
- Clackamas County Traffic Safety Commission
- Driver Education Advisory Committee
- GAC on DUII
- Gard Communications
- Legacy Emanuel Trauma Nurses Talk Tough
- Mid-Willamette Valley Council of Governments
- Multnomah County Circuit Court
- NHTSA
- ODOT - Region 5 District 13
- ODOT Highway Division Traffic-Roadway
- ODOT Traffic Roadway Section
- ODOT Transportation Data Section
- ODOT TSD - Region 1
- ODOT TSD - Region 3
- ODOT TSD - Region 5
- Oregon Driver Education Center
- Oregon Impact
- Oregon State University
- Portland Bureau of Transportation
- Randall Children's Hospital
- Washington Co Sheriff's Office
- Washington Traffic Safety Commission
- City of Eugene – Public Works Transportation
- Clackamas County
- Dept. of Public Safety Standards and Training
- Federal Highway Administration
- GAC on Motorcycle Safety
- Lane County
- Marion County Sheriff's Office
- Morrow County SO
- National Traffic Safety Institute
- ODOT - Planning Unit
- ODOT Driver and Motor Vehicle Services
- ODOT Motor Carrier Transportation Division
- ODOT Traffic Services
- ODOT Transportation Safety Division
- ODOT TSD - Region 2
- ODOT TSD - Region 4
- Oregon City Community Education Teen Traffic Safety
- Oregon Health Authority
- Oregon State Police
- Oregon Transportation Safety Committee
- Portland Police Bureau
- Safe Routes to School National Partnership
- Washington County Land Use and Transportation
- Western Oregon University

A state-level analysis is completed, using the most recent data available (2016 data), as well as any preliminary 2017 data, to certify that Oregon has the potential and data-driven need to fund projects in various program areas. Motor vehicle crash data, survey results (belt use and public perception), and other data on traffic safety problems are analyzed. 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.

Process for Establishing Performance Goals

Performance goals for each program are established by TSD Program Managers. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent reduction targets.

Process for Developing Programs and Projects

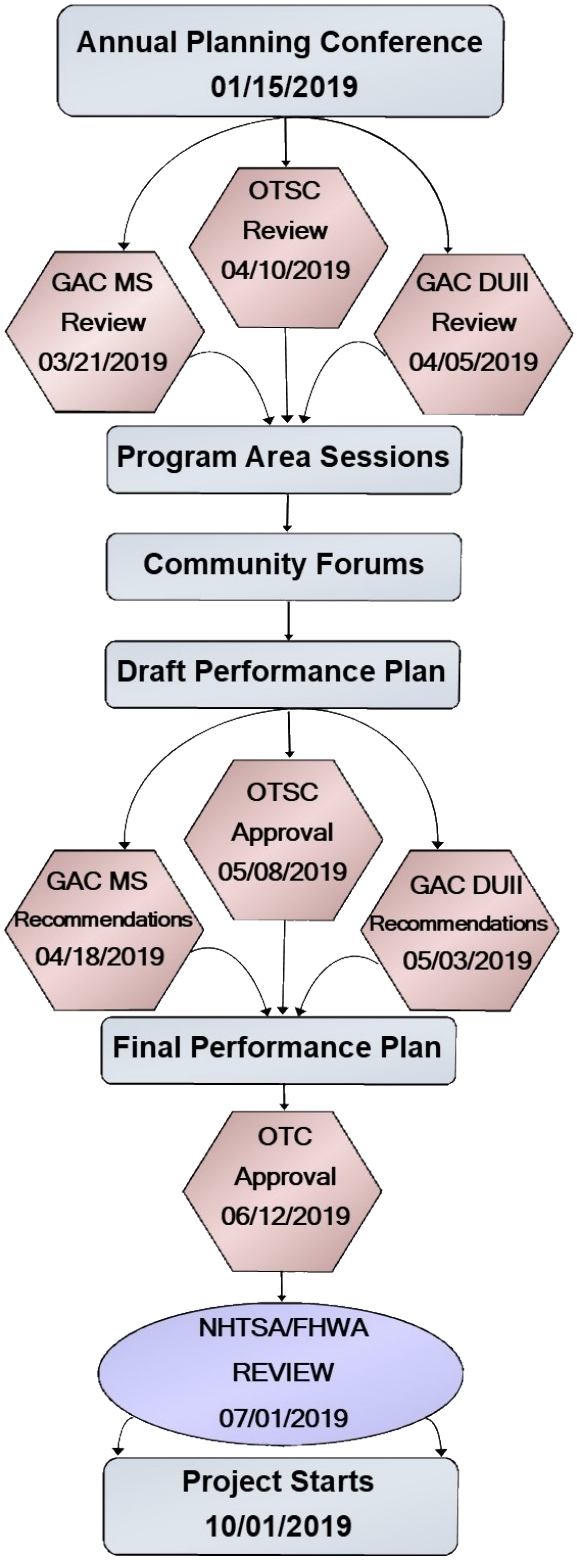
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. Specific geographic areas are chosen from among 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. 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 annual performance plan.

As required under FAST Act, the project selection process for NHTSA-funded grants relies on published reports and various types of data, studies or reviews. The Transportation Safety Division relies on these resources in also selecting projects for all the other funding sources and programs contained in the Performance Plan. The resources of information include:

- ✓ Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- ✓ National Agenda for Motorcycle Safety
- ✓ Annual Evaluation - TSD
- ✓ Annual Evaluation - various SHSO's from across the country
- ✓ State Highway Safety Showcase - GHSA
- ✓ Mid-Year Project Evaluations - TSD
- ✓ Research Notes - USDOT
- ✓ Program Assessments - various SHSO's from across the country
- ✓ Uniform Guidelines for State Highway Safety Programs – USDOT

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

Overview of Highway Safety Planning Process



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

Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2020. The data contained in this report reflects the most current data available. 2017 data is preliminary and is subject to change.

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee, endorsed by the Governor's Advisory Committees, and these measures were reviewed January 2019 as part of the 2020 planning process.

Performance Goals and Trends, 2013-2017

Core Outcome Measures		2013	2014	2015	2016	2017	3 Year 2015-2017	5 Year 2013-2017	Target 2020
Traffic Fatalities	(C-1)	313	357	446	498	437	460	410	328
Serious Traffic Injuries	(C-2)	1,416	1,485	1,777	1,973	1,764	1,838	1,685	1,368
Fatalities/100M VMT	(C-3)	0.93	1.03	1.24	1.36	1.19	1.26	1.15	0.78
	Rural	1.33	1.76	1.97	2.12	1.95	2.01	1.83	1.84
	Urban	0.61	0.57	0.75	0.85	0.69	0.76	0.69	0.70
Unrestrained Passenger Vehicle Occupant Fatalities(All Seat Positions)	(C-4)	54	61	82	90	56	76	69	69
Alcohol-Impaired Driving Fatalities (BAC=.08+)	(C-5)	103	99	154	151	137	147	129	134
Speeding-Related Fatalities	(C-6)	95	105	119	143	119	127	116	116
Motorcyclist Fatalities	(C-7)	34	46	61	55	57	58	51	56
Unhelmeted Motorcyclist Fatalities	(C-8)	2	4	3	4	2	3	3	3
Drivers Age 15-20 Involved in Fatal Crashes	(C-9)	35	33	50	56	39	48	43	44
Pedestrian Fatalities	(C-10)	48	57	69	71	69	70	63	64
Bicyclist and Other Cyclist Fatalities	(C-11)	3	7	8	10	10	9	8	8
Observed Seat Belt Use	(B-1)	98.2%	97.8%	95.5%	96.2%	96.8%	n/a	n/a	97%

Sources: Injury data from Crash Analysis and Reporting, Oregon Department of Transportation
Fatality data from Fatality Analysis Reporting System, U.S. Department of Transportation
Survey data from Oregon Occupant Protection Observation Study,
*http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM

Grant Funded Enforcement

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	5-Year Average
Seat Belt Citations	7,429	5,411	5,163	8,236	4,032	6,054
Impaired Driving Arrests	1,646	1,385	2,678	1,474	1,065	1,650
Speeding Citations Issued	21,732	4,143*	5,123	6,162	4,238	8,280

Sources: TSD Grant files, 2014 - 2018

Note: *Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

Core Outcome Measures

Traffic Fatalities (C-1)

- Decrease traffic fatalities from the 2015-2017 moving average of 460 to 420 by December 31, 2020. *(NHTSA)** [1] ***[In 2019, there were 489 traffic fatalities.]*** [2]

Serious Traffic Injuries (C-2)

- Decrease serious traffic injuries from the 2015-2017 moving average of 1,837 to 1,677 by December 31, 2020. *(NHTSA)** ***[In 2018, 1,686 serious traffic injuries.]***

Fatalities/VMT (C-3)

- Decrease fatalities per 100 million VMT from the 2015-2017 moving average of 1.26 to 1.15 by December 31, 2020. *(NHTSA)** ***[In 2019, the traffic fatality rate was 1.34]*** [3]

Rural Fatalities/VMT (C-3)

- Decrease rural fatalities per 100 million VMT from the 2014-2016 moving average of 1.95 to 1.78 by December 31, 2020. *(NHTSA)** ***[In 2018, rural fatalities per 100 million VMT was 1.89.]***

Urban Fatalities/VMT (C-3)

- Decrease urban fatalities per 100 million VMT from the 2014-2016 moving average of 0.72 to 0.66 by December 31, 2020. *(NHTSA)** ***[In 2018, urban fatalities per 100 million VMT was 0.81.]***

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015-2017 moving average of 76 to 69 by December 31, 2020. *(NHTSA)** ***[In 2018, there were 86 unrestrained passenger vehicle occupant fatalities in all seating positions.]***

[1] *These performance measure target numbers follow Oregon's Process for Establishing Performance Goals, along with 5 year rolling averages and using FARS data.

[2] 2019 STSI Data provided by Region 10 email dated 11/10/2020.

[3] Using 2019 STSI data and Oregon's 2019 VMT.

Alcohol Impaired Driving Fatalities (C-5)

- Decrease alcohol impaired driving fatalities from the 2015-2017 moving average of 147 to 134 by December 31, 2020. *(NHTSA)** ***[In 2019, there were 167 alcohol impaired driving fatalities.]***

Speeding Related Fatalities (C-6)

- Decrease fatalities in speed related crashes from the 2015-2017 moving average of 127 to 116 by December 31, 2020. *(NHTSA)** ***[In 2019, there were 139 fatalities in speed related crashes.]***

Motorcyclist Fatalities (C-7)

- Decrease motorcyclist fatalities from the 2015-2017 moving average of 58 to 56 by December 31, 2020. *(NHTSA)** ***[In 2019, there were 57 motorcyclist fatalities.]***

Unhelmeted Motorcyclist Fatalities (C-8)

- Maintain un-helmeted motorcyclist fatalities at the 2015-2017 moving average of 3 thru December 31, 2020. *(NHTSA)** ***[In 2019, there were 8 un-helmeted motorcyclist fatalities.]***

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)

- Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2015-2017 moving average of 48 to 44 by December 31, 2020. *(NHTSA)** ***[In 2019, there were 60 drivers; age 15-20, involved in fatal crashes.]***

Pedestrian Fatalities (C-10)

- Decrease pedestrian fatalities from the 2015-2017 moving average of 70 to 64 by December 31, 2020. *(NHTSA)** ***[In 2019, there were 81 pedestrian fatalities.]***

Bicycle Fatalities (C-11)

- Decrease bicyclist fatalities from the 2015-2017 moving average of 9 to 8 by December 31, 2020. *(NHTSA)** ***[In 2019, there were 12 bicyclist fatalities.]***

<u>Core Behavior Measure</u>

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, from the 2017 usage rate of 96.8 percent to 97 percent by December 31, 2020. *(NHTSA)** ***[In 2020, the statewide observed seat belt use rate among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey was 94.6 percent.]***

Activity Measures

Seat Belt Citations (A-1)

Number of Seat Belt citations issued during grant-funded enforcement activities. *(NHTSA)* ***[In 2020, there were 2,276 grant funded seat belt citations issued during grant funded enforcement activities.]***

Impaired Driving Arrests (A-2)

Number of Impaired Driving arrests during grant-funded enforcement activities. *(NHTSA)* ***[In 2019, there were 708 impaired driving arrests during grant-funded enforcement activities.]***

Speeding Citations (A-3)

Number of Speeding citations issued during grant-funded enforcement activities. *(NHTSA)* ***[In 2020, there were 4,489 speeding citations issued during grant-funded enforcement activities.]***

2020 Performance Report

The following is a performance report outlining ODOT-TSD's progress on the current NHTSA targets.

Core Measure	Performance Measures	2020 Target	2019 STSI data used if available	Target Met based on most recent data available	% Diff. (actual versus target)
C-1	Number of Fatalities	328	489	Not Met	49%
C-2	Number of Serious Injuries	1,368	1,686*	Not Met	23%
C-3	Fatalities/VMT	0.78	1.34	Not Met	72%
C-4	Unrestrained Passenger Vehicle Fatalities	69	87	Not Met	26%
C-5	Alcohol-Impaired Fatalities	134	167	Not Met	25%
C-6	Speed-Related Fatalities	116	139	Not Met	20%
C-7	Motorcyclist Fatalities	56	57	Not Met	2%
C-8	Un-helmeted MC Fatalities	3	8	Not Met	167%
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes	44	60	Not Met	36%
C-10	Pedestrian Fatalities	64	81	Not Met	27%
C-11	Bicycle Fatalities	8	12	Not Met	50%
B-1	Observed Seat Belt Use	97%	94.6%**	Not Met	-2%

Sources: Fatality Analysis Reporting System, U.S. Department of Transportation
*Crash Analysis and Reporting, Oregon Department of Transportation
**Oregon Occupant Protection Observation Study, TSD Grant files.

Other Areas Tracked			
		FFY 2019 Data	FFY 2020 Data
A-1	Seat Belt Citations Issued During Grant Funded Activities	**2,948**	**2,276**
A-2	Impaired Driving Arrests During Grant Funded Activities	**708**	**468**
A-3	Speeding Citations Issued During Grant Funded Activities**	**10,483**	**4,489**

Sources: Fatality Analysis Reporting System, U.S. Department of Transportation
Crash Analysis and Reporting, Oregon Department of Transportation
Oregon Occupant Protection Observation Study, TSD Grant files.
*http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/USA%20WEB%20REPORT.HTM

*Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to establish performance measures. If the 3 percent performance change is deemed unreasonable based on crash data, partner inputs during planning workshop, and legislative and environmental changes (i.e. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. For the purposes of the above chart, Oregon is using a 3 year history average of the most recent FARS data available, to calculate the target.

Note: **Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

In January of every year, Oregon brings together over fifty guests and state level highway safety committee members to spend a day providing feedback on the proposed performance measures and targets for the next HSP. Results from the previous year's HSP efforts, data related to performance measures, and access to the highway safety office professional program managers are all part of the day's exercise. The end result of the day are highway safety performance measure targets that are brought forward for consideration by the governor-appointed Oregon Transportation Safety Committee (OTSC). In areas where the previous targets have not been met, questions are asked of the participants in the annual meeting about what is the right (reasonable) measure to forecast for the upcoming year.

Following the January performance measure meeting, governor-appointed committees in DUII, Motorcycle Safety and the OTSC weigh in on potential strategies/resolutions that could be put in to play to help Oregon achieve the performance targets as determined for the next HSP. Subject matter advisory committees, such as teen driver education and safe routes to school, are also given the opportunity to provide advice on their subject matter in terms of strategies and opportunities to help achieve the next year's performance targets. If there is an area of constant concern, such as speed, the OTSC has initiated specific task forces to help with evaluating the latest research, data, and legislation to put together reports and whitepapers on what needs to be done (sometimes this includes items beyond the authority of TSD) on that topic.

Acronyms and Definitions

4-E	Education, Engineering, Enforcement and Emergency Medical Services
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
AMR	American Medical Response
ARIDE	Advanced Roadside Impaired Driving Enforcement
ARTS	All Roads Transportation Safety
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
BLTS	Bicycle Level Traffic Stress
CARS	Crash Analysis Reporting System
CCF	Commission on Children and Families
CDC	Centers for Disease Control Prevention
CLE	Continuing Legal Education
CLTSG	County/Local Traffic Safety Group: An advisory or decision body recognized by one or more local governments and tasked with addressing traffic safety within the geographic area including one or more cities.
COIC	Commanding Officer In Charge
CPS	Certified Child Passenger Safety
CTSP	Community Traffic Safety Program
DEAC	Driver Education Advisory Committee
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
EMT	Emergency Medical Technician
F & A	Fatalities and Serious Injuries
F & I	Fatal and Injury
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation
FAST Act	Fixing America's Surface Transportation Act, (P.L. 114-94), was signed into law by President Obama on December 4, 2015.
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GAC-DUII	Governor's Advisory Committee on DUII
GAC-MS	Governor's Advisory Committee on Motorcycle Safety
GDL	Graduated Driver License
GHSA	Governors Highway Safety Association
GIS	Geographic Information System Mapping Technology
GR	Governor's Representative
HB	House Bill
HSEC	Highway Safety Engineering Committee
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual

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.
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IID	Ignition Interlock Device
IRIS	Integrated Road Information System
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.
MC	Motorcycle
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.
MS	Motorcycle Safety
MVMT	Million Vehicle Miles Traveled
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OAR	Oregon Administrative Rules
OASIS	Oregon Adjustable Safety Index System
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
ODTSEA	Oregon Driver and Traffic Safety Education Association
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
ORS	Oregon Revised Statute
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PAR	Police Accident Report
PDO	Property Damage Only
PI&E	Public Information and Education
PSA	Public Service Announcement
PSE	Pedestrian Safety Enforcement
PUC	Oregon Public Utility Commission
RADAR/LIDAR	RAdio Direction And Ranging/Light Detection and Ranging
RTSC	Region Traffic Safety Coordinator
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SB	Senate Bill
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPF	Safety Performance Functions
SPIS	Safety Priority Index System
SRO	School Resource Officer
STIP	Statewide Transportation Improvement Program
STSI	State Traffic Safety Information
TNTT	Trauma Nurses Talk Tough
TOF	Transportation Operating Fund
TRCC	Traffic Records Coordinating Committee
TSAP	Transportation Safety Action Plan
TSD	Transportation Safety Division, Oregon Department of Transportation
TSEP	Traffic Safety Enforcement Plan
TSRP	Traffic Safety Resource Prosecutor
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled

Statewide

Link(s) to the Transportation Safety Action Plan

TSAP VISION Statement: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

"Every day, people arrive safely at their destinations in Oregon, but tragically, fatalities and serious injuries still occur on the Oregon transportation system. Any fatality or life-changing injury is a significant loss that can be avoided by implementing state-of-the-art programs, policies, and projects related to safety engineering, emergency response, law enforcement, and education. The TSAP lays the foundation to consider and prioritize safety for all modes and all users of our transportation system in order to eliminate all deaths and life-changing injuries on the transportation system.

Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon's agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. All of these organizations and individuals will be tasked with planning and implementing safe travel options, and traveling responsibly, with the safety of all users in mind."

Problem Identification Statement

Hundreds of thousands of Oregonians travel safely to and from work, recreation, and excursions on a daily basis. Even so, over 400 people died on Oregon's transportation system in 2017, which averages more than one person every day. Traffic crashes are one of the leading causes of preventable deaths and injuries in Oregon. While significant progress has been made in the last decade, 2017 preliminary crash data suggest that 439 people were killed in motor vehicle crashes in Oregon and another 1,761 people suffered life-altering injuries.

Since the writing of the 2016 TSAP, Oregon has experienced a higher number of roadway fatalities than in prior years, specifically since 2014 to current (see data chart below). This was unfortunately the case across most of the nation. While updating the TSAP for 2021-2025, serious conversations are being held on whether to maintain the goal of 'zero' fatalities by 2035 or, to adjust the goal based on the last few years of increased crashes and fatalities.

Oregon Traffic Crash Data and Measures of Exposure

	2013	2014	2015	2016	2017	2013-2017 Average
Fatal Crashes	292	321	410	448	403	420
Injury Crashes	22,974	24,207	28,721	30,283	28,237	29,134
Fatalities and Serious Injuries	1,729	1,851	2,222	2,471	2,200	2,298
Fatalities	313	356	445	498	439	461
Fatalities per 100 Million VMT	0.93	1.03	1.24	1.36	1.19	1.26
Fatalities per Population (in thousands)	0.08	0.09	0.11	0.12	0.11	0.11
Injuries	33,148	35,054	41,754	44,628	41,893	42,758
Serious Injuries per Population (in thousands)	0.36	0.38	0.44	0.48	0.43	0.45
Injuries per 100 Million VMT	98.35	101.28	115.99	121.24	113.99	117.17
Injuries per Population (in thousands)	8.46	8.85	10.40	10.95	10.12	10.49
Population (in thousands)	3,919	3,963	4,014	4,076	4,141	4,077
Vehicle Miles Traveled (in millions)	33,706	34,610	35,999	36,719	36,753	36,490
No. Licensed Drivers (in thousands)	2,924	2,930	2,948	3,002	3,060	3,003
No. Registered Vehicles (in thousands)	4,113	4,180	4,281	4,410	4,524	4,405

Sources: Crash Analysis and Reporting, Oregon Department of Transportation;
Center for Population Research and Census, School of Urban and Public Affairs; Seat Belt Observation Study

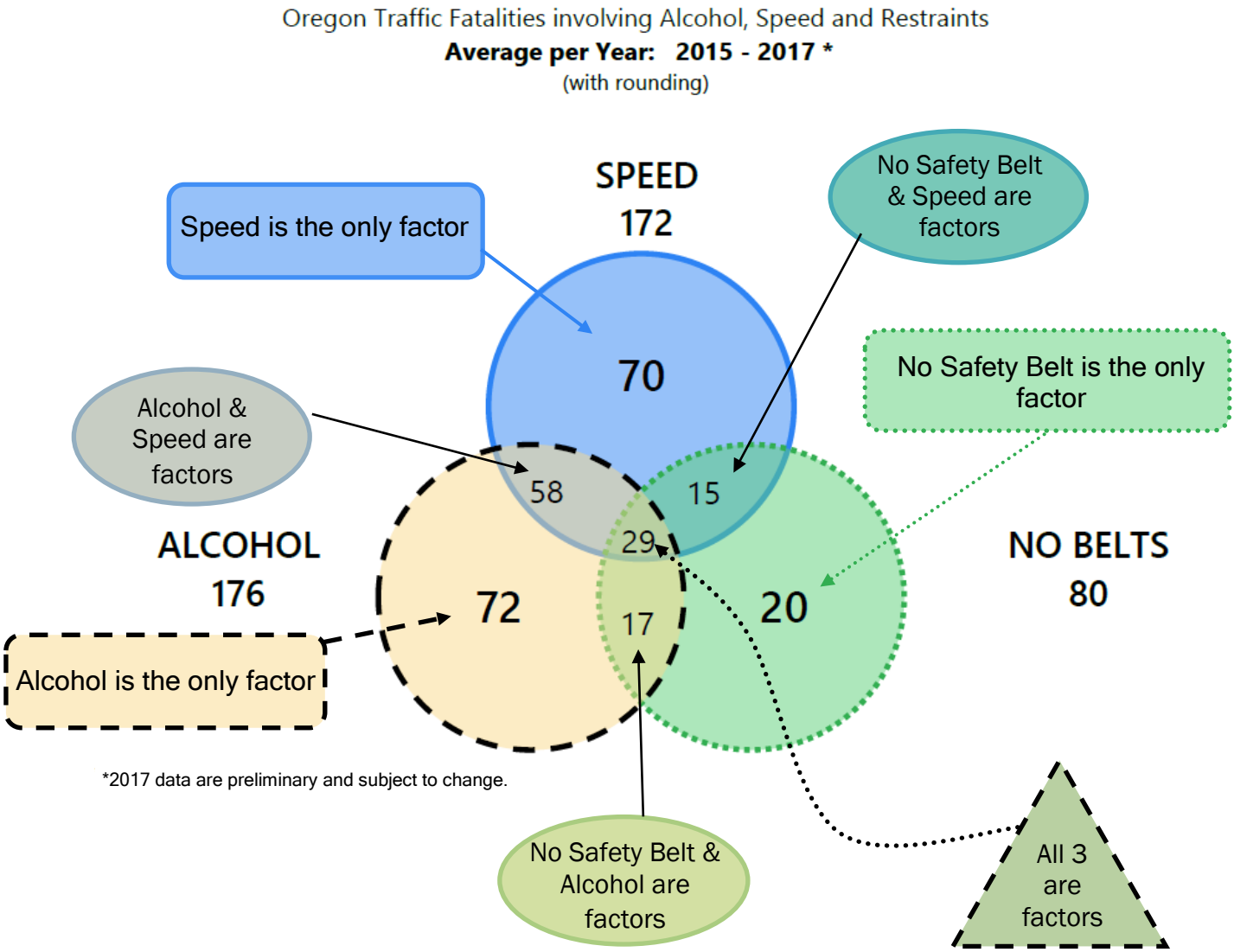
Fatal and Injury Crash Involvement by Age of Driver, 2017

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	8	0.01%	0	0.00%	0.00
15	56	0.10%	16,909	0.54%	0.19
16	680	1.26%	28,510	0.91%	1.39
17	1,024	1.90%	34,590	1.10%	1.73
18	1,292	2.40%	38,323	1.22%	1.97
19	1,367	2.54%	41,611	1.32%	1.92
20	1,325	2.46%	42,503	1.35%	1.82
21	1,371	2.55%	45,357	1.44%	1.77
22-24	3,818	7.09%	144,886	4.60%	1.54
25-34	11,376	21.12%	560,496	17.81%	1.19
35-44	9,080	16.86%	521,646	16.57%	1.02
45-54	7,669	14.24%	485,555	15.43%	0.92
55-64	6,697	12.43%	521,618	16.57%	0.75
65-74	4,033	7.49%	422,351	13.42%	0.56
75 & Older	1,951	3.62%	243,376	7.73%	0.47
Unknown	2,112	3.92%	16	0.00%	0.00
Total	53,859	100.00%	3,147,747	100%	n/a

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

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

The following Venn diagram shows the relationship between driver behavior factors in Oregon fatalities.



Speed, Alcohol and No Safety Belts are 61 percent average of the fatalities for 2015-2017.
Source: Crash Analysis and Reporting, Oregon Department of Transportation.

Goal

- Reduce the traffic fatality rate from the 2013-2017 moving average of 1.15 to 1.02 per hundred million vehicle miles traveled by December 31, 2025.

Performance Measures

- Increase zero fatality days from the 2015-2017 moving average of 116 to 131 by December 31, 2020. ***[In 2018, there were 107 zero fatality days.]*** (This measure indicates a decrease and did not meet the performance target. The state continues to embrace the 'Toward Zero Deaths' concept, or Vision Zero, and will continue its educational and other "E" efforts from Oregon's TSAP (aka the state's SHSP). Oregon is currently working on updating its 2016 – 2020 TSAP for 2021-2025 by October, 2021.)
- Reduce the fatality rate from the 2015-2017 moving average of 1.26 to 0.78, through December 31, 2020. *[TSAP]* ***[In 2019, the traffic fatality rate was 1.37]*** [1] (This measure indicates an increase and did not meet the performance target. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal consequences that result from a roadway fatality or serious injury; along with continuing its statewide TSEP, or high visibility enforcement program, along with continued training of law enforcement and providing them needed resources to enforce traffic laws. ODOT is also currently working on updating its TSAP for 2021-2025, and the resulting data analysis will give the State direction on what, where and how to spend finite resources, energy and time in successfully reducing the fatality rate.)
- Reduce the traffic injury rate from the 2015-2017 moving average of 117.17 per 100 million VMT to 106.78, through December 31, 2020. ***[In 2018, the traffic injury rate was 111.46.]*** (The state is currently revising its police 'accident' report (PAR) to include and clarify definitions of injury levels, per new FHWA guidelines; this should assist LEOs in more accurately determining injury levels, to give us a clearer idea of what's happening on Oregon's roadways. Outreach and dissemination of the new form to LEAs is occurring at the time of publication. Education and Outreach on the consequences of risky driving behavior will also be continued for the general motoring public, teen driver education training, and over-represented group demographics.)
- Decrease traffic fatalities from the 2015-2017 moving average of 460 to 420 by December 31, 2020. *(NHTSA)* ***[In 2019, there were 489 traffic fatalities.]*** [2] (In 2018, Oregon realized its highest fatality count in years at 502 lives lost however, it is still on the wrong side of improvement for the three-year average measure. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues that result from a roadway fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement and providing them needed resources to enforce traffic laws. ODOT is also currently working on the updated TSAP for 2021-2025, and the resulting data analysis will give the State direction on what, where and how to spend finite resources, energy and time in successfully reducing the fatality rate.)

[1] 2019 STSI Data provided by Region 10 email dated 11/10/2020.
[2] FARS ***STSI*** data used for NHTSA measures.

- Decrease traffic fatalities from the 2015-2017 moving average of 460 to 328 by December 31, 2020. *[TSAP]* ***[In 2019, there were 489 traffic fatalities.]***[3] (In 2016, Oregon realized its highest in years fatality count at 498 lives lost, so this measure significantly improved in 2017 (437 fatalities); however, it is still on the wrong side of improvement for the three-year average measure. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues that result from a roadway fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement and providing them needed resources to enforce traffic laws. ODOT is also currently working on the updated TSAP for 2020-2025, and the resulting data analysis will give the State direction on what, where and how to spend finite resources, energy and time in successfully reducing the fatality rate.)
- Decrease traffic fatalities from the 2015-2017 moving average of 460 to 134 by December 31, 2020. *(Vision Zero by 2035)* ***[In 2019, there were 489 traffic fatalities.]***[3] (This measure missed the mark, although minimal. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues that result from a roadway fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement and providing them needed resources to enforce traffic laws. ODOT is also currently working on the updated TSAP for 2020-2025, and the resulting data analysis will give the State direction on what, where and how to spend finite resources, energy and time in successfully reducing the fatality rate.)
- Decrease serious traffic injuries from the 2015-2017 moving average of 1,838 to 1,677 by December 31, 2020. *(NHTSA)* ***[In 2018, there were 1,686 serious traffic injuries.]***[4] (This measure indicates an increase in the traffic serious injury from the 2014-2016 average. The state is currently revising its police 'accident' report (PAR) to include and clarify definitions of injury levels, per new FHWA guidelines; this should assist LEOs in more accurately determining injury levels. Outreach and dissemination of the new form to LEAs is occurring at the time of this publication. This should result in giving the State a clearer update of what's been happening on Oregon's roadways since the development of its 2016-2020 TSAP. Education and outreach on the consequences of risky driving behavior will also be continued for the general motoring public, teen driver education training, and over-represented group demographics. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues that result from a roadway serious injury, and in some cases can be more debilitating than a fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement and providing them needed resources to enforce traffic laws.)

[3] 2019 STSI Data provided by Region 10 email dated 11/10/2020.
[4] State data used as FARS does not contain injury data

- Decrease serious traffic injuries from the 2015-2017 moving average of 1,838 to 1,368 by December 31, 2020. *[TSAP]* ***[In 2018, there were 1,686 serious traffic injuries.]***[4] (This measure indicates an increase in the traffic serious injury from the 2014-2016 average. The state is currently revising its police 'accident' report (PAR) to include and clarify definitions of injury levels, per new FHWA guidelines; this should assist LEOs in more accurately determining injury levels. Outreach and dissemination of the new form to LEAs is occurring at the time of this publication. This should result in giving the State a clearer update of what's been happening on Oregon's roadways since the development of its 2016-2020 TSAP. Education and outreach on the consequences of risky driving behavior will also be continued for the general motoring public, teen driver education training, and over-represented group demographics. The state will continue both its statewide and grass roots efforts to educate on the financial, emotional, and societal issues that result from a roadway serious injury, and in some cases can be more debilitating than a fatality; along with continuing its statewide TSEP, or HVE program in training law enforcement and providing them needed resources to enforce traffic laws.)
- Decrease rural fatalities per 100 million VMT from the 2014-2016 moving average of 1.95 to 1.78 by December 31, 2020. *(NHTSA)* ***[In 2018, the rural fatalities per 100 million VMT was 1.89.]***[5]
- Decrease urban fatalities per 100 million VMT from the 2014-2016 moving average of 0.72 to 0.66 by December 31, 2020. *(NHTSA)* ***[In 2018, the urban fatalities per 100 million VMT was 0.81.]***[5]

Statewide

164PA-20-91-90		Awarded	Expended
Section 164	Planning & Administration	$25,000	$2,624

Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel. This project allowed the State to recoup a percentage of its highway safety planning and administrative expenses related to its Impaired Driving Program from federal funds (only Sections 164 and 402 allow for P&A recovery for the State). Expenditures typically include administrative staff salaries and travel needs, along with other administrative expenses related to all 164-funded program/projects. The award amount is determined as a percentage established by the FAST Act in relation to the total Section 164 award amount made to the State by NHTSA.

[5] 2019 STSI Data provided by Region 10 email dated 11/10/2020.

PA-20-91-90		Awarded	Expended
Section 402		$301,648	$301,648
State Funds	Planning & Administration	[$315,832]	[$315,832]

Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel. This project allowed the State to recoup a percentage of its highway safety planning and administrative expenses related to all 402-funded projects and programs; from federal funds (only Sections 164 and 402 allow for P&A recovery for the State). Expenditures typically include administrative staff salaries and travel needs, along with other administrative expenses related to all 402-funded program/projects. Award amount is determined as a percentage established by the FAST Act in relation to the total Section 402 award amount made to the State by NHTSA.

DE-20-20-90		Awarded	Expended
Section 402		$1,100,000	$827,952
State Funds	Program Management	[$400,000]	[$367,910]

Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordination.

DE-20-21-02		Awarded	Expended
Section 402	**Trauma Nurses Talk Tough – Train the Trainer**	$15,000	$15,000

This project provided funds to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones, and speed) and dealing with distractions while driving. Additionally, TNTT trained other trauma care providers to teach the TNTT program and communicate with the Oregon TNTT Network in an effort to send newsletters on new developments in traffic safety.

K8-14-12-90		Awarded	Expended
405(d)	Program Management – Impaired Driving	$154,330	$154,330

Salaries, benefits, travel, services and supplies and office equipment funded for administrative personnel. This project covered expenses related to management of its Impaired Driving Programs/projects (alcohol and drug use). Expenditures included program staff salary and travel needs, along with paid and earned media to provide education and outreach on the risks of impaired driving, as well as education on Oregon's related laws.

M8DE-20-20-04		Awarded	Expended
405(e) Flex	Statewide Services – Data and Public Opinion Research	$100,000	$50,424

This project funded a traffic safety public opinion survey which allowed ODOT-TSD to take measure and evaluate the effectiveness of traffic safety educational information disseminated to the public; and allows a measure for success along with areas where improvement may be necessary.

M8DE-20-20-01		Awarded	Expended
405(e) Flex	Statewide Services –Media Report	$25,000	$20,792

This project provided funds for TSD's Public Information and Education Media Services annual report on the level of use and impressions received by the Transportation Safety Division's PSAs, and their retail value. ODOT's contracted public relations firm, GARD Media, provided work order services for ten program areas through TSD that totaled $1,861,890 in 2020. Paid media included four impaired driving radio buys for NHTSA, radio and TV PSA's, social media, transit media and steaming media (ex. Hulu) to name just a few. Due to the COVID-19 pandemic, several media programs needed to be revised and refocused. Some of these areas included National Traffic Safety Campaigns such as Occupant Protection's "Click it or Ticket" as well as National Distracted Driving month; both of these campaigns were moved by NHTSA to the month of October. Due to the COVID-19 pandemic and the change in the movement of two of the National campaigns, an extension was given to TSD's media provider for the annual report. This report contains information related to both paid and earned media. At this time, due to the October campaigns, we do not yet have the earned media values.

M8*DE-20-20-02		Awarded	Expended
405(e) Flex	Transportation Safety Conference	$35,000	$21,328

ODOT hosted its annual statewide transportation safety conference October 23-24, 2019 with approximately 200 in attendance. The conference provided a forum for sharing current information and data of statewide significance in reducing transportation related deaths and debilitating injuries, and allowed participants to connect traffic safety programs, projects, and ideas. Sessions included 'NCHRP-17-76 Report on Setting Speeds' (engineering track); 'E-Scooter, Bicycle & Pedestrian Laws' (law enforcement/judicial track); and 'Drug Impaired Driving – Teen Outreach' (behavioral track). The grant provided for speakers, facilities costs, and incidental materials.

20REGPM-920		Awarded	Expended
State Highway Fund	Region Program Management	[$600,000]	[$571,989]

Salaries; benefits; travel; services and supplies; and office equipment funded for region program personnel. This project covered expenses related to management of TSD's Regional Transportation Safety Coordinator programs in each of ODOT's five regions. Expenditures included program staff salary and travel needs, working materials and supplies, and education and outreach materials for resource needs within the Region related to all aspects of transportation safety; and to provide technical assistance to the many safety advocates and partners spread throughout the state, including both grant- and non-grant funded local organizations.

20MC80-920		Awarded	Expended
State Motorcycle Funds	Motorcycle Safety Program Management	[$85,000]	[$63,515]

This project covered expenses related to management of its Motorcycle Safety Program, like salaries; benefits, travel; services and supplies; and office equipment. Expenditures included program staff salary and travel needs, along with paid and earned media to provide education and outreach to both motorists and riders to watch out for each other, and for riders to wear the right protective gear, and not ride impaired.

20DRVED-920		Awarded	Expended
Student Driver Training Fund	Program Management – Driver Education	[$275,000]	[$180,539]

Salaries, benefits, travel, services and supplies and office equipment funded for the Driver Education program manager and staff. This project covered expenses related to management of its Driver Education Program/projects. Expenditures included program staff salary and travel needs, along with paid and earned media to provide education and outreach on the benefits of driver education training, as well as on instructor recruitment efforts.

HU-20-10-90		Awarded	Expended
FHWA	Program Management – Safe Routes to School	$85,000	$74,129

Salaries, benefits, travel, services and supplies, and office equipment funded for Safe Routes to School program coordination. This project covered expenses related to management of ODOT's Safe Routes to School Program/projects (Non-Infrastructure side). Expenditures included program staff salary and travel needs, along with paid and earned media to provide education and outreach on safe biking, walking, and rolling to school. This program is co-managed by ODOT TSD and TDD (Technical Development Division) staff (Infrastructure side), and as a result of 2018 legislation has a well-funded foundation for success moving forward.

Aging Road Users

Link(s) to the Transportation Safety Action Plan

Action 6.12.1 Identify risk factors for older drivers and implement treatments, within current law.

Action 6.12.2 Identify risk factors for older pedestrians and implement treatments, within current law.

Problem Identification Statement

According to a 2010 report by the Administration on Aging, U.S. Department of Health and Human Services, the population of 65 and older age group increased from 35 million in 2000 to 40 million in 2010 (a 15% increase) and predict it to be 55 million in 2020 (a 36% increase for that decade). By 2030, they anticipate approximately 72 million aging persons in our population, accounting for roughly one-fifth of the driving age population nationwide.

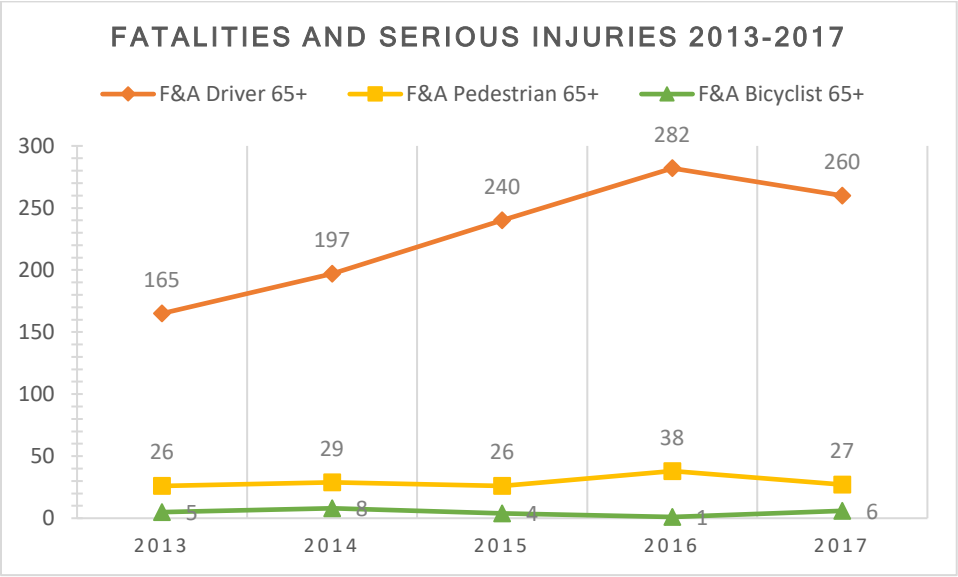
Today's older adults are expected to live longer and continue to drive longer than any previous generations, and their impact on traffic safety can be substantial. This means there will be a steadily increasing population of drivers, bicyclists and pedestrians who will experience declining vision; slower decision-making and reaction times; exaggerated difficulty when dividing attentions between traffic demands and other sources of input; and reductions in strength, flexibility, and general fitness. These are normal and expected physical and mental changes as we grow older.

Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary for safe driving, walking and bicycling. There are significant consequences for this changing demographic, where the quality of life for aging persons depends a great deal on being able to remain independent, and where independence requires mobility. America's overwhelming choice of transit is the personal automobile. Other mobility options include public transit, ride sharing, bicycling and walking. Aging driver traffic fatalities and serious injuries, where an aging driver was victim to a fatal or serious crash, accounted for an average 11 percent of all Oregon traffic fatalities and serious injuries during the 2013-2017 time period. This does not reflect the aging driver was at fault, only that they were injured or killed from the crash.

Top Older Driver Errors for 2017**

Did not have right-of-way	874
Failed to avoid stopped or parked vehicle ahead other than school bus	637
Ran off road	434
Failed to maintain lane	371
Left turn in front of oncoming traffic	304
Inattention (failure to dim lights prior to 4/1/97)	288
Following too closely	254
Disregarded traffic signal	205
Driving too fast for conditions	198
Failed to decrease speed for slower moving vehicle	135
Careless driving	121
Failed to yield right-of-way to pedestrian	103

Source: ODOT Crash Data System; *2017 preliminary numbers are subject to change. **An Error in a crash is not necessarily the cause of the crash.



Source: ODOT Crash Data System; *2017 preliminary numbers are subject to change.

NHTSA is currently conducting research and more outreach on this issue, seeking input from the states and advocates on how to improve transportation safety for aging road users. Topic areas include but are not limited to:

- ✓ Pedestrians/Bicyclists: safety tips for both the user and the older driver.
- ✓ Driver licensing: require additional testing as drivers get older? Shorter DL renewal periods? Consider something similar to graduated driver licensing?
- ✓ Law Enforcement: Enforcing traffic law for aging road users.
- ✓ 'Safe Communities' perspective: What should we be focusing on now and in the future?
- ✓ Automated vehicles: Impact on aging road users/drivers.

Goals

- Decrease the number of motor vehicle fatalities for drivers 65 years of age and older from the 2013-2017 average of 54 to 48 by December 31, 2025.
- Decrease fatalities and serious injuries for older drivers and pedestrians from the 2013-2017 average of 229 to 203 by December 31, 2025.

Performance Measures

- Decrease the number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older from the 2015-2017 average of 261 to 238 by December 31, 2020. ***[In 2018, there were 267 fatal and serious injuries for drivers 65 years of age and older.]*** (Due to life longevity increasing and an increase in this population for Oregon, it is likely these numbers will continue to rise, both statewide and nationally. As a nation, we are learning more about the difficulties in addressing the driving issues within this age group and are continuously adapting our programs.)

- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2015-2017 average of 30 to 28 by December 31, 2020. ***[In 2018, there were 31 pedestrian fatalities and serious injuries for drivers 65 years of age and older.]*** (Due to life longevity increasing and an increase in this population for Oregon, it is likely these numbers will continue to rise, both statewide and nationally. As a nation, we are learning more about the difficulties in addressing the pedestrian issues within this age group and are continuously adapting our programs.)

Strategies

- Determine the current Oregon inventory of public education, information and other resources already being provided to Aging Road Users in regard to traffic safety, public transit and other transportation options, and DMV licensing.
- Identify barriers for approaching and educating this demographic.
- Educate drivers, pedestrians and bicyclists on comprehensive evaluations and safety strategies to prevent crashes by conducting statewide public education campaign.
- Work in cooperation with ODOT Highway and other divisions in identifying roadway risk factors for older pedestrians and implement proven treatments.
- Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.
- Support safe driving skills and encourage early planning to safely transition away from driving.
- Promote medical intervention screening by working with the DMV and the medical community to help drivers understand when and where driving privileges should be evaluated.

Aging Road User

DE-20-20-06		Awarded	Expended
Section 402	Statewide Service – Aging Road Users	$20,741	$20,741

This project funded an Aging Road Users public education campaign to increase awareness and to educate drivers, pedestrians and bicyclists on comprehensive evaluations and traffic safety strategies for preventing traffic crashes from occurring. Expand knowledge of transportation choices and community resources to meet the mobility needs of an aging population. Oregon also participated in Aging Road Users Awareness Week, December 7-11, 2020, and sponsored a booth at the 50+ Center to educate and distribute the new Aging Road Users brochure (made in partnership with DMV).

Paid Media

Older (Aging) Drivers Facebook Ads

As the *Baby Boomer* population in Oregon ages, the number of older/aging drivers on Oregon's roads has been increasing with NHTSA reporting that drivers 65 and older account for 18 percent of all traffic fatalities (2016). This year, the Older (Aging) Drivers portion of the program focused on creating resources and messaging to facilitate opening a dialogue between aging drivers and their caretakers. Two ads for Facebook were re-released – "Signs" targeted Oregon drivers 50+ and directed viewers to resource tips for aging drivers. "Let's Talk About It" targeted caretakers (family members, loved ones) about approaching older family members about their driving abilities.

Older (Aging) Drivers English and Spanish 00:30 Second Radio Public Service Announcements

In order to effectively reach audiences statewide, radio public service announcements (PSA) with messages complementing the Facebook program and targeting aging drivers and their caretakers were developed and aired in both English and Spanish languages.

Older (Aging) Drivers Brochure and Poster

In partnership with DMV, Oregon developed an education and resource brochure for Aging Road Users. A poster was made to advertise the brochures and they were placed in sixty DMV field offices. These were distributed statewide during Aging Road Users Awareness Week, December 7-11, 2020.

Bike and Pedestrian (Non-Motorized)

Link(s) to the Transportation Safety Action Plan

Action # 6.11.1 Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

Problem Identification Statement

Section 405 of the FAST Act established the Non-Motorized Safety grant awards to states to decrease bicyclist and pedestrian crashes with motor vehicles, where bicyclist and pedestrian fatalities exceed 15 percent of the state's overall traffic fatalities. Oregon's 2017 fatalities for pedestrians and bicyclists exceeded this benchmark with 18.07 percent of Oregon's total traffic fatalities. Eligible expenditures with these 405 funds include:

- Training law enforcement officials on bike/pedestrian related traffic laws (and/or how to enforce them)
- Enforcement campaigns related to bike/pedestrian safety traffic laws
- Education and awareness programs related to bike/pedestrian traffic laws

The Problem

- Vulnerable road users are people who use alternative non-motorized transportation options such as people who walk (pedestrians) or roll using a wheelchair, skates, skateboards, or scooters and bicycles.
- Vulnerable road users face special safety challenges when commuting on multi-modal roadways of travel as they often face a higher risk of fatality or serious injury in motor vehicle related crashes (MVCs). Using the most current national available data from 2017, the number of pedestrian fatalities was 5,977 which was a 1.7 percent decrease from 2016 (5,987) (NHTSA, 2019).
- Nationally, bicycle and pedestrian fatalities made up 18 percent of overall motor vehicle crash fatalities (bicycle (2 percent) and pedestrian (16 percent)) (NHTSA_FARS, 2017). Compared to the national statistics, in Oregon there were 69 pedestrian fatalities (15.8 percent) and 10 bicycle fatalities (2.2 percent) in 2017, for a combined total of 18 percent of Oregon's 2017 motor vehicle fatalities.
- Using the most current data from 2016, Oregon ranks as the 19th highest pedestrian fatality rate state at 1.73 per 100,000 people (NHTSA.gov). There is no current state bicycle fatality rate ranking available; however, the rate for Oregon is 2.0 per million population (National rate is 2.5 with a range of 0.0-7.4).

Bicyclists

- Using the most current data from ODOT Crash Analysis Reporting Unit, or CARS, the 669 bicycle crash injuries in 2017 accounted for approximately 1.8 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 10 bicyclist fatalities in 2017 accounted for 2.3 percent of all Oregon traffic fatalities (preliminary data).

- For the three year period of 2015-2017, all crashes involving a motorist and bicyclist where a motorist failed to yield was 50 percent, compared to an average of 10 percent where the bicyclist failed to yield.
- For 2015-2017, the most common driver errors in fatal and serious injury bicycle crashes were failure to yield the right-of-way to a bicyclist, inattention, speeding and disregarding traffic signals.
- For 2015-2017, the most common bicyclist errors in fatal and serious injury crashes was disregarding traffic signal, not stopping at a stop sign or flashing red, and failure to yield right of way.

Pedestrians

- In Oregon, 935 pedestrian injuries in 2017 accounted for 2 percent of all Oregon traffic injuries during the year (preliminary data and subject to change). The 73 pedestrian fatalities in 2017 (ODOT Crash Analysis & Reporting, or CARS) accounted for 16.2 percent of all Oregon traffic fatalities.
- For the 2015-2017, fatal and serious injury crashes involving pedestrians, an average of 41 percent were coded as 'Driver Error,' and an average of 61 percent were coded as 'Pedestrian Error'.
- For the 2015-2017, the top driver errors in pedestrian-involved fatal and serious injury crashes was 'failure to yield right of way to the pedestrian,' speeding, and reckless driving.
- For the 2015-2017, the top pedestrian errors in fatal and serious injury pedestrian-involved crashes were crossing between intersections, standing or lying in roadway, not yielding the right of way, and disregarding a traffic signal.
- For the 2015-2017, an average 78 percent of crashes involving at least 1 pedestrian fatality occurred in the dark.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways

	2013	2014	2015	2016	2017	2013-2017 Average
Injuries:						
Number	922	955	957	846	742	884
Percent of total Oregon injuries	2.8%	2.7%	2.3%	1.9%	1.8%	2.3%
Serious Injuries	61	65	69	55	52	60
Fatalities:						
Number	3	7	8	10	10	8
Percent of total Oregon fatalities	1.0%	2.0%	1.8%	2.0%	2.3%	1.8%
Crashes:						
Number	916	959	960	847	745	885
Percent of total Oregon Fatal and Injury crashes	3.9%	3.9%	3.2%	2.8%	2.6%	3.3%
Fatal and Serious Injury Crashes	64	72	77	65	62	68

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

Pedestrians in Motor Vehicle Crashes on Oregon Roadways

	2013	2014	2015	2016	2017	2013-2017 Average
Injuries:						
Number	813	862	886	1,066	935	912
Percent of total Oregon injuries	2.5%	2.5%	2.1%	2.4%	2.2%	2.3%
Serious Injuries	104	112	117	141	116	118
Fatalities:						
Number	53	57	73	75	73	66
Percent of total Oregon fatalities	16.6%	15.7%	16.4%	14.9%	15.7%	15.9%
Crashes:						
Number	834	882	917	1,078	967	936
Percent of Total Oregon Fatal and Injury Crashes	3.6%	3.6%	3.1%	3.5%	3.4%	3.4%
Fatal and Serious Injury Crashes	149	163	183	207	184	177

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation

Goals

- Reduce bicyclist involved fatal and serious injury crashes from the 2013-2017 moving average of 68 to 57 by December 31, 2025.
- Reduce pedestrian involved fatal and serious injury crashes from 177 to 157 by December 31, 2025.

Performance Measures*

*Social distancing measures associated with COVID-19 pandemic negatively impacted all 2020 Bicycle and Pedestrian Safety projects in their ability to deliver in-person trainings and education events, which were all cancelled after mid-March. ODOT worked with partners to convert as much of the planned project activities to virtual trainings as possible. This was extremely difficult for the Bicycle Safety Education and Training program since the base of the training is for key personnel at schools, to work with and educate children. Once school districts and schools were closed due to the Governor's Executive Orders, in-person trainings were not an option. Given this, bicycle and pedestrian safety education for kids and adults remains a priority for Oregon moving forward as many people transitioned to these modes of transportation during the physical distancing measures associated with COVID-19 pandemic. With more people walking and riding bikes to commute for work or daily routines, it is becoming even more important to find ways to encourage best practice and safe behaviors for all road users. Many factors can be involved in these crashes, where the statewide approach to reduce these fatalities is to bring awareness through multiple pathways of media, statewide programming, and adding more local, community-based programming. This triangulation of methods will continue in future projects aimed to reduce bicycle fatalities **for all of the following performance measures**.

- Decrease bicyclist fatalities from the 2015-2017 moving average of 9 to 8 by December 31, 2020. *(NHTSA)* ***[In 2019, there were 12 bicyclist fatalities.]*** Based on 2019 data the increase in bicycle fatalities continues. This performance measure will not be met by December 31, 2020. Projects funded to meet this performance measure were:
    - Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education, and awareness of best practices for all road users)
    - Bicycle Safety Education and Training (Train-the-Trainer Bicycle education program)
    - Oregon Friendly Driver Class (Class for drivers to learn about sharing the road with pedestrians and bicyclists)
- Decrease the number of fatal and serious injury crashes involving a bicyclist who disregarded a traffic signal or stop sign from the 2015-2017 moving average of 7 to 6 by December 31, 2020. ***[In 2018, there were 7 fatal and serious injury crashes involving a bicyclist who disregarded a traffic signal or stop sign.]*** Given this trend, it is likely that this performance measure will be met by December 31, 2020. As of January 1, 2020, a new 'Stop as Yield Law' allows a person riding a bicycle to use a stop sign or flashing red signal as a yield sign. Because of this change in the law, it is yet to be determined if this type of performance measure will be helpful in understanding bicyclist error; an additional performance measure may be needed to better gauge bicyclist error. Projects funded to meet this performance measure were:
    - Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)
    - Bicycle Safety Education and Training (Train-the-Trainer Bicycle education program)
- Decrease the number of crashes where the driver failed to yield the right of way to a bicyclist from the 2015-2017 moving average of 428 to 379 by December 31, 2020. ***[In 2018, there were 480 crashes where the driver failed to yield the right of way to a bicyclist.]*** Given this increase in crashes, it is not likely that this performance measure will be met by December 31, 2020. Projects funded to meet this performance measure were:
    - Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)
    - Bicycle Safety Education and Training (Train-the-Trainer Bicycle education program)
    - Oregon Friendly Driver Class (Class for drivers to learn about sharing the road with pedestrians and bicyclists)

- Decrease pedestrian fatalities from the 2015-2017 moving average of 70 to 64 by December 31, 2020. *(NHTSA)* ***[In 2019, there were 81 pedestrian fatalities.]*** There may be a small decrease in pedestrian fatalities for 2020 due to changes in traffic patterns that resulted from the COVID-19 pandemic. However, the anticipated decrease in pedestrian fatalities will not be low enough to meet this performance measure. Due to the multiple factors involved in pedestrian crashes, it is often difficult to parse out behavior factors from roadway design and engineering. Projects funded to meet this performance measure were:
    - Pedestrian Safety Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)
    - Pedestrian Enforcement and Training (PSE) (Funding and Training law enforcement pedestrian safety operations)
    - Oregon Friendly Driver Class (Statewide class for drivers to learn about sharing the road with pedestrians and bicyclists)
- Decrease the number of serious injury and fatality crashes involving pedestrians from the 2015-2017 moving average of 191 to 185 by December 31, 2020. ***[In 2018, there were 188 serious injury and fatality crashes involving pedestrians.]*** (Based on this 2018 data and the trend toward less overall crashes, it is likely that this performance measure will be met by December 31, 2020. While it important to decrease pedestrian crashes, if the state is experiencing less crashes overall, this performance measure may not be the best indicator of progress to decreasing the percent of overall crashes for Oregon. A reconsideration of this performance measure will occur for the next performance plan). Projects funded to meet this performance measure were:
    - Pedestrian Safety Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)
    - Pedestrian Enforcement and Training (PSE) (Funding and Training law enforcement pedestrian safety operations)
    - Oregon Friendly Driver Class (Statewide class for drivers to learn about sharing the road with pedestrians and bicyclists)
- Decrease the average number of serious injury and fatality crashes with pedestrian errors from the 2015-2017 moving average of 117 to 113 by December 31, 2020. ***[In 2018, there were 107 serious injury and fatality crashes with pedestrian errors.]*** Based on this 2018 data, this performance measure has been met. Projects funded to meet this performance measure were:
    - Pedestrian Safety Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)

- Decrease the average number of crashes with driver errors in pedestrian fatal and serious injury crashes from the 2015-2017 moving average of 80 to 78 by December 31, 2020. ***[In 2018, there were 95 crashes with driver errors in pedestrian fatal and serious injury crashes.]*** (Based on this 2018 data, this performance measure will not be met by December 31, 2020. Projects funded to meet this performance measure were:
    - Pedestrian Safety Statewide Services (Statewide education materials and media campaign aimed at bicyclist safety education and awareness of best practices for all road users)
    - Pedestrian Enforcement and Training (PSE) (Funding and Training law enforcement pedestrian safety operations)
    - Oregon Friendly Driver Class (Statewide class for drivers to learn about sharing the road with pedestrians and bicyclists)

Strategies

- Develop awareness campaigns with corresponding safety messages to drivers, pedestrians and bicyclists alike that safety 'is a shared responsibility.'
- Contribute to the annual TSD public opinion survey for questions regarding pedestrian and bicyclist safety, enforcement, and law awareness.
- Continue outreach to drivers and pedestrians promoting core messages: look out for each other; be visible; the first step to safety is yours; heads up for safety, and every road user is responsible for safe behavior.
- Continue outreach to drivers and bicyclists promoting core messages that bicyclists are vehicles on the road; only pass bicyclists if it's safe to pass; drive defensively; be visible, and every road user is responsible for safe behavior.
- Continue to update pedestrian and bicyclist safety educational materials for both the English and Spanish-speaking audiences.
- Provide bicyclist and pedestrian friendly driver education to targeted areas where pedestrian and bicyclist fatal and serious injury crashes occur, and in ways that successfully educate drivers.
- Continue to provide pedestrian safety enforcement operations and pedestrian safety education to law enforcement statewide.
- Continue to promote bicycle and pedestrian safety education to youth to help them form safe behaviors and habits as adult drivers who share the road.
- Work with Region Traffic Safety Coordinators, Active Transportation program managers and liaisons, ODOT engineers and local communities interested in the promotion of bicycle and pedestrian safety education and corresponding safety resources.

Bike and Pedestrian

PS-20-68-01		Awarded	Expended
Section 402	Pedestrian Statewide Services: Education, Outreach and Media	$195,000	$154,978

This project provided funding to update/reprint pedestrian safety resource materials such as the Spanish and English versions of the Crosswalk Laws brochure for driver education, and the Safety Step brochure to help educate pedestrians on best practices. A new updated version of the Oregonian Nightlife Postcard was developed to highlight pedestrian safety tips at night for both pedestrians and drivers. A revised version of the Pedestrian, Bicyclist, and Driver Rules book was developed and printed. A new combined pedestrian and driver brochure was developed and printed in partnership with the Region 1 Traffic Safety Coordinator to be shared with traffic safety partners in all five ODOT regions. This project also provided funding for the annual statewide media campaign with TSDs media contractor to educate the public on best practices for all road users and improving pedestrian safety. The media contractor worked to stream the re-release of the Star of the Show PSA through OTT (Over the Top) streaming online, through TV services such as Hulu and Amazon Prime. A pedestrian safety Digital Toolkit was developed to promote the Oregonians Standout safety campaign that is focused on how all road users in Oregon positively standout by looking out for each other and sharing the road. The campaign also included transit posters, Instagram messaging, and two collaborative PSAs in Spanish in partnership with Portland's Univision Television Station. The development and promotion of education materials and media for this project applies the strategy to contribute to individual knowledge, awareness and behavior change in decreasing risk of vulnerable road-user involved crashes, and thus decreasing crash statistics with the aim that state performance measures are met or exceeded.

FHX-20-68-02		Awarded	Expended
405(h)	Pedestrian Enforcement & Training	$120,000	$37,791

This project provided funding for statewide pedestrian safety enforcement (PSE) operations overtime mini-grant program to Oregon law enforcement agencies. This was administered by a traffic safety partner and non-profit organization, Oregon Impact. Oregon Impact provided administrative and technical assistance to support the PSE grantees in meeting reporting requirements and filing for reimbursement. TSD awarded 33 law enforcement agencies these grants to promote pedestrian safety education and overtime enforcement. Oregon Impact conducted training for all the agencies on October 28, 2019 (the invitation was also extended to other agencies not participating in the 2020 PSE grant). Of the 17 agencies that were able to participate, there were 127 PSE OT shifts and 57 PSE match enforcement shifts provided; resulting in 116 crosswalk citations, 258 crosswalk warnings, 406 other citations and 460 other warnings reported during these events. Due to restrictions and requirements of resources and personnel due to COVID-19 pandemic, agencies were not able to conduct as many enforcement actions as indicated in their initial application for funds.

FHX-20-60-01		Awarded	Expended
405(h)	Bicyclist Statewide Services	$120,000	$37,791

The project provided funding to develop and promote the annual statewide media campaign with TSD media contractor; update/reprint bicycle safety resource materials and collaborate with ODOT's five Region Traffic Safety Coordinators in distribution of safety resources in promoting bicycle safety education training to drivers and bicyclists. The goal of the 2020 annual media campaign was to educate and promote a new legislative law effective January 1, 2020, or the Stop as Yield Law that allows people riding bikes to treat stop signs and flashing red lights as yield signs. This campaign was focused on creating education and awareness of this law for all road users. Plans for a PSA, Digital Tool-kit, transits signs, and a brochure were made to implement a two year campaign. For the 2020 grant year, the transit signs were placed in selected geographic areas and cities in locations overrepresented in bicycle crash data. The PSA and Digital Toolkit and Brochure are scheduled to be released in the spring of 2021 when the weather is warmer and more people will be riding their bicycles. Also funded by this project is the development and printing of resource materials also for distribution from within the ODOT regions. This year, an Oregon centric bicycle brochure, bookmarks, and rack cards were reprinted and a newly revised Bicycle Field Guide was developed, printed and distributed. This pocket sized field guide was developed to highlight safe and best practices for bicycling on Oregon's roadways. This is a companion to the previously developed, Drivers Field Guide to Sharing Oregon's Roads with bicyclists. The development and promotion of education materials and media developed with this project contribute to increasing individual knowledge, awareness and behavior change in decreasing the risk of vulnerable road-users involved in crashes and thus decreasing crash fatalities and injuries.

FHX-20-60-02		Awarded	Expended
405(h)	Bicycle Safety Education & Training	$45,000	$34,002

This project provides funding for train-the-trainer instruction and technical advice and assistance to communities implementing bike safety in schools. The Street Trust, a non-profit traffic safety partner provided the JumpStart Bicycle Fleet program to one community who demonstrated readiness to establish a bike safety program in local schools. For the 2019-2020 School year, Roseburg, Oregon was the community selected to receive the training and technical assistance. As part of this project, The Street Trust tracked the number of students taught bicycle and pedestrian safety education statewide, facilitated the statewide educator's debrief, and developed a statewide guide to procuring bicycle fleets for ODOT to post as a statewide resource on their website. This is a helpful resource for communities, school districts and anyone interested in educating students on bicycle safety. The biggest strength of the project this year was selecting a Jump Start community who had also received separate funding for active transportation efforts. This has encouraged schools to be more active in the train-the-trainer program and has helped alleviate previous year problems where the local coordinator leaves and then the program struggles to continue without them. The major difficulty this year was the COVID pandemic which closed schools and made in-person trainings impossible.

FHTR-See Below		Awarded	Expended
405(h)	Oregon Friendly Driver Class	$80,000	$51,234

Sub-Project Number	Agency/Project Title	Awarded	Expended
FHTR-20-60-03	Commute Options-Oregon Friendly Driver-Bend	$34,900	$24,192
FHTR-20-60-02	Lane COG - Oregon Friendly Driver- Eugene	$15,100	$7,011
FHTR-20-60-04	The Street Trust - Oregon Friendly Driver-Portland	$30,000	$20,032
Totals		**$80,000**	**$51,235**

The funding for these projects was to work with traffic safety partners to develop, promote and implement driver education classes on pedestrian and bicycle laws and best practices in the regions surrounding Eugene, Bend, and Portland; and to serve as a statewide program to other areas within the state as needed. The three community partners hosted a website dedicated to the program where the public can learn more about the program and also sign up for classes. Classes have been presented to driver education classes, companies with employees who drive fleet vehicles, mail carriers, utility companies, police departments and school districts. A pre- and post-test is used to compare and analyze class efficacy and there are plans for a webinar course for future use. Eugene, Bend, and Portland collaborated this year to develop an online virtual training that is housed on the project website oregonfriendlydriver.org. This will be a tool to provide outreach and expansion to continue developing a larger statewide program, and especially during the current COVID-19 pandemic. The biggest challenge this year was being able to continue outreach and engagement with class participants during the COVID-19 pandemic limitations on providing in-person classes. The virtual training was not finalized until the end of the 2020 federal fiscal year, and will be a good resource going forward. This education program was funded to decrease vulnerable user involved crashes by expanding education for drivers to share the road with vulnerable road users. This class also teaches those attending how to be safer pedestrians and bicyclists.

Paid Media

Creative Item	Title	Budget
Instagram Advertising -Statewide	Look Out for Each other- Oregonians Standout Campaign	$15,000
Pedestrian Safety PSA-Statewide	Star of the Show	$30,000
Pedestrian Spanish video PSAs-Statewide	Estrella Del Show / Time Together :60	$ 30,000
Pedestrian Safety Transit Posters-Statewide	Look Out for Each Other	$35,000
Bike Safety Transit Posters-Statewide	Stop as Yield Law (2 Versions)	$25,000

Community Traffic Safety

Link(s) to the Transportation Safety Action Plan

Action # 6.17.2 Encourage and support local planning for safety efforts, the formation of local government commissions and committees, and other affiliated groups that address transportation safety.

Problem Identification Statement

Every Oregonian deserves to live in a safe, livable community; Oregonians also place a premium on getting involved in their communities to make a difference. These two principles -- coupled with research demonstrating that data driven approaches to planning for, and delivering community level traffic safety programs are more effective than stand-alone activities -- have led to ongoing commitments to local transportation safety efforts for the last 30 years. Currently, however, some specific and noteworthy problems in both developing and maintaining safe livable communities include:

- Volunteerism is changing. For many Oregon communities, there is no local mechanism for mobilizing and motivating volunteer resources, as well as plans for keeping up with attrition numbers and training requirements.
- Over half of Oregon's fatal and injury crashes occur in the north Willamette Valley in just four counties, significantly impacting overall state crash statistics. Two counties, Gilliam and Sherman, have experienced an average fatal and injury crash rate above 7 per 1,000 people for the past decade. These counties have minimal local resources to address their traffic safety issues.
- While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often the first area where budget cuts or other changes are made.
- Few local governments in Oregon have developed a plan specific to reducing motor vehicle related deaths and injuries, either as a standalone or as part of a transportation system plan; even fewer have undertaken a more comprehensive "4-E" approach to the problem.
- A traffic safety academy or other systematic approach to training and motivating local volunteers is not currently in place. Efforts to train local government employees are not always well coordinated.
- Two MPOs have now published their required Strategic Highway Safety Plans (Portland Metro and Lane Council of Governments).

The following pages represent a series of data visualizations regarding Oregon's diverse local traffic safety problems.

Jurisdictional Data for Oregon Counties, 2017

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal And Injury Crashes	F&I Crashes/ 1,000 Pop.	Nighttime Fatal And Injury Crashes
Baker	*	16,750	4	2	136	8.12	22
Benton		92,575	12	5	478	5.16	52
Clackamas	@!	413,000	29	15	2,570	6.22	339
Clatsop		38,820	12	7	347	8.94	54
Columbia	@*	51,345	5	0	236	4.60	28
Coos		63,310	12	5	385	6.08	63
Crook		22,105	5	3	149	6.74	23
Curry		22,805	0	0	112	4.91	16
Deschutes	@	182,930	21	9	1,013	5.54	127
Douglas	*	111,180	23	9	673	6.05	97
Gilliam		1,995	2	1	37	18.55	6
Grant	@!	7,415	2	0	41	5.53	4
Harney	@!	7,360	3	0	51	6.93	12
Hood River		25,145	1	0	125	4.97	24
Jackson	!	216,900	24	10	1,512	6.97	219
Jefferson		23,190	8	6	176	7.59	41
Josephine		85,650	19	13	666	7.78	112
Klamath		67,690	17	6	521	7.70	75
Lake		8,120	0	0	53	6.53	14
Lane	@!	370,600	33	7	2,133	5.76	303
Lincoln		47,960	13	1	376	7.84	54
Linn		124,010	16	3	811	6.54	108
Malheur	@!	31,845	8	2	291	9.14	57
Marion		339,200	40	20	2,784	8.21	420
Morrow	!	11,890	3	0	83	6.98	25
Multnomah		803,000	58	23	6,807	8.48	1,086
Polk		81,000	10	2	466	5.75	60
Sherman		1,800	0	0	65	36.11	10
Tillamook		26,175	3	1	180	6.88	30
Umatilla	!	80,500	5	1	442	5.49	78
Union	@!	26,900	3	0	144	5.35	24
Wallowa		7,195	1	0	21	2.92	5
Wasco		27,100	10	1	210	7.75	28
Washington	@#	595,860	21	11	3,862	6.48	437
Wheeler		1,480	4	3	24	16.22	4
Yamhill		106,300	12	3	646	6.08	87
Statewide Total		**4,141,100**	**439**	**169**	**28,626**	**6.91**	**4,144**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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 # = County/Local Traffic Safety Group ! = Safe Communities Group @= Has or is developing a local plan for safety

*Nighttime fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

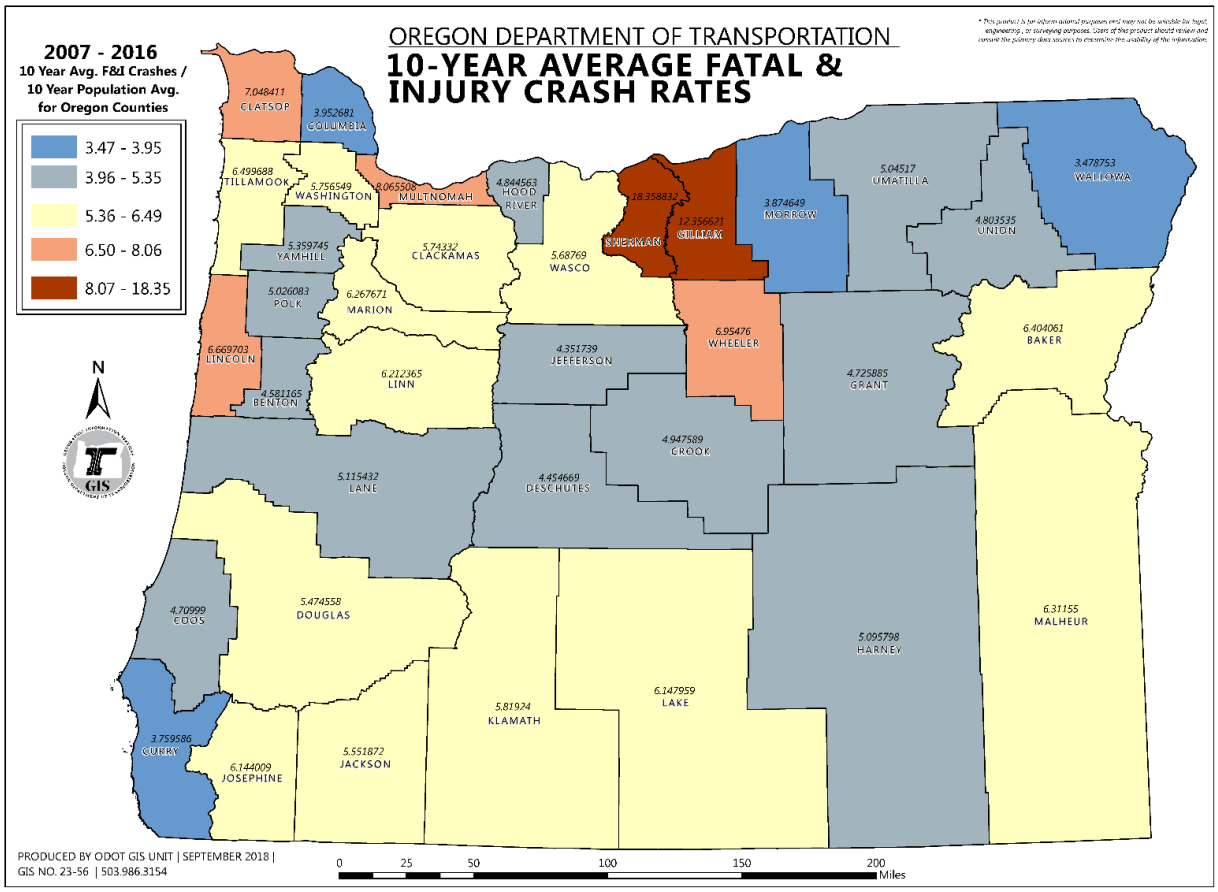
Jurisdictional Data for Oregon Cities over 10,000 Population, 2017

City		Population Estimate	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	ghttime Fatal and Injury Crashes
Albany	*	52,710	0	0	334	15.8	32
Ashland	*	20,700	0	0	64	32.3	6
Beaverton	*	95,685	4	2	1034	9.3	116
Bend	@*	86,765	3	1	437	19.9	40
Canby	*	16,660	1	0	62	26.9	8
Central Point		17,700	2	0	62	28.5	9
Coos Bay		16,615	0	0	84	19.8	9
Cornelius		11,915	1	1	75	15.9	12
Corvallis		58,735	2	1	282	20.8	32
Dallas		15,570	0	0	50	31.1	4
Eugene		167,780	4	1	996	16.8	119
Forest Grove	@	23,555	1	1	87	27.1	9
Gladstone		11,840	0	0	82	14.4	13
Grants Pass	*	37,135	3	0	416	8.9	40
Gresham		109,820	4	1	779	14.1	126
Happy Valley	*	19,985	1	1	143	14.0	16
Hermiston	#	17,985	1	1	91	20.0	10
Hillsboro	#	101,540	0	0	851	11.9	97
Keizer	@*	38,345	1	1	168	22.8	15
Klamath Falls	*	21,770	2	1	149	14.6	13
La Grande	#	13,245	0	0	38	34.9	3
Lake Oswego	*	37,490	1	0	127	29.5	13
Lebanon	*	16,720	0	0	52	32.2	2
McMinnville		33,665	0	0	149	22.6	11
Medford		79,590	5	2	736	10.8	79
Milwaukie	*	20,550	0	0	111	18.5	14
Newberg	*	23,480	0	0	96	24.5	8
Newport	#	10,215	0	0	69	14.8	4
Ontario		11,465	0	0	76	15.1	8
Oregon City		34,610	3	1	303	11.4	33
Pendleton	*	16,890	0	0	65	26.0	7
Portland	!	639,100	47	21	5,675	11.3	899
Redmond	@*	28,265	1	1	160	17.7	13
Roseburg		24,015	4	3	205	11.7	14
Salem		163,480	12	2	1,603	10.2	220
Sandy		10,855	0	0	58	18.7	9
Sherwood		19,350	0	0	92	21.0	7
Silverton		10,070	0	0	37	27.2	5
Springfield		60,655	1	0	416	14.6	54
St. Helens	*	13,240	0	0	43	30.8	2
The Dalles		14,625	1	1	72	20.3	6
Tigard	@	50,985	2	2	487	10.5	29
Troutdale		16,070	2	0	87	18.5	14
Tualatin		26,960	1	0	258	10.4	27
West Linn		25,695	0	0	115	22.3	7
Wilsonville		24,315	2	1	131	18.6	15
Woodburn		24,685	1	0	157	15.7	23
Statewide Total		**2,393,095**	**113**	**46**	**17,664**	**7.38**	**2,251**

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, 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. *Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

*= Local Traffic Safety Group #= County/Local Traffic Safety Group != Safe Communities Group @=Has or is developing a local plan for safety

The following data map provides a 10 year snapshot of fatal and injury crash rates in Oregon.



Goal

- To increase the number of Oregonians represented by a community-level transportation safety group (a local safety committee, safe community or other active group focused on transportation safety) from the 2013-2017 average of 66 percent to 70 percent by December 31, 2025.

Performance Measure

- To increase from the December 2018 number of 52 active local transportation safety groups to 55 by December 31, 2020. ***[In 2020, there were 52 active traffic safety groups.]*** (This number remains steady, but safety commissions continue to be somewhat more difficult to initiate. The number of active safety groups continues to hold, in spite of economic hardship and difficulties with in-person meetings and citizen participation resulting from the COVID-19 pandemic. Increased volunteer and meeting tool offerings for local groups likely had a positive impact maintaining the number of local traffic safety groups working issues.)

Strategies

- Provide a statewide clearinghouse program to support and provide resources for local volunteers, groups and efforts which encourage a 4-E approach to transportation safety, and promotes proven countermeasures to address local traffic safety problems.
- Assist local Safe Community and local Safety Action Plan implementation.
- Provide assistance for development of safety action plans that address local crash problems using the 4-E approach to transportation safety.
- Provide coordination to develop integrated local transportation safety programs.

Community Traffic Safety

SA-20-25-08		Awarded	Expended
Section 402	Clackamas Safe Community	$10,000	$0

This project was initialized and work got underway to move ahead. The project award was subsequently increased to add a media component, but just as COVID-19 was emerging as a national, and statewide issue. The grantee continued to move ahead on staff work, including some minor purchases and other support work for their new traffic safety action plan. As the time to expend funds drew near, however, the grantee decided it would not be a prudent investment at this time, and requested to suspend the project (with no NHTSA funds having been expended). $11,745 in local match activity occurred prior to cancelling this 2020 project.

SA-20-25-07		Awarded	Expended
Section 402	Suburban - Lane Safe Community	$95,000	$ 94,999

This project successfully adapted to the COVID-19 pandemic disruptions and limitations and continued to coordinate with and assist local and county wide partners to promote and advance traffic safety issues. The grantee most notably was able to report that the Central Lane MPO Transportation Safety Action Plan has 40% of strategies implemented or in process of being implemented, and the Lane County Transportation Safety Action Plan has 75% of short term action items implemented or in process of being implemented.

SA-20-25-09		Awarded	Expended
Section 402	Suburban - Deschutes Safe Community	$10,000	$0

This project was initiated very late in the grant year, and was further delayed by the COVID-19 pandemic challenges and priorities. The county and its partners did determine next steps and during the grant period initiated a contracting process to secure a vendor to coordinate communications and facilitation for the county and its sub-units. No NHTSA funds were expended.

SA-20-25-20		Awarded	Expended
Section 402	Safe Community Services	$154,000	$128,948

The project distributed monthly newsletters locally and statewide, continued to maintain a warm phone line, developed and distributed a guide to recruiting and retaining partners from new sources for traffic safety efforts (volunteers, etc.), and provided in-person traffic safety presentations to local groups before the physical distancing and other COVID-19 pandemic restrictions. The program pivoted to online communications and continued to distribute safety kits for use by partners at smaller local events. Phone calls became a prominent tool for communication with local volunteers and groups during the 2020 grant year.

SA-20-25-06		Awarded	Expended
Section 402	Rural--Harney County Coordinator	$20,000	$11,054

This project, in its planned final year, wrapped up its safety coordinator efforts and successfully distributed the major functions of the position to local groups and agencies. No major projects were initiated prior to departure of the coordinator. COVID-19 pandemic did delay some of the project wrap-up and hand-off activities.

SA-20-25-24		Awarded	Expended
Section 402	Grant County	$20,000	$6,505

The project provided car seat fittings until COVID-19 pandemic restrictions stopped their occurrence due to Oregon stay-at-home and physical distancing orders in April. In July the group tried a drive through car seat clinic and bike helmet distribution with some success. The project staff and volunteers prepared for October events outdoors based on the ongoing COVID-19 pandemic. The project found reaching the community through social media and local media this grant year most effective due to COVID-19 pandemic.

RS-20-77-21		Awarded	Expended
Section 402	Local Safety Action Plan	$80,000	$0

Klamath County was awarded this grant to allow for the development of an additional local Transportation Safety Action Plan that addresses the 4-E approach to transportation safety, and work was done on completing the plan during the grant year. However, due to the COVID-19 pandemic and other county priorities, public hearings on the local Transportation Safety Action Plan were not held. FY2021 plans are to conduct a virtual public workshop with partners (that include local tribes) in March to conduct this activity.

Paid Media

No Paid Media for FFY 2020.

Driver Education

Link(s) to the Transportation Safety Action Plan

Action # 6.17.6 Provide continued improvement of the education system for new drivers, including issues dealing with access to, and cost associated with passenger vehicle operator training. Evaluate required driving training for youthful operators.

Problem Identification Statement

- In 2017, drivers age 15-20 represented 6.4 percent of total licensed drivers, but were involved in 17.4 percent of all fatal and serious injury crashes that year. There is a need to increase the number of teens who participate in an approved driver education program to reduce the incidence of these crashes.
- There is a need to eliminate inconsistencies in the various driver education public/private provider services by enforcing a model statewide program with standards proven to reduce the risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Current approved instructors need to be evaluated and compared to the national standards, and a refresher course needs to be provided for instructors out in the field more than four years.
- There is a statewide need for more exposure to novice driver training outside of the Willamette Valley.
- There is a need to measure citations, crashes and convictions of students that have completed approved driver education to compare against those teens that do not complete an approved course, to evaluate program effectiveness; and a need to be able to identify the approved provider in cases of repeated deficiencies.
- There is a need to continually update the Playbook and DVD Instructor interface (curriculum guide), in an effort to acknowledge best practices and compare to the national curriculum standards.
- There are currently 28 Commercial Drive Schools certified by Oregon DMV operating in the State of Oregon; fourteen of these also participate in the ODOT-Approved Driver Education Program. The need continues for incorporating the remaining DMV certified schools into TSD Approved status.

Youth Drivers on Oregon Roadways

	2013	2014	2015	2016	2017	2013-2017 Average
Age 15-20, % of Total Licensed Drivers	6.11%	6.23%	6.20%	6.37%	6.43%	6.27%
*Overrepresentation of Drivers Age 15-20***	1.65	1.64	1.76	1.78	1.40	1.65
Total 15-20 Drivers in Fatal Crashes	35	33	50	56	40	43
Total 15-20 Drivers Alcohol Involved	10	7	10	8	8	9
Percent Alcohol Involved	28.6%	21.2%	20.0%	14.3%	20.0%	20.1%
15-20 Auto Occupant Fatalities	25	27	23	34	26	27
15-20 Unrestrained Auto Occupant Fatalities	8	3	9	12	8	8

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

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

Driver Education in Oregon

	2013	2014	2015	2016	2017	2013-2017 Average
DMV Provisional Licenses Issued (Age 16-18)	24,813	26,406	27,178	27,292	29,779	27,094
Students completing Driver Education	7,632	7,656	8,813	9,761	10,140	8,800
Students that did not complete an ODOT-TSD approved DE program before licensing	17,181	18,750	18,365	17,531	19,639	18,293
Number of instructors completing two courses or more	43	45	65	73	62	58
DMV Certified Drive Schools	22	22	27	25	24	24
DMV Certified Drive Schools with ODOT-TSD Approval (Driver Education)	7	8	10	11	14	10

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

Goal

- Reduce the number of drivers age 15-20 involved in fatal and serious injury crashes from the 2013-2017 average of 561 to 482 by December 31, 2025.

Performance Measures

- Decrease the number of drivers; age 15-20, involved in fatal crashes from the 2015-2017 moving average of 48 to 44 by December 31, 2020. *(NHTSA)* ***[In 2019, there were 60 drivers; age 15-20, involved in fatal crashes.]*** (In FFY 2018 and 2019, there were increases in drivers, age 15-20, involved in fatal crashes. Expanding the reach of the novice driver training program by including safety messaging in advertising for the approved program is anticipated to decrease the number of teen driver fatalities. Additionally, increasing access to driver education by increasing the number of instructors and the number of ODOT-Approved providers is anticipated to help reverse the upward trend of age 15-20 drivers involved in fatal crashes.)

- Increase the number of students completing driver education from the 2015-2017 moving average of 8,800 to 10,459 by December 31, 2020. ***[In 2019, 9,701 students completed ODOT-Approved driver education.]*** (One potential reason for the reduction in students completing the approved program this year was in provider adjustments in course offerings to better manage their extended expenses while waiting for state reimbursement, which can only be authorized at the conclusion of each approved course. Additionally, an instructor shortage continues to affect the ability to provide instruction. Instructor recruitment campaigns continue to address this issue.)
- Increase the number of DMV Certified drive schools participating in the TSD-Approved program from the 2015-2017 moving average of 12 to 14 by December 31, 2020. ***[In 2018, 15 of 27 DMV Certified drive schools (56%) participated in the ODOT-Approved program.]*** (As the program becomes more aligned with the Driver and Motor Vehicle division, there are more instances of new providers also participating in the approved novice driver-training program as they obtain DMV business approval.)
- Increase the number of students exposed to "pre-driver education" formational education from the 2015-2017 annual average of 34,364 to 35,395 by December 31, 2020. ***[In 2019, 46,629 students were exposed to "pre-driver education" formational education.]*** (The increase in student exposure was due largely to increased opportunities offered by both Trauma Nurses Talk Tough and Think First.)

<u>Strategies</u>

- Implement a marketing plan (including adaptive strategies and instructor recruitment plans) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training. Additionally, continue work towards implementation of an instructor evaluation program.
- 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 student participants.
- Continue to work with NHTSA, ODOT Research Division and other groups to evaluate the elements of the Oregon Driver Education program, and other ways to effectively teach (and reach) Oregon youth.
- Maintain the centralized instructor certification process and continue to improve the efficiency of system(s) for which student and instructor certification is accomplished.

Driver Education

DE-20-20-02		Awarded	Expended
Section 402	Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference	$15,000	$14,336

These funds are to provide support for both out of state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March each year. The PacNW Conference was held March 6-8, 2020 and was completed just prior to the Oregon statewide shutdown in response to the COVID-19 pandemic. The conference provided up to 15 hours of continuing education credits for certified instructors in Oregon. In addition, 81 registrants attended from outside of Oregon: British Columbia, Florida, Idaho, Illinois, Montana, Nevada, Pennsylvania, Utah and Washington. The plan in FFY21 is to hold a virtual conference.

20DRVED-001		Awarded	Expended
Student Driver Training Fund	Driver Education Program Reimbursement	[$2,260,000]	[$2,118,994]

These funds reimburse 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. Additionally, a low/no cost subsidy is available, not to exceed $75 per student. Curriculum standards and delivery practices are met before reimbursement dollars are provided. Adaptive Strategies Program allows for “project specific” activities that increase access to “Frontier” Oregon teens.

20DRVED-004		Awarded	Expended
Student Driver Training Fund	Driver Education DHS Foster Kids	[$50,000]	[$970]

These funds reimburse 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. Progress on this project was hampered by the COVID-19 pandemic shutdowns. Many ODOT-approved driver education providers were shut down for several months during the grant period and that affected the ability of foster students to participate in and complete driver education. In addition, there were staff changes in the grantee’s organization that created challenges in tracking and summarizing data.

20DRVED-002		Awarded	Expended
Student Driver Training Fund	GDL Implementation - Information and Education	[$620,000]	[$541,905]

These funds pay for a grant to Western Oregon University to train beginning instructors completing the instructor preparation courses and provide for trainer of trainers' development and workshops, additionally these funds provide for the Instructor Certification program and certification database. Funds also provide for the coordination of the regional Pacific Northwest Driver and Traffic Safety Conference, curriculum update projects for ODOT-TSD, and emerging logistical development support through compliance systems (RAPID) and others.

20DRVED-003		Awarded	Expended
Student Driver Training Fund	Statewide Services – Driver Education	[$235,000]	[$45,064]

This grant supports the driver education advisory committee quarterly meetings and activities promoting "best practices" in driver education. Additionally, there are funds provided for program supplies for certification cards and maintaining the Student Data Entry System (SDES).

20DRVED-006		Awarded	Expended
Student Driver Training Fund	Region 2 Initiative (Adaptive Strategies)	[$100,000]	[$99,840]

This grant supports a start-up effort for Lane County to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Salary for the coordinator, benefits, travel, services and supplies, office equipment and training are provided. This 3-year grant will be extended an additional year to account for a late start and the effects of the COVID-19 pandemic.

20DRVED-005		Awarded	Expended
Student Driver Training Fund	Region 5 Initiative (Adaptive Strategies)	[$60,000]	[$500]

This grant supports a start-up effort for Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney and Malheur Counties to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Funding is for recruitment of instructors, development of satellite classrooms, travel, services and supplies and training. Work on this grant was affected by shutdowns related to the COVID-19 pandemic. It was intended to provide start-up support for new providers in Region 5 counties where driver education is limited. With school and business closures, the effort was severely hampered. This effort will be renewed when the COVID-19 pandemic emergency declaration is lifted and schools and business are allowed to fully operate again.)

20-TOFYouth-961		Awarded	Expended
Transportation Operating Fund	Think First	[$47,500]	[$46,289]

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through Think Injury Prevention programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. Think First provides injury prevention programs, prevention materials, and participates in community events. Think First was able to move to a virtual format allowing grant work to continue.

20-TOFYouth-962		Awarded	Expended
Transportation Operating Fund	Trauma Nurses Talk Tough (TNTT)	[$47,500]	[$47,500]

This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college; develops and participates in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats; and works with other partners to provide safety information to high-risk youth, including parents whenever possible. Trauma Nurses Talk Tough was able to move to a virtual format in order to continue work on deliverables.

20BUSTRNG-000		Awarded	Expended
State Funds	School Bus Safety Education	[$46,330]	[$18,003]

This funding enables the Oregon Department of Education to visit and deliver School Bus Safety Education to Oregon schools. Students are trained on how to travel to and from school safely. Funds are also made available for maintaining "Buster" buses, the presentation tools for student bus safety training. Students are also taught about the safety patrol program and adults are provided crossing guard instruction. Stop paddles, school flags and vests are purchased through this grant and distributed to schools. Work on this grant was severely affected by school closures related to the COVID-19 pandemic. With school closures, remaining safety presentations and training events were cancelled.

Paid Media

Google Ads

Under the efforts of the Program Manager, the *whydrivewithed.com* micro site continues to act as the consumer portal to program information for the three main target groups (teens, parents and instructors). Consistent review of materials and content and distribution to improve engagement for the programs is necessary in order to make an impact. To continue to support the site, which remains an accurate representation of statewide training opportunities, an updated website was designed and launched to run targeted educational ads, promote the site to teens and parents interested in learning more about driver education, and address frequently asked questions during the COVID-19 pandemic. Budget of $12,000.

Messaging Study

Collecting data on messaging and understanding baseline information on focus audiences is an important way to form program materials and confirm bias in certain circumstances. Training sessions offer a unique opportunity to run group surveys with teens statewide as they enroll in driver education and to gather baseline data. The plan is to work with the program manager to assemble a study to help to understand how and why teens enroll for driver education. By obtaining baseline data at the beginning of training sessions, we can better develop materials for driving sign-ups for driver education. Budget of $5,000. This piece was delayed and not initiated due to the COVID-19 pandemic.

Facebook Ads for Parents

With over 280,000 subscribers among parents 35-54 in Oregon, Facebook offers unparalleled reach and affordability. The program was to continue using Facebook ads to target parents. Video ads also make more impact here. We planned to re-run a combination of ads created in 2019, focused on the impact driver education is having in reducing teen crashes and how statistics clearly make a case for the importance in enrolling kids in driver ed. The Facebook ads were to run April through May for summer enrollment and August-September for winter and spring enrollment and to align with Back to School Safety efforts. Budget of $15,000. Due to school and driver education closures related to the COVID-19 pandemic, this effort was postponed.

Video Ads for Teenagers

YouTube and Instagram continue to lead in social media viewing preferences among teenagers and youth. Studies and driver education instructor feedback suggest that teens find that the tips and tricks they learn during driver education training aren't common knowledge. Due to the popularity of video ads on social media, we suggest producing a composite :30 videos of two to three new short video vignettes and posting on YouTube targeted, streaming pre-roll and as shorter videos (:15 seconds) on Instagram. Budget of $10,000. Due to the COVID-19 pandemic, this effort was postponed.

Geotargeting Ads (Parents, Teenagers, Potential Instructors)

Geo-fencing web ads as a tactic for targeting people on their smartphone while at specific locations is a useful tool for intentional reach and focused targeting. Venues, such as community colleges and areas around high schools, give us the option of placing 3-4 different messages during the school year. It could be used to reach students, parents and potential instructors among non-teaching staff with specific messages. Creative materials will be new or based on existing ads, depending on the format needed. We suggest timing messages to parents and teens in April-May and messages targeting potential instructors in April to prepare for the Summer Academy. Budget of $8,000. Due to the COVID-19 pandemic, this effort was postponed.

Facebook Ads for Instructors

Facebook offers unparalleled reach and affordability, especially among Oregon State retirees and professionals such as fire fighters, teachers and law enforcement officers. We recommend therefore continuing using Facebook ads to target potential instructor recruits. We will re-run a combination of ads created in 2019, focused on the benefits and mentorship opportunities of training and working as a Driver Ed instructor. The Facebook ads will run March and April for summer training and July-August to align with Back to School training session. Budget $5,260.

Emergency Medical Services

Link(s) to the Transportation Safety Action Plan

Action # 6.15.1 Recruit, train and retain EMS responders in urban, rural, and sparsely populated areas.

Problem Identification Statement

Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. During the last recession many larger hospitals had to make budget cuts and their foundations suffered financially which has continued to present day. Smaller rural community hospitals faced even more severe budget constraints that continue to impact their ability to obtain necessary training and equipment. Oregon Administrative Rules determine continuing education and recertification requirements for EMTs of all levels.

Rural crashes can be more severe than other crashes because they often involve higher rates of speed and longer emergency response times. 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.

Trauma patients are of particular concern for rural counties where motor vehicle crash patients may require a higher level of care than what the rural hospital or facility can provide. These crashes can seriously extend response times and delay adequate care needed in that critical 'golden hour' after a serious crash injury. Every effort needs to be made to increase Oregon's EMS workforce and shorten response times due to these challenges.

Oregon's EMS Workforce

EMS Level	2014	2015	*2017
Emergency Medical Responders (EMR)	1,596	1,932	2,394
Emergency Medical Technician (EMT)	5,366	4,407	4,762
Advance/Emergency Medical Technician (A/EMT)	60	83	162
Emergency Medical Technicians-Intermediate (EMT-I)	918	795	748
Paramedics	3,617	3,347	3,779
Total	11,557	10,564	11,845

Source: Data according to Oregon Health Authority. All EMT's are expected to renew their license once in two years.
*2016 Data does not exist, during this year Oregon transitioned their licensure levels to match national levels.

Oregon's Average Response Times

	2016	2017	Difference
Response time	6	7	+1
Time on Scene to stabilize and prepare for transport	16	16	0
Transport time to medical facility	15	14	-1
Total Incident time	37	39	+2

Source: Data according to Oregon Health Authority, reported in minutes

Goals

- Increase knowledge base of EMS personnel by increasing the number of EMT's in Oregon's workforce from 11,845 in 2017 to 15,004 by December 31, 2025.
- Decrease response, scene and transport times, through training and appropriate equipment, from the statewide average of 38 minutes in 2016-2017 to 29 minutes by December 31, 2025.

Performance Measures

- Increase the number of scholarships and online training for individual rural EMS personnel from 99 in 2017 to 108 by December 31, 2020. ***[In 2018, there were 90 scholarships for individual rural EMS personnel.]*** (There was a decrease in the number of participants because the on-line training program was not yet executed this grant year, and the three conferences scheduled were cancelled due to the COVID-19 pandemic. Therefore, there were no scholarships offered for the three EMS training conferences.)
- Decrease response, scene and transport times from the statewide average of 38 minutes in 2016-2017 to 34 minutes by December 31, 2020. ***[In 2018, there were collectively 39-minute response, scene and transport times.]*** (Maintaining the needed training through annual conferences is important to accomplish this performance measure; however, due to the COVID-19 pandemic the trainings were cancelled for 2020.)

Strategies

- Increase opportunities for EMS certification and training by providing scholarships and on-line training opportunities to rural paid and volunteer providers for responding to motor vehicle crashes.

Emergency Medical Services

EM-20-24-01		Awarded	Expended
Section 402	Emergency Medical Services	$40,000	$21,806

This project was to assist in strengthening Oregon's EMS capabilities statewide, initially intended as support for rural emergency medical services personnel (both paid and volunteer) to attend one of three statewide training conferences and/or online training to maintain certification. The online training project was unfortunately not executed, and the training conferences were cancelled due to the COVID-19 pandemic. The project did expend funds to increase EMS capabilities thru purchasing 93 pediatric restraint systems for agency land transport vehicles (ambulances, etc.) in partnership with the Oregon Health Authority, who also assisted in distribution to 38 rural agencies.

Paid Media

No Paid Media for FFY 2020.

Highway Safety Improvement Program

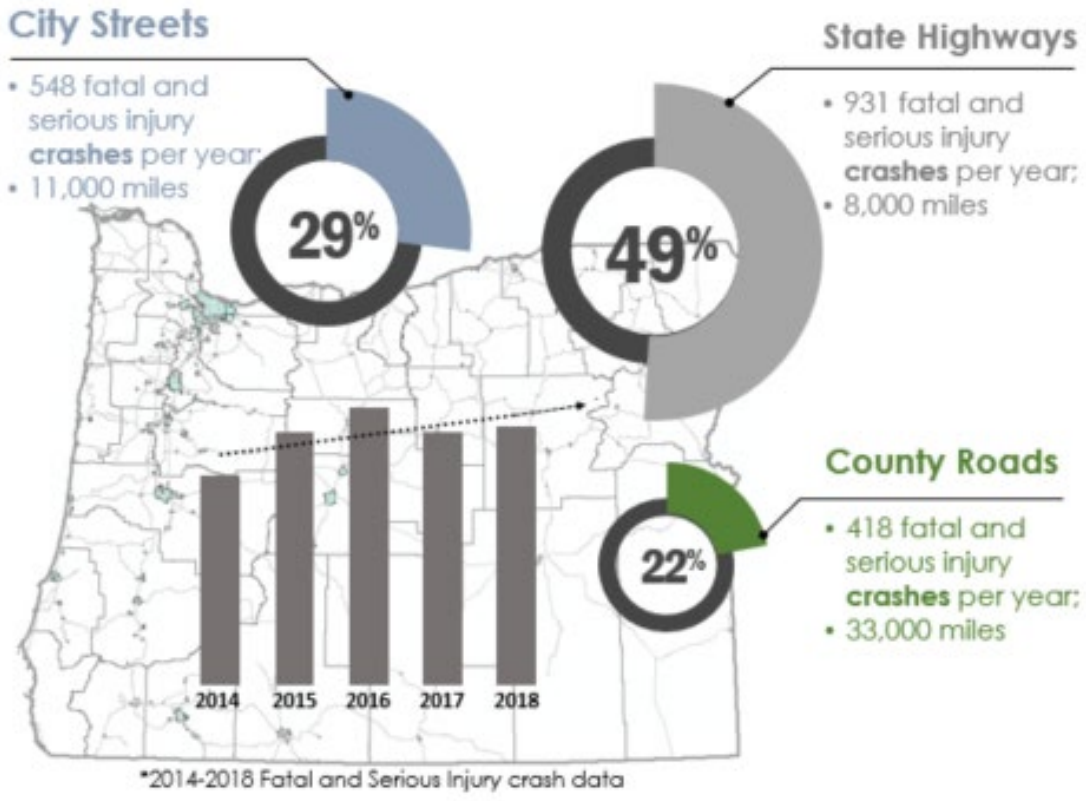
Link(s) to the Transportation Safety Action Plan

Action # 6.7.1 Design and implement treatments addressing risk factors associated with roadway departure crashes.

Problem Identification Statement

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all public roads. HSIP funds are limited and good project selection can suffer from subjective opinions (i.e., short term spike in crashes) and surrogate measures of safety (i.e., near misses) therefore, the best results for improving safety are achieved through a data-driven, strategic approach that focuses on performance. With this approach, projects with the highest reduction in fatal and serious injury crashes, for the money spent, are selected. Based on the 2014 through 2018 crash data:

- Fatal and serious injuries have been steadily increasing from 1,851 in 2014 to 2,188 in 2018. More than half of all fatal and serious injury crashes occur on State highways.
- Rural low volume roads are typically more risky and, while they have lower overall rate of crashes, they typically have a higher rate of high severity crashes. On rural roads, roadway departure crashes account for almost 70 percent of fatal and serious injuries.
- While fatal and serious injury crashes are on the rise overall, this is especially true for vulnerable users. On average, each year, one out of every seven fatal and severe injury crashes involves a pedestrian or bicycle.



Oregon Highways, Fatalities and Serious Injuries (F&A) 2014-2018

Public Roads by Jurisdiction	State Highways		Urban Non-State Streets		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	per VMT*
All F&A	1,109	5.09	715	9.80	361	4.64	2,185	5.93
Roadway Departure F&A	508	2.33	165	2.26	261	3.36	933	2.53
Intersections F&A	314	1.44	392	5.37	57	.074	763	2.07
Pedestrians and Bicyclists F&A	97	0.44	152	22.06	11	0.14	258	0.70

*Fatalities and serious injuries per one hundred million vehicle miles traveled (non-state VMT is 42% of total, best estimate is that it is almost evenly split between urban and rural)

Roadway Departure Crash – a crash not related to an intersection, which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the traveled roadway.
Intersectional Crash – a crash which occurs within the limits of the intersection of two or more roads; or a crash which occurs outside the intersection but are generally within 50 feet and a direct result of some maneuver at or because of the intersection.
Pedestrian and Bicyclist Crash – a crash in which a pedestrian or pedal cyclist was struck by a motor vehicle.
Fatal and Serious Injuries (F&A) – Number of people killed (Fatal) and seriously injured (Serious Injury A) in crashes.

Goal

- Reduce fatalities and serious injuries from the 2014-2018 average of 2,187 to 1,767 by December 31, 2025.

Performance Measures

- To reduce the average number of roadway departure fatal and serious injuries from the 2016-2018 average of 984 to 898 by December 31, 2020. ***[In 2018, there were 926 roadway departure fatal and serious injuries.]*** (This was a decrease from 979 fatal and serious injuries in 2017. Based on the data, this has been a successful performance measure. Over the past few years, there has been an overall downward trend of roadway departure fatal and serious injuries. In order to continue to achieve a reduction, ODOT will continue to improve and implement the ARTS (All Roads Transportation Safety) program. Improvements in programming data driven projects using benefit cost analysis, updates to the safety investigations manual, and improving analytical methods that apply systemic risk factor analysis to identify roadway departure crash trends will help better achieve a reduction in roadway departure fatal and serious crash injuries. In addition, Oregon recently completed an HSIP implementation plan that describes actions to meet the statewide safety performance targets. ODOT will work to implement the short and long-term strategies outlined in the implementation plan to reduce roadway departure fatal and serious injuries. Of the construction projects listed in the 2021 year, 25 roadway departure improvement projects are planned statewide. Projects on rural highways, that include rumble strips, have shown success in reducing the severity of roadway departure crashes by 20-30 percent.)

- To reduce the average number of intersection fatal and serious injuries from the 2016-2018 average of 781 to 713 by December 31, 2020. ***[In 2018, there were 749 intersection fatal and serious injuries.]*** (This is an increase from 717 fatal and serious injuries in 2017. Based on the data, this has not been a successful performance measure. Over the past few years, there has been an increasing trend in intersection fatal and serious injury crashes. In order to achieve a reduction, ODOT will continue to improve and implement the ARTS program. Development and implementation of an Intersection Control Evaluation (ICE) policy, improvements to analytical methods that apply systemic risk factor analysis to identify intersection crash trends, and continued research into lower cost improvement implementation will help better achieve a reduction in intersection fatal and serious injuries from these crashes. In addition, Oregon recently completed an HSIP Implementation plan that describes actions to meet the statewide safety performance targets. ODOT will work to implement the short and long-term strategies outlined in the implementation plan to reduce intersection fatal and serious injuries. Of the construction projects listed in the 2021 year, 78 intersection improvement projects are planned statewide.)
- To reduce the average number of pedestrian and bicycle (non-motorized) fatal and serious injuries from the 2014-2018 average of 260 to 200 by December 31, 2020. *[TSAP]* ***[In 2018, there were 249 pedestrian and bicycle (non-motorized) fatal and serious injuries.]*** (This was a slight decrease from 251 fatal and serious injuries in 2017. Based on the data, this has been a successful performance measure. ODOT will continue to improve and implement the ARTS program, which includes the programming of data driven pedestrian and bicycle safety improvements projects using the cost effectiveness index (CEI) as part of the data driven decision making. Oregon just completed an update to the pedestrian and bicycle safety implementation plan that applies analytical methods based on risk factor analysis. This plan will be used to identify pedestrian and bicycle crash trends for project development. In addition, Oregon recently completed an HSIP Implementation plan that describes actions to meet our statewide safety performance targets. ODOT will work to implement the short and long-term strategies outlined in the implementation plan to continue to reduce pedestrian and bicycle fatal and serious injuries. Of the projects listed in the 2021 year, 66 construction projects that include pedestrian and bicycle improvements are planned statewide.)

<u>Strategies</u>

- Improve the reporting, accuracy, and usefulness of the Project Safety Management System.
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Continue development and refinement of the Safety Tools, including:
  - ✓ Implement new SPIS for all public roads eliminating PDOs from consideration
  - ✓ Implement new GIS crash reporting tool for local roads
  - ✓ Continue to monitor, update and investigate existing and new Crash Reduction Factors for inclusion in CRF list
  - ✓ Identify and evaluate planning-level CMF's that are applicable on typical project types
- Prioritize recommendations from FHWA's review of the HSIP plan ("A Review of Oregon's All Road Transportation Safety Program, November 2020")
- Conduct outreach and education to local agencies and other safety partners regarding the speed management action plan (SMAP)

- Explore new methods and approaches to help flag locations where speeds and vulnerable road users are critical elements to improving safety
- Work with cities to develop new methodologies for setting urban speeds
- Evaluate speed issues with counties to possibly develop new concepts
- Evaluate Speed increases in central and eastern Oregon
- Develop a pilot of a Wrong Way Driving Implementation plan in one region
- Research risks of pedestrian and bicycle crashes to further explore improving project selection for bike and pedestrian safety projects
- Develop and document approach to update systemic safety plans on a regular basis using OASIS
- Continue to work with Transportation Development Division (TDD) to incorporate any new locations from updated safety plans into TransGIS (or incorporate in new crash reporting tool above)
- Continue to investigate new tools and methods to help visualize crash data to aid in identifying potential project locations
- Evaluate Safety Corridor Program process
- Evaluate developing an Older Driver Safety plan
- Evaluate Older Driver and High Risk Rural Roads measures to determine if penalties occur
- Develop and implement an Intersection Control Evaluation (ICE) Plan
- Update the Highway Safety Investigations Manual & SIM tool and provide training
- Update HSM predictive worksheets using more recent crash data
- Implement Work Zone Safety Plan
- Evaluate, refine and update the ARTS Safety program and guidance based on the implementation of the 2022-2024 STIP
- Continue to investigate new tools and methods that support the processes and methods outlined in the ARTS program guidelines
- Develop and implement internal training for Regions and HQ staff on applications for safety data tools

- Implement the Highway Safety Manual (HSM) and related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
  - ✓ Conduct and evaluate existing research for HSM implementation
  - ✓ Begin collecting MAP 21 Fundamental Data Elements
  - ✓ Evaluate HSM analysis tools for possible development
  - ✓ Develop more Oregon specific Safety Performance Functions (SPFs), including for Freeways
  - ✓ Explore implementation of Safety Analyst software in ODOT
  - ✓ Explore ways to integrate IHSDM into Roadway Design Exceptions
- Evaluate new methods for integrating safety and cost effectiveness in to 3R projects
- Improve coordination and communication between and within ODOT and local agencies responsible for safety, including:
  - ✓ Provide training for local agency staff on Safety process, data analysis and the use of new SPIS/OASIS for all public roads
  - ✓ Continue to improve coordination and communication with local agencies responsible for safety
  - ✓ Work with TSD to develop local Safety plans for cities and counties
  - ✓ Expand reporting capabilities to enhance usefulness of crash data to local agencies
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety, including:
  - ✓ Study benefits of red clearance extension to reduce red light running
  - ✓ Evaluate and implement variable speed systems to reduce weather related incidents
  - ✓ Update Signal Detection Guidance to include latest technology and detection methods for motorcycles and bicycles
  - ✓ Develop new guidance to encourage use of roundabouts and separation of turning movements at rural intersections
  - ✓ Evaluate the use of profiled durables as an alternative to rumble strips
  - ✓ Evaluate the use of low noise rumble strips
  - ✓ Develop new criteria and policy for expanding the use of rumble strips in Oregon
  - ✓ Participate in national pooled fund study of low cost countermeasures

Impaired Driving - Alcohol

Link(s) to the Transportation Safety Action Plan

Action 6.1.1: Change social norms by increasing awareness of the types of impaired driving (e.g., drunk driving, drugged driving, and driving under the influence of prescription drugs).

Action 6.1.3: Conduct targeted impaired driving enforcement.

Action 6.1.4: Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.

Action 6.1.6: Strengthen laws aimed at reducing repeat DUII offenders.

Problem Identification Statement

Impaired Driving is the leading cause of fatal and serious injury crashes on Oregon's roadways, involving alcohol, drugs, or a combination thereof. This complex problem has touchpoints with law enforcement, prosecution, treatment, prevention, and the judicial system, with each stakeholder group confronting a unique set of challenges with differing systems that must work together for meaningful improvements to be effective and lasting. It is the goal of ODOT's Transportation Safety Division to address these challenges and remove barriers for all partners across the DUII continuum.

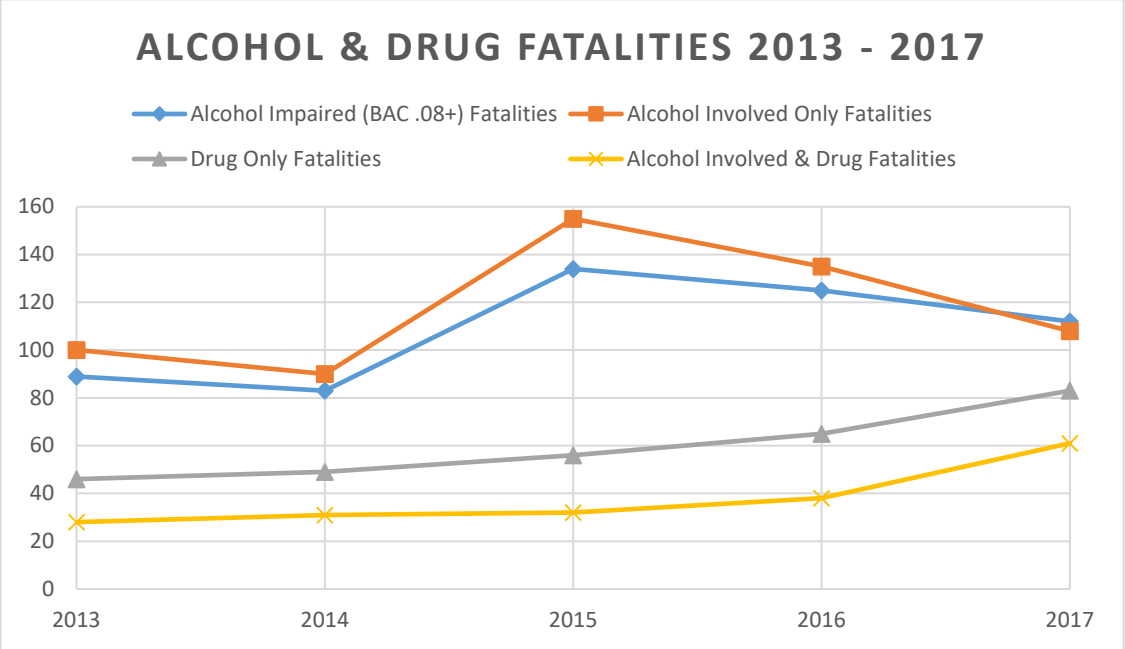
Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other crash-related data, show that in 2017, 33.6 percent of all Oregon traffic fatalities were alcohol-involved. One hundred and eight of the fatalities involved only alcohol; and 31 were a combination of both alcohol and other drugs.

- Due to lack of monitoring methodology, there are a high number of ignition interlock devices that are not installed as required. Oregon's IID compliance rate hovers at 36 percent. With new legislation passed in 2012, an additional estimated 10,000 new ignition interlock devices were required yearly for diversions alone. Although Oregon has a new Ignition Interlock Device Oversight Program, it will not transfer to the Oregon State Police for full operation and enforcement until July of 2019.
- Budget cutbacks at the local level have led to lowered participation in grant-funded overtime enforcement activities, where smaller agencies do not have adequate staffing to fill straight time shifts, and existing officers are over-worked.

Impaired Driving Arrests During Grant Funded Enforcement

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	5-Year Average
Impaired Driving Arrests	1,646	1,385	2,678	1,474	1,065	1,650

- The IID for Diversion statute has recently come under criticism as being excessive, and legislative changes to make IID's optional for drug-only impairment, or for blows under a 0.08 BAC were made in 2016. Additionally, administrative changes need to be made to how the courts, DMV and IID providers communicate and report data to accurately track those IID's installed for diversion. These type of circumstances have a significant impact on the viability of meeting the goal.



Data source: Crash Analysis and Reporting, Oregon Department of Transportation

Goal

- Reduce alcohol-impaired driving fatalities from the 2013-2017 average of 99 to 91 by December 31, 2025.

Performance Measures

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2017 level of 6,245 to 6,870 by December 31, 2020. ***[In 2020, there were 6,469 Ignition Interlock Devices installed in Oregon.]*** (This performance measure was not met in 2020. The first factor influencing the outcome was discovering upon investigation that Oregon's compliance rate was closer to 18 percent, rather than 36 percent. Secondly, COVID-19 pandemic shut down most court operations and appearances, which delayed many proceedings in which IID's were ordered by the court. And lastly, Oregon continues to allow IID's to be removed from vehicles after a set time of no violations, so the installed number drops without new installations being made. It is expected that Oregon's IID numbers will climb rapidly after courts resume normal operations.)

- Maintain the number of participating municipal agencies in High Visibility Enforcement of impaired driving laws at the 2018 level of 50 by December 31, 2020. ***[In 2020, there were 69 Oregon city and county law enforcement agencies participating in NHTSA sponsored High Visibility Enforcement (HVE) events.]*** (In FFY2019, 53 local agencies participated in HVE overtime grants. This metric has been exceeded and it is anticipated that participation will remain at this level in FFY2020. This performance measure was exceeded in 2020. City and county HVE participation continues to grow, thanks to personal outreach and the ease of new on-line reporting.)
- Decrease the turnaround time for urine toxicology results from the Oregon State Police Crime Lab from the September 2018 level of 153 days to 90 days by December 31, 2020. ***[In 2020, the turnaround time for urine toxicology results from the Oregon State Police Crime Lab was 33 days.]*** (This metric was exceeded by 200 percent. OSP lab staff, by prioritizing the reduction of backlogs, was able to drop turnaround time to 33 days. This assists prosecutions statewide by eliminating delays in evidence that can be challenged and lead to unnecessary dismissals.)
- Decrease alcohol impaired driving fatalities from the 2015-2017 moving average of 147 to 134 by December 31, 2020. *(NHTSA)* ***[In 2019, there were 167 alcohol impaired driving fatalities.]***[1] (There have been increases in alcohol-impaired fatalities that have exceeded the 2015-2017 average. This increase can be tied to a decreased law enforcement presence on the roadways because of budgetary issues and a trend of refocusing resources away from specialty details, such as traffic and DUII, and back to a generalized patrol function. When arrests decrease, there is a corresponding increase in impaired fatalities. Continuing to expand opportunities for HVE grants can assist in increasing law enforcement presence during high-incidence times for impaired driving and help to reduce fatal crashes during designated holidays and local events. Encouraging departments to participate through new streamlined grant reporting processes can especially help those departments who may otherwise struggle with the administrative requirements of participation.)

Strategies

- Conduct targeted public opinion research to help guide legislative and public education efforts regarding DUII.
- Expand resources available for HVE events in prioritized areas and promote local flexibility in targeting significant events with a specific or implied alcohol focus.
- Study DUII offense/offender patterns statewide and look for incident commonalities and ways to better prioritize efforts for maximized return in the form of lowered recidivism.
- Support law enforcement agency media and local public safety education efforts on DUII, especially with smaller agencies that may not have dedicated public affairs staff.
- Develop and refine a standardized, on-line method to report HVE statistics compatible across state, county and city agencies to reduce administrative burden and increase participation.
- Work to develop and support key community groups as a speaker's bureau that can speak as surrogates on the DUII issue throughout the state.
- Continue to study the nexus between Treatments, Prevention and Enforcement efforts to better target resources and provide solid policy advice and data-driven prioritization.

[1] FARS imputed data from STSI. 2019 STSI Data provided by Region 10 email dated 11/10/2020.

- Work with Law Enforcement, Courts and Prosecutors to examine ways to streamline the DUII process to reduce paperwork and officer failure-to-appear at administrative suspension hearings, and strengthen DUII cases overall.
- Work to replicate effective best practices for DUII specialty courts in Oregon for those communities that can support this resource locally.
- Continue support for increased judicial and prosecutorial education on DUII issues.
- Continue collaboration with Health and Hospital systems in Oregon to educate their staff and develop (if necessary) 'Memorandums of Understanding' for local law enforcement agencies to eliminate problems for hospital reporting and warrant services.
- Promote improved IID technology standards to prosecutors and courts that have resulted from the administrative rule process.
- Promote the IID management and oversight program that will increase installation rates and a uniform approach to data reporting.
- Work across program areas within ODOT-Transportation Safety Division to find common touchpoints and gaps with Impaired Driving: Motorcycles, Youth, Driver Education, Judicial Programs, etc.
- Continue participation and support with the Law Enforcement Traffic Safety Advisory Committee to promote cross-jurisdictional collaboration and coordination for addressing impaired driving across the state.
- Maintain collaboration with the Governor's Advisory Committee on DUII and promote cooperative efforts of public education, stakeholder partnerships and advancement of policy.
- Promote and support continued SFST training (and trainer) opportunities around the state.
- Promote "No Refusal" training, awareness and events in every ODOT region in cooperation with local enforcement, prosecution and courts.
- Work to develop a statewide 24/7 Sobriety Program.

Impaired Driving - Alcohol

164AL-20-14-01		Awarded	Expended
164AL	Statewide Services Program – DUII	$292,369	$291,880

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 impairment. DUII related PSAs in the form of billboards, print, water closet, television and radio were produced and distributed. Public opinion survey questions specific to alcohol-impaired driving were conducted. Additionally, this grant paid for the 24-DRUNK phone hotline to report impaired drivers, and for the impaired driving training-related support. A media campaign was developed around the message of Crashes are not accidents. The resulting television PSA, featuring local law enforcement, won two media awards – Houston WorldFest Platinum, and the Summit Media Awards Silver – and the message is being adapted to other traffic safety program areas. A focus group for impairment amongst motorcycle riders was also supported by this grant, and PSA media will be developed from those results in FFY2021.

164AL-20-14-03		Awarded	Expended
164AL	Ignition Interlock Device (IID) Oversight and Management Program	$842,231	$658,774

This project provided necessary funding for the initial start-up & operation of the state's new IID Oversight and Management program transfers to the Oregon State Police, for the addition of the necessary components to raise Oregon's IID installation compliance rate. This project saw previously significant gains fall back to pre-oversight levels of installation compliance with COVID-19 pandemic and the closing of courts and proceedings across Oregon. Inspections of service centers and installers continue to be successful, and expectations are that once courts open back up, installation rates and compliance will rise rapidly.

164AL-20-12-09		Awarded	Expended
164AL	DUII Overtime Enforcement Program - OSP	$50,000	$25,833

Oregon State Police participated in High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant provided overtime funds for troopers working in coordinated statewide DUII-specific patrols. OSP continued to cover 100% of the state highways and led in coordinated efforts to reduce impaired driving through HVE. COVID-19 pandemic has reduced the amount of overtime spent on enforcement, as seen with both city and county agencies as well. It is expected that in FFY2021, there will be a concerted effort to reengage with HVE.

164AL-20-14-20		Awarded	Expended
164AL	Law Enforcement Spokesperson – DPSST	$100,000	$91,737

This project provided funding for the management and training of all DUII-related law enforcement training in the State of Oregon. SFST and SFST Refresher training was held at various locations across the state. Additional goals were to increase the number of Standardized Field Sobriety Test (SFST) certified trainers and provide mobile video training to state, county and municipal departments, as well as to keep officer training records available for those organizations managing HVE grants. The Law Enforcement Spokesperson project continues to be the principle outreach to law enforcement in the topic of impaired driving. They conduct Standardized Field Sobriety Testing trainings, SFST Refresher trainings and SFST instructor development courses. Many of the classes taught by this project were under the cap for in-person trainings, so this is one area that was largely unaffected by COVID-19 pandemic and training continued around the state, although adaptations for online trainings were made as needed.

164AL-20-14-36		Awarded	Expended
164AL	HVE DUII Enforcement - City and County Law Enforcement Agencies	$600,000	$358,495

This grant was for DUII overtime enforcement mini-grants to city and county law enforcement departments throughout the state. Approximately 50 cities and 15 counties covering over 80 percent of the state's population received overtime grant funds for FFY2020. Cities and counties participating in High Visibility Enforcement events provided DUII-specific patrols at designated high-incidence windows for impaired driving. This grant allowed for flexibility to accommodate participation during local community events that are identified as high impaired-driving risk periods. This project was very successful both in terms of recruiting new participants from cities and counties across Oregon, as well as refining their online data reporting systems to reduce bureaucratic burdens on local departments. The growth of participants was a performance measure above that exceeded projections.

164AL-20-14-23		Awarded	Expended
164AL	No Refusal Mini-Grants	$150,000	$0

The goal of the "No Refusal" mini-grant program, in a partnership with Mothers Against Drunk Driving is to deter people from driving under the influence and thus prevent impaired driving crashes. The program, when fully activated, will provide a tool for law enforcement to collect and preserve time-sensitive evidence. Agencies will work with prosecutors and judges to quickly obtain "blood draw warrants" for drivers who refuse Blood Alcohol Content (BAC) testing. Individuals suspected of impaired driving who refuse to provide a breath test will be subject to a blood draw by a locally contracted provider, and subsequent testing. This grant was initiated in the fourth quarter of FFY2020, along with the partner grant with MADD. No mini-grants were awarded in this initial quarter of the project while the criteria and application process were being developed.

M6X-20-12-07		Awarded	Expended
405(d)	DUII Investigator – Lane County District Attorney's Office	$100,000	$100,000

This project funded a DUII Investigator with the Lane County DA's office for the exclusive purpose of investigating DUII crimes, serious crashes and fatalities, and assisted those prosecutors handling misdemeanor and felony DUII crimes. This was the second year in a three-year grant funded position. The Investigator is a certified crash reconstructionist with a law enforcement and DRE background. Lane County is over-represented in fatal crashes from impaired driving, and adding this capacity in the DA's office assisted in more swift prosecution and adjudication of cases that may otherwise be dismissed or delayed. . This project was successful in both assisting prosecutors with DUII cases, and serving problematic warrants for DUII. FFY2021 will be the final year for this grant, and the Lane County District Attorney's Office has indicated their intention to absorb this position and costs full-time, as the value to their agency has been demonstrated.

M6X-20-12-22		Awarded	Expended
405(d)	DUII Resource Prosecutor (1)	$256,000	$236,085

This project provided a DUII prosecutor at the Department of Justice who served as a traffic safety resource and subject matter expert to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. The DUII Prosecutor traveled throughout Oregon to assist with DUII cases, and participated as a trainer for prosecutors and law enforcement relating to DUII law, procedures and case law updates. This project continues to be a significant value-add to Oregon's DUII program. Unfortunately, COVID-19 pandemic has all but eliminated most large-scale in person trainings. However, the TSRP moved much of their training and education delivery online and regularly presents and attends webinars to increase the skills and awareness of partners between law enforcement and prosecutors. The TSRP continues to provide support for prosecutors across the state as needed, and is a regular participant and resource in a number of workgroups and committees.

164AL-20-14-22		Awarded	Expended
164AL	MADD No Refusal Program	$50,000	$12,500

The goal of the MADD No Refusal" program was to recruit and partner with city and county agencies who experience implied consent refusals during a DUII investigation, and coordinate for those agencies to receive mini-grants (from 164AL-20-14-23) for the purposes of covering warrant-obtained blood draw expenses. This partnership includes establishing a local No Refusal policy, working with prosecutors and judges to quickly obtain "blood draw warrants" for drivers who refuse Blood Alcohol Content (BAC) testing, and keeping data on the impacts of this program on court time, prosecutions, etc. This grant was initiated in the fourth quarter of FFY2020 and was only able to recruit four agencies, while developing the application and criteria necessary. MADD is actively continuing these grant activities in FFY2021.

Paid Media

See Impaired Drug chapter for FFY 2020 Impaired Driving Media (alcohol, and drugs).

Impaired Driving - Drugs

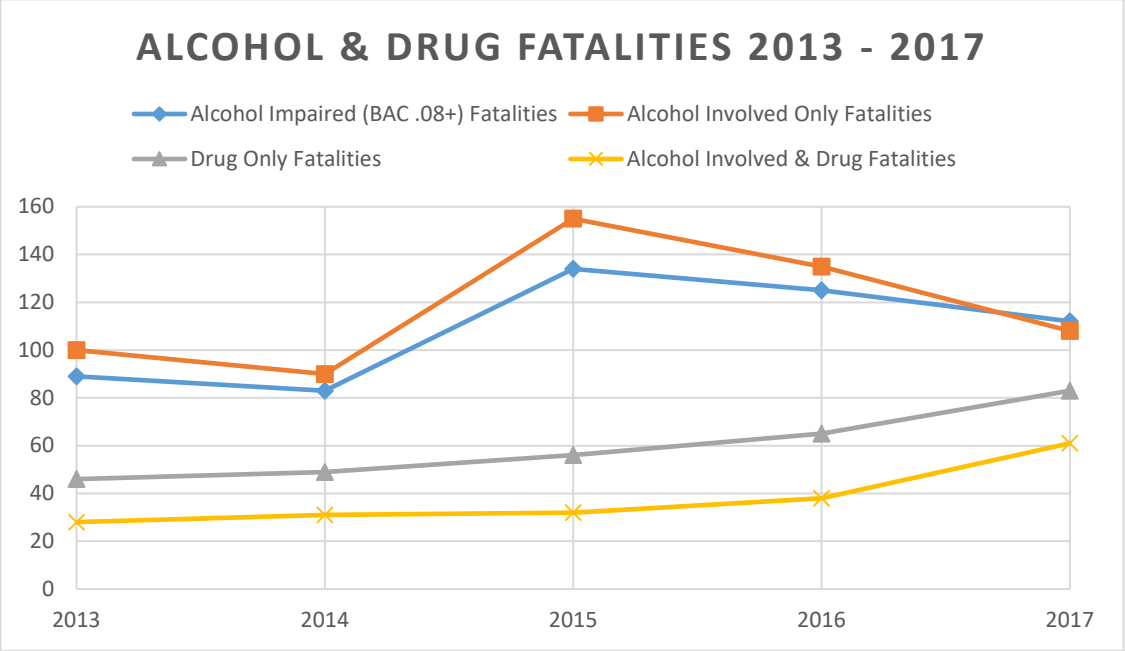
Link(s) to the Transportation Safety Action Plan

Action 6.1.2: Provide training and education on marijuana impairment detection for law enforcement.

Problem Identification Statement

Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, shows that in 2017 83 people died in drug-only crashes, and 61 people died in crashes involving a combination of both drugs and alcohol, which highlights a trend of poly-substance abuse in Oregon fatal crashes.

- 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 906 in 2013. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- Due to current Oregon law, drivers impaired solely by over-the-counter and/or non-controlled prescription drugs cannot be prosecuted for DUIIs and are therefore not referred to treatment or a supervised diversion program.
- In November 2014, Oregon voted to legalize recreational marijuana, joining Colorado, Washington and Alaska. In 2019, this now also includes the states of California, Nevada, Maine, Michigan, Vermont, Massachusetts, and the District of Columbia. This new law took effect in Oregon July of 2015 and allows possession limits larger than any other state, as well as home-grow provisions and allowances for hash oil and other potent concentrates. An increase has been seen in Oregon drug-impaired driving that closely resembles increases in Washington and Colorado.
- Reports from Oregon, Washington and Colorado are showing that a successful prosecution for drug-impaired driving is significantly harder to achieve because of the lack of public understanding and case law about drug impairment and the role of the DRE. The science continues to be lacking in determining impairing levels of THC, as compared to the accepted science of legal impairment from alcohol. The traditional toxicology metrics for alcohol do not apply to THC impairment.
- A recent U.S. Supreme Court decision (Missouri v. McNeely) in April 2013 affected the interpretation of exigency when obtaining a blood draw in the case of DUII. Missouri v. McNeely affirms that loss of evidence (dissipation of blood alcohol levels) is not in itself an exigent circumstance that would otherwise not require a search warrant to facilitate a blood draw. Blood draws are currently the most efficient and accurate way to prove impairment at the time of arrest in the case of drugs, and in particular, impairment by substances that remain in the body for a long period of time, such as marijuana.



Data source: Crash Analysis and Reporting, Oregon Department of Transportation

Goal

- Maintain the drug involved driving fatalities at the 2013-2017 average of 98 by December 31, 2025.

Performance Measures

- Increase the number of certified Drug Recognition Experts in Oregon from 215 in 2018, to 225 by December 31, 2020. ***[In 2020, there were 167 active certified DREs.]*** (This Performance measure was not met in 2020. Oregon has experienced a high number of law enforcement retirements that have taken a toll on DRE numbers statewide. Additionally, the COVID-19 pandemic prevented the scheduled DRE school and field certifications from occurring in this grant year, as well as many of the ARIDE classes, from which Oregon regularly draws 85% of new DRE recruits. Success of this performance measure will largely depend on both retention of existing DRE's, and the ability to hold in-person trainings if and when COVID-19 pandemic restrictions are lifted.)
- Reduce the number of drug-involved driving fatalities from the 2017 level of 144 to 139 by December 31, 2020. ***[In 2018, there were 233 drug-involved driving fatalities. These include drug-only fatalities and alcohol-and-drug combination fatalities.]*** (This performance measure was not met in 2020. The proliferation of legalized recreational marijuana has led to a sharp increase of drug-only, poly-drug, and drug-and-alcohol impaired driving. In 2020, Oregon decriminalized possession amounts of assorted scheduled drugs, such as methamphetamine, heroin, cocaine, LSD and prescription narcotic analgesics (Measure 110). Decreased law enforcement resources have led to fewer arrests as well as a diminished deterrence presence. It may be necessary to adjust performance measures from 'to decrease', to instead *maintain* in the future. That approach may more accurately reflect the reality of Oregon's drug-impaired driving crisis.)

Strategies

- Continue providing support for judicial and prosecutorial education on DUII-Drug issues.
- Collaborate with Health and Hospital systems in Oregon to educate their staff and develop (if needed) Memorandums of Understanding for local law enforcement agencies that can eliminate logistical and administrative problems for hospital reporting and warrant services.
- Continue support for DRE training and education programs and support a second DRE school if demand is there.
- Expand ARIDE training in efforts to increase awareness and to recruit potential DRE officers from within the classes, paying attention to underserved rural areas.
- Promote policy education around “any impairing substance” for DUII laws.
- Target revised public opinion research to help guide legislative and public education efforts, specifically related to the impacts of marijuana legalization and its relation to impaired driving.
- Work with OHA to track DUII-Drug offender patterns, recidivism rates, treatment methodology, effectiveness and overall impacts to the DUII system.
- Work with Oregon Liquor Control Commission as standards are developed for impaired driving and marijuana impairment and for education efforts as it relates to the legal consumption of marijuana.
- Support policy education to include an administrative penalty for a blood test refusal under implied consent.
- Work to expand capabilities and capacity of the Oregon State Police Crime Lab regarding blood toxicology and promote the collection of blood as forensic evidence in impaired driving cases.
- Target creative media to educate the public on the dangers of driving impaired from the use of marijuana, as well as a focus on Oregon's high rate of prescription drug abuse.
- Continue to closely monitor the legalization of marijuana and all aspects of this policy direction for potential impacts to Impaired Driving.

Impaired Driving – Drugs

M8CP-20-12-26		Awarded	Expended
405(e) Flex	CLEAR Alliance – Prevention Education to Reduce Drug-Impaired Driving	$285,000	$284,992

This project focused on youth education pertaining to drug-impaired driving through in-school and later the development of on-line trainings, media campaigns, and other community engagement opportunities. This project was very successful in 2020, despite the COVID-19 pandemic restrictions on in-person trainings, and the cancellation of the scheduled conference. Curriculum was moved to an on-line format and continues to be updated regularly with new data and information, as well as increasing their reach to 33 of 36 counties with trainers.

M6X-20-12-03		Awarded	Expended
405(d)	Drug Recognition Expert – Toxicology Testing	$140,000	$122,975

This project was designed to encourage state and local law enforcement agencies to pursue the collection and analysis of blood evidence for drugs in DUII cases, for the purposes of improved prosecution, more complete data gathering, and as a tool for improving DRE evaluation accuracy. This project continued to be a benefit to both prosecution and law enforcement by helping to encourage warranted blood draws. At the conclusion of the grant year, 350 results were returned to local law enforcement agencies from toxicology labs. Building capacity in state-run labs will reduce the need for this grant in the future, but until that time, this grant continues to demonstrate value.

M6X-20-12-16		Awarded	Expended
405(d)	Drug Recognition Expert Training (DRE)	$120,000	$20,723

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 Chiefs of Police (IACP) and National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provided for a DRE school and field certifications to be conducted in FFY2020, testing of toxicology samples from dismissed cases to maintain DRE accuracy ratings, as well as statewide ARIDE trainings, including the projected training of all OSP troopers. This grant did not meet objectives for 2020 because of the COVID-19 pandemic restrictions that led to the cancellation of the scheduled statewide DRE training conference, DRE School and subsequent field certification process, as well as many of the ARIDE classes also supported by this grant.

M6X-20-12-23		Awarded	Expended
405(d)	Drug Recognition Expert Overtime Enforcement (DRE)	$140,000	$65,336

Provided statewide overtime enforcement by DREs representing multiple law enforcement agencies. In 2020, DRE's continued to assist local and state law enforcement with evaluations on drug-impaired suspects. Grant expenditures were down significantly because of decreased DRE numbers, and decreased law enforcement stops related to COVID-19 pandemic. Additionally, overtime expenditures for training instructors and event-centered activities were not used because of cancellations due to Oregon's devastating wildfires occurring during those scheduled events.

M6X-20-12-12		Awarded	Expended
405(d)	DUII Multi-Disciplinary Task Force Training Conference	$130,000	$7,345

This conference was cancelled in 2020 because of COVID-19 pandemic restrictions on in-person gatherings. Conference organizers are hopeful the 2021 conference will be able to occur as scheduled. This project provided funding for scholarships to a training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement, prosecutors, judges, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference will reach well over 300 partners within the State of Oregon working in the DUII subject area.

M6X-20-12-06		Awarded	Expended
405(d)	Protecting Lives, Saving Futures Training - ODAA	$65,000	$64,834

Through a partnership with the Oregon District Attorney's Association, this project funded "Protecting Lives, Saving Futures," a joint training with prosecutors and other law enforcement to build a common understanding of the complications and strategies unique to impaired driving cases. This training conference was successful, and one of the only statewide conferences able to be held before the COVID-19 pandemic restrictions were implemented. Twenty-eight prosecutors and 41 law enforcement officers were trained. Additionally, training for the Oregon District Attorneys Association was held via webinar for their annual Summer Conference.

M6X-20-12-17		Awarded	Expended
405(d)	Forensic Scientists – Oregon State Police Crime Lab	$155,142	$140,007

This project provided for two dedicated forensic scientists at the Oregon State Police Crime Lab. A significant toxicology backlog for DUII's has created unintended consequences for the prosecution and adjudication of DUII crimes elsewhere in the DUII continuum, leading to dismissals. These scientists worked to reduce that backlog of evidence to greatly improve turnaround time. This grant continues to be successful at adding needed capacity to the Oregon State Police crime lab for DUII toxicology analysis. These forensic scientists continue to reduce the backlog of toxicology samples, leading to swifter prosecutions and fewer dismissals because of delays. 2021 will be the last year for this grant, as the Oregon State Police, per the grant agreement, are fully assuming the costs for these positions.

M6X-20-12-01		Awarded	Expended
405(d)	DUII Statewide Services	$812,214	$93,174

A comprehensive traffic safety public information and education 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, social media and radio were produced and distributed throughout the grant year. Public opinion survey questions specific to impaired driving were conducted, along with focus groups to target effective messaging. This grant continues to work with the ODOT-TSD media contractor to develop and produce effective messaging through TV, radio, and social media to target key audiences in a DUII prevention effort. This grant has also supported a cross-program effort to address impaired motorcycle fatalities with a focus group and media message development.

Paid Media

Paid Media for FFY2020 was $369,090 and included PSA campaigns during Superbowl, St. Patrick's Day, Fourth of July and Labor day, as well as billboards, social media PSA's, and media development for the multiple award-winning "A Crash is no Accident" campaign. FFY2020 also saw the development of Spanish language campaigns, as well as a partnership with a ride-share company during high-incident DUII times.

Judicial Outreach

Link(s) to the Transportation Safety Action Plan

Action # 6.17.5 Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

The Problem

There is limited outreach and training available for judges, prosecutors, and court clerks/administrators relating to traffic safety issues and traffic law. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages. Additionally, many of the judges who serve smaller communities do so on a part-time basis; frequent changes in traffic related case law as well as legislative changes may not be readily known or interpreted consistently.

Judges have limited information and training on Impaired Driving especially surrounding ignition interlocks and drug impaired driving (specifically marijuana which is now legal in Oregon both medically and recreationally), as well as other popular drug trends. Teen driving, motorcycle safety and increased speed limits also need to be addressed.

Judicial Outreach

	2014	2015	2016	2017	2018	2014-2018 Average
No. of Judges trained during offered training sessions	77	67	67	64	65	68
No. of Court Staff/Administrators trained during offered training sessions	25	20	16	23	16	20
No. of Prosecutors trained during offered training sessions	97	113	103	115	107	107
Combined total of CLE Credits Approved*	64.5	53.8	43.75	64	59.5	57.11

Sources: TSD Judicial Training and ODAA Training (Impaired Driving and Judicial Education Programs). *CLE is short for the MCLE which means Minimum Continuing Legal Education activities. For Judges and Prosecutors 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. More information about MCLE rules can be found at MCLE Rule 3.2 and 5.5 at OSB's webpage http://www.osbar.org/_docs/rulesregs/mclerules.pdf

Goals

- Maintain the number of judges participating in transportation safety related judicial education training programs hosted by TSD at the 2014-2018 average of 68 annually by December 31, 2025.
- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD from the 2014-2018 average of 107 to 115 by December 31, 2025.
- Increase the number of prosecutors specifically trained in the prosecution of serious injury and fatal crash cases caused by distracted driving from the 2020 calendar base year of 0 to 30 by December 31, 2025.

Performance Measures

- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSD at the 2014-2018 average of 107 to 111 by December 31, 2020. ***[In 2020 there were 32 prosecutors participating in traffic education programs.]*** (In 2017, there was actually an increase in the number of prosecutors participating in traffic education programs from the prior year. It is still a challenge to have prosecutors to attend trainings due to caseload and court schedules.) Due to Covid the number of TSD funded trainings for prosecutors was also reduced. Although not the ideal training method, Oregon's Traffic Safety Resource Prosecutor did provide a number of webinar trainings for prosecutors and law enforcement officers to ensure that critical information such as changes to laws or case law updates was still provided.
- Increase the number of judges participating in annual transportation safety related judicial training programs hosted by TSD from the 2014-2018 average of 68 annually to 70 by December 31, 2020. ***[In 2020 there were 56 judges participating in annual transportation safety related judicial training programs hosted by TSD.]*** (Oregon did not meet this performance measure. This year's registration for the conference was originally at 70; however, with the increased concern over COVID-19 pandemic, the number of judge attendees dropped by 20% just prior to the start of the conference. Statewide shutdowns began only a few days after the conference ended.)

Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon judges. Invite court administrators to attend.
- Coordinate with Oregon Judicial Department to offer a one day Judicial Education Workshop specific to Impaired Driving for Circuit Court judges.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors specifically related to the prosecution of distracted driving crashes.

Judicial Outreach

TC-20-24-08		Awarded	Expended
Section 402	Judicial Education	$30,000	$29,033

ODOT TSD facilitated a traffic safety related education conference to Oregon municipal, justice, and circuit court judges March 10 – 12, 2020. In addition to judges, the training was also attended by 17 court administrators. Topics covered included legislative updates from the current short session, a new judge's workshop, information on Oregon's new Ignition Interlock Compliance program, presentations on working with Youth in Traffic Court and information on how their brains work. Several other relevant traffic safety topics of interest expressed by the judges were also covered.

Additionally, Oregon District Attorney's Association (ODAA) also delivers TSD funded Traffic Safety Education trainings each year to prosecutors and law enforcement from around the state. Again, due to COVID-19 pandemic most of these trainings did not take place, as they generally occur later in the calendar year. However, through technology, the Oregon Traffic Safety/DUII Resource prosecutor (who normally helps create the agenda for these trainings) put together multiple webinar trainings on important case law updates and changes related to legislative changes to keep prosecutors and Oregon police officers updated.

Paid Media

No Paid Media for FFY 2020.

Motorcycle Safety

Link(s) to the Transportation Safety Action Plan

Action #6.9.1 Increase awareness among motorcycle drivers that the majority of these crashes involve speed, impairment, and roadway departure.

Problem Identification Statement

- On average, motorcycle riders represent 13 percent of all traffic fatalities annually, yet in 2017 motorcycles represented only 3 percent of the registered vehicles in Oregon.
- Riders were impaired or affected by alcohol and/or drugs in at least 55 percent of motorcyclist fatal crashes in 2017.
- Riding impaired, riding too fast for conditions, and riding above posted/suggested speed continue to contribute to motorcycle crashes, fatalities, and injuries.
- Other motorists continue to violate motorcyclists' right of way – resulting in crashes, fatalities and injuries.
- Riders choose to wear non-compliant helmets, or wear no helmet at all. DOT compliant helmets reduce head trauma. Riders choose to wear clothing that does not provide the protective characteristics that motorcycle-specific riding gear provides. This typically results in increased injury severity.

Motorcyclists on Oregon Roads

	2013	2014	2015	2016	2017	2013-2017 Average
Fatal Crashes	32	43	60	54	53	48
Percent of all Fatal Crashes (all crash types)	11.0%	13.4%	14.6%	12.1%	13.0%	12.8%
Injury Crashes	874	801	889	909	757	846
Percent of Injury Crashes	3.8%	3.3%	3.1%	3.0%	2.7%	2.9%
Motorcyclist Fatalities	31	44	60	55	56	49
Percent alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities	31%	26%	40%	39%	55%	38%
Percent un-helmeted fatalities	5.8%	8.6%	4.9%	7.2%	3.5%	6%

Source: Crash Analysis and Reporting, Oregon Department of Transportation.

Motorcyclists on Oregon Roads

	2013	2014	2015	2016	2017
Registered Motorcycles	131,464	132,123	134,711	135,464	136,442
Percent of all registered vehicles	3.2	3.2	3.1	3.1	3.0
Motorcyclists fatalities per registered motorcycle (in thousands)	0.24	0.33	0.45	0.41	0.41
Team Oregon Students Trained	11,230	11,279	9,812	9,832	8,939

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

Goal

- Reduce the number of motorcycle riders killed or seriously injured in motorcycle crashes from the 2010-2017 average of 262 to 205 by December 31, 2025.

Performance Measures

- Reduce riders killed in motorcyclist crashes when they were impaired by alcohol and/or under the influence of drugs from the 2015-2017 average of 25 to 24 by December 31, 2020. ***[In 2018, there were 41 riders of motorcycles killed in crashes where the rider was alcohol impaired at any level and/or had other drugs in their system at the time of the crash.]*** (Oregon did not meet this performance measure. In 2018, 10 more people died in crashes over the previous year (2017 – 27 fatalities, 2018 - 37 fatalities) where the motorcyclist had a BAC=.08 or higher, and/or the motorcyclist had another impairing substance in their system. Impaired riding remains one of the leading causative factors in MC rider deaths in Oregon. Recently released research across all modal crashes from the early part of 2020 indicate an increase in impaired and poly substance crashes. Additionally, motorcycle manufacturers have reported increased sales in 2020 over previous years - which may result in more overall exposure, risk and possible crashes to riders – in relation to inexperienced riders. I anticipate the 2020 final motorcyclist crash information related to impairment will track in tandem with the increases in impairment related crashes occurring across the nation.)
- Reduce speed related motorcyclist crashes from the 2015-2017 average of 222 to 215 by December 31, 2020. ***[In 2018, there were 225 speed related motorcyclist crashes.]*** (Oregon did not meet this performance measure. Speed continues to be one of the leading causative or contributing factors in MC rider crashes. The program continues to partner with the TSD Speed/Law Enforcement/Judicial Program Manager to address this issue. Efforts are under way to work with law enforcement partners to develop and provide educational and corrective opportunities to address these preventable crashes. Efforts are also underway to develop materials that promote riding in a legally compliant manner and for that behavior to become the expectation among peer Oregon motorcyclists.)
- Reduce fatal motorcyclist crashes that occurred while negotiating a curve from the 2015-2017 average of 26 to 24 by December 31, 2020. ***[In 2018, there were 27 fatal motorcyclist crashes that occurred while negotiating a curve.]*** (Oregon did not meet this performance measure. Impairment, speeding, too fast for conditions and failure to ride at the suggested speeds continue to contribute to the program's problem areas and with this goal specifically. In 2020, ODOT worked with GARD Communications to develop and distribute public safety messages through various media outlets to target specific locations in Oregon which encouraged riders to pay specific attention to curve advisory signs to reduce/eliminate these preventable crashes. Efforts are also underway to develop materials that promote riding in a legally compliant manner and for that behavior to become the expectation among peer Oregon motorcyclists. These efforts are intended to have a positive result in reducing the number of crashes where the rider fails to negotiate a curve.)

- Decrease motorcyclist fatalities from the 2015-2017 average of 58 to 56 by December 31, 2020. *(NHTSA)* ***[In 2019, there were 57 motorcyclist fatalities.]***[1] (Oregon did not meet this performance measure. Other than a reduction in its overall media budget, the program activities have not varied significantly from pre-2015 TSD motorcyclist safety program activities. At this time the program manager is evaluating rider population increases, comparative mode increases, and causative factor trends to determine why the State and the program continue to see increases of fatalities.)
- Maintain un-helmeted motorcyclist fatalities at the 2015-2017 average of 3 thru December 31, 2020. *(NHTSA)* ***[In 2019, there were 8 un-helmeted motorcyclist fatalities.]***[2] (Oregon did not meet this performance measure. Some riders in Oregon, as well as riders visiting the State choose to not wear DOT-certified motorcycle helmets or any helmet at all, as required by law. Oregon requires all riders to wear helmets if riding a motorcycle without an enclosed cab. Updates to the TSD Motorcycle Rider Safety webpage are planned for 2021 to encourage riders to make informed decisions on safety gear selection – including DOT-certified helmets.)

Strategies

- Continue the OTSC-approved basic and intermediate rider training courses, in geographically distributed locations, providing minimum course wait times. Continue to monitor approved courses for equitable access and delivery.
- Continue to assess existing and new training curriculums for adequacy, improvement, and acceptance. Continue to identify existing/new research related to training methods that lead to improved and equitable student outcomes and safer riding behavior. Partner with new and existing training providers to test concepts and pilot methodologies to ensure new rider situational awareness/risk assessment skills, compliance with Oregon laws, and to promote mastery and understanding of safe riding techniques and habits.
- Continue to identify research, tools, and techniques related to rider safety and pilot/employ them throughout Oregon directly and through grantees. This effort will encourage improved decision making, encourage improved risk assessment and situational awareness, skill development, and compliance with Oregon laws/rules leading to safer riding behavior.
- Continue to partner with the Governor's Advisory Committee on Motorcycle Safety and other stakeholders to address factors related to motorcyclist crashes including rider behavior, rider training, laws that affect rider safety, infrastructure construction and maintenance, and motorist awareness of riders.
- Analyze crash data to ensure projects, media, and outreach are addressing causative factors of crashes.

[1] 2019 STSI Data provided by Region 10 email dated 11/10/2020.
[2] 2019 STSI Data provided by Region 10 email dated 11/10/2020.

Motorcycle Safety

MC-20-80-03		Awarded	Expended
State Funds	ODOT Approved Motorcycle Safety Training Programs	[$1,016,000]	[$894,471]

This project provided funding for the currently approved state motorcycle safety training program(s) available to Oregonians (Team Oregon is the only training provider at this time). Expenditures are year to date – this grant project runs on a calendar year.

MC-20-80-05		Awarded	Expended
State Funds	Motorcycle Safety – Training Equipment	[$95,000]	[$0]

This project was to fund training motorcycles and related support/safety equipment for OTSC-approved courses, and motorcycles and related support equipment to address emerging rider needs. Expenditures are year to date – this grant project runs on a calendar year. The grantee has stated they will spend a portion of the grant by 12/31/20, but due to a significant demand for motorcycles they have had difficulty purchasing training bikes.

MC-20-80-04		Awarded	Expended
State Funds	Motorcycle Safety – Training Sites Infrastructure	[$50,000]	[$23,414]

This project provided funding to OTSC-approved training course sites for development, maintenance, repair, and improvement. Expenditures are year to date – this grant project runs on a calendar year. The grantee continues to do work as weather and site owners allow.

MC-20-80-01		Awarded	Expended
State Funds	Motorcycle Safety – Statewide Services Program	[$165,000]	[$15,007]

This project provided funding for a public information and education contract and campaign materials for rider safety issues, program related travel, program related equipment and expenses, and advisory committee/individual approved expenses. COVID-19 pandemic significantly impacted travel and availability of equipment which resulted in lower than anticipated expenditures in this grant year.

M9MT-20-50-02		Awarded	Expended
405(f)	Motorcycle Safety – Training Enhancement	$26,000	$0

This project was delayed until 2021 due to material availability limitations (trailer) and anticipated competing expenditure requests for the project – including Buy America requirements. A portion of the original grant budget was reallocated to the Motorist Awareness Media Campaign project to address multi-vehicle crashes involving motorcyclists' right-of-way violations by other transportation system users. Elements of this project will be initiated in FFY2021 depending on available budget and grantee request.

M9MA-20-50-01		Awarded	Expended
405(f)	Motorcycle Safety – Motorist Awareness	$37,000	$37,000

This project provided funding to increase motorist awareness of motorcycle riders. Existing and new material was used in the campaign. Media buys (through Facebook) for the Motorist Awareness campaign were prioritized in the ten counties that had the highest number of multi-vehicle crashes involving a motorcyclist. The message tagline of this campaign was "I'm Watching! Are You?" intended to promote the active search for motorcyclists on the roads by other motorists. Motorist awareness messaging was also distributed on a statewide basis using the tagline "Their life is in your hands," with a focus on motorists between 18-54 years old, encouraging drivers to look out for motorcycle riders.

Paid Media

State motorcycle funds expended $58,940 on media campaigns encouraging other drivers to watch out for motorcycle riders; encouraging riders to ride in a legally compliant manner and not become "customers" of the EMS system; the impacts to riders of being involved in speed racing; the need to pay special attention to updated curve advisory signs in Oregon; and for GARD Communications (media vendor) to provide an overview to the GAC-MS on historic/current campaigns and strategies. A total of $37,000 was spent on Motorist Awareness campaigns that were delivered in both English and Spanish.

These campaigns were delivered across radio mediums, Facebook, and Instagram and were delivered statewide as well as at a Geo-fenced level of distribution. Media buys for the Motorist Awareness campaign were prioritized in the ten counties that had the highest number of multi-vehicle crashes involving a motorcyclist. Motorist awareness messaging was also distributed on a statewide basis.

Occupant Protection

Link(s) to the Transportation Safety Action Plan

Action # 6.2.1	Conduct targeted enforcement of occupant protection laws.
Action # 6.2.2	Conduct targeted education to increase use of seat belts and child safety seats.
Action # 6.2.3	Provide youth safety items (e.g., child seats, bicycle helmets) to satisfy public demand.
Action # 6.2.4	Recruit and train certified child passenger safety (CPS) technicians as needed.

Problem Identification Statement

- Non-use of Restraints: According to the annual 2018 Oregon observed seat belt use survey, 4.2 percent of front seat passenger vehicle occupants did not use restraints, an increase from 3.2 percent in the 2017 survey. During 2017, crash reports (FARS) indicate 22.5 percent of motor vehicle occupant fatalities were unrestrained and 8.1 percent were unknown restraint use.
- Improper Use of Safety Belts: Oregon law requires "proper" use of safety belt and child restraint systems. 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, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- Improper Use of Child Restraint Systems: Data collected through child seat fitting stations indicate the majority of child restraints are used incorrectly – up to 73 percent in 2014, according to Safe Kids Worldwide. Users are confused by frequently changing state laws, national "best practice" recommendations, and constantly evolving child seat technology.
- Premature Graduation of Children to Adult Belt Systems: Current crash data from 2017 indicates that of the 1,898 injured children under age twelve, 10 percent were reported not using a child restraint system. Although Oregon law requires use of child restraints to age eight or four feet nine inches in height, Safe Kids Worldwide indicates many children will be eight to twelve years of age before they meet this height requirement and thus fit properly in an adult belt system.
- Affordability of Child Restraint Systems: 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 of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons.

- **Risky Drivers:** According to the 2016-2020 TSAP analysis, approximately 65 percent of fatal and serious injury crashes involving 'non-use of restraints' occurred in rural areas and were the result of lane departures (72 percent), aggressive driving (44 percent), and speeding (41 percent).
- **2018 NHTSA Program Measures Statewide Public Opinion Survey**: The annual telephone survey of Oregonians conducted statewide showed the following results:
    - 95.8 percent of respondents reported 'Always using their safety belts when driving or riding in a passenger vehicle,' as well as across all five ODOT regions (from 84.9 to 99.1 percent); the 2018 observed seat belt usage rate for Oregon was 95.8 percent.
    - The respondents who reported they did not 'Always use safety belts' when they drive or are a passenger in a vehicle were asked why they do not. The most common reason statewide was they Forget (32.7 percent), followed by it was a Short Trip (23.3 percent), and Difficult to Put On, Too Lazy (12.6 percent).

NHTSA Observed Use Survey, 2014-2018

	2014	2015	2016	2017	2018	2014-2018 Average
Front Seat Outboard Use	98%	96%	96%	97%	96%	97%

Source: NHTSA Seatbelt Usage Study Post-Mobilization Findings, Intercept Research Corporation and Portland State University, 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 of passenger vehicles.

Occupant Use Reported in Crashes, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Total Occupant Fatalities	216	232	289	343	285	273
Number Unrestrained	54	61	79	89	64	69
Percent Unrestrained	25.0%	26.3%	27.3%	25.9%	22.5%	25.4%
Number Unrestrained, Night Time	55	34	48	92	56	57
Percent Unrestrained, Night Time	48.2%	48.6%	44.0%	47.4%	39.2%	45.5%
Total Occupants Injured	29,955	31,809	38,342	40,893	38,521	35,904
Percent Injured Restrained	89.0%	89.3%	87.6%	87.6%	87.3%	88.16%
Total Injured Occupants Under Age Twelve	1,555	1,558	1,709	1,992	1,898	1,742
Percent of Injured in Child Restraint	N/A*	42.7%	44.5%	42.8%	44.3%	43.6%

Source: Crash Analysis and Reporting, Oregon Department of Transportation,
Note: Restrained" figures include only those coded as "Belt Used" or "Child Restraint Used." "Unrestrained" figures include only those coded as "None Used". "Nighttime" figures are from crashes that occurred between the hours of 6 p.m. and 6 a.m. "Nighttime" figures do not include motorcycle helmet use.
*Changed data collected to under twelve years in age in 2014.

Belt Enforcement Citations During Grant Funded Activities, 2014-2018

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	2014-2018 Average
Seat belt citations issued	7,429	5,411	5,163	8,236	4,032	6,054

Source: TSD Grant files, 2014 - 2018, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase observed safety belt use from the 2017 usage rate of 96.8 to 98 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by December 31, 2025.
- To increase percentage of proper child restraint use among injured occupants under twelve years old from the 2013-2017 average of 43.6 percent to 55 percent by December 31, 2025. *(Updated the data collected to include 'under twelve years in age' in 2014)*
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2009-2017 average of 68 to 52, as reported by FARS, by December 31, 2025.

Performance Measures

- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2017 usage rate of 96.8 percent to 97 percent by December 31, 2020. *(NHTSA)* ***[In 2020, the statewide observed seat belt use rate among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey was 94.6 percent.]*** (In 2020, due to the COVID-19 pandemic, law enforcement agencies were unable to work very many high visibility seat belt overtime enforcement events, and there was no seat belt media released due to the postponement of the Click It or Ticket campaign from May until November by NHTSA. Lower seat belt use rates in rural areas continue to be a problem. The seat belt TSEP program will ensure that rural law enforcement agencies are aware of the opportunities available to them.)
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015-2017 moving average of 76 to 69 by December 31, 2020. *(NHTSA)* ***[In 2018, there were 86 unrestrained passenger vehicle occupant fatalities in all seating positions.]*** (The performance measure was not met, as this is an increase from the previous year. In FY2020, fifty-nine police agencies as well as the Oregon State Police were awarded Seat Belt OT High Visibility Enforcement (HVE) grants. Unfortunately, many of the awarded agencies were unable to participate in the HVE events due to the COVID-19 pandemic and other priorities. Total citations/warnings written during Safety Belt overtime efforts was 2,213 for seat belts and 63 for child restraints. In the 2021 grant year, law enforcement should be able to participate more in seat belt high visibility enforcement events to help decrease the number of unrestrained vehicle occupant fatalities.)

- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2015-2017 moving average of 73 to 67 by December 31, 2020. ***[In 2018, there were 94 unrestrained nighttime passenger vehicle occupant fatalities.]*** (The performance measure was not met, as this was an increase from the 2017 unrestrained nighttime passenger vehicle occupant fatality total of 58. In FY2020, fifty-nine police agencies as well as the Oregon State Police were awarded Seat Belt overtime High Visibility Enforcement (HVE) grants. Many of the awarded agencies were unable to participate in these events due to the COVID-19 pandemic and higher priorities. Total citations/warnings written during Safety Belt overtime events was 2,213 for seat belts and 63 for child restraints. Increased enforcement capabilities and resources in 2021, and increased media messaging will help to bring this number down.)
- Increase percentage of proper child restraint use among injured occupants under twelve years old from the 2015-2017 moving average of 44 percent to 48 percent by December 31, 2020. ***[In 2018, the percentage of reported proper child restraint use among injured occupants under twelve years old was 41.5 percent.]*** (This performance measure was not met. Further work is needed to ensure that children are being properly restrained in their child safety restraint in motor vehicles (car seat, booster, seat belt, etc.). Child Passenger Safety Technicians (CPST) need to continue to be trained and CPS clinics need to continue to be funded so that families can seek the help needed to secure their child properly. Work needs to be done with law enforcement to ensure that law enforcement officers that are not CPS technicians know the child passenger safety laws and can identify proper and improper usage by sight. This program funded a Statewide CPS Technician Development and Training grant. This training grant funds administration, instructor services, and equipment & supplies necessary to train CPS technicians & instructors; including instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and scholarships for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration. Due to the COVID-19 pandemic, only two Child Passenger Safety Technician trainings were held this grant year, with 20 people being trained as CPS Technicians statewide. Due to travel restrictions, seven CPS Technician courses were canceled. This program also funded mini-grants to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses). In fiscal year 2020 six agencies were awarded a CPS mini-grant in Region 1 this year, two agencies were awarded a CPS mini-grant in Region 2 this year, two agencies were awarded in Region 4, and five agencies were awarded in Region 5. Region 3 did not award any mini-grants this grant year. Providing child safety seats, booster seats equipment and supplies to the CPS fitting stations around the state is a huge step towards improving the performance measure of increasing the reported proper child restraint use among injured occupants under 12 years of age.)

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.
- Provide educational materials to the public, safety advocates and partners including parents, child care providers, new residents, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Overtime enforcement of Oregon's occupant protection laws.
- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.
- Target marketing and enforcement campaigns to high-risk and low-usage populations.
- Statewide coordination of child passenger safety technician training.
- Strengthen service capabilities of local child seat fitting station and seat distribution programs by providing funding for durable, essential fitting station equipment and supplies including, to the extent that federal funding guidelines allow, purchase of child seats or boosters for distribution to families in need.
- Support and promote nationally recognized "best practice" recommendations for motor vehicle restraint use.

Occupant Protection

OP-20-45-01		Awarded	Expended
Section 402	Statewide Services – Occupant Protection	$190,000	$137,529

This project funded contracted media design for the Occupant Protection program, education material revisions, social media advertising, Spanish radio public service announcements and billboards; public attitude, and observed restraint use surveys; as well as TSD direct purchase, reproduction and distribution of educational and outreach materials. Much of the media this year was focused on teen seat belt use as well as rear occupant seat belt use. To help increase the percentage of proper child restraint use, social media advertising was done in conjunction with Child Passenger Safety Week to remind caregivers of the 'rear-facing until age two' law as well as the booster seat law.

OP-20-45-03		Awarded	Expended
Section 402	Local Police Department Safety Belt Overtime Mini-Grants	$190,000	$143,933

This project funded police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is a key factor in the reduction of unrestrained passenger vehicle occupant fatalities and reduction of nighttime passenger vehicle occupant fatalities. Fifty-nine police agencies participated in this High Visibility Enforcement grant opportunity this year. Total citations/warnings written during Safety Belt overtime HVE was 1,797 for seat belts and 48 for child restraints. None of the agencies were able to use grant funds on sending officers to child passenger safety certification training because all CPS training classes were canceled after February due to COVID-19 pandemic. Hopefully classes will open up again in the 2021 grant year allowing the public to receive this valuable training.

M1HVE-20-46-03		Awarded	Expended
405(b)	Local Police Department & Sheriff’s Office Safety Belt Overtime Mini-Grants	$236,651	$133,269

This project funded police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is a key factor in the reduction of unrestrained passenger vehicle occupant fatalities and reduction of nighttime passenger vehicle occupant fatalities. Fifty-nine police agencies participated in this High Visibility Enforcement grant opportunity this year. Total citations/warnings written during Safety Belt OT HVE was 1,797 for seat belts and 48 for child restraints. None of the agencies were able to use grant funds on sending officers to child passenger safety certification training because all CPS training classes were canceled after February due to COVID-19 pandemic. Hopefully classes will open up again in the 2021 grant year allowing the public to receive this valuable training.

M1HVE-20-46-02		Awarded	Expended
405(b)	Statewide Safety Belt Overtime Enforcement, Oregon State Police (OSP)	$75,000	$45,387

This project funded administrative and trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses). The Safety Belt High Visibility Enforcement Program is a key factor in the reduction of unrestrained passenger vehicle occupant fatalities and reduction of nighttime passenger vehicle occupant fatalities. Oregon State Police utilized 508 overtime hours enforcing seat belt laws resulting in stopping 752 vehicles with 1 DUII arrest, 107 seat belt citations, 7 child seat belt citations, 64 speed citations, 104 other citations, 309 seat belt warnings, 8 child seat belt warnings, 155 speed warnings, and 318 other warnings. Law enforcement CPS Technicians used 31.5 overtime hours participating in a variety of events including Child Safety Seat Clinics, Seat Belt Diversion Classes and safety fairs. Hopefully CPS technician courses will open back up again after being shut down by COVID-19 pandemic in February 2020.

M1CPS-20-45-01		Awarded	Expended
405(b)	Statewide Instructor Development, CPS Technician Training	$108,160	$88,991

This project funded administration, instructor services, and equipment & supplies necessary to train CPS technicians & instructors; including instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and scholarships for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration. Only two Child Passenger Safety Technician trainings were held this grant year, with 20 people being trained as CPS Technicians statewide. Two CPS Technicians advanced their certification status; one increased her Tech-Proxy status to Instructor and one advanced her Technician status to Tech-Proxy. Due to COVID-19 pandemic and travel restrictions, seven CPS Technician courses were canceled in 2020. With these restrictions, the grantee shifted the focus from conducting CPS Technician courses to providing continuing education workshops in order to help current CPS technicians maintain their certification. Eleven online CEU workshops were provided with 351 Oregon technicians attending.

M1CPS-20-45-11, 12, 13, 14, 15		Awarded	Expended
405(b)	Child Passenger Safety (CPS) Fitting Station Support, ODOT Regions 1-5	$30,000	$20,376

This project funded mini-grants within ODOT's five regions to fitting stations and/or alternative sentencing programs to cover costs for purchase of equipment, supplies, child car seats, boosters, and scholarships for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses). In fiscal year 2020 six agencies were awarded a CPS mini-grant in Region 1, two agencies in Region 2, two agencies in Region 4, and five agencies in Region 5. Region 3 did not award any mini-grants this grant year. Providing child safety seats, booster seats, equipment and supplies to the CPS fitting stations around the state is a huge step toward improving the performance measure for increasing the reported proper child restraint use among injured occupants under 12 years of age.

Paid Media

The amount spent on media for the 2020 Occupant Protection Program was $75,060. While Oregon continues to be a leader in observed use of adult safety belts, usage is still lagging in pickup trucks and rural areas. The proper use of child safety seats and their installation, continues to be an area of confusion. Oregon's growing Spanish-speaking communities also require targeted outreach, especially on the topic of proper child safety seat usage. Several national studies have been released during the last year showing that rear seat belt usage is a problem, especially among teens. This year's plan focused on addressing these critical priorities.

Facebook is one of the best ways to reach adults 25-44 and was selected as a cost effective channel to inform and educate parents. This year, we cut down the 2018 PSA "What it Takes" to a :15 second video and ran it on Facebook promoting Child Safety Seat awareness and run from August through September to coincide with National Child Passenger Safety Week and seat belt enforcement blitzes in September. The main message from the PSA is to remind parents and caretakers about the importance of keeping children in approved booster seats until they meet weight and height requirements.

Streaming television platforms such as Hulu and Roku have become more and more popular among viewers as opposed to regular broadcast television. The 2018 PSA "What it Takes" was rereleased on streaming television spread the message to parents and caregivers about the importance of keeping children in approved booster seats until they meet weight and height requirements.

Both Facebook and Instagram, as video platforms, have high engagement rates among teens and young users – making them key media to target. Active monthly users tally over 800 million with 75% of users taking an action after watching an ad on Instagram (Social Media

Today). We created two new short: 15 second video ads to run in rotation on Instagram targeting young drivers and drivers statewide for rear seat belt usage.

Spanish-language radio has great penetration in the markets where Oregon's Spanish-speaking communities are concentrated. This year, we rereleased 2018's :30 Spanish radio PSA encouraging parent to be role models for their children and making sure everybody buckles up in the car of pickup truck even for short distances. An additional message was included reminding patents to keep children in appropriate child safety seats until they fit properly in adult belt. The PSA was released to all Oregon's Spanish programming stations prior to the February enforcement blitz. Along with the Spanish PSA being released to local Spanish radio stations, the message was also played on streaming services such as Pandora and Spotify.

Police Traffic Services

Link(s) to the Transportation Safety Action Plan

Action # 6.17.5 Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

Evidence Based Traffic Safety Enforcement Plan (TSEP)

The Oregon Department of Transportation, in conjunction with its law enforcement partners, provides for an evidence based traffic safety enforcement program designed to prevent traffic safety violations, crashes, and crash fatalities and injuries across the state.

ODOT-TSD identifies Oregon law enforcement partner agencies with the data-driven need to conduct overtime traffic enforcement projects within their communities. All of Oregon's TSEP high visibility enforcement (HVE) projects are designed to coordinate with national mobilizations and/or state efforts for maximized visibility and effectiveness. High visibility enforcement has proven to be an effective countermeasure to traffic violations and poor driving behaviors, as motorists fear getting a ticket more than getting hurt in a crash.

Distracted driving remains a primary violation that law enforcement observes on a daily basis. Without a change in this behavior, an increase in serious injury and fatal traffic crashes on Oregon roadways is a concern. Law enforcement agencies were awarded funds focused on conducting HVE distracted driving campaigns throughout the grant year. Agencies were also encouraged to conduct Multi-Agency Traffic Team saturation events, partnering several jurisdictions together for their high visibility enforcement efforts. Funding received in 2020 for the distracted driving problem will also be made available utilizing the same criteria and focus. TSD and its partner agencies work together in providing continuous follow-up to the efforts, adjusting plans in response to data analysis, evaluation and feedback relating to HVE.

In addition to grant project monitoring, TSD contact is continually maintained with the state's law enforcement agencies through related meetings, conferences, training sessions, governor advisory committees, joint press events, and similar venues throughout the year. At the end of each funding cycle a TSD program report evaluates the State's performance in meeting the PTS program's goals through an analysis of regional performance and needs, cost-effectiveness of deployed strategies, and any opportunities for improved performance or a shifting of resources.

In 2020, the Oregon State Police, Oregon State Sheriff's Association, and local police agencies will again be awarded HVE grant projects. Grantees will be required to participate during these specific campaign and calendar events in 2020:

- Required HVE Campaigns:
- Christmas/New Year's Eve holidays (December-January) (Impaired Driving Focus)
- *Click It or Ticket* mobilization (Moved to October, 2020 due to COVID-19 pandemic) (Occupant Protection Focus)
- Labor Day (late Aug-Sept) (Impaired Driving Focus)
- Distracted Driving Awareness Month (*not a required HVE), generally takes place the month of April, however, it was also moved to October, 2020 due to the COVID-19 pandemic).

<u>The Problem</u>

- The need for increased enforcement resources is not generally recognized outside the law enforcement community. Agencies who perform High Visibility Enforcement activities are often depicted as conducting traffic enforcement as a "money grab" versus the true need for traffic safety enforcement to reduce serious injury and fatal crashes on Oregon roadways.
- The need for increased training for police officers in the use of speed measuring equipment (Radar/Lidar), crash investigations, and traffic law (including updates from recent legislative sessions, increased crashes associated with distracted driving and constraining changes in Oregon case law related to impaired driving).
- There is also an identified need to increase advanced motor training availability to motorcycle officers in Oregon.
- Decreasing agency budgets resulting in larger officer-to-population ratios prevent most enforcement agencies from having capacity to respond to crashes that are non-injury and non-blocking.
- The need for increased crash investigations and crash reporting training in the law enforcement community. Recent changes at the basic police academy have drastically reduced training in these areas.
- Many county and city police agencies lack the resources necessary to dedicate officers to traffic teams, or to even have a traffic team.

Statewide there is an overall decline in the number of citations being issued to the motoring public. This may be due to several factors including the current climate of the general public's view of law enforcement as well as understaffing of law enforcement agency operations throughout the state. Many agencies are struggling to recruit and train qualified officer candidates. This in turn makes it difficult to maintain regular patrol functions and some agencies do not have the resources to increase or in some cases, even maintain traffic enforcement levels (traffic teams/motor units).

Working to increase OSP trooper staffing level from the current 8 troopers / 100,000 population to at least 15 troopers per 100,000 residents by January 1, 2030 is a statewide goal and currently outlined in HB 2046 in the Oregon 2019 Legislative Session. OSP staffing levels have continually declined over the past 20 years, while Oregon's population has exponentially increased. OSP has responsibility for providing public safety for the state's highways, but is also often called upon to assist with enforcement or responder needs at the local level due to limited enforcement resources for smaller communities.

Police Traffic Services, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Total Fatal Traffic Crashes	292	321	410	448	403	375
Total Fatalities	313	356	445	498	439	410
Total Injuries	33,148	35,054	41,754	44,628	41,702	39,257
No. of Law Enforcement Officers	5,435	5,462	5,430	5,373	5,518	5,444
Officers per 1,000 Population	1.39	1.38	1.35	1.32	1.33	1.35
Total Number of eCitations Issued	356,965	428,593	427,804	469,740	504,126	467,223
Number of eCrash Reports Completed	9,322	12,230	12,203	13,057	13,568	12,943

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Department of Public Safety Standards and Training, and Oregon Department of Transportation Safety Division eCitation and eCrash ReportBeam database.

Annual Total Traffic Stops by Oregon State Police, 2014-2018

Year	Number of Traffic Stops	% Change from Previous Year
2014	258,065	16.70%
2015	198,805	-22.96 %
2016	211,891	6.58%
2017	229,994	8.54%
2018	238,415	3.66%

Source: Oregon State Police

Annual Total Number of Officers Attending TSD Traffic Safety Trainings, 2014-2018

Year	Number of Officers Attending Training	2014 - 2018 Average
2014	105	105
2015	203	154
2016	257	188
2017	291	214
2018	302	231

Source: TSD Files

Goals

- Increase the number of police officers trained through TSD sponsored traffic safety trainings from the 2014-2018 moving average of 231 officers to an average of 269 officers (5 percent of the total 2017 Oregon law enforcement population of 5,518) by December 31, 2025.

Performance Measures

- Increase training in advanced crash investigations from the 2016-2018 moving average of 59 police officers to 65 by December 31, 2020. ***[In 2020, there were no officers trained in advanced crash investigations.]*** (With recent curriculum changes made to crash investigations at Oregon's Basic Police Academy, the Oregon Department of Public Safety Standards & Training (DPSST), officers are now in need of additional training opportunities in crash investigations. Many agencies, including Oregon's Transportation Safety Division rely heavily on crash data captured on these initial crash report forms. Without proper training on how to investigate a crash and training on how to accurately fill out the crash report form, there is concern that important crash data will be missed as well as concern over possible missing information that could impact criminal investigations and prosecutions resulting from a crash.

  Unfortunately, as necessary and important as this training is, in 2020, due to COVID-19, TSD was unable to conduct the training this year. The conference normally takes place in September to allow for an outdoor "field day" where officers visit several stations related to crash scenarios to get a "hands on" feel for what they learned in the classroom portion; a certified crash reconstructionist is present at each station to walk them through information about the scenario and answer questions they may have after seeing it firsthand.

- Maintain the number of Oregon motorcycle officers trained in advanced rider techniques with the 2014-2018 moving average number of 30 by December 31, 2020. ***[In 2020, there were 58 advanced motorcycle officers trained.]*** (A decision was made to not hold the training back in 2017 based on declining numbers of officers attending the trainings and needing to find out why. Evaluations from motorcycle officers of the then current training were reviewed. The evaluations highlighted a dis-connect in the advanced training they needed; versus the training that they were receiving. Time was spent revamping the training program to make sure their needs will be met in the future.) This year, the advanced motorcycle officer training was held July 9 and 10, 2020 at the Oregon Department of Public Safety Standards & Training track (DPSST). The number of officers who attended almost doubled from the last training which indicates that this training is necessary and desired by motorcycle officers from all around the state. Officers were given evaluations at the conclusion of the training; one significant statement made was that the officers found the training extremely relevant as they are being trained *by* motorcycle officers who are *actual* police rider trainers. The curriculum that was developed for this training is specific to the needs of the officers and the way to ride safely, including certain traffic situations and code 3 response rider training.

  There had been a significant decline in past years' trainings. When asked, officers indicated they found the trainings "fun", but many felt the training was stagnant and the same each year, which was why several agencies stopped attending. Oregon anticipates the potential of needing to open up a third training day to accommodate more officers/demand. The number of attendees each day has to be capped so that instructor-to-student ratios remain conducive to safety and training activities.

- Increase the number of police officers trained in the use of Radar/Lidar use from the 2016-2018 moving average number of 726 to 748 by December 31, 2020. ***[In 2020, there were 582 police officers trained in Radar/Lidar use. Additionally, 12 officers were trained as Radar/Lidar instructors]*** (Each year new police officers are hired throughout the state. Radar/Lidar training is not offered at the basic police academy (DPSST). Most agencies want their officers engaged in traffic enforcement and the use of speed measuring devices is a large component of that. Proper training in this area is critical to successful enforcement.)

Strategies

- Coordinate and deliver an annual Police Traffic Safety Education Conference for Oregon police officers.
- Provide two-day Advanced Traffic Crash Investigation training for Oregon police officers, which includes training on proper crash reporting.
- Continue to support Oregon Advanced Motor Officer training.
- Conduct HVE events throughout the State based on crash data and problem identification.
- Onboard new law enforcement agencies with eCitation and eCrash.

Police Traffic Services

M8PT-20-30-03		Awarded	Expended
405 (e) Flex	DPSST Law Enforcement Training Grant	$80,000	$68,166

This project co-funded a full-time DPSST employee who provided various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers received RADAR/LIDAR training, a RADAR/LIDAR instructor training was also conducted. The online RADAR/LIDAR online course continued to be updated with this project.

PT-20-30-04		Awarded	Expended
Section 402	Statewide Law Enforcement Training Grant	$130,000	$77,959

This project was intended to fund the Advanced Crash Investigation Training for law enforcement, the Police Traffic Safety Conference for law enforcement, the Advanced Motor Officer Training and the Law Enforcement Traffic Safety Advisory Committee (LETS) quarterly meetings.

Unfortunately, due to COVID-19 pandemic, the only trainings completed were the Police Traffic Safety Conference held January 29 and 30, 2020 ahead of the COVID-19 pandemic. The Advanced Motor Officer Training was also conducted July 9 and 10, 2020 in spite of COVID-19 pandemic because the training occurred outside and officers trained individually on their respective motorcycles.

While very much needed this year, due to COVID-19 pandemic, the 2020 Advanced Crash Investigations training was not able to be held as scheduled for September, 2020. Additionally, because LETS committee meetings generally coincide with trainings to help save travel costs, the number of meetings was also reduced.

Paid Media

No Paid Media for FFY 2020.

Region 1

Link(s) to the Transportation Safety Action Plan

Action 6.17.1	Implementing education and training related to new types of infrastructure (e.g. signal heads, safety edge crosswalks, bike lanes or roundabouts) and related traffic laws.
Action 6.17.3	Implementing education, training or examinations to ensure licensed drivers understand current traffic laws.
Action 6.17.8	Provide support of use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 1 Overview

Region 1 oversees the public's transportation investments in Clackamas, Hood River, and Multnomah counties, and a portion of Washington County. Motorists, truckers, bus drivers, and bicyclists travel more than 18 million miles on Region 1 highways every day. Region 1 is responsible for:

- 879 miles of highway
- 231 miles of urban bike facilities
- 428 rural miles with roadway shoulders bicyclists can use
- 194 miles of sidewalks and136 enhanced crossings
- 1,081 state bridges
- One safety corridor
- More than 100 highway cameras
- More than 3,500 major signs
- Thousands of smaller signs, lights, variable signs, etc.
- Nine cities and two counties, with established local traffic safety committees
- 803 traffic signals
- 142 ramp meters

Problem Identification Statement

Of the 3,020 fatal and serious injury crashes in Region 1 from 2012 – 2016, 99.6 percent involved human factors, with human behavior being the only factor in 79 percent of the fatal and serious injury crashes, indicating a need to address this through changing our transportation culture through education and enforcement, while amplifying traffic safety messages by outreach through existing channels and partnerships.

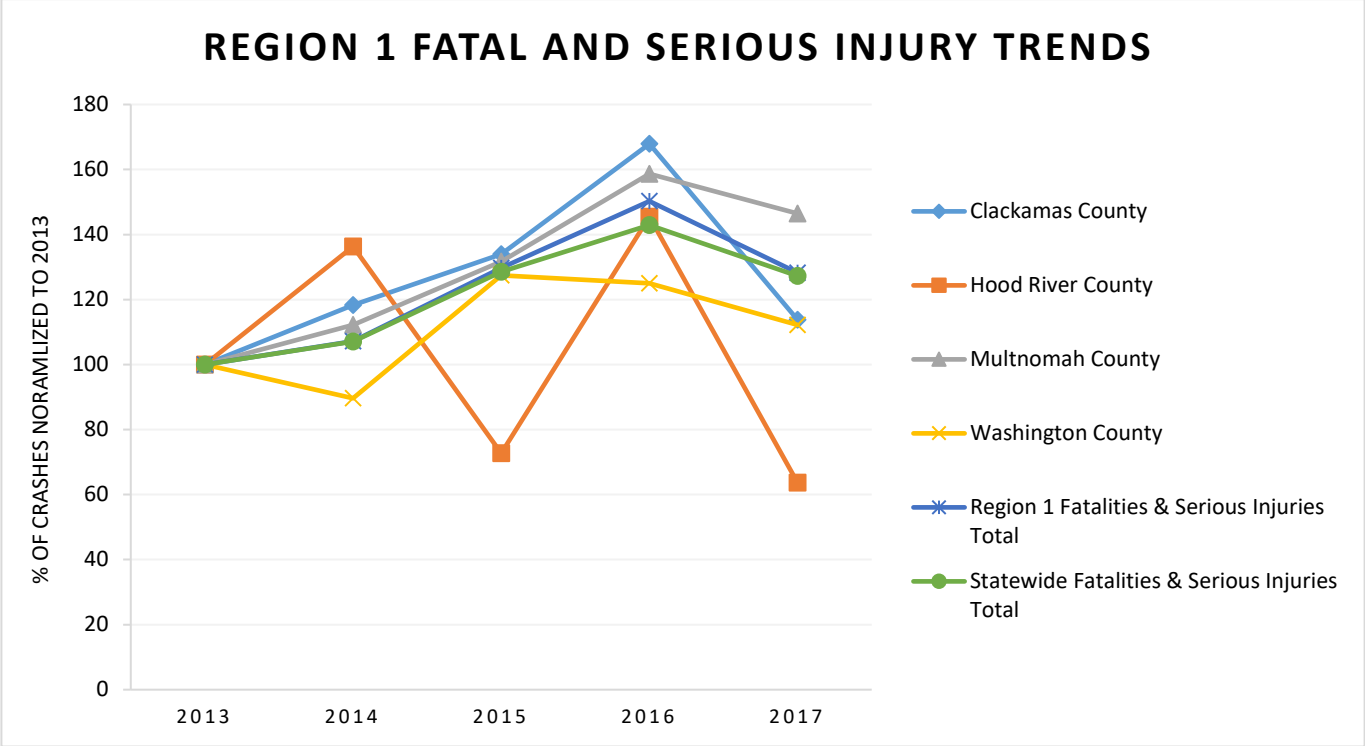
Fatal and serious injuries were on the rise in Region 1 for the past three years; however 2017 saw a 15 percent decrease in fatal and serious injury crashes. Impaired driving (both alcohol and other drugs) is the top cause of fatal and serious injury crashes in Region 1, accounting for 27 percent of all these crashes followed by roadway departure 22 percent, and speed at 21 percent; however, all three causes have strong overlap. Although there has been an overall decrease in fatalities, a closer look reveals that fatalities due to certain behaviors and in certain areas continue to climb.

- Fatalities due to impaired driving increased 12% in Region 1 due to increases of these fatalities in Multnomah County.

	Multnomah % Increase 2016-2017	Clackamas % Increase 2016-2017
Drug-involved fatalities	75%	25%
Drug & Alcohol involved fatalities	60%	=
Alcohol-involved fatalities	21%	=

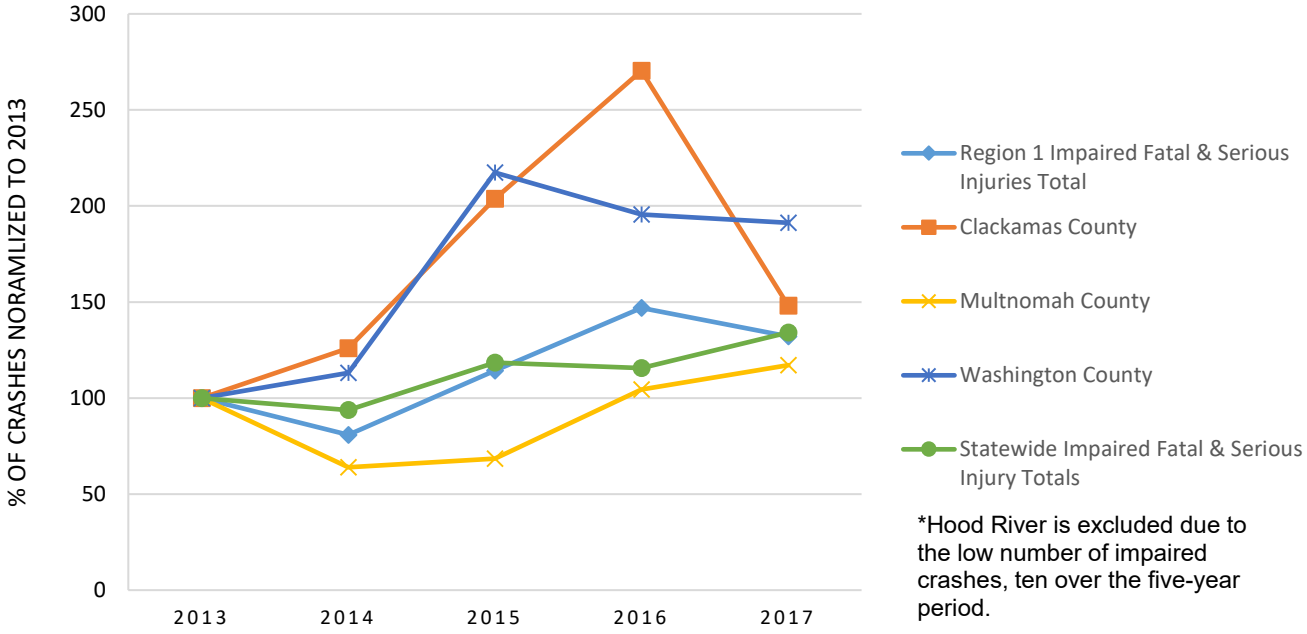
*Note: Hood River and Washington counties did not experience an increase.

- Pedestrian fatalities increased 8 percent due to slight increases in Multnomah and Washington Counties of 9 percent and 28 percent, respectively (both represent an increase of 2 pedestrian deaths).
- Fatalities due to roadway departure in Multnomah County also saw a slight increase of 14 percent, an increase of 2 fatalities.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

REGION 1 IMPAIRED (ALCOHOL & DRUG INVOLVED) FATAL & SERIOUS INJURY CRASHES*



*Hood River is excluded due to the low number of impaired crashes, ten over the five-year period.

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

2017 Fatalities and Serious Injuries	Clackamas	Hood River	Multnomah	Washington	**Total**	Statewide	Region 1 Percent of State	Region 1 F& A per 100,000 Population
Roadway Departure	41	2	73	43	**159**	839	18.95%	8.96
Speed Involved	32	2	81	33	**148**	583	25.39%	8.34
Impaired	40	1	130	44	**215**	727	29.57%	12.12
Distracted Driving	8	0	10	10	**28**	186	15.05%	1.58
Pedestrians	12	0	78	18	**108**	215	50.23%	6.09
Motorcyclists	18	2	51	22	**93**	268	34.70%	5.24
Young Drivers (15-20)	24	1	51	24	**100**	329	30.40%	5.64
Bicyclists	3	1	19	7	**30**	62	48.39%	1.69

2017 Fatalities and Serious Injuries per 100,000 population	**Clackamas**	F & A percent of Region 1	Increase/Decrease from 2016	**Hood River**	F & A percent of Region 1	Increase/Decrease from 2016
Roadway Departure	9.93	26%	↓	7.95	5%	↓
Speed Involved	7.75	22%	↓	7.95	5%	↓
Impaired	9.69	19%	↓	3.98	2%	↓
Distracted Driving	1.94	29%	↓	0.00	0%	=
Pedestrians	2.91	11%	↓	0.00	0%	↓
Motorcyclists	4.36	19%	↓	7.95	9%	=
Young Drivers (15-20)	5.81	24%	↑	3.98	4%	↓
Bicyclists	0.73	10%	↓	3.98	13%	=
Population	413,000	n/a	n/a	25,145	n/a	n/a

2017 Fatalities and Serious Injuries per 100,000 population	Multnomah	F & A percent of Region 1	Increase/Decrease from 2016	Washington	F & A percent of Region 1	Increase/Decrease from 2016
Roadway Departure	9.09	46%	↓	7.22	27%	↓
Speed Involved	10.09	55%	↓	5.54	22%	↑
Impaired	16.19	60%	↑	7.38	20%	↓
Distracted Driving	1.25	36%	↓	1.68	36%	↓
Pedestrians	9.71	72%	↓	3.02	24%	↓
Motorcyclists	6.35	55%	↓	3.69	24%	=
Young Drivers (15-20)	6.35	51%	↓	4.03	24%	↓
Bicyclists	2.37	63%	=	1.17	23%	=
Population	803,000	n/a	n/a	595,860	n/a	n/a

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

Goals

- Decrease fatalities in Region 1 from the 2013-2017 average of 102 to 80 by December 31, 2025.
- Decrease serious injuries in Region 1 from the 2013-2017 average of 581 to 455 by December 31, 2025.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 1 from the 2015-2017 average of 161 to 147 by December 31, 2020. ***[In 2018, there were 144 speed involved fatalities and serious injuries in Region 1.]*** (Speed is in the top three crash causations for Region 1, which has a high incidence of speed racing as well as speeding on the roadways. 2018 saw a 3 percent drop in fatalities and serious injuries (F&A) from 2017; however, during the COVID-19 pandemic the Region saw an increase in higher speeds, over 90 and 100mph due to the uncongested roadways. The Region will continue its efforts to educate the public on the risks of speeding, analyze data to determine 'hot spots', and work cooperatively with the local community to both enforce as well as educate.)
- Decrease impaired driving fatalities and serious injuries in Region 1 from the 2015-2017 average of 166 to 153 by December 31, 2020. ***[In 2018, there were 132 alcohol fatalities and serious injuries in Region 1.]*** (This goal was based on crashes that involved any impairing substances, of which there were 142. In 2018, Region 1 started looking at fatal and serious injuries involving substances separately: alcohol involved only, drug involved only, and alcohol and drugs, poly-substance. In addition, Region 1 separated out fatalities and serious injuries, where poly-substance crashes (defined as 'at least one participant in the crash had used alcohol and drugs') indicated a 56 percent increase. Another complication with enforcement and resulting traffic stops for suspected impairment is that the majority of law enforcement jurisdictions are not allowed to tow vehicles unless they are illegally parked. In 2005, the U.S. Court of Appeals ruled that towing was 'unreasonable seizure of property'. Local governments in Oregon have narrowly interpreted this ruling, where city and county attorneys' offices have dictated that law enforcement may not tow vehicles unless the vehicle is illegally parked.* The inability of law enforcement to employ towing to promote a culture of safety results in drivers cited for DUII still having immediate access to their vehicles, and unauthorized and uninsured motorists continuing to drive illegally. In 2021 ODOT will continue to fund law enforcement agencies (via the Statewide TSEP, or HVE Program) in the

Region to provide enforcement of impaired driving laws; however, with the Portland protests of 2020 depleting already understaffed law enforcement agencies; the recent legalization of small amounts of cocaine, meth and heroin (Measure 110, 2020); and the inability of law enforcement agencies to tow vehicles; ODOT anticipates poly-substance crashes in Region 1 to trend upward.)

*(In 2005, the City of Cornelius was sued for impounding a vehicle of an unlicensed driver who pulled into their (the driver's) driveway. The plaintiff asserted that their right under the Fourth Amendment to the U.S. Constitution not to be subjected to an unreasonable seizure of their property was violated. The district court upheld the seizure; however upon appeal the U.S. Court of Appeals for the Ninth Circuit reversed in part and remanded. The burden is on the Government to persuade the district court that a seizure comes under one of a few specifically established exceptions to the warrant requirement. Under the City of Portland's interpretation of this ruling, towing is infrequently used as an enforcement mechanism).

- Decrease roadway departure fatalities and serious injuries in Region 1 from the 2015-2017 average of 182 to 167 by December 31, 2020. ***[In 2018, there were 190 roadway departure fatalities and serious injuries in Region 1.]*** (Oregon did not meet this performance measure. The Oregon State Police will continue to receive funding for high visibility enforcement on three highways in the Region to focus on the segments where the highest number of fatal and serious injury roadway departure crashes are occurring. However, one of the issues for roadway departure is that people traveling to recreational ski areas do not always chain up or carry tire chains; Region 1 is exploring educational opportunities with ski resorts to inform people about tire chain laws in Oregon.)
- Decrease fatalities and serious injuries from bicycle crashes in Region 1 from the 2015-2017 average of 37 to 33 by December 31, 2020. ***[In 2018, there were 30 fatalities and serious injuries in bicycle in Region 1.]*** (Region 1 has been partnering with community organizations to fund bicycle safety programs and events. Region 1 funded a $25,000 grant to PBOT (Portland Bureau of Transportation) for a 'Learn to Ride' program which offered opportunities for people to learn how to safely ride bikes, educate on movement around different traffic infrastructure, and build community around safety and active transportation. Due to the COVID-19 pandemic limitations, however, only a small portion of the funds was expended.)
- Decrease fatalities and serious injuries from pedestrian crashes in Region 1 from the 2015-2017 average of 95 to 88 by December 31, 2020. ***[In 2018, there were 93 fatalities and serious injuries from pedestrian crashes in Region 1.]*** (Oregon did not meet this performance measure. One issue in conducting HVE around pedestrian laws in the Region is the number of complaints received by law enforcement agencies from drivers that are being stopped; this can lead to reluctance to engage in HVE pedestrian-specific events. In addition, the Portland Metro area has traditionally been reluctant to address the pedestrian's behavior, focusing almost solely on the driver alone. In addition to funding for HVE during the 2021 grant year, Region 1 will collaborate with community organizations on education and outreach about pedestrian and driver responsibilities in regard to pedestrian laws. An analysis of 2013-2017 pedestrian crashes in the City of Portland revealed that the top cause of pedestrian crashes (56 percent) is 'did not yield ROW;' in 90 percent of these crashes, it was the driver who did not yield the ROW. The second cause of pedestrian struck crashes was 'non-motorist illegally in the roadway' (23 percent), while the third cause was 'disregarded traffic signal'. In crashes where the cause was listed as disregarded traffic signal, 60 percent were the pedestrian disregarding the traffic signal, 19 percent were the driver disregarding the traffic signal, and in 21 percent it was undetermined which participant disregarded the traffic signal. The takeaway is that more education about pedestrian laws and the responsibilities of both drivers and pedestrians is needed.)

- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 1 from the 2015-2017 average of 112 to 102 by December 31, 2020. ***[In 2018, there were 70 fatalities and serious injuries where the driver was age 15-20 in Region 1.]*** (Young drivers and their families in Region 1 have access to Oregon's nationally recognized driver education program. Although there are 13 providers (driver instruction schools) in Region 1, the state is experiencing an issue in recruiting additional instructors statewide. Region 1 is looking at promoting Driver Education to low income families; and making foster families aware that Driver Education is provided free to teens in foster care that meet OHA criteria.)
- Decrease fatalities and serious injuries in motorcycle crashes in Region 1 from the 2015-2017 average of 105 to 96 by December 31, 2020. ***[In 2018, there were 129 fatalities and serious injuries due to motorcycle crashes in Region 1.]*** (Oregon did not meet this performance measure. Although motorcycle crashes are on a downward trend based on preliminary 2018 and 2019 information, the program will continue its work on proven countermeasure strategies, as well as its recent partnership with the Governor's Advisory Committee on DUII (GAC-DUII) and its efforts on outreach and messaging; and the work with Team Oregon, the primary motorcycle safety instructor program in Oregon, to ensure the curriculum and standards of training are staying current with best practices, policy, and administration.)
- Decrease fatalities and serious injuries related to driver distraction in Region 1 from the 2015-2017 average of 41 to 37 by December 31, 2020. ***[In 2018, there were 49 fatalities and serious injuries due to distracted driving in Region 1.]*** (Oregon did not meet this performance measure. Many law enforcement agencies were not able to fully participate in HVE overtime enforcement events this year due to the pandemic and other/higher priorities, limited resources, etc. In addition, NHTSA moved the annual Distracted Driving Awareness month's activities from April to November, although some 'distracted' media and messaging occurred throughout the grant year. Law enforcement agencies will continue to receive funding for high visibility enforcement based on local data, and in addition to a robust statewide media campaign.)

<u>Strategies</u>

- Employ deterrence countermeasures including enforcement and education campaigns to reduce speeding, impaired driving, distracted driving, safety belt use, and pedestrian deaths and serious injuries. Work with local law enforcement to identify high crash areas within Region 1 to implement targeted high visibility enforcement.
- Maintain and build on partnerships in all four Region 1 counties with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts, and injury prevention specialists.
- Provide leadership to develop a safety culture through Region 1 focused on reducing fatal and serious injury crashes through addressing behavioral issues. Encourage multi-disciplinary teams to collaborate and leverage efforts on strategic actions to increase the effectiveness of education, outreach, and law enforcement efforts region wide.
- Develop a strategic traffic safety communications plan focused on issues specific to Region 1 that works to amplify education campaigns implemented by the State, pushing traffic safety messaging through existing channels to include grassroots outreach efforts.
- Identify corridors that have high frequency of crashes and apply the 4-E efforts of engineering, education, enforcement, and EMS to improve the safety of high crash corridors.

- Support local and regional governments carrying out or developing local Transportation Safety Action Plans (TSAPs) by attending community meetings, and provide them with state data and technical assistance to help inform their decisions and support local traffic safety efforts.
- Develop methodologies to identify traffic safety problem areas in Region 1. Employ efforts aimed at reducing crashes caused by speed, impaired driving, young drivers, distracted driving and pedestrian crashes.

Region 1

DE-20-24-11		Awarded	Expended
Section 402	Regional Services	$27,500	$25,329

Region 1 continues to work on building a positive safety culture through positive messaging, presentations, interaction with local agencies, safety and health organizations, and outreach and education through partnering with local, community organizations on identifying and addressing traffic safety issues. As part of this, the Region is working with Community Affairs to develop a toolkit so that safety messaging can be included as a part of all public meetings.

During the grant year 2019-2020, Region 1 partnered with twelve organizations to address traffic safety issues and provided mini-grant funding and/or facilitated direct purchases. The following mini-grants were completed:

1. Gresham Safety Campaign - $5,000 - The City of Gresham partnered w/Dexter McCarty Middle School to encourage students to submit artwork for traffic safety signage. General guidelines were given, including using contracting colors, remembering the audience of drivers, and creating short slogans or 'tag lines'. From the almost 40 designs submitted, eight were chosen as Safety Sign design winners. The City then created a slogan for the back of each sign, based on "Let's All…" language to frame the signs as actions desired by the community. 504 signs were created and distribution has started, where the purpose of this project is to slow down traffic speeds on Hogan and Palmquist Roads.

2. Latino Network - $1,775.00 - Latino Network created and piloted two culturally appropriate traffic safety trainings for newly arrived Spanish-speaking immigrants.

3. PCC Traffic Safety Awareness and Education - $4,003 – This project was originally going to develop educational materials, provide workshops and visible signage to address safety issues along high crash corridors, two of which are located next to the Portland Community College campus; however, due to the COVID-19 pandemic the project pivoted away from developing education materials and workshops to hosting a socially distant opportunity for their community to hand-make traffic safety yard signs.

4. Washington CPO - $375 – Purchased yard signs in the 'Burma Shave' format for them to place along a high incident corridor with traffic safety issues to raise awareness about children walking there and to watch out for them.

Printing

$170 – Reprint three brochures in Spanish for the Latino Network Traffic Safety Training:
- Crosswalk Laws
- School Zones
- Flashing Yellow Arrow

$1,446 – Printed a new brochure on Crosswalk Laws that combines the pedestrian and driver responsibilities in Spanish and English, to complement the efforts of the Latino Network and Portland Office of Civic Life who is incorporating pedestrian safety into their regular outreach efforts.

Translation

$2,310 – to translate the new crosswalk brochure into Spanish, and the new pedestrian booklet into the nine harbor languages (City of Portland) to complement Portland's Office of Civic Life outreach on pedestrian safety in SE Portland.

Other

$920 – Purchased A-Frame signs and Markers for APANO (Asian Pacific American Network of Oregon) for minority businesses in Portland's Jade District to use for traffic safety messaging at the top, and advertising on the bottom.

$6,173 – Purchased car seats for six partner agencies to supplement their low-income car seat inventory provided to low-income families along with education and training on how to properly install the child safety restraint.

$2,605 – Purchased a 'Dial-a-Seat' unit for the Healthy Birth Initiative which provides car seats and education on how to properly install them to low-income families, (and many of whom do not own vehicles). Prior to the COVID-19 pandemic, CPS techs would educate parents and caregivers on how to correctly install and use the car seat within their own vehicles; however, this option was no longer feasible due to the COVID-19 pandemic restrictions. The Dial-a-Seat unit is an automobile seat on a rolling cart that contains all possible motor vehicle seat belt restraint types (Emergency Locking Retractor (ELR), Automatic Locking Retractor (ALR), Switchable Retractor, No Retractor). This tool allowed the agency to continue providing car seats to their clients, in tandem with essential safety education on the proper installation, and use of the restraint, while maintaining physical distancing requirements.

M1CPS-20-45-11		Awarded	Expended
405(b)	CPS Fitting Station Support Region 1	$6,000	$5,979

This project provided mini-grants to assist local agencies with their efforts in providing child passenger safety education by assisting with associated costs including: instructor development (instructor fees, facility rentals, training materials/supplies), scholarships for CPS technicians and instructor candidates, travel/per diem costs, certification fees, and child safety seats.

During 2019-2020 grant year Region 1 funded six mini-grants, five of the grantees purchased car seats to provide to low-income families with a $30 co-pay and one recipient purchased two training dolls and lightweight signs for the fitting stations.

PS-20-68-11		Awarded	Expended
Section 402	Pedestrian and Bicycle Outreach & Education Region 1	$55,000	$31,269

Region 1 was awarded $55,000 to promote grassroots efforts on identifying and addressing pedestrian and bicycle traffic safety issues. The following efforts were funded:

1. City of Portland - $16,461 - Implemented *Learn to Ride*, opportunities for lower income families to receive needed education around traffic laws, use of infrastructure (crosswalks, bike lanes, etc.), and build community around safety and active transportation. The project conducted focused outreach and engagement with two community-based organizations (CBOs).

2. City of Portland, Bureau of Transportation (PBOT)- $9,867 - Partnered with community organizations, businesses, volunteers and city staff to implement pedestrian/driver safety outreach and education efforts in Portland and E. Multnomah County where the highest amount of crashes occur in the city. In addition, the Office of Community and Civic Life worked with Region 1 to develop culturally appropriate materials for pedestrian safety education during their regular meetings with neighborhood groups.

3. The Street Trust's Pedestrian Safety Outreach Program - $1,886 - Conducted background research to develop partnerships with culturally based organizations to understand and discover ways to develop pedestrian safety programs that are culturally sensitive and benefit the diverse communities they serve.

4. Streets Alive in Hood River - $172 – The original plan was to host a four hour "open streets" event in the Hood River Heights; however due to the COVID-19 pandemic they were only able to do a bicycle safety education-based scavenger hunt for residents of Hood River.

5. **Trauma Nurses Talk Tough** - $2,883 - Designed an interactive safety town to help low income children learn about the traffic environment and how to stay safe. The pandemic disallowed any hands-on events from occurring, however. When time once again permits, TNTT will again host in-person traffic safety academies.

6. **Trauma Nurses Talk Tough** - $750 – Further developed the pedestrian portion of agency's Share the Road class curriculum, a diversion class for drivers that have been ticketed for a moving violation.

Due to the COVID-19 pandemic, many (or all) workshops were not able to be held; however, materials were developed and the groundwork has been laid for workshops and events to take place in 2021, as permitted.

Paid Media

No Paid Media for FFY 2020.

Region 2

Link(s) to the Transportation Safety Action Plan

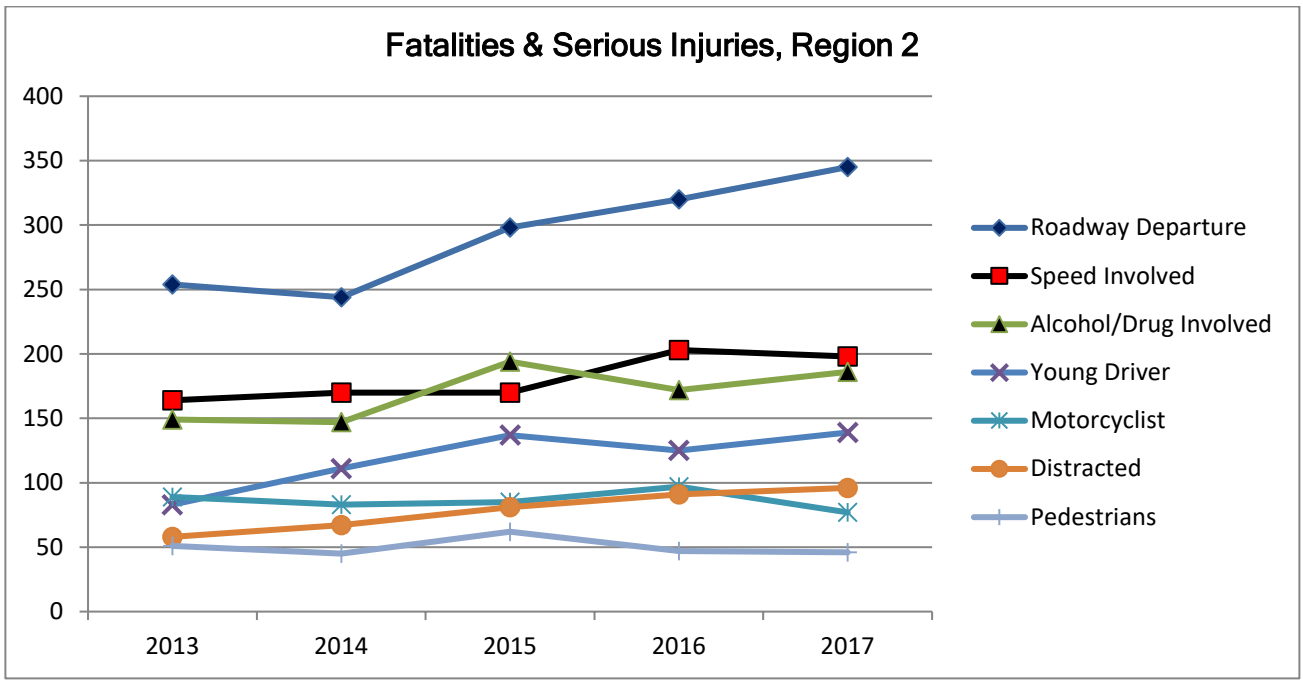
Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 2 Overview

ODOT's Northwest Region provides transportation facilities and services for nearly one-third of Oregon's population. Region 2 comprises Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, southwestern Clackamas, and western Washington counties. The Region is responsible for the safety, construction, and maintenance of almost 25 percent of the state's highway miles and has two major Cascade mountain passes (Santiam and Willamette). It is home to nearly 200 miles of U.S. 101 – The Oregon Coast Highway is a destination, a historic and cultural resource; and a challenge to maintain with landslides, hurricane force winds, and more than 90 inches of rain per year.

Problem Identification Statement

- Roadway departure crash types result in the highest fatalities and serious injuries in Region 2. And despite efforts to reduce traffic fatalities over the last decade, speed, alcohol/drugs, distracted driving, and safety belt use continue to be major factors contributing to deaths and injuries on all roads. Other challenges in the Region include teen driver-, motorcyclist-, and pedestrian-involved crashes.
- Region 2 has seen a dramatic increase in drug impaired fatal and serious injury crashes. There is a need for more training for officers, and public education campaigns related to reducing drug impaired driving.
- There continues to be a need to provide education and resources to local traffic safety committees on the 4-E (education, engineering, enforcement, and emergency medical services) approach to transportation safety.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 2 from the 2013-2017 average of 146 to 115 by December 31, 2025.
- Decrease serious injuries in Region 2 from the 2013-2017 average of 584 to 458 by December 31, 2025.

Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2015-2017 average of 321 to 293 by December 31, 2020. ***[In 2018, there were 387 roadway departure fatalities and serious injuries in Region 2.]*** (Oregon did not meet this performance measure. Despite rumble strip installation in key locations, enforcement, and education campaigns, lane departure related fatalities and serious injuries are increasing due to speeding, impairment, distracted and drowsy driving. Targeted education and enforcement in high crash locations will be considered as projects for next year.)
- Decrease speed related fatalities and serious injuries in Region 2 from the 2015-2017 average of 190 to 174 by December 31, 2020. ***[In 2018, there were 184 speed related fatalities and serious injuries in Region 2.]*** (Oregon did not meet this performance measure. High traveling speeds of > 90mph have been recorded by law enforcement officers during the COVID-19 pandemic of 2020; this is being attributed to the 'wide open road' (due to less traffic volumes), and the temptation to speed. Speed-related crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in 2019 and 2020 in order to more feasibly meet targets.)

- Decrease fatalities and serious injuries in crashes that were either alcohol or drug related in Region 2 from the 2015-2017 average of 184 to 168 by December 31, 2020. ***[In 2018, there were 218 fatalities and serious injuries in crashes that were either alcohol or drug related in Region 2.]*** (Oregon did not meet this performance measure. Alcohol- and/or drug-involved fatalities have exceeded the 2015-2017 average. This increase can be tied to the decrease in law enforcement presence on the roadways because of budgetary issues, the COVID-19 pandemic and other priorities, and a trend of refocusing resources away from specialty details such as traffic and DUII back to general patrol. When arrests decrease, there is a corresponding increase in impaired fatalities. Continuing to expand opportunities for HVE grants can assist in increasing law enforcement presence during high-incidence times for impaired driving and help to reduce fatal crashes. The proliferation of legalized recreational marijuana and the decriminalization of possession limits of assorted scheduled drugs (meth, heroine, etc.) has led to a sharp increase of drug-only, poly-drug, and drug-and-alcohol impaired driving. It may be necessary to adjust performance measures from 'to decrease', to instead 'maintain' in the future, to slow the rate of increase of drug-involved fatalities. That approach may more accurately reflect the reality of Oregon's drug-impaired driving crisis.)
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2015-2017 average of 134 to 122 by December 31, 2020. ***[In 2018, there were 134 fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2.]*** (Oregon did not meet this performance measure. Teen driver crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in the future in order to feasibly meet targets.)
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2015-2017 average of 89 to 81 by December 31, 2020. ***[In 2018, there were 125 distracted driving related fatalities and serious injuries in Region 2.]*** (Oregon did not meet this performance measure. Distracted driving related crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in the future in order to feasibly meet targets.)
- Decrease fatalities and serious injuries in motorcycle crashes in Region 2 from the 2015-2017 average of 86 to 79 by December 31, 2020. ***[In 2018, there were 107 fatalities and serious injuries in motorcycle crashes in Region 2.]*** (Oregon did not meet this performance measure. Motorcyclist crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in the future in order to more feasibly meet targets.)
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2015-2017 average of 52 to 47 by December 31, 2020. ***[In 2018, there were 54 pedestrian involved fatalities and serious injuries in Region 2.]*** (Oregon did not meet this performance measure. Pedestrian crashes have increased in Region 2 and the target may need to be adjusted to "maintain" in the future in order to more feasibly meet targets.)

<u>Strategies</u>

- Employ deterrence countermeasures, including enforcement and education campaigns, to reduce speeding, impaired driving, distracted driving, and safety belt use violations. Work with local law enforcement to increase patrols at top Safety Priority Index System (SPIS) sites within Region 2 (SPIS has been recognized as an effective problem identification tool for evaluating road segments with higher crash histories).
- Apply 4-E safety countermeasures within active Safety Corridor sites, develop and implement Safety Corridor Plans, meet with active stakeholder groups, and decommission sites that no longer meet the criteria.

- Identify corridors that have high frequencies of roadway departure crashes and implement low-cost engineering, education, and enforcement initiatives to improve safety at those locations.
- Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids and local traffic safety committees include hospitals, EMS providers, fire services, health educators, health programs, enforcement, engineering, and others. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.
- Identify and increase the opportunities to provide state data (crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Work with multi-disciplinary teams to identify traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions.

Region 2

DE-20-24-12		Awarded	Expended
Section 402	Regional Services Grant	$25,000	$2,995

The major activities of the project were to provide funding for outreach and education about speeding, impaired driving, distracted driving, pedestrian and bicycle safety, child car seats, and work zone safety. A mini-grant provided child car seats to low income families and education to families and caregivers at checkup events about proper restraint usage to reduce injury to children. Due to the COVID-19 pandemic, most activities and events were either cancelled, rescheduled for next year, or held virtually at low- to no cost. Some grant-funded activities were also funded through other sources. Effective communications and outreach are an essential part of any safety campaign.

M1CPS-20-45-12		Awarded	Expended
405(b)	CPS Fitting Station Support, ODOT Region 2	$6,000	$5,918

This grant funded six mini-grants for child car seats to distribute to low income families in Region 2 along with education to parents/caregivers on the proper installation and fit of child passenger safety seats for their children. The grant activities contributed to the program goals by increasing proper child safety restraint usage to reduce injury and death in children. Mini-grants were provided to AFFCAF (Albany) and CARE, Inc. There were approximately 18 child passenger safety seats provided during this grant year (including the Region 2 mini-grant to Mid-Valley Child Passenger Safety Coalition) and 0 new CPS technicians trained (attributed to the cancellation of CPST courses because of the COVID-19 pandemic). The majority of the mini-grants were not implemented due to the COVID-19 pandemic restrictions on in-person training with families. Child restraint inspection events held in local communities have been effective in reaching households that improperly use child restraints, where agencies that could developed a virtual on-line system for conducting the training to parents and caregivers. Car seat misuse (error) rate: Albany 95 percent (5 percent correctly installed). Distribution of child car seats to low income families results in increased long-term use among low-use populations (*Countermeasures that Work, 2017*).

Paid Media

No Paid Media for FFY 2020.

Region 3

Link(s) to the Transportation Safety Action Plan

Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

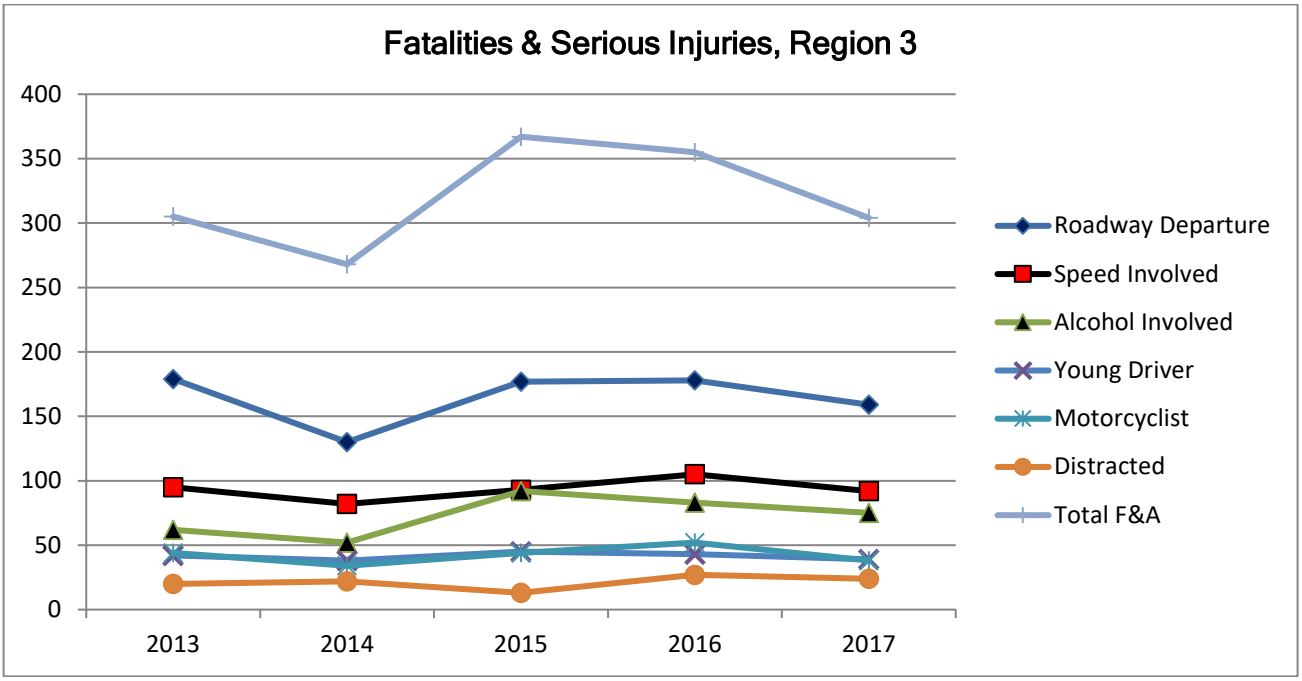
Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses the five southwestern Oregon counties: Coos, Curry, Douglas, Jackson, and

Josephine. The department is responsible for the safety, construction, and maintenance of the State's Highway System. The region is primarily rural in nature however; Interstate 5 and Hwy 101 run the entire length of the region from top to bottom, with five major mountain passes on I-5 alone. The current economic condition of the five counties in Region 3 indicate that they are at a higher risk of distress than other Oregon counties.

Problem Identification Statement

- Fatal and serious injury motor vehicle crashes are over-represented and caused primarily by human behavior and poor choices, as opposed to vehicle or roadway issues. In 2017 Region 3 had 17.76 percent of total state traffic fatalities compared with 13.6 percent of the state's licensed drivers. Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and roadway departure continue to be major factors contributing to deaths and injuries on all roads in Region 3.
- Speed was a contributing factor in 92 fatal and serious injury crashes in Region 3 (15.78 percent of the statewide fatal and serious injury crashes) in 2017, decreasing from 105 in 2016.
- In 2017, 18.74 percent of the alcohol involved fatal and serious injury crashes in the state (75) occurred in Region 3.
- In 2017, total safety belt use and child safety seat use in Region 3 closely reflected statewide figures; however, there continues to be a need for public education on the importance of child passenger safety and proper use of restraint systems.
- Motorcycle fatalities and serious injuries decreased from 52 in 2016 to 38 in 2017 in Region 3 and continued work is needed to reduce these fatal and serious injury crash types.
- Roadway departure crash fatalities and serious injuries decreased from 178 in 2016 to 159 in 2017 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 3 from the 2013-2017 moving average of 74 to 58 or below by December 31, 2025.
- Decrease serious injuries in Region 3 from the 2013-2017 moving average of 246 to 193 or below by December 31, 2025.

Performance Measures

- Decrease speed related fatalities and serious injuries in Region 3 from the 2015-2017 moving average of 97 to 88 by December 31, 2020. ***[In 2018, there were 92 speed related fatalities and serious injuries in Region 3.]*** (Oregon did not meet this performance measure. Speed related crashes have increased in Region 3, and even more so due to the COVID-19 pandemic and lower traffic volumes ('open roadway'). In addition, high speeds above 90mph are being cited by law enforcement on Interstate 5. In light of this, the measure will be adjusted to "maintain" for the coming grant year.)
- Decrease alcohol involved fatalities and serious injuries in Region 3 from the 2015-2017 moving average of 83 to 76 by December 31, 2020. ***[In 2018, there were 75 alcohol involved fatalities and serious injuries in Region 3.]*** (This measure was close to being met, and may need a slight adjustment for the upcoming grant year for the target to be maintained.)
- Decrease fatalities and serious injuries in motorcycle crashes in Region 3 from the 2015-2017 moving average of 45 to 41 by December 31, 2020. ***[In 2018, there were 38 fatalities and serious injuries for motorcycle crashes in Region 3.]*** (This measure was met and exceeded. Adjustments will be made to the target for the upcoming grant year and will continue pursuing reduction.)

- Reduce crashes associated with inclement weather on state highways in Region 3 from the 2015-2017 moving average of 736 to 601 by December 31, 2020. ***[In 2018, there were 807 crashes associated with inclement weather on state highways in Region 3.]*** (While 807 is a decrease from the 2017 total number of 986, there is still concern (due to the severe weather in late 2018 and early 2019) that this measure will need to be modified. Adjustments will be made in the coming grant year.)

Strategies

- Serve as a resource to ODOT Region 3 for transportation safety priority program areas.
- Attend local transportation safety meetings, both internal and external of ODOT, as a resource to local and regional safety programs. Provide technical assistance for applicable transportation safety related public events, programs, or fairs within the region. Work to stabilize struggling committees by identifying gaps and needs; working also with communities that have a need, or have expressed interest in forming new traffic safety committees.
- Provide resources for traffic safety events as applicable. Advocate transportation safety programs and awareness to partners and stakeholders in the communities within Region 3.
- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and partner on proven countermeasures to impact those identified problems within Region 3.
- Administer mini-grants to local jurisdictions for child passenger safety equipment, supplies, and training.
- Partner in educational opportunities on transportation safety problem areas, with an emphasis on Impaired Driving (Drugs and Alcohol), Speed, Distracted Driving, Roadway Departure, and Motorcycle Safety. Increase partnerships with health and injury prevention, social, and youth advocacy groups.
- Assist w/ coordination of Child Passenger Safety (CPS) coalitions in Region 3. Administer grant projects to local agencies to enhance support of CPS public events, fitting stations, or trainings. Participate in meetings with certified CPS Technicians in the region to help expand existing programs as well as stay current on CPS recertification, paperwork, and reporting requirements.
- Partner on the implementation of a Salt Use Pilot program on the entire section of I-5 in Region 3; monitor evaluation reports for anticipated reductions in crashes during adverse weather conditions.
- Partner on the implementation of a tree removal program on select Region highways where vegetation causes shading and contributes to ice on the roadway and provide a wider clear zone.
- Partner on the implementation of Region-wide projects to increase visibility on highways to improve safety, including pavement markers, roadside delineation, and curve signage.
- Partner on the implementation of a Region-wide rumble strip countermeasure project to address roadway departure crash issues.

Region 3

DE-20-24-13		Awarded	Expended
Section 402	Regional Services Grant	$25,000	$2,063

The major activities of this project were to provide transportation safety education and outreach services to a wide variety of community based traffic safety programs for targeted crash reduction. Due to the COVID-19 pandemic, most activities and events were either cancelled or postponed for next year, though some were done virtually and did not require funding.

M1CPS-20-45-13		Awarded	Expended
405(b)	CPS Fitting Station Support, ODOT Region 3	$6,000	$0

There were two mini-grants planned for this project just prior to the COVID-19 pandemic. Unfortunately, both agencies declined the grant due to not being able to participate in the CPS program and COVID restrictions on in-person gatherings. The Region also lost a number of certified CPS Technicians due to COVID-19, despite several outreach efforts to assist with recertification and other needs.

Paid Media

No Paid Media for FFY 2020.

Region 4

Link(s) to the Transportation Safety Action Plan

Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-E's to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

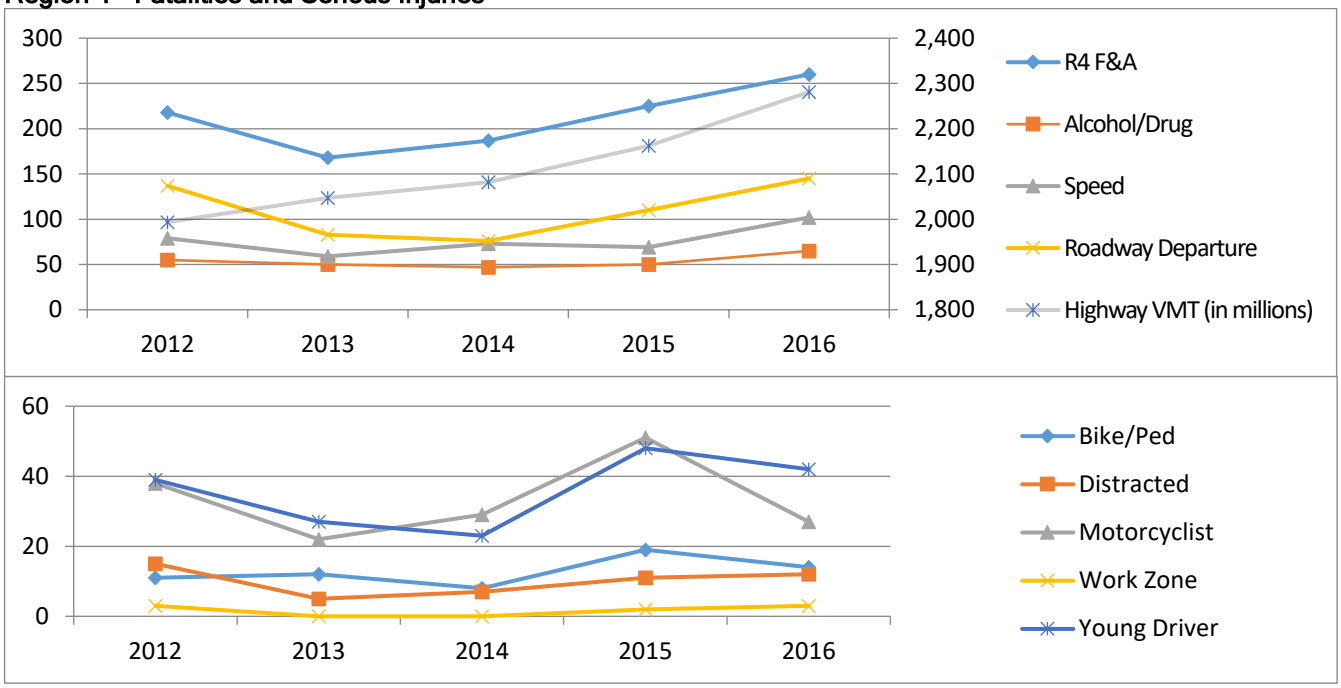
Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and had an estimated population of 336,410 in 2017, which represents 8.12 percent of the statewide population. The Region has 1,973 miles of state highway centerline miles (449 lane miles) which represents 22 percent of all statewide centerline miles, along with two major Cascade Range mountain passes (Santiam and Willamette). Region 4 hosts US 97, which serves as a major corridor between California and Washington, and I84, which connects Portland to Boise, Salt Lake City, and every point eastward. Central Oregon is a recreation hub of Oregon, with winter and summer tourism being a huge draw for the region. Region 4 has one safety corridor on OR Route 140 W – Lake of the Woods from mile point 29 to mile point 47.

Problem Identification Statement

- The rural nature of Region 4's high desert highways present unique challenges to transportation safety. The flat and straight highways along with increased speed limits promote high speed driving, but where these highways also serve as the main streets for small towns, increasing the dangers to all users of the system. The longer distances between population centers decreases the enforcement capabilities and increases the response and travel times for first responders.
- The rural and small town characteristics are also reflected in how effective law enforcement can be on local traffic issues: staffing is based on population, but the highway services many through-travelers, and many rural agencies may cite violations differently based on their policy and procedures.
- Impaired driving continues to be one of the top highway safety concerns for Region 4. The number of fatal and serious injuries peaked in 2016 with the highest count for the past five years.

Region 4 - Fatalities and Serious Injuries



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 4 from the 2013-2017 average of 49 to 27 by December 31, 2025.
- Decrease serious injuries in Region 4 from the 2013-2017 average of 164 to 91 by December 31, 2025.

Performance Measures

- Decrease fatal crashes in Region 4 from the 2013-2017 average of 42 to 35 by December 31, 2020. ***[In 2018, there were 53 fatal crashes in Region 4.]*** (Oregon did not meet this performance measure. Despite several locations and corridors in Region 4 receiving low cost/high impact infrastructure interventions, targeted enforcement grants, and various education campaigns, lane departure related fatal and serious injuries are increasing. Of the increasing number of fatal and serious injuries occurring in 2018, 23 percent involved speeding, 26 percent impairment with drugs and/or alcohol, and 16 percent distracted driving. Nineteen percent of fatal and serious injuries in Region 4 crashes also included the vulnerable road user group of motorcyclists. Education and enforcement in high crash locations and for specific road users will be evaluated as projects for next year.)

- Decrease serious injury crashes in Region 4 from the 2013-2017 average of 132 to 95 by December 31, 2020. ***[In 2018, there were 142 serious injury crashes in Region 4.]*** (Oregon did not meet this performance measure. In the same way that fatal crashes have continued to increase throughout Region 4, serious injury crashes have as well. Despite employing deterrence countermeasures via education campaigns, the availability of law enforcement agencies to increase enforcement has been low throughout the region, primarily due to the COVID-19 pandemic, and its priorities and needs from existing resources. Next year's efforts will also target high crash locations, along with an anticipated increase in the number of agencies able to participate in the HVE program. Outreach to these agencies with local crash data and information about risk taking behaviors will be crucial for problem identification and agency collaboration on targeted education and enforcement efforts.)

Strategies

- Employ deterrence countermeasures, including enforcement and education campaigns, to reduce speeding, impaired driving, distracted driving, and safety belt use violations. Work with local law enforcement to increase patrols at top Safety Priority Index System (SPIS) sites within Region 4 (SPIS has been recognized as an effective problem identification tool for evaluating road segments with higher crash histories).
- Apply 4-E safety countermeasures within active Safety Corridor sites, develop and implement Safety Corridor Plans, meet with active stakeholder groups, and decommission sites that no longer meet the criteria.
- Identify corridors that have high frequencies of roadway departure crashes and implement low-cost engineering, education, and enforcement initiatives to improve safety at those locations.
- Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids and local traffic safety committees include hospitals, EMS providers, fire services, health educators, health programs, enforcement, engineering, and employers. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.
- Identify and increase the opportunities to provide state data (crash, health, fiscal, economic loss, etc.) to local jurisdictions and safety organizations. Work with multi-disciplinary teams to identify local traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions.

Region 4

DE-20-24-14		Awarded	Expended
Section 402	Regional Services Grant	$25,000	$4,405

This project provides transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems. Two mini-grants were awarded from these funds.

The first mini-grant was awarded to Safe Kids Columbia Gorge, a subset of the Mid-Columbia Health Foundation. This organization provides access to Child Passenger Safety instruction across Gilliam, Sherman, Wasco, and Wheeler Counties. Monthly car seat classes were held in both Hood River and The Dalles, with both English and Spanish instruction available to attending families. In addition to education and installation guidance, low cost seats were provided to income-eligible class attendees. Individual seat check appointments with a technician were also made available to the community. After the COVID-19 pandemic restrictions were put in place, additional instruction was provided at a reduced number of locations and virtually to residents across the counties. Seatbelt diversion classes were held to supplement program funding, educate drivers, and improve compliance rates in Region 4. The annual Get Ready Safety event in The Dalles that coincides with National Child Passenger Safety week was canceled due to the COVID-19 pandemic.

The second mini-grant was awarded to the Central Oregon Fire Chiefs Association for the Firebusters program. This is an annual educational program aimed at children ages 5-12 to address 5 safety topics a year in Jefferson, Crook, and Deschutes counties. Two of the five segments paid for with this grant addressed Oregon distracted driving and restraint use laws, and how children can play an active role in improving everyone's safety while riding in a vehicle. This programming is shared with all local schools. A minimum of 38 schools participated within their virtual classrooms watching the videos and completing the accompanying worksheet. Segments are broadcast on local television and radio stations, reaching a total viewership of at least 10,000 views for the 2020-21 school year. In addition, the segments are available on the safety co-op YouTube Channel year round.

M1CPS-20-45-14		Awarded	Expended
405(b)	CPS Fitting Station Support, ODOT Region 2	$6,000	$2,967

This grant provided child car seats to low income families in Region 4 and education to parents/caregivers on the proper installation and fit of child passenger safety seats for their children. The grant activities contributed to the program goals by increasing proper child safety restraint usage to reduce injury and death in children. Distribution of child car seats to low income families results in increased long-term use among low-use populations (*Countermeasures that Work, 2017*).

CPS mini-grants were awarded to three agencies across Region 4 in Deschutes, Jefferson and Lake Counties. Only Lake County Health District and Jefferson Public Health agencies accepted and utilized their grant funding. Redmond Fire Department was unable to work their normal programming of community events and hosting CPS technician trainings owing to the COVID-19 pandemic restrictions, and declined grant acceptance.

Lake Health District is the sole organization offering child safety seat fitting, education, and distribution in Lake County. No outlets in the county sell car seats, limiting access for users and organizations alike. Lake County has two certified car seat technicians currently, and had planned to train at least one more this year. The COVID-19 pandemic canceled both CPS tech certifications and community events scheduled for the grant year. Even with such restrictions and a low number of techs, Lake Health District checked 12 seats during the grant period and installed one seat for a newborn. All 12 checked seats had at least one error. 13 seats were purchased this year, and 3 were distributed with education.

Jefferson County Public Health took over the CPS program from the local Fire Department this year and was awarded a mini-grant to establish the program and offer seats and education to low income families. Even with the restrictions of the COVID-19 pandemic, 17 car seats were distributed and 31 convertible and booster seats purchased. While no community events or installation clinics were possible, direct education and instruction was provided with every seat distributed.

Paid Media

No Paid Media for FFY 2020.

Region 5

Link(s) to the Transportation Safety Action Plan

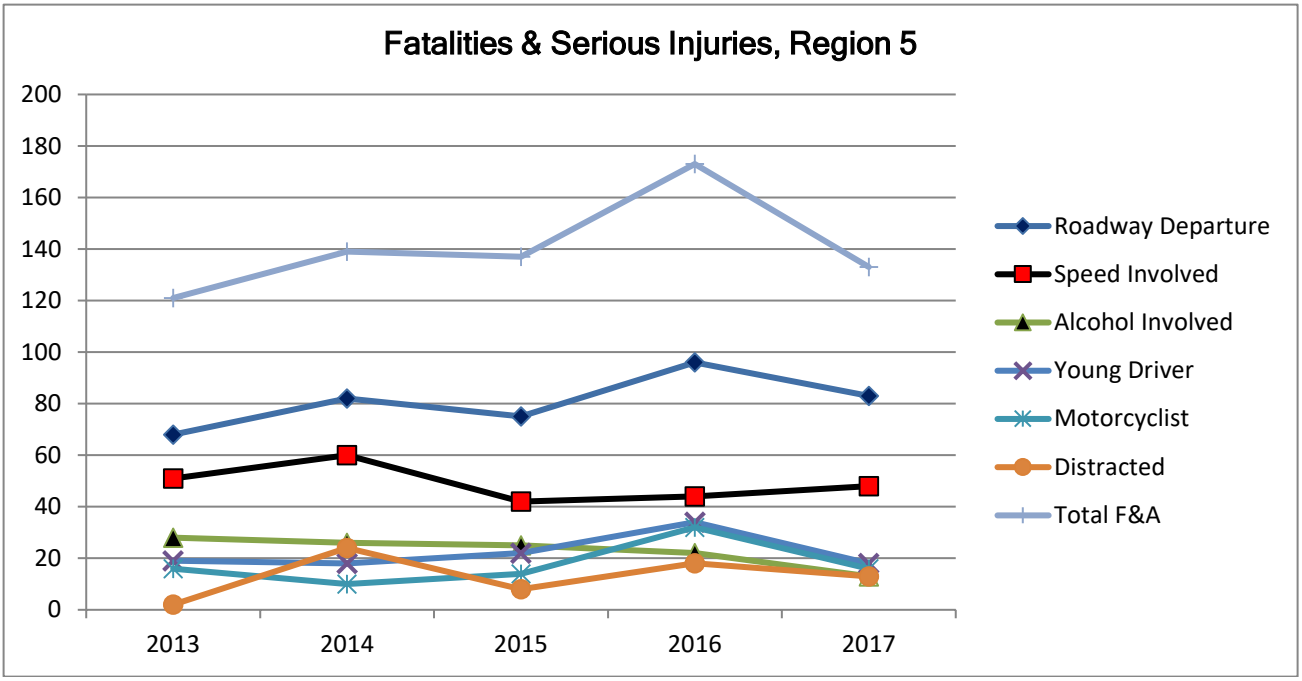
Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 5 Overview

Region 5 is responsible for the safety, construction, and maintenance of the State's Highway System in eight eastern counties in the state: Baker, Grant, Harney, Malheur Morrow, Umatilla, Union, and Wallowa. These counties make up approximately 39 percent of the total land area of the state with just 5 percent of the state's total population. Region 5 is primarily frontier and rural in nature encompassing 2,228 state highway, 10,384 county and 892 city miles of roadway, with no active safety corridors. Mountain passes, inclement weather, variable speed limit corridors, and speed limit increases on I-84 and several state highways are some of the more unique transportation features of the Region.

Problem Identification Statement

- In 2017, fatal and serious injury crashes in the region were over represented with 6.6 percent of the state's fatalities (although down from 46 to 29 in 2016) and 5.9 percent of the state's serious injuries (104 serious injuries, also down from 127 in 2016). Despite reductions in traffic fatalities over the last decade, recent years have shown an increase statewide and nationally in numbers. Roadway departure, speed, and driving under the influence continue to be major factors in fatal and serious injuries in Region 5 as reflected by the data. Building a positive safety culture to change poor human behaviors is needed to maintain the momentum toward reducing fatal and serious injury crashes.
- In 2017, alcohol was involved in 13 deaths and serious injuries in Region 5, down from 22 in 2016. While the numbers have come down, continued work is needed to keep it moving in that direction. The Region accounted for 3.2 percent of statewide alcohol involved fatalities and serious injuries.
- In 2017, 36.1 percent (48) of all Region 5 fatalities and serious injuries were speed involved. This number is up from 2016 (44), jumping from 25.4 percent in 2016. In 2017, Region 5 accounted for 8.2 percent of statewide speed involved fatalities and serious injuries.
- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departure due to the rural nature of the region. In 2017 Region 5 had 83 fatalities and serious injuries from these crash types, down from 96 in 2016. This represents 62.4 percent of the total fatalities and serious injuries in Region 5 for 2017, and 9.3 percent of statewide roadway departure fatalities and serious injuries.
- In 2017, 12 percent (16) of all Region 5 fatalities and serious injuries were due to motorcycle crashes. This number is half of what it was in 2016 when the region saw a total of 32 fatalities and serious injuries due to motorcycle crashes. Region 5 accounted for 6 percent of the statewide fatalities and serious injuries due to motorcycle crashes.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.
Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

Goals

- Decrease fatalities in Region 5 from the 2013-2017 moving average of 36 to 28 by December 31, 2025.
- Decrease serious injuries in Region 5 from the 2013-2017 moving average of 105 to 82 by December 31, 2025.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2015-2017 average of 45 to 41 by December 31, 2020. ***[In 2018, there were 32 speed involved fatalities and serious injuries in Region 5.]*** (2018 saw significant decreases in speed involved fatalities and serious injuries from the previous year as well as the moving average. This number is the lowest we have seen in Region 5 in over 10 years and far surpassed the projected performance measure in this area. Six out of the eight counties in Region 5 either maintained their total number or declined from 2017 with only two of eight showing an increase.)

- Decrease alcohol involved fatalities and serious injuries in Region 5 from the 2015-2017 average of 20 to 18 by December 31, 2020. ***[In 2018, there were 24 alcohol involved fatalities and serious injuries in Region 5.]*** (Oregon did not meet this performance measure. Region 5 saw a significant increase in this area from 2017 and in the moving average. 2017 was an abnormally low year and 2018 is reflecting numbers that are much closer to the numbers seen in previous years. Three out of eight counties in Region 5 saw increased numbers from 2017 with Umatilla County alone reporting a 325 percent jump from 2017. Many of the agencies in the Region have opted out of DUII and other HVE overtime grants in recent years due to availability of staff and other resources, and higher priorities. It may be a realistic consideration to adjust future targets from "decrease" to "maintain" in order to evaluate the region's previous downward trend.)
- Decrease drug involved fatalities and serious injuries in Region 5 from the 2015-2017 average of 9 to 8 by December 31, 2020. ***[In 2018, there were 21 drug involved fatalities and serious injuries in Region 5.]*** (Oregon did not meet this performance measure. 2018 reflects a tremendous increase from 2017 data as well as the moving average numbers. It is important to note that in 2018, there was an eight person fatality in Harney County that contributed to these numbers and "skews" this data set until, this year ages out of the reports. If you remove that crash from the set, while it still shows an increase compared to the moving average, it does reflect a decrease from 2017. The only other county in Region 5 that saw an increase in this area from 2017 to 2018 was Umatilla County which also saw increases in alcohol-involved fatalities and serious injuries).
- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2015-2017 average of 85 to 77 by December 31, 2020. ***[In 2018, there were 81 roadway departure fatalities and serious injuries in Region 5.]*** (The number did decrease from the moving average. 2018 showed a significant decrease from 2017 with 89 total roadway departure fatalities and serious injuries. Current efforts will continue on maintaining this downward trend).
- Decrease fatalities and serious injuries from motorcycle crashes in Region 5 from the 2015-2017 average of 21 to 19 by December 31, 2020. ***[In 2018, there were 17 fatalities and serious injuries from motorcycle crashes in Region 5.]*** (Region 5 saw a slight increase from 2017 but surpassed the projected target in this program area.)

<u>Strategies</u>

- Serve as a resource to ODOT Region 5 for transportation safety priority program areas.
- Attend transportation safety meetings as applicable, serving as a resource to local and regional safety programs. Provide technical assistance and resources for transportation safety related events, programs, or fairs within the region.
- Provide resources and education items for transportation safety events, with a focus on priority areas of speed, impaired driving, distracted driving, road departure/winter driving, motorcycle safety, and occupant protection. Advocate transportation safety programs and awareness to partners and communities in Region 5.
- Work with the existing local transportation safety committees (ACTS, or similar) within the region to enhance and strengthen programs and provide resources and other important information. Member retention and recruitment is a priority in communities struggling to keep these groups active.

- Collaborate and work to enhance or create new partnerships with local agencies/groups to raise awareness around transportation safety problem issues within the region.
- Sponsor local jurisdictions for DUII community education; travel and expenses for law enforcement training needs; and/or for child passenger safety equipment, supplies, and/or training.
- Assist with coordination of meetings with certified CPS technicians to help them maintain certification, and to stay active in their communities. CPS techs will be able to network, share training opportunities, and stay current on recertification requirements to help with technician retention rates.
- Assist with coordination of bi-annual meetings of the Region 5 Safe Communities Grant Coordinators; as an opportunity to share resources, review local data, coordinate projects, and/or assist with grant writing and reporting. Assist with the development of local TSAPs for these local communities.
- Assist with coordination of annual meetings with Region 5 School Resource Officers (SRO) to share information specific to transportation safety; and to give the local SROs opportunity to network, share resources, and coordinate efforts as needed.
- Assist Region 5 law enforcement agencies on training needs and share with state trainers to assist with planning and promotion of training opportunities in Region 5.

Region 5

DE-20-24-15		Awarded	Expended
Section 402	Regional Services Grant	$22,500	$7,885

The major activities of this project were to provide funding for three mini grants and sponsor one distracted driving presentation at Hermiston High School. The mini grants were provided for a variety of different projects including: A grant to Baker City Police Department that sponsored course fees for two officers to further their DUII related training. The agency contributed travel expenses as match for this grant. Another was a grant to the Harney District Hospital for the purchase of child safety seats. This grant was originally intended to also send two of their staff to CPST training but with the COVID-19 pandemic restrictions, all the courses after March were cancelled statewide and the total grant amount had to be reduced to include only the purchase of seats.

A grant to Good Shepherd Memorial Center in Hermiston paid to wrap their traffic safety trailer used for CPS events, pedestrian safety, bike safety, etc. They were also able to purchase safety education items for the different identified safety topic areas to further their educational outreach in the county. This grant was also reduced due to the COVID-19 pandemic restrictions and several activities had to be removed. Many planned projects and events were cancelled completely due to the COVID-19 pandemic restrictions that would have either included contractual expenses and/or additional mini grants. Six DUII related in-person trainings were cancelled as well as at least one mini grant that would have sent staff to CPST training.

M1CPS-20-45-15		Awarded	Expended
405(b)	CPS Fitting Station Support, ODOT Region 5	$6,000	$5,513

This project provided child safety seats to low income families in Region 5 and education to parents/caregivers on the proper installation and fit of child passenger safety seats for their children. Mini grants were provided to a total of five agencies: Baker City Police Department, Boardman Police Department, Good Shepherd Medical Center, Grant County Safe Communities Coalition, and St. Anthony Hospital. While nearly all funds were expended, all agencies receiving grants were impacted severely by the COVID-19 pandemic restrictions. Most agencies were not able to provide in-person seat checks and distributions on a one-on-one basis, let alone at events for many months out of the grant year. Many of them were able to work with their supporting agencies to provide safe one-on-one appointments and the ability to distribute seats again. The region lost several CPSTs this year, partially due to the COVID-19 pandemic restrictions; Oregon anticipates losing more in the coming months. As we were not able to gain newly trained technicians this year and it is still unknown what the next year holds in terms of holding in-person training, Oregon's CPS technician pool may continue to dwindle.

Paid Media

No Paid Media for FFY 2020.

Roadway Safety

Link to the Transportation Safety Action Plan

Action 6.17.7 Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public.

Problem Identification Statement

- There is lack of a blended 4-E (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide; this blend has proven to be more effective in using a synergistic approach.
- There is not general acceptance of the Highway Safety Manual or an identified set of trainings for its benefits and potential implementation statewide.
- Evaluation of the Oregon Safety Corridor Program has identified that existing corridors continue to not be decommissioned within one year of meeting the decommissioning criteria.
- Non-state road authorities are inconsistent in their approach to transportation safety.
- There is a need to keep current and enhance existing roadway safety engineering related training programs. Classes need to be held at various locations and times statewide to reach targeted stakeholders.
- Assessment of existing traffic control devices, for all jurisdictions, needs to be completed and in an ongoing manner.

Traffic Rates in Oregon, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
National Traffic Fatality Rate[1]	1.10	1.08	1.15	1.19	1.16	1.13
Oregon Traffic Fatality Rate[1]	0.93	1.03	1.24	1.36	1.19	1.15
Highway System, Non-freeway Crash Rate[2]	1.45	1.53	1.62	1.68	1.63	1.58
Highway System Urban Non-freeway Crash Rate	2.50	2.63	2.45	2.50	2.34	2.48
Highway System Rural Non-freeway Crash Rate	0.89	0.95	0.95	1.04	1.07	0.98
Highway System, Freeway Crash Rate	0.47	0.51	0.51	0.59	0.61	0.54
County Roads/City Streets Crash Rate	2.00	2.11	2.24	2.32	2.25	2.15

Source: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation
1 Deaths per 100 million vehicle miles traveled
2 Crashes per million vehicle miles traveled
*PDO crash data not available at the time of this report.

Goals

- Increase the number of trainings and local workshops available for state and local public works, and for law enforcement on various roadway safety related topics from the 2013-2017 moving average of 28 to 35 by December 31, 2025.
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2013-2017 moving average of 595 to 754 by December 31, 2025.

Performance Measures

- Increase the number of trainings and local workshops for state and local public works, and law enforcement staff on various roadway safety related topics including human factors engineering from the 2015-2017 moving average of 27 to 29 by December 31, 2020. ***[In federal fiscal year 2020, there were 36 trainings and local workshops completed for state and local public works and law enforcement staff on various roadway safety related topics including human factors engineering.]*** (Attendance at 3 in-person workshops exceeded participant goal numbers (120), with an average class size of 57 students. Due to the COVID-19 pandemic, the normal *in-person* ADA & MUTCD workshops were canceled and re-announced, subsequently presented as webinars.The webinar format replaced the normal local workshop format due to the COVID-19 pandemic, but also enabled greater participation from around the state, as well as from Washington next door; 33 webinars total.)
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2015-2017 moving average of 578 to 631 by December 31, 2020. ***[In federal fiscal year 2020, there were 325 state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics.]*** (Oregon did not meet this performance measure. Twelve workshops were conducted on "Improving Safety Features of Highways, Local Roads & Streets in Oregon" with approximately 256 participants. Two workshops were conducted on "Challenges, Strategies & Obligations of Law Enforcement Agencies for the 21st Century" with 58 participants. Finally, there was one virtual meeting with the City of Sherwood's traffic safety committee members, elected officials and concerned citizens with 11 participants. The COVID-19 pandemic was a major factor in the reduction of participation in the education program.)

Strategies

- Participate in ODOT efforts that advocate and work to increase roadway safety; such efforts include:
    - Highway Safety Engineering Committee (HSEC)
    - Research projects
    - Expert Task Group(s)
- Overtime traffic enforcement for the worst ranked safety corridors.
- Advocate for the proper implementation of the Safety Corridor Guidelines.
- Coordinate discussions and input on training topics to be provided within the state. Actively engage with safety advocate partners such as local agencies, FHWA and internal ODOT staff.

- Continue to promote the Highway Safety Manual to increase awareness and use of this tool.
- Advance the adoption of the 4-E approach to transportation safety.
- Continue to promote Human Factors Countermeasures in order to increase awareness and use of this information and its benefits to the state's transportation system.

Roadway Safety

RS-20-77-01		Awarded	Expended
FHWA	Engineering Safety Short Courses and Distance Learning	$300,000	$199,518

Oregon State University provided safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Training consisted of safety trainings similar to the following Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Roundabout Design and Control; Materials and Retro-Reflectivity for Signs and Markings; ADA for Bicyclists and Pedestrians, Human Factors Engineering, and Multimodal Intersections. Jurisdictions did not receive on-site traffic control device and safety engineering reviews by safety engineering specialists due to the COVID-19 pandemic and its physical distancing requirements. This effort moved more opportunities for learning to an online platform.

RS-20-77-04		Awarded	Expended
FHWA	Safety Features for Local Roads and Streets	$150,000	$140,266

This program provided traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. This effort had to be severely altered due to the COVID-19 pandemic, resulting in an unprecedented move to online opportunities for learning. While the numbers of attendees were lower than previous years, much headway was made into the virtual applications of this program.

RS-20-77-18		Awarded	Expended
FHWA	Roadway Departure Enforcement	$218,000	$47,128

This project provided overtime enforcement funds for the Roadway Departure Safety Plan. The ODOT Transportation Safety Division managed Roadway Departure Enforcement expenditures that complied with the state's Highway Safety Improvement Plan (HSIP) and identified incident locations. The purpose of this program is to continue to address locations where there have been occurrences of Fatal or Serious Injury Roadway Departure crashes. This project continued to utilize information from the ODOT Traffic-Roadway Section system wide analysis of Roadway Departure Crashes.

RS-20-77-05		Awarded	Expended
Section 402	Safety Corridor Education and Enforcement	$30,000	$23,576

Provided overtime enforcement for four priority safety corridor(s). Provided press releases and other informational resources for each safety corridor identified. The COVID-19 pandemic, negative effects were not as pronounced on this program as were other enforcement programs.

Paid Media

No Paid Media for FFY 2020.

Safe and Courteous Driving (includes Distracted Driving)

Link(s) to the Transportation Safety Action Plan

Action 6.4.2 Decrease distracted driving behavior through education and changing social norms.

Action 6.4.5 Conduct targeted enforcement to enforce Oregon distracted driving law.

Problem Identification Statement

The Safe and Courteous program consists of five different focus areas: Distracted Driving, Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes. Of these five programs, most attention is turned toward distracted driving due to the urgency of this issue in both Oregon and nationwide. Distracted driving has become a national epidemic, and Oregon is working hard to combat it, as well as to make it socially unacceptable.

There is strong evidence that 'high visibility enforcement' efforts are highly successful in changing bad driver behavior. In addition, the National Highway Traffic Safety Administration (NHTSA) indicates that public information and education programs should be comprehensive, seasonally focused, and sustained.

Distracted Driving is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike. From 2013-2017 there were 12,031 fatal and injury crashes resulting in 95 fatalities and 18,460 injuries caused by crashes involving a distracted driver in Oregon.

From 2013-2017 there were 1,089 fatal and injury crashes, resulting in 20 fatalities and 1,557 injuries caused by drivers reported to have been using a cell phone at the time of the crash. These crashes are underreported in Oregon; convictions for this offense during the same time frame totaled 72,032.

Oregon Driver reported to have used Cell Phone in crash, Fatalities and Injuries 2013-2017

Year	Fatalities	Injuries
2013	4	235
2014	3	245
2015	3	316
2016	8	405
2017	1	253
Total	19	1,554

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatal and injury crashes only. 2017 data is preliminary and subject to change. All injuries included.

Oregon Cell Phone Use Convictions 2013-2017

Year	Convictions
2013	21,520
2014	17,723
2015	15,264
2016	10,317
2017	8,748
Total	73,572

Source: Oregon Driver and Motor Vehicle Services

Goals

- Decrease distracted driving fatalities related to driver use of a cell phone from the 2013-2017 average of 4 to 2 by December 31, 2025.
- Decrease distracted driving injuries related to driver use of a cell phone from the 2013-2017 average of 311 to 244 by December 31, 2025.

Performance Measures

- Decrease distracted driving fatalities related to driver use of a cell phone from the 2013-2017 average of 4 to 3 by December 31, 2020. ***[In 2018, there were 3 distracted driving fatalities related to driver use of a cell phone.]*** (The statewide media campaign implemented on the risks of distracted driving was larger than ever in Oregon this year, and was coupled with high visibility enforcement conducted statewide throughout the grant year, as feasible (due to the COVID-19 pandemic). This extensive campaign will continue in 2021 along with high visibility enforcement efforts statewide. This year's performance is a positive step toward achieving the TSAP 2025 goal. The COVID-19 pandemic did negatively affect the number of overtime enforcement events that agencies could conduct this grant year, but many were able to participate in some way.)
- Decrease distracted driving injuries related to driver use of a cell phone from the 2013-2017 average of 311 to 284 by December 31, 2020. ***[In 2018, there were 350 distracted driving injuries related to driver use of a cell phone.]*** (The statewide media campaign implemented on the risks of distracted driving was larger than ever in Oregon this year, and was coupled with high visibility enforcement conducted statewide throughout the grant year, as feasible (due to the COVID-19 pandemic's limitations and other priorities). This extensive campaign will continue in 2021 along with high visibility enforcement efforts statewide. Recent data indicate an increase in injuries; work on increasing the reach of the education and awareness pieces of this program will be conducted.)

Strategies

- Develop and distribute public information and education materials to conduct outreach and raise awareness and understanding of the dangers of distracted driving.
- Provide high visibility enforcement for distracted driving statewide throughout the year, especially during April 2020, the 7th Annual National Distracted Driving Awareness Month.*
  *NHTSA changed the dates of this national campaign this grant year from April to October of 2020 due to the COVID-19 pandemic and CARES Act waiver options offered to the states

Safe & Courteous Driving (Distracted Driving)

M8SE-20-20-03		Awarded	Expended
405(e)	Statewide High Visibility Enforcement	$657,000	$365,725

This project funded HVE (high visibility enforcement) of Oregon's distracted driving law statewide and through all levels of enforcement. TSD partnered with OSP (Oregon State Police) and local law enforcement agencies (sheriffs, and chiefs of police) to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Overtime enforcement funding was awarded to agencies based on data-driven problem identification. NHTSA subsequently rescheduled their Distracted Driving Awareness Month campaign from April to October of 2020 due to the COVID-19 pandemic. Even though Oregon participated in both April and October, enforcement results were not achieved at the level anticipated before the COVID-19 pandemic became priority and stretched resources thin.

M8DD-20-20-02		Awarded	Expended
405(e)	Distracted Driving Media	$600,000	$337,745

This project funded media campaigns to support the state distracted driving program and to educate drivers about Oregon's distracted driving law. Facebook Ads and Google Ads were utilized, signage was placed in airports statewide, and billboards and bus transits were used statewide. Theater placements were cancelled due to the COVID-19 pandemic, so this funding was moved to OTT streaming. Due to the COVID-19 pandemic, Geo-fencing events statewide with "Park Your Phone" messaging and OTT/Streaming TV and Digital Radio and Geo-fencing ran and continue to run into FY2021. Distracted driving Spanish media was developed and distributed through Univision Spanish TV/Radio that included a TV news piece, TV and radio public service announcements, and media ads. A Drowsy Driving Facebook ad was re-released. A static as well as an animated Facebook ad were also released for education on Oregon's 'Lights and Swipes' law, ORS 811.526, and the best practice of drivers turning on, and leaving on the headlights while also leaving the wipers on during rain or inclement weather.

M8DD-20-20-01		Awarded	Expended
405(e) Flex	Distracted Driving Statewide Services	$220,000	$9,989

This project funded PI&E (public information and education) media on Oregon's distracted driving law and best practices. Two distracted driving messages were placed on bus sides in Bend to spread the messages throughout the city; along with placement of a distracted driving ad in the "101 Things To Do Coastal and Western Oregon," a publication which distributes 125,000 copies throughout Tillamook, Clatsop, Clackamas, Yamhill, Marion, Polk, Benton, Linn, Lincoln, Lane, Coos and Douglas counties; including hotels, motels, RV resorts, chambers of commerce, visitor centers, high traffic attractions, and the Eugene airport. Distracted driving posters were also placed in light kiosks in rest areas throughout the state. $150,000 was obligated toward sponsoring Distracted Driving Awareness Presentations statewide, but due to the COVID-19 pandemic and physical distancing rules, these events were cancelled. The selected vendor has developed a virtual presentation in order to implement these project activities in 2021 ("Hang Up and Drive," a non-profit organization).

Paid Media

Strategic Communications Plan

State and national trends are more focused on Distracted Driving than ever. Data has shown that cell phone use is a major driver distraction problem in Oregon. From 2014-2018 there were 13,603 fatal and injury crashes resulting in 137 fatalities and 20,992 injuries caused by crashes involving a distracted driver in Oregon (all ages). Anecdotally, many radio and television stations were asking for messages around safe practices for driving without distractions. The program this year chose to inform drivers of HB 2597, and that it is illegal to drive while using a mobile device. By bringing more attention to the law in a catchy and fun way while giving Oregon audiences a simple tag line to remind them to, "Park Your Phone." The second intention of the program was to continue to educate drivers on the signs and symptoms of drowsy driving and requirements to drive with lights and swipes in inclement weather conditions with strategies for avoiding these dangerous driving behaviors.

Distracted Driving Billboard Ads

The program used a cohesive message across several different media types in order to ensure the greatest reach statewide. Outdoor media such as billboards served as excellent proximity media (ability to reach drivers while driving). Billboards were up from October through December 2020 (due to the COVID-19 pandemic delays), and in 100 locations encouraging drivers to "Park Your Phone" while driving.

Distracted Driving 00:30 TV PSA – "Park Your Phone"

One of the year's major goals of the campaign was to create a new set of assets that would serve the program for the next several years while also promoting healthy driving habits. This spot (:30 seconds) features 3D animation, and live action combined with a musical jingle, "Park Your Phone" to remind drivers that one of the safest practices for avoiding driving distracted is to put their phone/device away in a bag or purse. This was rereleased in April 2020 for Distracted Driving Awareness Month.

Distracted Driving Transit

To complement other outdoor media (billboard), we also developed "Park Your Phone" bus transit posters to run in 123 spots for three months, October through December 2020 only (due to the COVID-19 pandemic delays), in the Portland, Salem, Eugene, Corvallis and Klamath Falls locations.

Distracted Driving Facebook Ads

Facebook has shown to be a cost-effective and impactful way of reaching Oregon audience members online. This year's FB activities developed and used versions of the "Park Your Phone" PSA campaign. Ads ran statewide targeting adult's ages 25-44 years during April, and October through December 2020. (NHTSA postponed the month of April's National Distracted Driving Awareness Month campaign until October, CARES Act waiver option.)

Distracted Driving 00:30 Radio PSA Rerelease

A version of the "Park Your Phone" jingle used in the television PSA was also used for radio and re-released to station program directors statewide in October for Distracted Driving Awareness Month and to get word out about Oregon's distracted driving law.

Distracted Driving New 00:30 Radio PSA

Another version of the "Park Your Phone" jingle used in the television PSA was developed for radio and re-leased to station program directors statewide in April, and in October for Distracted Driving Awareness Month.

Distracted Driving New 00:30 Spanish TV and Radio PSAs

To ensure the campaign's message had a maximum reach across more multi-media channels, the "Park Your Phone" TV and radio spots were also produced in Spanish, and were released in alignment with the English PSAs in April and October. There were four additional Spanish PSAs that aired on Univision Spanish TV throughout the rest of the year.

Distracted Driving Google Ads

Two new Google ads were released this year. One was animated, and one static ad for "Park Your Phone" was launched.

Instagram Ads

Instagram Ads were developed and used statewide using the "Park Your Phone" campaign message and creative. These ran October through December 2020.

Distracted Driving Airport Advertising

Airport advertising is a compelling method for finding captive and engaged audiences, as the airport can often be the first point of arrival for visitors to the state. This year digital screen advertising was presented at Portland International Airport (PDX) as well as airports in other metropolitan areas of Oregon (Eugene, Medford, Bend), placed in baggage claim areas and high traffic routes within the airports. Animated versions of the "Park Your Phone" ads were displayed at the airport locations and ran from October through November 2020 only (due to the COVID-19 pandemic).

Distracted Driving OTT/Streaming Television

As younger audiences statewide look to on-demand TV to watch their favorite shows, Over the Top (OTT) streaming television has become an impactful media to run safety messages. The television PSA for "Park Your Phone" was released on streaming channels (Roku –Hulu – Sling - - Amazon - Apple) and ran October through December 2020.

Distracted Driving Geo-fencing

Oregon took advantage of the opportunity to participate in Geo-fencing its media message at different events held throughout the state. Careful planning was given to locations due to the COVID-19 pandemic restrictions. These ads ran October through December 2020.

Drowsy Driving 00:30 Radio PSA "Wake Up" Rerelease

In December, 2018's PSA "Wake Up" was re-released as a radio spot to station program managers statewide, addressing the problem and risks of drowsy driving. The spot uses a dose of humor to draw attention to the tactics drowsy drivers often use to keep themselves awake (but don't actually work), before pointing them to one that will: pulling over and getting some rest. These ran during Drowsy Driving Week December 7-11, 2019.

Drowsy Driving Facebook Ads Rerelease

In December, two Facebook ads from the 2018 campaign message were re-released, "It only takes a second for sleep to hit you." The creative reminds drivers of the dangers of driving drowsy and strategies for avoiding it. Drowsy drivers tend to be younger, and therefore the ads targeted men and women age 16-44 statewide.

Drowsy Driving Radio PSA Rerelease

This PSA was re-released in conjunction with the above Facebook Ad. This PSA originally ran in December 2019.

Lights and Swipes Radio PSA

A Radio PSA related to ORS 811.526 and the best practice of drivers turning on, and leaving on the headlights while also leaving the wipers on (during rain or inclement weather), or 'Lights n' Swipes' awareness, was released in November: 'We Go Together' radio PSA.

Lights and Swipes Facebook Ads

Both a static and an animated Facebook ad were created and distributed statewide, released in November. Oregon Facebook demographics have shown to be an effective way to reach a wide reaching and attentive audience for safety messages. We targeted the new ads to ages 18-55 across the state, as the laws regarding having your lights running whenever using your windshield wipers applies to all drivers, and is a safe habit to adopt for any limited visibility conditions.

Lights and Swipes Google Ads

Google Ads regarding this law and best practice were distributed statewide in November.

Safe Routes to School

Link(s) to the Transportation Safety Action Plan

Action # 6.11.1 Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

Problem Identification Statement

- Alternative commuting options such as walking, biking, and other types of rolling (wheelchairs, scooters, and skateboards) to school can have many health and academic benefits for youth; however, for the majority of schools nationwide, 10 percent or fewer students walk or bike to school. This is an approximate 40 percent decrease since 1969 (CDC.gov).
- The Centers for Disease Control and Prevention has recommended for children and adolescents to have 60 minutes of physical activity per day, yet as of 2018, only 24 percent of youths nationwide meet these recommended physical activity guidelines (health.gov).
- Nationally, 20 percent of children and adolescents are obese, which can have immediate health risks such as hypertension and breathing problems. Long term health risks include a higher risk of being obese as an adult, metabolic chronic disease, and low self-esteem and depression (CDC.gov)
- Despite the benefits of walking and rolling to school, there can be barriers to commuting to school safely such as unsafe roadways facilities or environments. Other contributing factors may be unsafe driving, pedestrian and bicyclist behaviors. In Oregon for children ages 5-14, there is a five-year average (2011-2016) of one bicyclist fatality and 80 bicyclist injuries each year; and a three-year average of 2 pedestrian fatalities and 83 pedestrian injuries involving motor vehicle crashes.
- A SRTS Action Plan evaluates the travel modes of students to a specific school site and identifies the barriers and hazards to students walking and biking safely to that school. The conclusions drawn from the collected information lead to priority projects and activities that the school, municipality and community can advance to promote safe walking and bicycling to school. Pedestrian safety and bicycle safety education are typical components of a Safe Routes to School program.

The objectives of a *Safe Routes to School* Program are:

- To increase the ability and opportunity for children to walk, roll and bicycle safely to and from school
- To make walking, rolling and bicycling appealing travel alternatives
- To influence a healthy and active lifestyle
- To facilitate the planning, development and implementation of projects and activities that improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.

Goal

- Increase the number of completed Oregon SRTS Action Plans from 195 in 2015 to 275 by December 31, 2025.

Performance Measure

- Increase the number of completed Oregon SRTS Action Plans from 220 in 2018 to 240 by December 31, 2020. ***[In 2019, there were 235 completed SRTS Action Plans.]*** (Based on the known number of completed Action Plans as of 2019, this indicates that this performance measure was met. The funded projects that contributed to meeting this performance measure were:
    - Safe Routes to School Non-Infrastructure Grant Program (Competitive grants to local communities to develop SRTS programming, including the creation of action plans).
    - Statewide Technical Assistance (project to provide assistance to local SRTS practitioner and communities through development of resources, like the SRTS Action plan template, training, and support for technical assistance on how to complete action plans.)

Strategies

- Assist communities in developing SRTS Action Plans by providing training through the SRTS Technical Service Provider.
- Support SRTS efforts at schools implementing SRTS Action Plans or looking to create SRTS Action Plans by providing "Train the Coordinator" workshops through the SRTS Technical Service Provider.
- Promote safe walking and biking through media campaign materials targeted to parents and kids choosing active travel modes to school.
- Assist the Oregon *Safe Routes to School* Network in their development of the SRTS Recognition Program.
- Collaborate with the SRTS Technical Assistance Provider in updating and managing the OregonSafeRoutes.org website.
- Continue to provide educational resources for statewide distribution promoting safe walking and biking to/from school.
- Assist communities that have identified infrastructure enhancements for walking and biking to school to learn about potential federal assistance opportunities through ODOT.
- Local competitive SRTS Non-Infrastructure projects to establish SRTS programming and encourage sustainable programming models using Action Plans.

Safe Routes to School

HU- See sub-projects below		Awarded	Expended
FHWA	Safe Routes to School Non-infrastructure Grant Program	$512,634	$425,971

Funding for reimbursement to communities based on a competitive award process for the creation of Oregon SRTS Action Plans and/or implementation of a SRTS Action Plan addressing education and encouragement, enforcement, and evaluation; and assisting with SRTS program administration needs. There were quite a few challenges this year for these projects in regard to changes in programming that started mid-March due to the pandemic and statewide school closure orders. Distance learning became the only way that SRTS programs could interact with schools, parents and kids. Many of the SRTS programming and plans had to be cancelled, postponed, rescheduled, or reconfigured to adapt to these changes in school programming. These changes set back achievement of many of the objectives and goals for these projects. ODOT has worked with these partners to support them in the best way moving forward during this national emergency and its pandemic priorities.

Sub-Project Number	Agency/Project Title	Awarded	Expended
HU-20-10-08	Commute Options-Central and Eastern Oregon	$60,451	$54,284
HU-20-10-25	SRTS Beaverton School District	$82,090	$78,029
HU-20-10-26	SRTS City of La Grande	$41,164	$35,056
HU-20-10-27	SRTS Medford School District	$45,000	$27,806
HU-20-10-28	SRTS Sky Lakes Medical Center Foundation	$35,230	$31,627
HU-20-10-29	SRTS Douglas Education Service District	$48,114	$35,208
HU-20-10-30	SRTS Multnomah County	$57,320	$32,143
HU-20-10-32	SRTS Mid-Willamette Valley Council of Governments	$61,265	$57,664
HU-20-10-33	SRTS Lane County	$82,000	$74,154
Totals		**$512,634**	**$425,971**

HU-20-10-07		Awarded	Expended
FHWA	Statewide Walk +Roll Program	$50,000	$ 45,257

Funding for this project was to provide statewide support for October Walk + Bike to School Day and May Walk + Bike Challenge Month, by providing registration and technical support for over 200 Oregon schools. The project activities were to be completed by a non-profit traffic safety partner, The Street Trust. Project activities included: registering schools and supporting coordinators with Walk+Roll to School Day and helping SRTS practitioners to adapt and create new activities for the Walk+Roll Spring Challenge in light of the COVID-19 pandemic restrictions. Walk+Roll events were promoted through emails, social media, The Street Trust website, The Oregon SRTS website, and direct communication with schools and event coordinators. Other supporting activities included continued development of an ordering and shipping system of school Walk+Roll incentives in partnership with Oregon Screen Impressions. The Street Trust also participated in networking and leadership activities with the Oregon Safe Routes to School Network and Leadership Committee and worked with SRTS coordinators to continue and increase school participation as opportunities arose. Lastly, The Street Trust continued refinement of the Oregon Safe Routes to School recognition program. Working directly with coordinators has proved invaluable for helping spread the Walk+Roll and recognition programs by allowing The Street Trust to provide the resources that the communities want and need. In the October event, The Street Trust continued allowing coordinators to manage registrations and incentive ordering as needed, which allowed them to build stronger programs and saved time and money by not having to work directly with those schools or send incentives individually. The COVID-19 pandemic threw a curveball to normal programming as online encouragement of Walk+Roll activities had to be quickly developed to take the place of in-person events. However, the relationships previously built with coordinators allowed The Street Trust to provide a variety of tools and resources to help students continue to stay active while at home.

HU-20-10-06		Awarded	Expended
FHWA	Safe Routes to School Statewide Services Program	$200,000	$98,802

This project provided Statewide support of Safe Routes to School programs and the creation of SRTS Action Plans; assisted schools in gathering student and parent data on walking and biking to/from schools; created public information, education and outreach support materials; supported Oregon Safe Routes Leadership Network in their efforts to grow as a Safe Routes to School resource for coordinators and communities and establishment of the SRTS Recognition Program. For the 2020 grant year, several education materials were reprinted and ordered to support education, outreach and engagement incentives. This included reprinting the Safe Biking Activity Book and Activity Sheet for kids, reprinting brochures for school zone safety, and how to get a perfect helmet fit, walk safely coloring books, and ordering reflective helmet stickers for encouragement events. These items were distributed to local partners in each of the ODOT regions for applicable SRTS activities. Another major activity was focused on planning and delivering a media campaign aimed at encouraging families to walk and roll safely. The focus on families is a shift from previous campaigns of back-to-school safety due to changes for students at home with distance education plans and social distancing, due to the COVID-19 pandemic. A 00:30 second PSA was developed in both English and Spanish for streaming television services and helped to educate and bring awareness to the public that during the COVID-19 pandemic, Oregonians can stay safe healthy by being active, and walking and rolling by using best practice behaviors. Transit posters were also developed and placed strategically in cities statewide to help remind drivers to watch out for kids even when kids were not physically attending school. Since kids and families are out and about even more now as pedestrians and bicyclists, drivers need to stay even more alert. Some of the barriers or setbacks to accomplishing other goals of this project were due to delays in media campaign delivery, due to the COVID-19 pandemic and school closures.

HU-20-10-23		Awarded	Expended
FHWA	Technical Service Provider Program	$150,000	$107,261

This project provided funds for a non-profit traffic safety partner, Commute Options, to provide statewide technical support for Safe Routes to School programming. Technical assistance was provided through the Oregon Safe Routes clearinghouse website; SRTS practitioner training; SRTS Team facilitation; and development of non-traditional partnerships through support, education, and encouragement to communities interested in building comprehensive SRTS programming. The project activities included:

- Promoting and updating the Oregon Safe Routes to School website, social media and newsletters.
- Offered two trainings to SRTS coordinators or teams at schools or school districts
- Developed of a Physical Education-based lesson plan through a peer reviewed process
- Continued development of the Resources page on the OR SRTS website
- Planned and executed the OR SRTS annual meeting
- Provided technical assistance to SRTS competitive grantees

Some highlights of programming for this year was updating the Resources page on the OR SRTS website as a useful tool for outreach to the statewide SRTS community. Train the Coordinator trainings were offered via webinar format due to social distancing measures brought on by the COVID-19 pandemic. There was a high level of interest this year from across the state for SRTS even with the spread of the COVID-19 pandemic and school district closures. The Annual Meeting showed enthusiasm and created an opportunity for feedback for the OR SRTS Network. Lastly, after a two year process we completed development of a P.E./Health class based curriculum that is aligned to state school standards. This has been a long anticipated resource for the SRTS community to help get more bicycle and pedestrian safety education in K-8 schools.

Paid Media

Creative Item	Title	Budget
SRTS Transit Posters-Statewide	*Look Out for Kids*	$20,000
OTT Streaming Television PSA-Statewide	*Time Together* English and Spanish	45, 900

Speed

Link(s) to the Transportation Safety Action Plan

Action # 6.3.7 Conduct targeted enforcement to reduce speeding.

Problem Identification Statement

In 2017, 39 percent of all traffic fatalities in Oregon involved speeding (traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2017.

Twenty-three percent of all 2017 speed related traffic deaths in Oregon occurred on the State Highway System. The Oregon State Police do not currently have the staffing levels needed to appropriately enforce traffic laws to significantly reduce traffic crashes and resulting, deaths and injuries. Multi-agency partnerships and events will be required in 2020 to address this problem.

Following are facts relative to increased speed:

- Chances of dying or being seriously injured in a traffic crash double for every 10 mph driven over 50 mph - this equates to a 400 percent greater chance of dying 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.

Challenges

- Decreasing agency budgets and agencies struggling to recruit and train qualified officer candidates result in larger officer-to-population ratios. This decline prevents most enforcement agencies from having capacity to conduct officer initiated activities, such as traffic enforcement, due to call volume.
- Speed Racing is becoming an increasing problem in Oregon (primarily an urban issue). In 2017 there were 357 convictions for Speed Racing in Oregon (an 8 percent increase from 2016). Law Enforcement is also seeing an increase in coordinated events where racers are taking over freeways and bridges where spectators are also being injured; a decline in the amount of law enforcement officers available for traffic enforcement makes it difficult to effectively deal with the issue. Large crowds gathering to watch are also beginning to become more aggressive towards law enforcement resulting in an increased officer safety risk.
- Safety equipment in vehicles is tested at 35 mph – but the same equipment loses the ability to work effectively at higher speeds. While safety feature advancements help save lives, many drivers have a false sense of security that they can go faster because of safer vehicle technology.

Speed in Oregon, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Total Number of Fatalities Statewide	313	357	447	498	439	411
Number of People Killed Involving Speed	120	144	138	207	170	156
Percent Involving Speed	38%	40%	31%	42%	39%	38%
Total Number of Injuries Statewide	33,148	35,054	41,754	44,628	41,702	39,257
Number of People Injured Involving Speed	4,897	4,870	5,248	6,072	5,831	5,384
Number of Speed Involved Convictions	130,305	113,950	129,205	114,013	119,121	121,318
Number of Speed Racing Convictions	353	376	331	321	357	348

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

Speeding Citations During Grant Funded Activities, 2013-2017

	FFY 2014	FFY 2015	FFY 2016	FFY 2017	FFY 2018	2014-2018 Average
Speeding citations issued	21,732	4,143**	5,123	6,162	4,238	8,280

Sources: TSD Grant files, 2013 - 2017

**Previous years counted all TSD grant program overtime activities (not just speed grant overtime). Starting with 2015, the number reported counts only speed enforcement grant overtime citation activity.

Note: Speed- involved offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

Goals

- Decrease fatalities in speed related crashes from the 2013-2017 moving average of 156 to 134 or lower by December 31, 2025.
- Decrease the number of people injured in speed related crashes from the 2013-2017 moving average of 5,384 to 4,623 or lower by December 31, 2025.

Performance Measures

- Decrease fatalities in speed related crashes from the 2015-2017 moving average of 127 to 116 by December 31, 2020. *(NHTSA)* ***[In 2019, there were 139 fatalities in speed related crashes.]*** [1] (With lagging data it is difficult to know where we are currently and to be able to predict trends and develop effective countermeasures around those trends. However, in 2019, speed contributed to 28 percent of statewide fatalities, which is consistent with 2018 fatal crash data. Based on record numbers of citations issued by law enforcement for speeds in excess of 100 MPH in 2020 during the COVID-19 pandemic, there is a good chance that speed involved fatal crashes increased, especially when compared directly to the decline in vehicle miles traveled in 2020.)

[1] FARS data from STSI.

- Decrease the number of people injured in speed related crashes from the 2015-2017 moving average of 5,717 to 5,218 or lower by December 31, 2020. ***[In 2018, there were 5,025 people injured in speed related crashes.]*** (In 2018, there were 5,025 people seriously injured on Oregon roadways in speed related crashes. 2017 there was a significant spike in speed related serious injuries. While 2018 data shows a decline more in line with previous years, data for 2019 and 2020 is not available. There is concern that 2020 data will reflect a spike in speed related crashes in relation to the COVID-19 pandemic. Nationwide, traffic stops for speed in excess of 90-100 MPH was a common trend. Given the decrease in the number of vehicle miles traveled, and the increase of speeding, and at excessive speeds, it is difficult to predict what crash data will reflect. As such, with lagging data, it is difficult to know where we are currently and to be able to predict trends and develop effective countermeasures around those trends.)
- Increase the number of speeding citations issued during grant funded activities from the 2015-2017 moving average of 5,143 to 5,620 by December 31, 2020. ***[In 2020, there were 4,489 number of speeding citations issued during grant funded activities.]*** (Due to the COVID-19 pandemic, in Oregon and Nationwide, there was an overall decrease in all traffic enforcement due to concerns for officer and citizen safety, especially at the beginning of the COVID-19 pandemic. In Oregon, law enforcement agencies did increase traffic enforcement, specifically related to speed due to the number of drivers traveling at high rates of speeds.)

<u>Strategies</u>

- Provided annual public information and education on the dangers of speeding via media contractor, ODOT public information officers and other media outlets.
- Ensured that speed enforcement overtime efforts were conducted on the types of roadways in which the largest percentages of death and injuries were occurring. Priority order is: Rural State Highways, County Roads, City Streets and Interstate System.
- When requested, provided comprehensive statewide analysis of speed involved crashes by region annually. Worked with city, county and state law enforcement agencies statewide to address specific problems in their areas.
- Worked toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number two contributing factor to traffic death and injury severity.
- Speed enforcement overtime was based on, and prioritized by, speed related serious injury and fatal crash data.

Speed

SE-20-35-05		Awarded	Expended
Section 402	Speed Enforcement Overtime Mini-Grants	$450,000	$287,733

This project was used to fund the speed overtime enforcement efforts of the 2020 TSEP program for city and county law enforcement agencies in Regions 1, 2, 3, 4, and 5.

SE-20-35-06		Awarded	Expended
Section 402	Speed Enforcement OSP – Rural State Highways	$125,000	$84,356

This project was used to fund overtime speed enforcement for the Oregon State Police to be used on rural state highways in areas that through statistical crash analysis, coupled with local OSP office expertise and knowledge of problem areas within each Command, show a high incidence of speed-related crashes, injuries, and fatalities.

SC-20-35-05		Awarded	Expended
Section 402	Speed Public Information and Education	$75,000	$55,000

This project was used to fund a community outreach survey and provide public education through various paid media outlets related to the dangers of speeding. Media included Public Service Announcements and social media showcasing the dangers of speeding.

Paid Media

Paid Media for FFY 2020: $70,000.

Media included Public Service Announcements and social media showcasing the dangers of and consequences of speeding.

Traffic Records

Link(s) to the Transportation Safety Action Plan

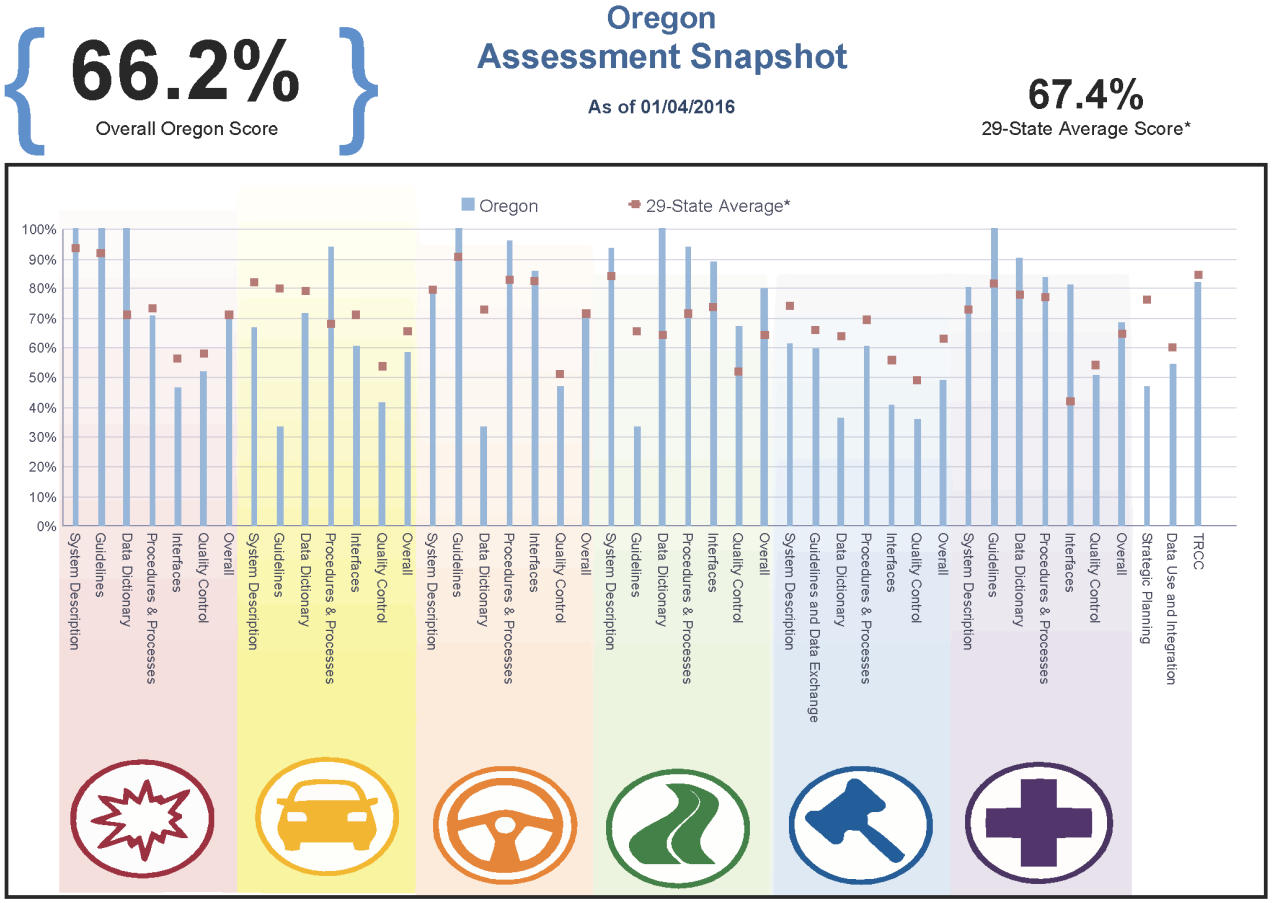
Action #6.16.5 Develop and implement a new Traffic Records Strategic Plan based on the 2016, and subsequent future assessments of the traffic records system.

Problem Identification Statement

The 2015 NHTSA Traffic Records Assessment of Oregon's program identified a number of problems or areas for improvement relating to Oregon's traffic records systems. Specific highlights include the following:

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data have been reviewed for the benefits that electronic collection would provide. To date, there is some use of automation for data collection that's been implemented for citations and crash reports, with some significant improvements made to EMS first response reports; but there's more to be done. There is also a need for a public web-based tool for involved drivers to report crashes online.
- Access is very limited to crash data online, as well as to user-friendly analytic tools that support GIS mapping and non-spatial analysis (e.g., cross-tabulated data aggregation) through a single point of access.
- There is not a fully deployed standardized, unique identifier system that tracks crash victim patients across multiple incidents; such a system would allow for subsequent linkage with specific crash and other data.
- There is a need for crash report completion training to be delivered to law enforcement, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection and quality.
- 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.

The following graphic details how Oregon stacks up against 29 other states that have conducted NHTSA Traffic Records Assessments, giving a visual representation of how Oregon is doing relative to others. Oregon is doing well in many areas, but as with all programs, there are areas where improvements can be made, allowing ODOT to develop a clearer picture of transportation safety issues and how to combat them.



*Average score of States assessed using the Traffic Records Program Assessment Advisory DOT HS 811 644.

*n = 29, including Oregon

Goal

- Increase the linkages between state traffic records data systems from zero in 2017 to at least one within the State of Oregon by December 31, 2025.

Performance Measures

- Increase the number of e-crash reports produced and submitted by law enforcement agencies from the 2013-2017 moving average of 12,076 to 12,600 by December 31, 2020. ***[In 2018, there were 12,809 e-crash reports produced and submitted by law enforcement agencies.]*** (This number must be viewed as a partial number due to the fact that not all agencies currently participate in the data clearinghouse used to generate the value. This quantity, if consistently repeated will begin to lower the rolling average.)
- Increase the percentage of fatal and injury crash reports submitted by law enforcement agencies in Oregon from the 2013-2017 moving average of 60 percent to 64 percent by December 31, 2020. ***[In 2018, the percentage of fatal and injury crash reports submitted by law enforcement officers in Oregon was 56 percent.]*** (Although this did not meet the target, this still represents a significant improvement from prior years and if the trend continues, represents an improvement.)

- Increase the percentage of Pre-Hospital Admission reporting agencies and sub agencies in the pre-hospital admission reporting system from 66 percent in 2016 to 88 percent by December 31, 2020. ***[The comparable performance measure data is unavailable at the time of publication due to a 2020 legislative change in the calculation method from the Oregon Health Authority. In 2019, 70 percent of agencies were live on the most current standard (OR-NEMSIS 3.4.0).]*** (Impressive strides have been made on this measure. As of 11/19/2020, almost 90% of EMS transporting agencies are now active on the new standard according to the agency dashboard tool.)
- Increase the number of communities participating in the Traffic Count Management System in Oregon from zero, to one or more local governments by December 31, 2020. ***[In 2019, there were no local communities participating in the Traffic Count Management System in Oregon.]*** (The target was not achieved. It is anticipated that participation will develop as staff continue to develop TCM standards and processes.)
- Increase the number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan, by one or more by December 31, 2020. ***[In 2019, there was one reported traffic records performance measure improved upon, as identified in the Traffic Records Strategic Plan.]*** (An improvement of one performance measure was recorded in the grant year, with development and go live of a racial profiling citation database with Oregon's Department of Justice. A 224% increase in citation records were stored in the database over the three-year project.)

Strategies

Implement the current Traffic Records Strategic Plan as developed and adopted by the TRCC and the OTSC to address and improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for state and local highway and traffic safety programs.

Key recommendations from *NHTSA's 2015 Assessment of Oregon's Traffic Records* program incorporated into the Traffic Records Strategic Plan include:

- Respond to one or more of the recommendations and issues identified in the Traffic Records Assessment by initiating actions.
- Develop an enterprise roadway information system containing roadway and traffic data elements for all public roads.
- Continue to seek ways to develop a statewide authority to assign unique traffic citation numbers.
- Assess how the State can track citations from point of issuance to posting onto the driver file.
- Develop a system to track citations through to adjudication by the local (municipal and justice) courts.
- Ensure that the injury surveillance system includes EMS data.
- Develop completeness performance measures tailored to the needs of EMS system managers and data users.

Please note - Each project in the Traffic Records series includes a reference to one or more of the performance measures listed in the table below, as excerpted from Oregon's Traffic Records Strategic Plan.

Crash System

Data Quality	Reportable Crash Data
Timeliness	C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database.
Timeliness	C-T-2: The percentage of crash reports entered into the database within XX days after the crash (e.g., 30, 60, or 90 days).
Accuracy	C-A-1: The percentage of crash records with no errors in critical data elements (example: crash severity).
Completeness	C-C-2: The percentage of crash records with no missing data elements.
Integration	C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file (examples: Crash w/in-State driver linked to Driver file, Crash w/EMS response linked to EMS file).
Accessibility	C-X-1: To measure accessibility: Identify the principal users of the crash database, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

Roadway System

Data Quality	Roadway Data
Accuracy	R-A-1: The percentage of all roadway segment records with o errors in critical data elements (example: Surface/Pavement).
Completeness	R-C-1: The percentage of road segment records with no missing critical data elements.
Completeness	R-C-3: The percentage of roadway unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Integration	R-I-1: The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file (example: Bridge inventory linked to roadway basemap).
Accessibility	R-X-1: To measure accessibility of a specific file within the roadway database: Identify the principal users of the roadway file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

Driver System

Data Quality	Driver Data
Accuracy	D-A-1: The percentage of driver records that have no errors in critical data elements (example: Date of Birth).
Completeness	D-C-2: The percentage of driver records with no missing data elements.

Data Quality	Injury Surveillance Data
Timeliness	I-T-1: The median or mean number of days from a) the date of an EMS run to b) the date when the EMS patient care report is entered into the database.
Accuracy	I-A-1: The percentage of EMS patient care reports with no errors in critical data elements (example: Response Time).
Completeness	I-C-1: The percentage of EMS patient care reports with no missing critical data elements.
Accessibility	I-X-1: To measure accessibility of the EMS file: Identify the principal users of the file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses.

Traffic Records

M3DA-20-54-13		Awarded	Expended
405(c)	ODOT Data - Traffic Count Management Improvement Project	$605,000	$605,000

This project was for ODOT's Transportation System Monitoring (TSM) Unit to improve the Traffic Count Management (TCM) program by purchasing and deploying software to gather and retain data needed to inform safety related decisions about programs, major projects and planning efforts for state and local governments. Major project expenses included software, an Information Systems Project Manager, and Project Analyst activities. These activities included providing project leadership in developing project scope and requirements, documentation, budget management, project reporting, and communication facilitation. It is anticipated that this project will improve performance measures RA1, RU1, RC1, RC3, and RX1, as shown in the tables listed above, and in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan. (The project successfully hired the positions, selected a vendor and entered into a contract to transition data to the new software format. Improvements to the state performance measures has not yet been established because the project is still being implemented and transitioning the state to a supported software as a service business model. While the COVID-19 pandemic created challenges, it did not cause substantial disruptions to the completion of this project.).

Project not initiated		Awarded	Expended
405(c)	Oregon State Police – Multi Agency Computer Aided Dispatching (CAD)	$515,000	$0

This project was to provide an improved computer aided dispatching system for the Oregon State Police (OSP) as well as other agencies across Oregon. It was anticipated to improve data accuracy of multiple data files including Crash, Driver, Citation, and possibly others depending on system design options, improving performance measures CT1, CT2, CC2, and CI1, as shown in the tables listed above and in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan. (This project was not initiated as the grantee agency had limited budget authority (and thus limited ability) to move forward.).

M3DA-10-54-06		Awarded	Expended
405(c)	Oregon Health Authority – EMS/NEMSIS Local Data Entry Device/Training	$40,000	$37,380

This project purchased data entry devices to allow more timely and accurate input of patient events into the NEMSIS system by EMS technicians. The devices were provided, along with training and software to make them ready to implement for the participating local agencies. It is anticipated that performance measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved as a result of this project.

M3DA-20-54-05		Awarded	Expended
405(c)	Oregon Health Authority – Software Improvement – EMS/NEMSIS Data Entry Systems	$50,000	$0

This project was to allow a system software improvement for local EMS technicians to be able to re-open a file in the Oregon NEMSIS reporting system for purposes of updating and/or correcting data in the system. It was anticipated that performance measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, would be improved. (This project was not initiated due to grantee agency staff turnover, coupled with the COVID-19 pandemic demanding even more staff resources during the grant year.).

M3DA-20-54-07		Awarded	Expended
405(c)	ODOT Research – NEMSIS Use Capacity Building Pilot	$70,000	$5,900

This project was to allow a pilot project to increase access to and use of NEMSIS data in Oregon by engineers and other professionals for transportation safety decision making purposes. The project was also to test ways to track usage of the data. It was anticipated that performance measure IX1, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, and the ability to increase the percent of data retrieval and analysis, would be improved. Due to the COVID-19 pandemic and other priorities, the project got off to a late start, and operated at a reduced level as well. The project made initial inroads, and did begin the process of analyzing data, as well as conducted initial discussions with Oregon Health Authority staff before becoming overwhelmed with the COVID-19 pandemic work. The project laid the foundation for the following grant year.

Project not initiated		Awarded	Expended
405(c)	ODOT DMV – Vehicle Operator Education Module(s) – Driver File	$10,000	$0

This project was to develop modules to allow driver education providers and testers to directly input course completion electronically, and for DMV technicians to instantly know when students have completed driver education courses. It was anticipated there will be multiple benefits including improvements to performance measures DA1 and DC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan. The current process is dis-jointed and cumbersome. (This project was not initiated due to timing issues with the larger DMV modernization project. The TRCC elected to fund M3DA 20-54-09, to make this project a possibility at a future date.).

M3DA20-54-09		Awarded	Expended
405(c)	ODOT DMV – Vehicle Operator Education Module(s) – Driver File	$1,200,000	$1,200,000

This project was to improve core databases, Driver and Vehicle, and to a lesser extent was to improve tracking of citation and adjudication, and improve accuracy, crash data timeliness, and increase the use of and integration of data. Within the timeframe of the grant, the driver and vehicle files were to become more accurate, more complete, and timelier. (The project was successfully completed and the core databases Driver and Vehicle experienced improved tracking of citation and adjudication data, data became much more integrated, and files became more complete. The grantee also saw other valuable improvements related to the business operations of the DMV. While the COVID-19 pandemic created challenges, it did not cause substantial disruptions to the project.).

M3DA20-54-10		Awarded	Expended
405(c)	ODOT TSD/Local Agency – E Crash/E Citation Expansion	$300,000	$0

This project was to allow local agencies to purchase software and supplies to electronically issue traffic and crash citations, and to produce subsequent crash reports. These electronic reports are more accurate and easier to ready within the multiple systems they impact, including crash, driver, citation, courts and vehicle. It was expected that performance measures CA1, CT1, CT2, and CC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved. (Due to the COVID-19 pandemic, and staffing issues at the contractor and at TSD, only coordination work was performed during this grant year. Potential agencies were identified, and work is underway to begin awards and work in the 2021 grant year.).

Project not initiated		Awarded	Expended
405(c)	Clackamas County – 'Vision Zero' Software Pilot Project	$85,000	$0

This project was to begin pilot testing 'Vision Zero' software designed to assess available data and offer solutions to various traffic safety challenges. The project was expected to improve performance measures CX1, and RX1 as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan. (The grantee secured funding elsewhere, and elected to conduct the project with county funds, but plans to report any transferability of results to other counties to the Traffic Records Coordinating Committee.).

M3DA20-54-14		Awarded	Expended
405(c)	Clackamas County – 'Vision Zero' Software Pilot Project	$85,000	$28,780

This project was intended to collect the Fundamental Data Elements (FDE) for state highway segments and intersections. Most of the FDE data were to be collected from an office setting using online tools such as TransGIS, Digital Video Log, ODOT Roadway Inventory, and aerial imageries. Minimum field visits may be necessary. The data collected was to be used to perform network screening in SafetyAnalyst software. The project was intended to provide a basis for, and provide accurate information about collecting FDE information on the entire statewide system. (The project was successfully completed, providing accurate information for collection of fundamental data elements information on the entire system. The project developed a data collection and data storage methodology, identified and collect FDE's for signalized intersections in Region 1, estimated traffic volumes for local roads for which volumes are not readily available, and reviewed data and documentation method. While the COVID-19 pandemic created challenges, it did not cause substantial disruptions to the project.).

F1906CMD-20-25-05		Awarded	Expended
1906	Racial Profiling Citation Database	$375,000	$215,808

This project is a result of the 2015 Oregon State Police (OSP) and Attorney Generals Racial Profiling Prohibition Task Force, and their recommendations as encompassed in the 2019 Legislative Session in HB 2355.

The Oregon Department of Justice-Criminal Justice Commission (CJC) implemented a contract with Five Point Solutions to create a secure, web-based data collection portal to process and securely store data on the several hundred-thousand traffic stops conducted annually in Oregon. The primary goal of the project was to institute a statewide data collection system that will:

1. Provide the public and policy makers with current data about who is being stopped, searched, and arrested;

2. Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop;

3. Contain all CJC findings, and aggregate data submitted by law enforcement, and be available to the public.

Implementation occurred in 3 stages, gathering the traffic stop/citation data from smaller jurisdictions and agencies first, then from larger ones until recent completion this grant year. Funding paid for the contractor, as well as for data analysis activities and minor travel to multiple law enforcement agencies when developing the data transfer protocols, etc. This project will continue into 2021 on the next phase of data analysis and reporting.

Paid Media

No Paid Media for FFY 2020.

Vehicle Safety Equipment Standards

Link(s) to the Transportation Safety Action Plan

Action 6.17.3 Implement education, training or examinations to ensure licensed drivers understand current traffic laws.

Problem Identification Statement

Drivers are violating federal and state laws and rules related to vehicle safety equipment. This is occurring as a result of intentionally or unintentionally using non-compliant equipment and/or delaying necessary repair or replacement of critical safety equipment.

- Equipment retailers are selling products that vehicle owners are assuming are legal on-road equipment to be used on their vehicles. This leads to illegal use of these products on public highways – affecting other highway users' safety.
- Vehicle owners are installing and using equipment that is not approved for on-road use – which creates unsafe conditions for other drivers. Additionally, they are modifying their vehicles to a condition where they are operating out of compliance with federal and state laws and rules.
- Vehicle owners are unaware of necessary equipment maintenance or for the need for critical repair and replacement of safety equipment. This is contributing to fatal and serious injury crashes.

Law enforcement availability, which traditionally serves in the education and enforcement role of vehicle safety equipment compliance, continues to be limited as a result of increased demands for service and reduced resources available for traffic law enforcement activities.

Oregon does not have a trailer brake requirement. ORS 815.125(7) only states that a combination of vehicles must be able to stop within a certain distance at a certain speed. Not requiring trailer brakes may be contributing to crashes as a result of these vehicle combinations' inability to stop in necessary distances while involved in critical braking situations.

Automobile Vehicle Defect Crashes , Fatalities, and Injuries, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Total Number of F&I Vehicle Defect Crashes	276	322	399	444	389	366
Total Number of Fatal, Vehicle Defect Crashes	3	4	4	6	5	4
Total Number of Non-Fatal, Vehicle Defect Crashes	273	318	395	438	384	362
*F&I Crashes due to tire failure**	84	109	113	128	136	114
F&I Crashes due to defective brakes	87	104	138	174	123	125
F&I Crashes due to mechanical defects	59	77	98	87	82	81
Fatalities due to ANY Vehicle Defect	4	4	4	6	5	5
Injuries due to ANY Vehicle Defect	406	443	587	647	555	528
Fatalities due to tire failure	1	1	2	0	2	1
Injuries due to tire failure	125	148	159	189	171	158
F&I Tire Failure	126	149	161	189	173	160
Fatalities due to defective brakes	0	1	1	2	0	1
Injuries due to defective brakes	129	152	220	258	200	192
F&I defective brakes	129	153	222	260	200	193
Fatalities due to mechanical defects	2	1	1	1	3	2
Injuries due to mechanical defects	84	99	149	114	107	111
F&I mechanical defects	86	100	150	115	110	112
Convictions for unlawful use of or failure to use lights (ORS 811.520)	953	676	661	374	427	618

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation, DMV,*Note: More than one type of mechanical problem may occur in any given vehicle or crash.

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.)

Goal

- Reduce total fatal and injury vehicle defect-related crashes from the 2013-2017 average of 366 to 314 by December 31, 2025.

Performance Measures

- Reduce the number of people killed or injured due to tire-failure or wheel coming off from the 2015-2017 moving average of 174 to 159 by December 31, 2020. ***[In 2018, there were 159 people killed or injured due to tire-failure or wheel coming off.]*** (Oregon met this performance measure. For 2021, the program will continue to highlight the national effort promoted by the U.S. Tire Manufacturers Association to increase awareness in Oregon about the need to routinely check and maintain tires in a safe condition. National Tire Safety Week is routinely scheduled to be promoted at the end of May each year.)

- Reduce the number of people killed or injured due to defective/inadequate brakes, or total loss of brakes from the 2015-2017 moving average of 227 to 207 by December 31, 2020. ***[In 2018, there were 257 people killed or injured due to defective/inadequate brakes or vehicles with no brakes.]*** (Oregon did not meet this performance measure. A "Take A Safety "Brake" campaign is planned for the 2021 year.)

Strategies

- Continue partnering with DMV on Oregon Driver Manual updates to encourage compliance with vehicle safety equipment standards and encourage routine equipment maintenance.
- Partner with stakeholders (CPS technicians, law enforcement agencies) to take advantage of existing education/repair efforts to promote awareness of vehicle safety equipment laws/rules.
- Update TSD Webpage/DMV Call Center/Ask ODOT resources to address common infractions and safety equipment related questions.
- Develop and distribute additional vehicle safety equipment related publications and media to educate motorists on required and permissible equipment.
- Develop and distribute additional vehicle safety equipment publications related to the laws and rules to increase awareness by the public and stakeholders.
- Enhance vehicle recall and used vehicle pre-purchase resources in existing ODOT publications and websites to increase awareness of safety equipment related issues.

Vehicle Equipment Safety Standards

CL-20-80-01		Awarded	Expended
Section 402	Vehicle Equipment Standards/Safety Awareness	$15,000	$4,341

This project provided public information and education to transportation system users regarding federal and state vehicle equipment safety standards and requirements. This work consisted of phone calls, email responses Q&A, topical website postings, and the development, production and updates of informational products. The budget for this project was used to produce and print safety equipment publications and access SAE equipment standards.

Paid Media

No Paid Media for FFY 2020.

Work Zone Safety

Link to the Transportation Safety Action Plan

Action 6.17.7 Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public.

Problem Identification Statement

Work zones present a unique, fluid and multi-faceted experience to roadway users. A wide variety of unusual and unexpected driving conditions is the norm in many work zones. Thus it is imperative to recognize:

- There is higher potential risk for crashes in work zones.
- Driver inattentiveness continues to be a top cause of work zone crashes.
- The potential for work zone crashes is exacerbated by issues related to speeding and distracted driving.
- Work zone crashes impact drivers, their passengers and construction workers.
- According to national studies, work zone crashes tend to be more severe than other types of crashes.

Work Zones in Oregon, 2013-2017

	2013	2014	2015	2016	2017	2013-2017 Average
Work Zone Fatal/Serious Injury Crashes	14	14	19	27	28	20
Work Zone Injury Crashes	211	271	324	349	363	304
Work Zone Fatalities	6	4	3	7	4	5
Work Zone Fatal/Serious Injuries	18	16	19	33	32	24
Work Zone Injuries	327	439	498	548	596	481
Work Zone Worker Fatalities	0	0	1	0	2	1
Work Zone Worker Injuries	0	1	1	4	4	2

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

Goals

- Reduce work zone fatalities from the 2013-2017 average of 5 to 4 or below by December 31, 2025.
- Reduce work zone fatal crashes from the 2013-2017 average of 4 to 3 or below by December 31, 2025.
- Reduce work zone serious injuries from the 2013-2017 average of 19 to 15 or below by December 31, 2025.
- Reduce work zone serious injury crashes from the 2013-2017 average of 16 to 13 or below by December 31, 2025.

- Reduce work zone injury crashes from the 2013-2017 average of 304 to 238 or below by December 31, 2025.

Performance Measure(s)

- Reduce work zone fatalities from the 2015-2017 average of 5 to 4 or below by December 31, 2020. ***[In 2018, there were 8 work zone fatalities.]*** (Oregon did not meet this performance measure. This is double the previous year (2017 = 4). Oregon crash data shows the two highest causes of these crashes were Rear-end (3), and Fixed /Other Object (2). A performance measure increasing current efforts by messaging will be established in the next Highway Safety Plan.)
- Reduce work zone fatal crashes from the 2015-2017 average of 4 to 3 or below by December 31, 2020. ***[In 2018, there were 8 work zone fatal crashes.]*** (Oregon did not meet this performance measure. This is double the previous year (2017 = 4). Oregon crash data shows the two highest causes of these crashes were Rear-end (3) and Fixed /Other Object (2). A performance measure increasing current efforts by messaging will be established in the next Highway Safety Plan.)
- Reduce work zone serious injuries from the 2015-2017 average of 23 to 21 or below by December 31, 2020. ***[In 2018, there were 27 work zone serious injuries.]*** (When looking at the 2016-2018 average of 27 serious injuries, the measure was maintained. The potential for continuing to meet this performance measure is made more challenging by the increase of ODOT construction projects through the next biennium with the passage of HB 2017. The effectiveness of acquiring needed law enforcement on projects will increase as the Delivery and Operations branch of ODOT takes over the funding (FHWA) from the previous TSD grant process. Funding for work zone media campaigns, designed to increase driver attentiveness and awareness, will be continued through the Transportation Safety Division.)
- Reduce work zone serious injury crashes from the 2015-2017 average of 21 to 19 or below by December 31, 2020. ***[In 2018, there were 25 work zone serious injury crashes.]*** (When looking at the 2016-2018 average of 24 serious injury crashes, the measure was almost met. The potential for meeting this performance measure is made more difficult by the increase of ODOT construction projects through the next biennium.)
- Reduce work zone injury crashes from the 2015-2017 average of 345 to 315 or below by December 31, 2020. ***[In 2018, there were 349 work zone injury crashes.]*** (Oregon did not meet this performance measure. Based on 2016-2018 data there was an average of 355 work zone injury crashes for the three year period. Efforts on education, enforcement and outreach will continue to reduce the incidence of these crashes.)

Strategies

- Keep current on national work zone safety related procedures, policies and countermeasures. Advocate for these technologies in Oregon.
- Participate in the statewide identification, development and promotion of new and existing work zone safety related countermeasures.
- Advance the adoption of the 4-E approach to work zone traffic safety (e.g. Education, Enforcement, Engineering and Emergency Medical Services.) Work pro-actively with all E groups to resolve and advance work zone safety issues.
- Work zone traffic enforcement overtime with various state and local police agencies.

- Identify best practices for work zone enforcement and implement though ODOT partners as possible.
- Serve as staff to the statewide Work Zone Executive Strategy Session Committee (WZESSC). Oversee and coordinate issues/initiatives as assigned.
- Author or revise work zone policy and procedure guidelines/manuals (e.g. Work Zone Photo Radar Guidelines, Work Zone Enforcement Guidelines).

Work Zone Safety

1921WKZN-000		Awarded	Expended
FHWA	Work Zone Education & Equipment Program	$500,000	$313,999

This statewide services grant provided design, printing and distribution of promotional materials as well as contractual services support for development and distribution of work zone safety messages, posting of billboards, transit, radio, television, and internet ads. Additionally, contractual services for portions of the annual TSD Survey and law enforcement training services were provided. Equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking information system software enhancement and maintenance agreement(s) were maintained although diminished due to the COVID-19 pandemic.

1921WKZN-421AAA		Awarded	Expended
FHWA	Work Zone Enforcement to OSP	$1,000,000	$827,413

These monies provided year-round work zone enforcement patrols during the biennium that met federal design criteria for construction projects managed by ODOT. Enforcement provided by the Oregon State olice made up 70 percent of all law enforcement conducted in work zones. Contacts were limited by order, due to the COVID-19 pandemic and its accompanying restrictions.

1921WKZN-421		Awarded	Expended
FHWA	Work Zone Enforcement to Local Police Agencies	$400,000	$314,811

These funds provided year-round work zone enforcement patrols during the biennium that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT project was not included. The COVID-19 pandemic influenced the amount of hours local law enforcement officers could be out making contacts, although there was a good amount of enforcement at the local level.

Paid Media

Contract Year Budget (10/19-9/20)

Job Number	TSD6-325	TSD6-382	TSD6-383	TSD6-384	TSD6-385	TSD6-386	TSD6-387	TSD6-388	TSD6-389
WOC/Task #	WOC #55, Task 10	WOC #66, Task 3	Cancelled	WOC #66, Task 2	WOC #66, Task 1	WOC #66, Task 5	WOC #66, Task 6	WOC #66, Task 7	WOC #66, Task 4
Program	Plan	WZ	WZ	WZ	WZ	WZ	WZ	WZ	WZ
Items/Project	Strategic Planning for Work Zone Program	Spanish Video PSA (New)	Messaging Survey - **Cancelled**	Digital Ads (FB/Instagram)	OTT/Streaming TV Rerelease	Radio PSA (Rerelease)	Spanish Radio PSA (Rerelease)	Digital Radio	Billboard
Creative		Unvision (2 pieces)		"Watch Out"/ "Attention"	Pay Attention/ Life in the Work Zone	"Orange"	"Naranja"	"Orange"	Pay Attention / Life in the Work Zone
Budget	**$4,830**	**$40,000**		**$10,000**	**$25,000**	**$3,000**	**$3,000**	**$20,000**	**$44,170**
Labor billed to date	$4,830	$9,470		$3,620	$5,000	$3,000	$3,000	$3,500	$12,258
Media Billed to Date		$30,530		$6,380	$20,000			$16,500	$31,912
Total Billed to Date	$4,830	$40,000	$0.00	$10,000	$25,000	$3,000	$3,000	$20,000	$44,170
Left in Budget	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00

2020 Highway Safety Program Summary

Program Area	HSP Approved Program Funds	State Funds	Current Balance	Share to Local
164 Transfer Funds Total	$ 2,292,214.00	$ 1,058,248.14	$ 2,529,518.23	$ 710,241.53
MAP 21 405c Data Program Total	$ 348,397.18	$ 178,829.86	$ 348,397.18	$ 348,397.15
FAST Act NHTSA 402 Total	$ 9,031,287.99	$ 3,979,363.41	$ 8,821,287.99	$ 3,775,069.86
FAST Act 1906 Prohibit Racial Profiling Total	$ 375,000.00	$ 152,562.00	$ 375,000.00	$ 225,000.00
FAST Act 405b OP High Total	$ 1,173,612.61	$ 382,057.52	$ 1,173,612.61	$ 363,088.64
FAST Act 405c Data Program Total	$ 2,060,186.44	$ 5,963,404.49	$ 1,985,186.44	$ 215,000.00
FAST Act 405d Impaired Driving Mid Total	$ 3,552,183.10	$ 446,245.00	$ 3,552,183.10	$ -
FAST Act 405d Impaired Driving Low Total	$ 2,142,214.00	$ 370,979.77	$ 1,144,763.42	$ 297,317.14
FAST Act 405e Comprehensive Distracted Driving Total	$ 3,467,786.78	$ 567,105.93	$ 3,467,786.78	$ 266,663.37
FAST Act 405f Motorcycle Programs Total	$ 62,679.59	$ -	$ 62,679.59	$ -
FAST Act 405f Safety Motorcyclist Programs Total	$ 58,839.47	$ -	$ 58,837.47	$ -
FAST Act 405h Nonmotorized Safety Total	$ 834,550.08	$ 40,800.08	$ 784,650.08	$ 49,900.00
Total	$ 25,398,951.24	$ 13,139,596.20	$ 24,303,902.89	$ 6,250,677.69

State Official Authorized Signature

Troy E. Costales
Governor's Highway Safety Representative
Oregon Department of Transportation
December 24, 2020

U. S. Department
of Transportation
National Highway Traffic Safety Administration

Pacific Northwest-Region 10
Oregon, Montana, Washington, Idaho and Alaska

Regional Administrator

Jackson Federal Building
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September 30, 2020

Troy Costales, Administrator
Governor's Representative for Highway Safety
Oregon Transportation Safety Division, MS 3
4040 Fairview Industrial Drive SE
Salem, Oregon 97302

Dear Mr. Costales;

We have reviewed Oregon's request for pre-award costs approval, for projects associated with media buys that were unable to take place in FY2020 due to COVID. Based on 2 CFR 200.458, and the guidelines issued under NHTSA's FAQ for State Grant Programs for COVID relief, the following projects are approved:

Project #: M8DD-20-20-02, Distracted Driving Media (405e funds)

Project #: OP-20-45-01, Statewide Services – Occupant Protection (402 funds)

Project #: FHX-20-60-01, Bicyclist Statewide Services (405h funds)

Project #: PS-20-68-01, Pedestrian Statewide Services: Education, Outreach and Media (402 funds)

Project #: M8DD-20-20-01, Statewide Services, Safe and Courteous Driving (405e Flex funds)

Project #: SC-20-35-05, Speed Public Information and Education (402 funds)

Sincerely,

Greg T. Fredericksen
Regional Administrator
NHTSA Region 10

Oregon requested and NHTSA approved, via email (Fri 9/18/2020), the additional CARES Waivers for FFY2020:

1. High Visibility Enforcement Mobilizations and Crackdowns: **YES**
    a. Oregon moved it's "Click it or Ticket" HVE mobilization to November to coincide with the national campaign (media and enforcement).
2. Annual Seat Belt User Surveys: **N/A**
    a. Oregon's 2020 survey was conducted and we're just awaiting results.
3. Required Program Assessments: **N/A**
    a. Oregon has a Traffic Records Program Assessment scheduled for this December/January (FFY2021).
4. HSP Grant Application Deadline: **YES**
    a. Oregon submitted its HSP 2021 on or before Aug 1, 2020 and it was subsequently approved this week.
5. Maintenance of Effort: **N/A**
6. Expenditure Requirements for FY 2016 funds: **YES**
    a. Although Oregon anticipates spending the remaining 2016 balance of 405c Traffic Records funds of $129K, it would like to activate this waiver.
7. Local Benefit/Share to Local: **YES**
    a. This is where Oregon anticipates the biggest shortfall due to the COVID pandemic, new and redirected partner agency priorities, the Governor's Executive Order (stay home/stay alive) regarding group gatherings, etc.