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OREGON  
TRAFFIC SAFETY  
PERFORMANCE PLAN

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Fiscal Year 2010

*ANNUAL EVALUATION*





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TRAFFIC SAFETY  
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**ANNUAL EVALUATION**

**Produced: December 2010**

**Transportation Safety Division  
Oregon Department of Transportation  
235 Union Street NE  
Salem, Oregon 97301**

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# Table of Contents

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Foreword .....	1
Process Description .....	2
Overview of Highway Safety Planning Process.....	3
Performance Goals .....	4
Acronyms and Definitions.....	9
<b>Program Area</b>	
Statewide .....	11
Bicyclist Safety .....	15
Community Traffic Safety.....	19
Driver Education.....	25
Emergency Medical Services (EMS).....	29
Equipment Safety Standards .....	33
Highway Safety Investment Program (HSIP).....	35
Impaired Driving – Alcohol.....	39
Impaired Driving – Drugs.....	45
Judicial Outreach.....	51
Motorcycle Safety.....	55
Occupant Protection .....	59
Pedestrian Safety .....	65
Police Traffic Services.....	69
Region 1.....	73
Region 2.....	77
Region 3.....	81
Region 4.....	85
Region 5.....	89
Roadway Safety.....	95
Safe Routes to School .....	99
Speed.....	107
Traffic Records .....	111
Work Zone Safety .....	117
Youth Transportation Safety (0-14) .....	121
Youth Transportation Safety (15-20).....	125

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# Foreword

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This report has been prepared to satisfy federal reporting and provide documentation for the 2010 federal grant year.

The 2010 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 14, 2009 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 18, 2009. The majority of the projects will occur from October 2009 through September 2010.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 4, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.
2. Problem statements are presented for each topical area.
3. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.
4. Goal statements are aimed at 2015 and performance measures for 2010.
5. Project summaries are listed by individual project, by funding source, for each topical area. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

As of December 10, 2010, the following 2010 fiscal year funds were expended:

Federal funds:	\$11,435,249
State/local match:	[\$22,740,740]
Grand Total	\$34,175,989

Copies of this report are available and may be requested by contacting the Transportation Safety Division at (503) 986-4190 or (800) 922-2022.

# Process Description

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

## **Process for Identifying Problems**

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2008 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

## **Process for Establishing Performance Goals**

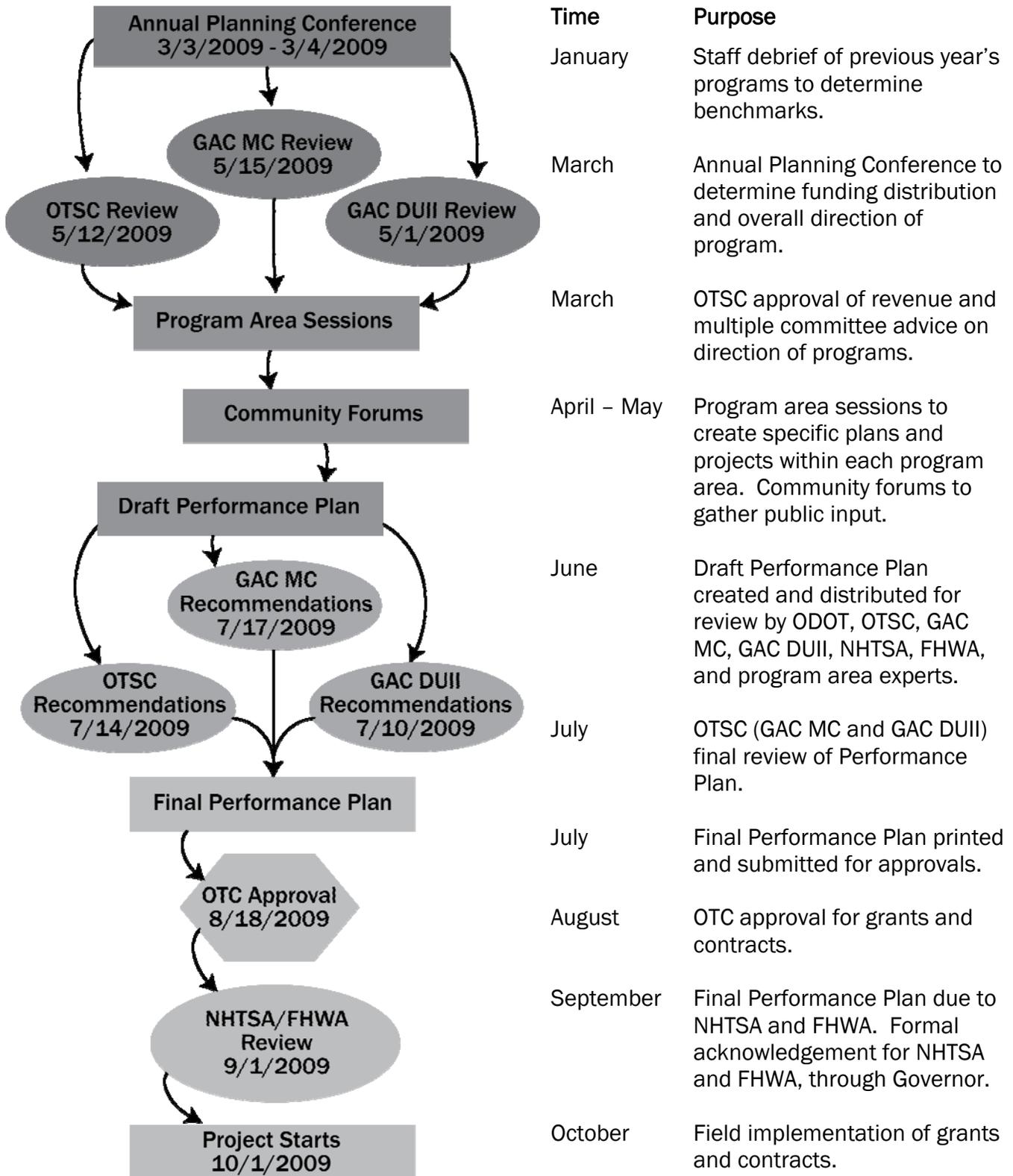
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action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

## **Process for Developing Programs and Projects**

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

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

# Overview of Highway Safety Planning Process



# Performance Goals

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This report highlights traffic safety activities during the upcoming federal fiscal year 2010. The data contained in this report reflects the most current available. Due to the timeframe within which statewide records are compiled, transportation statistics for 2008 were not always available.

The following performance measures satisfy NHTSA's required core outcome measures and one core behavior measure. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures will be reviewed in February 2010 as part of the 2011 planning process.

## Core Outcome Measures

### *Traffic Fatalities*

To decrease traffic fatalities from the 2006-2008 calendar base year average of 474 to 436 by December 31, 2010.

***[In 2009, there were 377 fatalities.]***

### *Serious Traffic Injuries*

To decrease serious traffic injuries three percent (each year) from the 2005-2007 calendar base year average of 1,965 to 1,793 by December 31, 2010.

***[In 2009, there were 1,231 serious traffic injuries.]***

### *Fatalities/VMT*

To decrease fatalities per 100 million VMT from the 2005-2007 calendar base year average of 1.35 to 1.23 by December 31, 2010.

***[In 2008, the fatality rate was 1.24.]***

### *Rural Fatalities/VMT*

To decrease rural fatalities per 100 million VMT from the 2005-2007 calendar base year average of 2.17 to 1.98 by December 31, 2010.

***[In 2008, the rural fatalities per 100 million VMT was 2.03.]***

### *Urban Fatalities/VMT*

To decrease urban fatalities per 100 million VMT from the 2005-2007 calendar base year average of 0.68 to 0.62 by December 31, 2010.

***[In 2008, the urban fatalities per 100 million VMT was 0.62.]***

### *Unrestrained Passenger Vehicle Occupant Fatalities*

To decrease unrestrained passenger vehicle occupant fatalities in all seating positions three percent (each year) from the 2005-2007 calendar base year average of 107 to 98 by December 31, 2010.

***[In 2009, there were 96 unrestrained passenger vehicle occupant fatalities.]***

### *Alcohol- Impaired Driving Fatalities*

To decrease alcohol impaired driving fatalities three percent (each year) from the 2007 calendar base year of 122 to 111 by December 31, 2010.

(\*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.)

***[In 2009, there were 106 alcohol impaired driving fatalities as described above.]***

### *Speeding Related Fatalities*

To decrease speeding-related fatalities three percent (each year) from the 2005-2007 calendar base year average of 143 to 130 by December 31, 2010.

***[In 2009, there were 125 speeding-related fatalities.]***

### *Motorcyclist Fatalities*

To maintain motorcyclist fatalities at the 2005-2007 calendar base year average of 48 by December 31, 2010.

***[In 2009, there were 53 motorcyclist fatalities.]***

### *Unhelmeted Motorcyclist Fatalities*

To decrease unhelmeted motorcyclist fatalities 50 percent from the 2005-2007 calendar base year average of 2 to 1 by December 31, 2010.

***[In 2009, there were 8 unhelmeted motorcyclist fatalities.]***

### *Drivers Age 20 or Younger Involved in Fatal Crashes*

To decrease drivers age 20 or younger involved in fatal crashes three percent (each year) from the 2005-2007 calendar base year average of 76 to 69 by December 31, 2010.

***[In 2009, there were 46 drivers age 20 or younger involved in fatal crashes.]***

### *Pedestrian Fatalities*

To reduce pedestrian fatalities four percent from the 2005-2007 calendar base year average of 49 to 47 by December 31, 2010.

***[In 2009, there were 35 pedestrian fatalities.]***

## **Core Behavior Measure**

### *Seat Belt Use Rate*

To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles one percentage point from the 2006-2008 calendar base year average usage rate of 95 percent to 96 percent by December 31, 2010.

***[In 2009, the statewide observed seat belt use of front seat outboard occupants in passenger vehicles was 97%.]***

## **Public Opinion Measures**

### *Transportation Safety*

Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?

***[In May of 2010, seventy percent (70%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Fourteen percent (14%) believe the transportation system has become less safe compared with one year ago and ten percent (10%) believe it has become safer.]***

## Safety Belts

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?

***[In May of 2010, almost all respondents (98%) report that they “always” (95%) or “almost always” (3%) wear a safety belt when driving.]***

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?

***[In May of 2010, twenty-eight percent (28%) of those surveyed indicate they have read, seen or heard information about seat belt law enforcement by police within the past 60 days.]***

Where did you see or hear these messages?

***[In May of 2010, respondents who are aware of messages regarding seat belt law enforcement by police most often mention television (41%), roadway signs (30%), newspaper (25%) and/or radio (15%) as the primary sources.]***

Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt - that is, how many times out of 100 would you be ticketed?

***[In May of 2010, the average perceived chance of getting a ticket for not wearing a safety belt is 37%. An equal number of respondents believe the chances of getting a ticket for not wearing a safety belt are 20% or less (38%) or over 20% (39%).]***

## Impaired Driving

In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?

***[In May of 2010, the average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is less than one (.72). Almost nine in 10 (87%) of those surveyed report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days.]***

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?

***[In May of 2010, three out of five (60%) survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police.]***

Where did you see or hear these messages?

***[In May of 2010, respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (66%) and/or newspaper (51%) as the primary sources.]***

Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?

***[In May of 2010, the average perceived chance of getting arrested for driving after drinking is 44%. Fifty-six percent (56%) of respondents believe there is at least a one in five chance of getting arrested if they drive after drinking (21% or higher), while 27% believe the chances are 20% or less.]***

## Speeding

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour – most of the time, half of the time, rarely, or never?

***[In May of 2010, an overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-five percent (75%) report that they rarely (52%) or never (23%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour.]***

On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour – most of the time, half of the time, rarely, or never?

***[In May of 2010, eighty-one percent (81%) report that they rarely (46%) or never (34%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour.]***

In the past 30 days, have you read, seen or heard anything about speed enforcement by police?

***[In May of 2010, twenty-nine percent (29%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days.]***

Where did you see or hear these messages?

***[In May of 2010, respondents who are aware of messages regarding speed enforcement by police most often mention television (40%), newspaper (31%), police/giving tickets (21%), roadway signs (18%) and/or radio (10%) as the primary sources.]***

What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?

***[In May of 2010, the average perceived chance of getting a ticket for driving over the speed limit is 34%. Almost one-half (48%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are over 20%, while 38% believe the chances are 20% or less.]***

## Activity Measures

A-1) Number of seat belt citations issued during grant-funded enforcement activities.

***[During the 2010 federal grant year, there were 12,732 grant-funded seat belt citations issued.]***

A-2) Number of impaired driving arrests made during grant-funded enforcement activities.

***[During the 2010 federal grant year, there were 7,238 grant-funded impaired driving arrests.]***

A-3) Number of speeding citations issued during grant-funded enforcement activities.

***[During the 2010 federal grant year, there were 7,526 grant-funded speeding citations issued..]***



# Acronyms and Definitions

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

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

# Statewide

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## Link to the Transportation Safety Action Plan: Action #14, 16

### Action #14

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

### Action #16

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

### The Problem

- In 2008, 416 people were killed and 26,805 were injured in traffic crashes in Oregon.
- In 2008, 30 percent of Oregon's citizens do not believe the transportation system is safe or as safe as the prior year.

## Oregon Traffic Crash Data and Measures of Exposure, 2005 – 2008

	2000- 2004 Average	2005	2006	2007	2008	% Change 2005-2008
Total Crashes	47,282	44,881	45,217	44,342	41,815	-6.8%
Fatal Crashes	408	443	418	411	369	-16.7%
Injury Crashes	18,432	19,447	19,857	18,620	18,040	-7.2%
Property Damage Crashes	28,442	24,991	24,942	25,311	23,406	-6.3%
Fatalities	469	488	478	455	416	-14.8%
Fatalities per 100 Million VMT	1.34	1.38	1.35	1.31	1.24	-10.1%
Fatalities per Population (in thousands)	0.13	0.13	0.13	0.12	0.11	-18.3%
Injuries	27,574	29,023	29,709	28,000	26,805	-7.6%
Injuries per 100 Million VMT	78.91	82.26	83.73	80.57	80.09	-2.6%
Injuries per Population (in thousands)	7.86	7.99	8.05	7.48	7.07	-11.5%
Population (in thousands)	3,507	3,631	3,691	3,745	3,791	4.4%
Vehicle Miles Traveled (in millions)	34,945	35,282	35,482	34,751	33,469	-5.1%
No. Licensed Drivers (in thousands)	2,854	2,955	3,031	3,167	3,018	2.1%
No. Registered Vehicles (in thousands)	3,876	4,005	4,063	4,153	4,130	3.1%
% Who Think Transportation System is as Safe or Safer than Last Year	72%	72%	69%	71%	70%	-2.8%

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

## Fatal and Injury Crash Involvement by Age of Driver, 2008

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
14 & Younger	7	0.02%	N/A	0.00%	0.00
15	35	0.10%	13,271	0.42%	0.25
16	516	1.54%	25,888	0.83%	1.86
17	807	2.41%	33,267	1.07%	2.26
18	1,077	3.22%	39,949	1.28%	2.51
19	982	2.93%	43,185	1.38%	2.12
20	897	2.68%	45,602	1.46%	1.83
21	892	2.66%	47,832	1.53%	1.74
22-24	2,386	7.12%	162,840	5.21%	1.37
25-34	6,502	19.41%	612,864	19.62%	0.99
35-44	5,662	16.91%	557,160	17.84%	0.95
45-54	5,569	16.63%	566,983	18.15%	0.92
55-64	4,103	12.25%	497,142	15.92%	0.77
65-74	1,713	5.11%	274,993	8.80%	0.58
75 & Older	1,226	3.66%	202,334	6.48%	0.57
Unknown	1,116	3.33%	19	0.00%	0.00
Total	33,490	100.00%	3,123,329	100.00%	

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

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

### Goal

- Reduce the traffic fatality rate to 0.85 per hundred million vehicle miles traveled, 333 fatalities, by 2015.

### Performance Measures

- Reduce the fatality rate of 1.31 per hundred million vehicle miles traveled, the 2007 level, to 1.23 per hundred million vehicles miles traveled, 436 fatalities, through December 31, 2010.  
*[In 2009, the fatality rate was 1.11 per hundred million vehicle miles traveled.]*
- Reduce the traffic injury rate of 80.26 per hundred million miles traveled, the 2007 level, to 76.0 per hundred million vehicle miles traveled, 23,182 injuries, through December 31, 2010.  
*[In 2009, the traffic injury rate was 82.84 per hundred million miles traveled.]*

### Strategies

- A comprehensive traffic safety public information and education program that is designed to impact a change in the public's behavior concerning the issues of safe driving, DUII, safety belts, child safety seats, speed, motorcycle safety, bicycle safety, equipment standards, driver education and traffic laws.
- An annual traffic safety conference designed to reach 250 citizens and professionals with up-to-date information on various traffic safety issues.
- Implement 2009 law changes.



**Section 1404**

**HU-10-20-90**                      **Safe Routes to School Program Management**                      **\$36,412**  
Salaries, benefits, travel, services and supplies and office equipment were funded for the Safe Routes to School Coordinator.

**Student Driver Training Fund (SDTF)**

**10DRVSED-920**                      **Student Driver Training Fund Program Management**                      **[\$188,994]**  
Salaries, benefits, travel, services and supplies and office equipment were funded for Driver Education staff.

**Highway Fund**

**10REGPM-920**                      **Region Program Management**                      **[\$423,630]**  
Salaries, benefits, travel, services and supplies and office equipment were funded for region program personnel.

**State Funds**

**MC-10-80-90**                      **Motorcycle Safety Program Management**                      **[\$40,765]**  
Salaries, benefits, travel, services and supplies and office equipment were funded for the motorcycle program manager.

# Bicyclist Safety

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[Link to the Transportation Safety Action Plan: Action #66, 67](#)

## Action #66

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

## Action #67

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

## The Problem

- In 2008, 511 bicyclists age 20+ years were injured in motor vehicle crashes compared to 400 in 2007.
- In 2008, motorists failed to yield right-of-way to bicyclists in 333 crashes compared to 305 in 2007.
- In 2008, 19 percent of all bicyclist crashes were at dusk, dawn or low light conditions.
- In 2008, correct helmet use increased to 61 percent, compared to 53 percent in 2007.

## Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Injuries (crashes w/ motor vehicles)						
Number	650	779	730	626	757	-2.8%
Percent of total Oregon injuries	2.4%	2.7%	2.5%	2.2%	2.8%	5.2%
Fatalities (crashes w/ motor vehicles)						
Number	9	11	14	15	10	-9.1%
Percent of total Oregon fatalities	1.8%	2.3%	2.9%	3.3%	2.4%	6.6%
Percent Helmet Use (children)	47.8%	50%	47%	53%	61%	22.0%

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

## Goals

- Reduce bicyclists killed and injured in motor vehicle crashes from 708, the five-year average from 2003-2007, to 555, a 3 percent reduction per year by 2015.

## Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2003-2007 average level of 697 to 655, a reduction of 6 percent per year by December 31, 2010. This includes all reported bicyclists injured where an age was not stated.  
*[In 2009, 762 pedalcyclists were injured in motor vehicle crashes.]*
- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2007 level of 166 to 156, a reduction of 6 percent by December 31, 2010.  
*[In 2009, 205 pedalcyclists age 0-19 were injured in motor vehicle crashes.]*
- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2007 level of 395 to 371, a reduction of 6 percent by December 31, 2010.  
*[In 2009, 557 bicyclists age 20+ were injured in motor vehicle crashes.]*

## Strategies

- Continue to inform and educate adult bicyclists concerning correct riding behaviors and safety.
- Continue to promote bicycle safety education programs for youth to encourage development and practice of bicycling safety habits.
- Continue working with communities to institutionalize the Bicycle Safety Education program.
- Continue to help identify and engage schools with at risk youth bicyclists in the implementation of Bicycle Safety Clinic and Resource Center Program.
- Identify a community with high bicyclists' exposure and collaborate with enforcement, traffic management, bicyclist advocates and the traffic safety community to develop and implement a bicyclist safety enforcement program with a diversion element for both motorists and bicyclists.
- Continue as a resource for information to encourage collaboration and partnership, working with appropriate local and statewide partners and TSD programs.
- Develop and implement strategies to disseminate messages that encourage motorists to share the road with bicyclists as well as to remind bicyclists to be visible.

## Project Summaries

### Section 402

PS-10-60-01

Statewide Services

\$84,804

These funds were used for implementation of the Annual Bicycle Helmet Observational Study; a portion of the TSD telephone citizen opinion surveys done annually in May and August; updates and reprints of existing informational resources such as brochures and flyers; working with the TSD media contract creative team to implement a safety campaign for bicyclists.

**PS-10-60-06**                      **Bicyclist Safety Mini-Grant Program**                      **\$40,625**  
Provided funding for implementation of a statewide bicyclist safety mini-grant program to be administered by the Alliance for Community Traffic Safety, Oregon.

**PS-10-60-08**                      **Bicyclist Safety Education Training**                      **\$44,578**  
Provided funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue the institutionalization of its Bicycle Safety Education Program in Oregon. This program, which has well over 50 percent match funds, is providing direct program service to primarily technical advice and assistance. Currently they provide the program to schools in six regional communities throughout the state: Portland Metro, Eugene/Springfield, Bend, Corvallis/Albany, Ashland, Rogue Valley, and Salem. An effort is in progress to extend its reach to Medford, Central Point and Baker City.



# Community Traffic Safety

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[Link to the Transportation Safety Action Plan: Action #12, 14, 17, 24, 31, 32, 53, 67](#)

## Action #32

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

## Jurisdictional Data for Oregon Counties, 2008

County	Population	Fatalities	Alcohol Involved	Fatal and Injury	F&I Crashes	Nighttime Fatal and	
			Fatalities	Crashes	/1,000 Pop.	Injury Crashes	
Baker	*	16,455	6	3	93	5.65	19
Benton		86,120	10	3	333	3.87	33
Clackamas	!	376,660	30	12	1,679	4.46	263
Clatsop		37,695	4	1	238	6.31	28
Columbia	*	48,095	8	5	167	3.47	25
Coos		63,210	12	3	302	4.78	45
Crook		26,845	3	1	104	3.87	7
Curry		21,510	5	3	64	2.98	13
Deschutes		167,015	18	6	636	3.81	101
Douglas	*	105,240	27	17	491	4.67	73
Gilliam		1,885	3	0	25	13.26	6
Grant	!	7,530	3	2	39	5.18	8
Harney	!	7,705	0	0	33	4.28	5
Hood River		21,625	3	2	108	4.99	12
Jackson	!	205,305	25	12	865	4.21	133
Jefferson		22,450	8	3	67	2.98	10
Josephine	*	83,290	20	15	426	5.11	66
Klamath	*	66,180	15	2	312	4.71	51
Lake	*	7,585	5	4	41	5.41	7
Lane		345,880	32	16	1,488	4.30	220
Lincoln		44,715	7	3	283	6.33	40
Linn		110,185	18	8	562	5.10	72
Malheur	!	31,675	4	1	156	4.93	23
Marion		314,865	26	6	1,589	5.05	215
Morrow		12,485	2	0	38	3.04	8
Multnomah		717,880	28	13	4,549	6.34	710
Polk		68,235	13	1	335	4.91	49
Sherman	*	1,845	3	3	21	11.38	2
Tillamook	*	26,060	13	5	154	5.91	17
Umatilla	!	72,380	11	9	284	3.92	55
Union	!	25,360	3	0	120	4.73	19
Wallowa	*	7,115	5	2	19	2.67	1
Wasco	*	24,170	2	0	107	4.43	23
Washington	*	519,925	27	8	2,234	4.30	298
Wheeler		1,575	0	0	9	5.71	1
Yamhill		94,325	17	2	438	4.64	64
Statewide Total		3,791,075	416	171	18,409	4.86	2,722

## Jurisdictional Data for Oregon Cities over 10,000 Population, 2008

City		Population	Alcohol-Involved		Fatal and Injury	F&I Crashes	Nighttime Fatal and
		Estimate	Fatalities	Fatalities	Crashes	/1,000 Pop.	Injury Crashes
Albany	*	47,470	4	0	211	4.44	19
Ashland	*	21,630	1	0	57	2.64	11
Astoria	*	10,045	0	0	60	5.97	8
Baker City		10,105	0	0	22	2.18	3
Beaverton	*	85,560	6	2	618	7.22	81
Bend	*	77,780	6	3	282	3.63	39
Canby	*	15,140	2	0	45	2.97	4
Central Point		17,025	0	0	27	1.59	3
Coos Bay	*	16,210	2	1	75	4.63	3
Cornelius		10,895	1	0	28	2.57	4
Corvallis		54,890	2	1	194	3.53	14
Dallas		15,065	1	0	30	1.99	6
Eugene		153,690	6	2	756	4.92	94
Forest Grove		20,775	1	0	50	2.41	2
Gladstone	*	12,200	1	0	36	2.95	6
Grants Pass		31,740	3	1	235	7.40	23
Gresham		99,225	3	0	547	5.51	86
Happy Valley	*	10,380	0	0	13	1.25	3
Hermiston	#	15,780	1	0	58	3.68	7
Hillsboro		88,300	5	1	497	5.63	65
Keizer	*	35,435	1	0	84	2.37	6
Klamath Falls	*	21,040	6	2	77	3.66	12
La Grande	#	12,850	0	0	32	2.49	4
Lake Oswego	*	36,345	0	0	97	2.67	15
Lebanon		14,705	0	0	46	3.13	2
McMinnville		31,665	0	0	86	2.72	7
Medford	*	75,675	4	3	369	4.88	50
Milwaukie	*	20,920	1	0	69	3.30	10
Newberg	*	21,675	0	0	64	2.95	4
Newport		10,455	0	0	68	6.50	9
Ontario	#	11,325	0	0	48	4.24	6
Oregon City		30,060	1	1	175	5.82	26
Pendleton		17,260	1	1	52	3.01	9
Portland	!	568,380	19	10	3,781	6.65	577
Prineville	*	10,190	0	0	46	4.51	2
Redmond	*	24,805	0	0	88	3.55	7
Roseburg		21,255	2	2	142	6.68	12
Salem	*	152,290	12	5	949	6.23	103
Sherwood		16,365	0	0	42	2.57	3
Springfield		57,320	2	1	233	4.06	35
St. Helens		12,075	0	0	23	1.90	2
The Dalles	*	13,045	2	0	46	3.53	9
Tigard	*	46,715	3	3	281	6.02	21
Troutdale		15,430	0	0	36	2.33	8
Tualatin		26,025	1	0	140	5.38	22
West Linn	*	24,180	0	0	74	3.06	7
Wilsonville		17,405	1	1	64	3.68	6
Woodburn		22,875	0	0	81	3.54	9
Total		2,181,670	101	40	11,134	5.10	1,464

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

\*= Local Traffic Safety Group

!= Safe Community Site

#= City/County Group

## The Problem

- More than 60 percent of Oregon cities and counties do not have a systematic approach addressing transportation related injury and death.
- While a volunteer work force exists, often there is no local mechanism for mobilizing and motivating these volunteers.

## Goal

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

## Performance Measures

- Reduce the per-capita fatal and injury crash rate, in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 193 persons by December 31, 2010.  
*[In 2009, the per capita fatal and injury crash rate in counties with a traffic safety group was one crash per 179 persons. The 2009 statewide per capita fatal and injury crash rate was one per 197 persons.]*
- Maintain or increase the number of local transportation safety committees in Oregon from 54 in 2008 to 54 or above by December 31, 2010.  
*[In 2009, there were 54 local transportation safety committees in Oregon.]*
- Maintain or increase the number of active Safe Community programs by December 31, 2010. (As of federal fiscal year 2009, there were nine Safe Community programs in Oregon: Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Tillamook County, Union County, Wallowa County, and City of Portland.)  
*[In 2009, there were 10 active Safe Community programs.]*
- Increase the number of documented neighborhood associations addressing traffic safety from 130 in 2008 to 140 by December 31, 2010.  
*[In 2009, there were 140 documented neighborhood associations addressing traffic safety.]*

## Strategies

- Continue the development of Safe Communities Programs, addressing both fatal and injury prevention and cost issues in targeted communities.
- Continue Comprehensive Community Traffic Safety Programs, emphasizing projects in targeted communities.

- Expand the number of Oregonians who participate in transportation injury prevention at the community level, through projects that create innovative opportunities for citizens to become involved. Track these individuals by increasing the number of documented traffic safety groups.
- Include region representatives in community-level traffic safety programs by providing opportunity to have substantive input into Safe Community and other projects, including grants management and on-site assistance of local groups.
- Provide print materials and technical tools designed to foster community-level approaches to traffic safety issues.
- Encourage local level partnerships that cross traditional program, group, and topical divisions through training and hands-on technical assistance provided by both region representatives and centralized offerings. Develop activities that act as a catalyst for expanded safety activity.
- Evaluate opportunities to increase employer participation in traffic safety programs. Implement at least one employer based strategy.

## Project Summaries

### Section 402

**SA-10-25-01                      Statewide Services – Driver Education                      \$0**

This grant was split funded along with Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety (these other areas contribute additional funds over and above the Driver Education funding portion). This grant funded Public Information and Education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, mini-grants and special events. This year the grant provided partial funding for an Oregon Transportation Safety Conference and planning for a 2011 grant year Conference.

**SA-10-25-07                      Employer Education Project                      \$0**

This project will be used to provide training and coordination targeted at reducing the incidence and severity of crashes which cause injury and death to Oregonians who are engaged in travel related to work. The project will allow for training, education and materials encouraging crash reducing changes in behavior among Oregon employers and employees.

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

**SA-10-25-05                      Portland Safe Community                      \$76,005**

This project made use of the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities. The project continued work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, further develop and integrate safety plans, and implement projects identified through the Safe Community





# Driver Education

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## [Link to the Transportation Safety Action Plan: Action #10](#)

### **Action #10**

Driver education is highlighted as one of the nine key actions in the Transportation Safety Action Plan. Improving the quality of the driver education program and creating a delivery system to increase the number of teens completing an approved driver education course is critical to reduce teen crashes and injuries.

### **The Problem**

- Pursuant to an audit of the use of state highway funds, the Office of the Attorney General requested changes in the criteria for determining which students would qualify public schools to receive reimbursement from the Student Driver Training Fund.
- There is a need to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training in the ODOT's five regional areas.
- Not all private driver education commercial schools teach from the same curriculum, nor is it required. However, just like the public curriculum, covering concepts to reduce the risk factors is critical. ODOT-TSD approved private commercial drive schools teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for approval on a three-year cycle. There is a need to identify the number of students completing an approved private driver education program. Only 7 out of the 25 private commercial driving schools offer approved TSD driver education programs.

## Driver Education in Oregon, 2004-2008

	2005*	2006	2007	2008	2009 Projected
DMV Licenses Issued (Age 16-17)	27,731	27,688	29,500	27,500	28,000
Public School Districts/ESDs Providing ODOT-TSD Approved DE	87	80	76	64	65
Community Colleges Providing ODOT-TSD Approved DE	8	7	7	7	7
Commercial Vendors Providing ODOT-TSD Approved DE	15	12	11	7	7
DE Students completing DE	9,542	9,327	8,679	8,654	8,660
Students that did not complete an ODOT-TSD approved DE program before licensing	17,189	17,804	18,511	18,241	18,350

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

\*2005: Drop in public providers due to local districts outsourcing DE service to a community colleges and ESDs -Example- One ESD provides 25 school districts with DE Services in 13 counties in fifty-two high school areas -One district had site base management changes and went from five providers into to one provider with no reduction in students reached.

2006: Increase in enrollment due to increase reimbursement from \$150 to 210  
There are 25 private commercial driving schools registered with DMV for driver training.

### Goal

- Develop a driver education system that results in increased student participation in driver education of newly licensed teens under the age of eighteen from 8,989 to 10,876 (21 percent increase) by 2015.
- Implement consistent, statewide program standards with content, outcomes and habit formation for the driver education providers by 2015.
- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2012.

### Performance Measures

- Promote the importance of driver education and expand the delivery system for driver education in Oregon by increasing the number of students completing driver education from 8,989 in 2007 to 9,259 by December 31, 2010.  
*[In 2009-10, there were 7,972 students that completed Driver Education]*
- Complete training of private and public driver education instructors from 189 in 2007 to 275 by December 31, 2010.  
*[162 instructors were trained in 2009-10]*
- Complete on-site inspections/audits of approved Driver Education providers that include reviewing instructor's qualifications, curriculum and reimbursement from 30 in 2007 to 75 by December 31, 2010.  
*[49 on-site inspections were conducted in 2009-10]*

- Distribute Driver Education Reimbursement funds and update web tool for Transportation Safety Division and provider use supporting changes in student qualification in reimbursement process by December 31, 2010.  
*[Ongoing updates to SDES and \$1,491,397.58 worth of reimbursements were paid in 2009-10]*

### Strategies

- Develop and maintain a mailing database for all providers teaching Driver Education.
- Develop a marketing plan to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training.
- Develop web tool that integrates DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Develop tracking system and database to collect and maintain information on driver education program providers as well as instructors as they complete courses.
- Develop a plan to work with selected driver education providers and National Institute of Driver Behavior (NIDB) to create a model driver risk prevention pilot project utilizing the Computer Activity Program and the ADTSEA/NIDB standards.
- Develop assessment/inspection form for monitoring driver education providers.
- Develop database to track Trainer of Trainer activities as they provide training for front line instructors throughout the state.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue to promote best practices through quality professional development.
- Create procedures and rule language for the law change for commercial providers receiving student subsidies.
- Create procedures and rule language for foster teens and the DHS reimbursements for the “parent” cost.

## Project Summaries

### Student Driver Training Fund (SDTF)

**10DRVSED-001                      Driver Education Program Reimbursement                      [\$1,516,238]**

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

**10DRVSED-004                      Driver Education DHS Foster Kids                      [\$1,601]**

These funds reimburse DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement was 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.

**10DRVSED-002                      GDL Implementation - Information and Education                      [\$307,131]**

These funds provided for trainer of trainers' workshops and curriculum updates for ODOT-TSD. Funds also paid for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses. Funds also support the driver education advisory committee quarterly meetings and support activities promoting "best practices" in driver education.

**10DRVSED-003                      Statewide Services – Driver Education                      [\$9,614]**

This grant is split funded along with Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety (these other areas contribute additional funds over and above the Driver Education funding portion). This grant funded Public Information and Education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, mini-grants and special events.

**10DRVSKILLS-001                      Driving Skills for Life Scholarship                      \$3,000**

The Oregon Driving Excellence Scholarship Competition identified and recognized outstanding teenager drivers. The goals of the program are to foster concepts of safe, courteous motor vehicle operations: and recognized youth who have demonstrated outstanding knowledge, vehicle handling skills and the ability to effectively respond to traffic situations. This grant allowed for the final distribution of the remaining 2009 DFSL Scholarships that graduated this year.

# Emergency Medical Services (EMS)

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[Link to the Transportation Safety Action Plan: Action #26, 27, 28](#)

## **Action #26**

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

## **Action #27**

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

## **Action #28**

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

## **The Problem**

- Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. The Oregon economy has caused many larger hospitals to make cuts and their foundations have reduced support, as well. Smaller and rural community hospitals often face even more severe budgetary constraints. Pre-hospital stabilization and long-distance transport of patients to facilities that can provide the appropriate level of care is critical in reducing the health and financial impact of injuries and fatalities.
- Many states, including Oregon, still do not have comprehensive trauma system legislation that provides for a comprehensive system of trauma care as part of the EMS system. It is well recognized that comprehensive EMS and trauma legislation is paramount to the success of an effective EMS system.
- Our national and state 9-1-1 systems are decades old and was not built to handle the text, data, photos and video that are increasingly common in communication. This antiquated network cannot transmit the information available from new technologies.

## **Goal**

- Identify and collaborate with hospitals, emergency medical services agencies and/or EMS advisory board committees in their transportation safety related medical care and programs by 2015. Focus on rural EMS, statewide data collection and training.

- Collaborate with Department of Human Services (DHS) EMS toward achieving comprehensive trauma system legislation that provides for a comprehensive system of trauma care as part of Oregon's EMS system. Have necessary legislation in place by the 2015 Legislative Session.
- Collaborate with the EMS Directors to ensure Transportation Safety Division's involvement in the implementation of the 2006 NHTSA EMS Reassessment of Oregon recommendations. Develop an effective and integrated EMS system for the state of Oregon by 2015.
- Stay apprised of the "Next Generation 9-1-1" Initiative, a national initiative to establish the infrastructure for transmission of voice, data, and photographs from different types of communication devices to the Public Safety Answering Points and on to emergency responder networks. Look for opportunities from the national initiative to improve Oregon's 9-1-1 system. Target improvement implementation for 2015.
- Establish formal presence for EMS and other medical related programs in the overall highway safety programs by 2015, stressing the importance of the 4-E's: engineering, enforcement, education and EMS.

### Performance Measures

- Identify and collaborate with hospitals, emergency medical services agencies and EMS advisory board committees in their transportation safety related medical care and programs by December 31, 2010.  
*[Collaborated with five agencies to evaluate and improve the broad system of care through multi-disciplinary simulation training involving the continuity of care from the roadside to definitive transport of traumatically injured pediatric patients. The project conducted trainings in four rural communities in Oregon involving trauma hospitals, critical access hospitals and fire and EMS agencies. The communities included: Dallas, Cottage Grove, Hermiston, and Baker City. Continuing participation in the EMS-C and EMS advisory board committees and the State Trauma Advisory Board. Participated as an EMS-C advisory board committee member and a vendor for outreach purposes at the 2010 EMS-C Conference. Attended and participated in the annual EMS Conference and the Oregon EMS Forum 2010.]*
- Encourage and collaborate with the EMS Directors to develop a comprehensive statewide EMS plan for Oregon by December 31, 2010.  
*[Continuing to collaborate with EMS Directors and committees to improve EMS in Oregon. Currently working towards implementing National EMS Education Agenda statewide.]*
- Identify and established formal presences of EMS in highway safety programs by December 31, 2010.  
*[No formal presences of EMS in highway safety programs was achieved in 2009.]*

### Strategies

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

- Work in coordination with DHS EMS Directors, EMS committees, and other partners to develop a comprehensive and integrated EMS system for Oregon.
- Continue participation in EMS committees to ensure TSD's involvement in the implementation of the 2006 NHTSA EMS Reassessment of Oregon recommendations.
- Use the 2006 NHTSA EMS Reassessment findings and recommendations for guidance to develop and integrate Oregon's EMS system.

## **Project Summaries**

### **Section 402**

#### **EM-10-24-03 EMS Statewide Services \$0**

This project was designed to assist in the development and implementation of Oregon's EMS Statewide Plan. Although no funds were spent, there was work done in this area.

#### **EM-10-24-02 Oregon EMS and Trauma Systems Pediatric Simulation Education Project \$18,000**

The project conducted trainings in four rural communities in Oregon involving trauma hospitals, critical access hospitals, fire departments and EMS agencies using a high fidelity wireless simulation pediatric manikin. The two day events include 2 days of hands-on training. One day is devoted to skills training utilizing simulation modules based on local needs and day 2 focuses on conducting full system multi-casualty MVC simulation with local EMS agencies and hospital. The communities included: Dallas, Cottage Grove, Hermiston, and Baker City. Approximately 200 providers from first responders, EMS agencies, and hospital emergency department staff participated in the trainings. Two out of the three hospital sites had 100% Emergency Department participation. Pre and Post Tests showed improvement in provider confidence in providing care to children.

#### **EM-10-24-01 Governor John A. Kitzhaber, MD, Community Hospital Traffic Safety Grant \$0**

The purpose of the grant is to fund community hospitals and/or their EMS providers for projects that affect the treatment and outcome of traffic-related injuries. EMS agencies need to have the education, skills, and equipment necessary for both those responding to crashes and those in the emergency room to provide optimum care for trauma victims due to traffic crashes. This is important for all EMS staff throughout Oregon, especially in rural/frontier Oregon where long response times and difficult access can rapidly use up the "Golden Hour."

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



# Equipment Safety Standards

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## Link to the Transportation Safety Action Plan: Action #15

### Action #15

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

### The Problem

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

### Automobile Vehicle Defect Crashes on Oregon Highways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Total Vehicle Defect Crashes</b>						
Number	527	514	540	507	569	10.7%
Crashes due to tire failure	n/a	118	123	111	161	36.4%
Crashes due to defective brakes	n/a	225	225	203	172	-23.6%
Crashes due to mechanical defects	n/a	117	171	161	198	69.2%
<b>Property Damage Crashes</b>						
Number	300	234	264	248	267	14.1%
<b>Non-fatal &amp; Injury Crashes</b>						
Number	220	268	268	250	295	10.1%
Number of persons injured	352	449	421	398	476	6.0%
<b>Fatal Crashes</b>						
Number	6	12	8	9	7	-41.7%
Number of persons killed	7	15	8	9	7	-53.3%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

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

- To reduce the number of vehicle defect-related injuries and fatalities from 407 in 2007 to 394 by 2015.

## Performance Measures

- Reduce the number of vehicle-defect related crashes from 507 in 2007 to 494 by December 31, 2010.  
*[In 2009 there were 560 vehicle-defect related crashes.]*
- Reduce the number of crashes due to tire-failure from 97 in 2007 to 94 by December 31, 2010.  
*[In 2009 there were 150 crashes due to tire-failure.]*
- Reduce the number of crashes due to defective brakes from 178 in 2007 to 172 by December 31, 2010.  
*[In 2009 there were 175 crashes due to defective brakes.]*
- Reduce the number of crashes due to mechanical defects from 106 in 2007 to 102 by December 31, 2010.  
*[In 2009 there were 167 crashes due to mechanical defects.]*

## Strategies

- Update Oregon Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.
- Educate the public, auto dealers, equipment retailers, equipment repair facilities, law enforcement and judicial officials about vehicle equipment codes through the use of TSD's website, flyers, new releases, verbal communications and publications.
- Inform window tint installers of the requirements for tinted windows.
- Educate law enforcement and the public about requirements for low or medium-speed electric vehicles.

## Project Summaries

### Section 402

**CL-10-80-01**

**Statewide Services – Equipment**

**\$702**

This project contributed to the annual division telephone survey that includes questions around Equipment Safety; update and reprint brochures, flyers and other resource materials; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of equipment safety issues.

# Highway Safety Investment Program (HSIP)

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[Link to the Transportation Safety Action Plan: Action #24 and 36](#)

## **Action #24**

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

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

## **Action #36**

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

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

## The Problem

- The purpose of the Highway Safety Investment Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on public roads.
- HSIP is a stand-alone core federal-aid highway safety program with a renewed call for data-driven, strategic highway safety programs focusing on results, and provides increased flexibility in state funding for safety.
- City and County Roads account for half of the fatal and serious injury crashes in the state but these crashes are spread over 43,000 miles of roadway.
- State highways have the highest rate of fatal and serious injury crashes per mile.

## Oregon Highways, Fatal and Serious Injury Crashes, 2008

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System
State Highways	908	1,155	8,039
City Streets	502	598	10,852
County Roads	437	550	33,145
Other Roadways	25	26	7,215
Total (All Public Roads)	1,872	2,329	59,251

Source: Crash Analysis and Reporting, Oregon Department of Transportation

## Goals

- Focus efforts on using the safety funds to address high priority sites with the objective of reducing the number of fatal and serious injury crashes from 1,929 in 2007 by an average of 20 every year by 2015.
- Expand efforts to use of safety funds for systematic low cost improvements and improve roadside safety features, advocate providing additional funding specifically for systematic improvements to address safety emphasis areas by 2015.
- Incorporate the latest safety methodologies and techniques (Highway Safety Manual and SafetyAnalyst) for analyzing and diagnosing the safety of roadways by 2015.

## Performance Measures

- Develop expanded system for identifying the top 5 percent high crash sites on all public roads along with associated tools for accessing crash data information and diagnosing sites by January 30, 2010.  
*[An expanded system for identifying top 5 percent high crash sites on all public roads is being developed but due to data inconsistencies some time was required to update data to align the formats of the data so the project could move forward. The new projected date for completion is the fall of 2011.]*

- Develop expanded procedure for reporting top 5 percent high crash sites for all public roads by September 30, 2010.  
*[See previous update.]*
- Develop an annual report of the top 5 percent hazardous sites (to include all public roads), identifying potential remedies, estimated costs and impediments to implementation by December 31, 2010.  
*[Annual report of the top 5 percent hazardous sites with identification of potential remedies, estimated costs and impediments to implementation was developed for State Highways only.]*
- Develop an annual report for the HSIP program evaluating and assessing results (# of projects by type, # of crashes reduced, \$ spent on safety projects) by September 30, 2010.  
*[Annual report for HSIP program evaluation was developed.]*
- Develop list of highway safety projects for draft 2012-2015 Statewide Transportation Improvement Program (STIP) and provide concurrence from the State Traffic Engineer's office by June 2010.  
*[List of highway safety projects for draft 2012-2015 STIP was developed.]*
- Evaluate new Highway Safety Manual and associated software (SafetyAnalyst) for use within ODOT; at a minimum: determine data shortfalls and needs for software, pilot new software and perform research on calibrating intersection safety performance functions by December 31, 2010.  
*[Initial evaluation of the Highway Safety Manual and SafetyAnalyst was completed, Research into data gaps and calibration for Oregon is ongoing.]*

## Strategies

- Develop and implement new Safety Priority Index System utilizing a Geographic Information System and geo-location codes to expand identification of high crash locations to all public roads.
- Develop tools such as crash reports, collision diagramming, and crash graphing for evaluating and diagnosing high crash locations.
- Work with Crash Data Unit to develop better availability of crash data via the internet for city streets and county roads.
- Complete the Safety Investigation Manual providing guidance and procedures for safety investigators evaluating high crash locations.
- Develop a procedure for cities and counties to provide input to the top 5 percent high crash locations and report potential remedies, estimated costs and impediments to implementation.
- Evaluate data needs for the new Highway Safety Manual methodology (and associated software, SafetyAnalyst). Determine missing data or data inconsistencies.
- Complete research into calibrating Safety Performance Functions for intersections in order to assist with implementation of the Highway Safety Manual.



# Impaired Driving – Alcohol

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[Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37](#)

## **Action #1**

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

## **Action #2**

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

## **Action #4**

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

## **Action #37**

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

## **The Problem**

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2008, 41.1 percent of all traffic fatalities were alcohol-related. 120 of the fatalities involved only alcohol; 62 involved only other drugs; and 51 were a combination of both alcohol and other drugs.
- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes. Although, there have been great strides in the drop in alcohol-only fatalities from 172 in 2004 to the current 2008 level of 120.
- Between 2004 and 2008 of the 19 children age 0-14 killed in alcohol-involved crashes, 11 (or 58 percent) were passengers in a vehicle operated by a driver who had been drinking.
- Mental health providers and law enforcement indicate that they are seeing evidence that more people are “self-medicating,” or abusing over-the-counter or prescription drugs.

## Impaired Driving in Oregon - Alcohol, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Fatal & Injury Crashes	18,839	19,890	20,275	19,031	18,409	-7.4%
Nighttime F&I Crashes*	2,534	2,783	3,012	2,846	2,722	-2.2%
Percent Nighttime F&I Crashes	13.4%	14.0%	14.9%	15.0%	14.8%	5.7%
Fatalities	469	488	478	455	416	-14.8%
Alcohol Only Fatalities	n/a	140	146	155	120	-14.3%
Combination Alcohol & Other Drugs	n/a	22	33	26	51	131.8%
Total Alcohol-Related Fatalities	n/a	162	179	181	171	5.6%
Percent Alcohol- Related Fatalities	n/a	33.2%	37.4%	39.8%	41.1%	23.8%
Alcohol Related Fatalities per 100 Million VMT	n/a	0.46	0.50	0.52	0.51	11.3%
Drivers in Fatal Crashes with BAC .08 & above	n/a	n/a	114	122	107	n/a
DUII Offenses	25,102	23,257	25,091	25,618	24,080	3.5%
DUII Enforcement Index**	9.93	8.36	8.33	9.00	8.85	5.9%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	n/a	90%	89%	91%	88%	-2.2%

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

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

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

### Goal

- Reduce the total number of alcohol-related fatalities to 125 by 2015.
- Establish four new DUII Courts by 2015.

### Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from 179, the 2007 level, to 158 by December 31, 2010.  
*[In 2009, there were 144 alcohol related fatalities.]*
- Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 122 in 2007 to 111 by December 31, 2010.  
*[In 2009, there were 106 with the operator BAC, 0.08 & above.]*
- Return the DUII enforcement index to 9.97, the 1999-2003 average, or above by December 31, 2010.  
*[In 2009, the DUII enforcement index was 7.9.]*

- Provide two DUII-related training opportunities for prosecutors and judges by December 31, 2010.  
*[Protecting Lives & Saving Futures training held May 10 –12, 2010; Prosecutor Summer Conference held July 26-27, 2010; Lethal Weapon Training August, 2010.]*
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2010.  
*[Multi-disciplinary training conference April 23 -24, 2010.]*
- Conduct five NHTSA high visibility saturation patrols by December 31, 2010.  
*[56 police agencies and 30 counties participated in a minimum of 5 HVEs.]*

### Strategies

- Promote and support the use of current technology, such as video cameras and automated DUII citation processes, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.
- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.
- Create public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Media products for these activities include print, radio, television, and other possible innovative digital mediums.
- Develop public information and education campaigns targeting specific law changes that will occur during the 2009 Legislative Session.
- Explore the opportunity for new drug/alcohol courts similar to the Multnomah County Court DISP program.
- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all prosecutors, particularly for cases that may set a state precedent.
- Continue to provide training opportunities for laboratory technicians, law enforcement and prosecutors on use of new breath testing equipment.



**164AL-10-14-17**                      **DISP – Portland Police Bureau**                      **\$69,950**  
This project funded the Portland Police Bureau Traffic Division to assist the Multnomah County DUI Intensive Supervision Program (DISP). This provided direct law enforcement capability to the court based probation program. The primary function of the officers was to conduct warrant sweeps.

**Section 410**

**K8-10-12-01**                      **Statewide Services Program – DUII**                      **\$261,002**  
A comprehensive traffic safety public information program was implemented. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio were aired. Surveys were conducted.

**K8-10-12-18**                      **ODAA/Law Enforcement "Protecting Lives Saving Futures"**                      **\$64,176**  
This project funded a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving.

**K8-10-12-20**                      **Law Enforcement Spokesperson – DPSST**                      **\$62,953**  
This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies.

**K8-10-12-21**                      **DUII Enforcement – OSSA Departments**                      **\$327,725**  
Provided funding for overtime patrol hours for enforcement of DUII laws on roadways throughout Oregon. OSSA provided DUII overtime patrol in 29 of the 36 Oregon counties.

**K8-10-12-12**                      **DUII Multi-Disciplinary Task Force Training Conference**                      **\$50,000**  
This project provided funding for the annual DUII Conference. All participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference was held in April of 2010.

**K8-10-12-38**                      **OACP DUII Overtime Enforcement Project**                      **\$348,776**  
This grant was a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities received overtime funds for 2010.



# Impaired Driving – Drugs

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[Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37](#)

## **Action #1**

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

## **Action #2**

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

## **Action #4**

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

## **Action #37**

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

## **The Problem**

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2008, 27.2 percent of all traffic fatalities were drug-related. 120 of the fatalities involved only alcohol; 62 involved only other drugs; and 51 were a combination of both alcohol and other drugs.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 844 in 2008. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.
- Mental health providers and law enforcement are seeing evidence indicating that more people are "self-medicating," or abusing prescription or over-the-counter drugs.
- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get DUIs and are therefore not referred to treatment.
- DUI courts significantly reduce recidivism. There are currently two full time DUI Courts and four hybrid DUI Courts in Oregon. There need to be more.

## Impaired Driving in Oregon – Other Drugs, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Fatal & Injury Crashes	18,839	19,890	20,275	19,031	18,409	-7.4%
Nighttime F&I Crashes*	2,534	2,783	3,012	2,846	2,722	-2.2%
Percent Nighttime F&I Crashes	13.4%	14.0%	14.9%	15.0%	14.8%	5.7%
Fatalities	469	488	478	455	416	-14.8%
Other Drug Only Fatalities	n/a	38	30	42	62	63.2%
Combination Other Drug and Alcohol	n/a	22	33	26	51	131.8%
Other Drug-Related Fatalities	n/a	60	63	68	113	88.3%
Percent Other Drug-Involved Fatalities	n/a	12.3%	13.2%	14.9%	27.2%	120.9%
DUII Arrests (drugs other than Alcohol)	1,063	1,246	1,006	1,092	844	-32.3%

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

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

### Goal

- Reduce the total number of drug-related fatalities to 40 by 2015.
- Establish four new DUII courts by 2015.

### Performance Measures

- Increase the number of certified DREs from 198 in 2008 to 210 by December 31, 2010.  
*[In 2009, there were 182 certified DRE's.]*
- Increase the number of DRE evaluations from 1,179 in 2008 to at least 1,200 by December 31, 2010.  
*[In 2009, there were 1,181 DRE evaluations.]*
- Conduct five NHTSA high visibility saturation patrols by December 31, 2010.  
*[56 police agencies and 30 counties participated in a minimum of 5 HVEs]*

### Strategies

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

- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).
- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Create public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Media products for these activities include print and electronic media, as well as classrooms.
- Create public information and education campaigns targeting specific law changes that will occur during the 2009 Legislative Session.
- Explore the opportunity for new DUII courts.
- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.
- Explore ways to enhance other drug related reporting in the citation process which would include LEDS, the citation form itself, DMV, and citation tracking.
- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.
- Support a statewide TSRP who is available to all prosecutors, particularly for DRE cases.
- Seek support and insight from the GAC on DUII on emerging issues relating to driving under the influence of drugs other than alcohol.
- Solicit the GAC on DUII's suggestions and support on implementing related plans.

## Project Summaries

### Section 164 (Current and Prior Year)

#### **164AL-10-14-01                      DUII Statewide Services**

This project specifically addresses a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses are offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant is created to provide for prosecutor and judges training.

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

**164AL-10-14-02**                      **DUII Court 1- XXXX County**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

*[This project was not activated. Consideration was being given to closing specialized courts and many courts were open only limited days due to furloughs.]*

**164AL-10-14-03**                      **DUII Court 2- XXXX County**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

*[This project was not activated. Consideration was being given to closing specialized courts and many courts were open only limited days due to furloughs.]*

**164AL-10-14-04**                      **DUII Court 3- XXXX County**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

*[This project was not activated. Consideration was being given to closing specialized courts and many courts were open only limited days due to furloughs.]*

**164AL-10-14-24**                      **DUII Prosecutor**

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled throughout Oregon to assist with complex DUII cases.

**164AL-10-14-19**                      **OLCC Inspector Training Project**

This project assists in providing funding for training of Oregon Liquor Control Commission inspectors in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues.

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

**164AL-10-14-16**                      **Drug Recognition Expert Training (DRE)**                      **\$60,000**

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 NHTSA guidelines and recommendations.

**164AL-10-14-23**                      **Drug Recognition Expert Overtime Enforcement Project**                      **\$74,996**

Provided statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.

**164AL-10-14-09**                      **DUII Overtime Enforcement Program - OSP**

Oregon State Police continue to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas are selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP works with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provides DUII overtime patrol in all 36 counties throughout Oregon.

*[This project was not activated during the grant year. OSP funded their own overtime program.]*

**164AL-10-14-17                      DISP – Portland Police Bureau**

This project funded the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This provided direct law enforcement capability to the court based probation program. The primary function of the officers was to conduct warrant sweeps.

**Section 410**

**K8-10-12-01                      Statewide Services Program – DUII**

A comprehensive traffic safety public information program was implemented. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio were aired. Surveys were conducted.

**K8-10-12-18                      ODAA/Law Enforcement "Protecting Lives Saving Futures"**

This project funded a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving.

**K8-10-12-20                      Law Enforcement Spokesperson – DPSST**

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies.

**K8-10-12-21                      DUII Enforcement – OSSA Departments**

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provided DUII overtime patrol in 30 counties throughout Oregon.

**K8-10-12-12                      DUII Multi-Disciplinary Task Force Training Conference**

This project provided funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference was held in April of 2010.

**K8-10-12-38                      OACP DUII Overtime Enforcement Project**

This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities received overtime funds in 2010.



# Judicial Outreach

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## Link to the Transportation Safety Action Plan: Action #4, 37

### **Action #4**

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

### **Action #37**

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

### **The Problem**

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

### **Judicial Outreach, 2005-2008**

	2005	2006	2007	2008	% Change 2005-2008
No. of Judges trained during offered training sessions	123	135	100	90	-26.8%
No. of Court Staff/Administrators trained	70	76	27	18	-74.3%
No. of Prosecutors or staff trained	62	120	120	153	146.8%
Combined total of CLE Credits Approved	83.25	62.50	49.75	27.50	-67.0%

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

### **Goal**

- Increase the number of judges and prosecutors participating in traffic safety related judicial education programs delivered by TSD from 220 annually, the 2007 level, to 300 annually by 2015.
- Increase the number of DUI courts from two, the 2007 level, to six by 2015.

## Performance Measures

- Increase the number of prosecutors or staff participating in education programs from 120, the 2007 level, to 140 by December 31, 2010.  
*[In 2009 there were three different conferences held for training prosecutors and staff in the prosecution of DUII offenses from a DUII to Homicide, there were 422 attendees.]*
- Increase the number of Court Staff/Administrators receiving traffic safety education from 27 annually, the 2007 level, to 100 annually by December 31, 2010.  
*[125 Court Administrators were reached through provided training and education assistance.]*
- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from 49.75 annually, the 2007 level, to 100 annually by December 31, 2010.  
*[40 CLE credits were offered in 2010.]*

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

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

## Strategies

- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon Judges. Invite some court administrators to attend.
- Participate as a member of the Chief Justice Advisory Committee on Local Courts. Staff the Sub Committee on Court Technology, Judicial Education and Chair the Legislative Sub Committee as appointed by order the Supreme Court Chief Justice Order # 07-012.
- Participate and/or assist in providing additional training opportunities to Judges, District Attorneys, City Prosecutors and Court Administrators in needed traffic safety related topics.
- Provide one DUII multi-disciplinary cross functional training for prosecutors, judges, law enforcement, parole and probation officers, as well as OLCC and DMV staff to enhance adjudication of the crime of DUII.
- Provide two DUII related classes: "Protecting Lives/Saving Futures" for prosecutor and law enforcement teams, and the "Prosecuting the Drugged Driver" class for prosecutors.

- Support a statewide DUII prosecutor (TSRP) to assure consistency in DUII court case law.

**Project Summaries**

**Section 164AL**

**164AL-10-14-02                      DUII Court 1- XXXX County**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

*[This project was not activated. Consideration was being given to closing specialized courts and many courts were open only limited days due to furloughs.]*

**164AL-10-14-03                      DUII Court 2- XXXX County**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

*[This project was not activated. Consideration was being given to closing specialized courts and many courts were open only limited days due to furloughs.]*

**164AL-10-14-04                      DUII Court 3- XXXX County**

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

*[This project was not activated. Consideration was being given to closing specialized courts and many courts were open only limited days due to furloughs.]*

**164AL-10-14-24                      DUII Prosecutor**

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled throughout Oregon to assist with complex DUII cases.

**Section 402**

**TC-10-24-08                      Judicial Education    \$38,907**

One three-day Judicial Education Conference was held during 2010 which covered a multitude of traffic safety information and education including in-depth law review and legislation. Two supplemental two day trainings were held for Oregon Court Administrators and Judges at their conferences.

**Section 410**

**K8-10-12-18                      ODAA/Law Enforcement "Protecting Lives Saving Futures"**

This project funded a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encouraged partnerships in dealing with the incidence of impaired driving.

**K8-10-12-12**

**DUII Multi-Disciplinary Task Force Training Conference**

This project provided funding for the annual DUII Conference. All participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference was held in April of 2010.

**Section 1906**

**K10-09-10-10**

**Racial Profiling Research**

**\$193,915**

1) Conducted in-service Trainings with 9 agencies involving 239 officers. 2) Conducted 11 regional trainings involving 233 officers. 3) Post-training evaluations find that over three-quarters of the respondents indicated that they did not agree that the training seemed “watered down.” The vast majority (96%) of respondents agreed that they would recommend this training to other law enforcement officers, with almost half of respondents indicating that they strongly agreed. The preliminary results of long-term follow surveys indicate 79% report that they have thought more about organizational culture or ethical issues since the training. 4) Developed technical assistance reports for the Oregon State Police and Portland Police Bureau and presented to the Benton County Commissioners and local law enforcement on the benefits of Data collection. 5) Submitted 2009 annual report 12/01/09 to the legislature. 6) Met with members of Salem PD, Marion County Sheriff’s, Portland Office of Human Relations, Oregon Action, Senator Margaret Carter, Portland Police Bureau, Multnomah County Community Justice, and PSU Black Studies program to get input into the development of a community outreach brochure. An outline of the brochure has been completed.

# Motorcycle Safety

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## Link to the Transportation Safety Action Plan: Action #9

### Action #9

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

### The Problem

- Fatal motorcycle crashes represented 11.7 percent of the fatal crashes in 2008 while only representing 3.2 percent of the total vehicles registered in 2008.
- Alcohol was involved in 37.5 percent of motorcycle fatalities in 2008.
- Non-endorsed motorcyclists were involved in 17.4 percent of motorcycle fatalities in 2008.
- Speed is over-represented in fatal crashes. Eight of 43 in 2008 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 48 in 2008.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non-DOT helmets by motorcyclists endangers the health of the wearer in a motorcycle crash. The 2008 observational helmet use survey reflected a three percent increase in their usage from 2006.

## Motorcycles on Oregon Highways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Fatal Crashes</b>						
Number	35	47	43	48	43	-8.5%
Percent of fatal crashes	8.7%	10.6%	10.3%	11.7%	11.7%	9.9%
Number of motorcyclists killed	36	48	44	51	46	-4.2%
Number of single-vehicle crashes	18	23	24	27	22	-4.3%
Number of multi-vehicle crashes where motorcyclist was at fault	10	11	8	18	12	9.1%
Number of multi-vehicle crashes where auto was at fault	7	4	13	7	8	100.0%
<b>Fatalities</b>						
Percent alcohol-involved fatalities	38.4%	37.5%	40.9%	37.3%	37.5%	0.0%
Percent non-endorsed fatalities	16.4%	33.3%	14.0%	35.4%	17.4%	-47.8%
Percent unhelmeted fatalities	n/a	4.3%	2.3%	5.9%	2.2%	-48.9%
<b>Injury Crashes</b>						
Number	387	535	627	603	717	34.0%
Percent of injury crashes	2.1%	2.8%	3.2%	3.2%	4.0%	44.5%

## Motorcycles on Oregon Highways, 2005-2008 (continued)

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Registered Motorcycles	81,173	98,802	108,958	118,052	131,204	32.8%
Percent of registered vehicles	2.1%	2.5%	2.7%	2.8%	3.2%	28.8%
Motorcycle fatalities per registered vehicle (in thousands)	0.45	0.49	0.40	0.43	0.37	-24.7%
Percent Helmet Use	93.6%	98%	97%	95%	94%	-4.1%
Percent Motorcyclists wearing non-DOT helmet	6.2%	2%	3%	5%	6%	200.0%
TEAM Oregon Students Trained	5,306	6,707	7,651	7,957	9,972	48.7%

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

### Goal

- Reduce the fatal traffic crashes that involve motorcycles from 51 in 2007 to 42 by 2015.
- Reduce the five year average of people killed and seriously injured in motorcycle crashes from 244 in 2003-2007, to 213 by 2015.

### Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from 15, the 2007 level, to 14 by December 31, 2010.  
*[In 2009, there were 17 fatal motorcycle crashes when the rider was impaired.]*
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from 17, the 2007 level, to 13 by December 31, 2010.  
*[In 2009, there were 18 fatal motorcycle crashes when the rider was not properly endorsed.]*
- Reduce the number of fatal speed-related motorcycle crashes from 13, the 2007 level, to 11 by December 31, 2010.  
*[In 2009, there were 17 fatal speed-related motorcycle crashes.]*
- Reduce the number of fatal motorcycle crashes involving riders between ages 40-55 from 19 in 2007, to 16 by December 31, 2010.  
*[In 2009, there were 19 fatal motorcycle crashes involving riders between the ages of 40-55.]*
- Reduce the number of motorcyclist injury crashes from 601, the 2007 level, to 583 by December 31, 2010.  
*[In 2009, there were 875 motorcyclist injury crashes.]*
- Maintain the percentage of helmet use, as measured by both State and Federal Observation Use Surveys, at 100 percent by December 31, 2010.  
*[This performance measure was met. In August of 2010, 928 motorcycle riders were observed statewide and all were wearing helmets (100%).]*



**MC-10-80-03**                      **Oregon State University TEAM OREGON**                      **[\$440,172]**  
This project provided funding for training sites and daily operation of statewide motorcycle safety project. Daily operation included: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, public information and education activities by staff and instructors (public awareness presentations, fairs, mall shows, motorcycle events, etc.) and daily operational functions. Training sites included site assistance, statewide liability insurance, equipment, fuel, printing and materials.

**MC-10-80-04**                      **Motorcycle Safety Training Site**                      **[\$0]**  
This project will provide funding for a new training location by purchase or lease of land, buildings and improvements.  
*[Funds were not expended because of difficulty purchasing/leasing property.]*

# Occupant Protection

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## Link to the Transportation Safety Action Plan: Action #50

### Action #50

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

### The Problem

- **Non-use of Restraints:** According to 2008 observed use surveys, four percent of passenger car drivers, seven percent of pickup truck drivers and eleven percent of sports car drivers did not use restraints. During 2007, Oregon crash reports (FARS) indicate thirty-three percent of motor vehicle occupant fatalities were unrestrained and 14% were of unknown restraint use status.
- **Improper Use of Safety Belts:** Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual), or placing a child into a belt system before it fits correctly.
- **Improper Use of Child Restraint Systems:** According to 2008 observed use surveys, forty-three percent of children aged five to eight were not riding in booster seats as required by Oregon law. Drivers are confused by the multitude of child restraint models, changing laws and changing “best practice” recommendations. Drivers often place children into adult belt systems too soon. Instead, children must graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt.
- **Affordability of Child Restraint Systems:** Low income families and caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

## NHTSA Observed Use Survey, 2005 – 2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Front Seat Outboard Use</b>						
Passenger car	88.54%	93.34%	94.06%	95.27%	96.34%	3.2%
Pickup truck	n/a	88.73%	90.00%	92.66%	93.67%	5.5%

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

## Oregon Observed Use Survey Results, 2005 - 2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Total Occupant Use</b>	91%	96%	97%	97%	96%	0%
<b>Driver Use</b>						
Passenger car	91%	96%	96%	97%	97%	1.0%
Pickup truck	n/a	91%	93%	94%	93%	2.1%
Sports car	n/a	91%	88%	88%	89%	-2.1%
<b>Child Restraint Use</b>						
Under one year of age	82%	97%	94%	96%	96%	1.0%
Under four years of age	95%	98%	99%	99%	99%	1.0%
Booster seat use, ages five to eight *	n/a	34%	52%	62%	57%	67.6%
<b>Child Seat Present</b>						
Under one year of age (rear-facing) *	n/a	n/a	94%	95%	96%	n/a
Age one to four years (forward-facing) *	n/a	n/a	93%	94%	94%	n/a
<b>Child Position in Vehicle</b>						
Child seat/booster in rear of vehicle	n/a	96%	97%	96%	96%	0%
Children 12 and under in rear of vehicle *	n/a	n/a	83%	85%	85%	n/a

Source: *Oregon Occupant Protection Observation Study*, Intercept Research Corporation

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

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

## Occupant Use Reported in Crashes, 2005 – 2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Percent of Fatales Restrained</b>	55.8%	60.8 %	56.8%	52.2%	56.9%	-6.4%
Total occupant fatalities	n/a	361	352	318	294	-18.6%
<b>Percent of Injured Restrained</b>	n/a	92.6%	92.8%	92.5%	91.5%	-1.2%
Total injured occupants	n/a	26,487	27,014	25,592	24,252	-8.4%
<b>Injured &lt; Age 8, in Child Restraint</b>	n/a	57.1%	61.7%	65.3%	61.5%	7.7%
Total injured occupants under age eight	n/a	907	849	836	751	-17.2%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Includes only those coded as "Belt Used" or "Child Restraint Used." Does not include improper or unknown use.

### Goals

- To increase safety belt use among passenger vehicle front seat outboard occupants to 98%, as reported by the NHTSA post-mobilization observed use survey, by 2015.
- To increase belt use among occupant fatalities to 65%, as reported by FARS, by 2015.
- To increase child restraint use from 65% to 75% among injured child occupants under eight years old, as reported by FARS, by 2015.

## Performance Measures

- To increase front seat outboard occupant belt use, as determined by the NHTSA-compliant observed use survey, from 96 percent to 97 percent by December 31, 2010.  
*[This rate was measured at 97% during summer 2010.]*
- To increase total occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 96 percent to 97 percent by December 31, 2010.  
*[This rate was measured at 96% during summer 2010.]*
- To increase use of booster seats, as determined by the statewide Oregon Occupant Protection Observation Study, from 57 percent to 67 percent by December 31, 2010.  
*[This rate was measured at 60% during summer 2010.]*
- To increase the percentage of occupant fatalities reported as “restrained” from 52 percent to 57 percent by December 31, 2010.  
*[This percentage was 55% during calendar year 2009 (the most recent year for which complete data is available).]*

## Strategies

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

- Support and promote nationally recognized “best practice” recommendations.
- Foster cooperative relationships and resource sharing with Oregon partner agencies and with other states’ occupant protection programs.

**Project Summaries**

**Section 402**

**OP-10-45-03 OSP Safety Belt Overtime Enforcement \$79,427**

OSP Patrol Division allocated overtime to sixteen command posts, targeting areas with lower observed use rates to encourage compliance with restraint laws. OSP General Headquarters staff issued statewide press releases, coordinated funds expenditures and ensured reporting among field offices. Troopers attended pre-blitz training, delivered presentations at Three Flags workshops, participated in three (3) two-week enforcement blitzes, and conducted child seat inspections at 37 fitting station events and 3 new parent seat classes. There were 529 child safety seats inspected and 177 seats distributed. Approximately 99% of those inspected were out of compliance. Four Troopers completed national child passenger safety technician training. Enforcement activity is summarized below.

<b>Enforcement Contacts:</b>		<b>Belts</b>	<b>Child</b>	<b>DUII</b>	<b>Speed</b>	<b>Susp</b>	<b>Felony</b>	<b>Other</b>	<b>TOTALS</b>
Overtime		<b>1,366</b>	<b>57</b>	4	629	3	9	1,649	3,717
Straight Time/Match		<b>666</b>	<b>49</b>	457	9910	478	0	0	11,560
<b>Observed Belt Use:</b>									
	Starting	<b>90%</b>							
	Ending	<b>82%</b>							
<b>Total hours:</b>		<b>1,569</b>							

**OP-10-45-04 TSD - Occupant Protection Law Enforcement Training \$78,514**

TSD staff designed and delivered two safety belt overtime trainings. Eight-hour workshops were held prior to the February and September enforcement blitzes. Over 259 officers from eighty-five agencies attended and received DPSST continuing education credit for topics ranging from overtime policies & reporting, restraint use laws, and enforcement strategies targeting low-use population segments. Thirty-five officers received awards for superior work on their overtime grants. A total of forty-seven officers voluntarily completed national CPS technician training and became certified during the year on straight time.

**OP-10-45-01 Statewide Services Project \$205,525**

A new print ad, two TV PSAs, and a billboard were designed and posted throughout the year. The ads emphasized belt use in pickup trucks, information on how boosters function to protect children, making belt fit more comfortable/proper use, and belt use among teens. A communications strategy for reaching non-English speaking populations was also produced. Three observed use surveys and one public opinion survey were conducted. A new "fillable" child seat event flyer was designed and printed. Two observed use surveys were conducted as required by NHTSA prior to and following the May “Click It or Ticket” enforcement period, resulting in front-seat use rates of 97.07% pre and 97.0%-post for passenger cars, and 94.54% pre and 95.44% post for pickups. A third survey of all outboard seating positions observed use rates of 96% in cars, 94% in pickups, and 86% in sports cars.

**OP-10-45-08 OACP Safety Belt Overtime Enforcement \$449,746**

Sixty-seven local police departments used safety belt overtime to encourage compliance with restraint laws. Oregon Association Chiefs of Police coordinated agency selection, funds expenditures, and reporting. Participating agencies attended pre-blitz training, worked with local media, and conducted three (3) two-week enforcement blitzes. Some officers used overtime to assist at child seat fitting stations or other educational events. Thirty city and two tribal officers completed national child passenger safety technician training. Total overtime enforcement activity is summarized below.

<b>Enforcement Contacts:</b>		<b>Belts</b>	<b>Child</b>	<b>DUII</b>	<b>Speed</b>	<b>Susp</b>	<b>Felony</b>	<b>Other</b>	<b>TOTALS</b>
Overtime		<b>6,112</b>	<b>419</b>	386	5,909	6,686	701	14,650	34,863
Straight Time/Match		<b>6,794</b>	<b>665</b>	2,212	25,056	13,967	494	65,223	114,411
<b>Observed Belt Use:</b>									
	Starting	<b>95%</b>							
	Ending	<b>96%</b>							
<b>Total hours:</b>		<b>11,185</b>							

**OP-10-45-12 TSD Regions - Enhancement of Community Level CPS Programs**

This project provided grant funding to TSD Regional Coordinators in Regions 2 through 5. See the individual project evaluations within the respective Regions.

**OP-10-45-05 Evaluation of CSS Distribution Programs \$14,322**

The project examined how well funding earmarked for local programs in 2007-2008 satisfied statewide needs for car seat distribution programs as identified in a 2007 needs assessment. Key findings : 7 of 8 counties not distributing seats in 06-07 now distribute seats; programs having certified tech install seats rose from 64 to 91%; programs providing community education rose from 55 to 93%; programs able to estimate quantity of seats needed rose from 38 to 90%; programs requesting family co-pays for seats rose from 45 to 85%. All counties received funding, yet ten remain unable to meet current demand.

**Section 405**

**K2-10-46-06 OSSA Safety Belt Overtime Enforcement \$369,721**

Thirty county sheriff offices used safety belt overtime to encourage compliance with restraint laws. Oregon State Sheriffs Association coordinated agency selection, funds expenditures, and reporting. Participating agencies attended pre-blitz training, worked with local media, and conducted three (3) two-week enforcement blitzes. Some officers used overtime to assist at child seat fitting stations or other educational events. Eleven deputies completed national child passenger safety technician certification training. Total overtime enforcement activity is summarized below.

<b>Enforcement Contacts:</b>		<b>Belts</b>	<b>Child</b>	<b>DUII</b>	<b>Speed</b>	<b>Susp</b>	<b>Felony</b>	<b>Other</b>	<b>TOTALS</b>
Overtime		<b>5,257</b>	<b>254</b>	34	2,745	373	72	5,147	13,882
Straight Time/Match		<b>6,417</b>	<b>457</b>	2,620	38,412	6,487	812	51,166	106,371
<b>Observed Belt Use:</b>									
	Starting	<b>93%</b>							
	Ending	<b>95%</b>							
<b>Total hours:</b>		<b>5,401</b>							

## Section 2011

### **K3-10-45-05 ACTS Oregon Child Safety Seat Resource Center \$179,749**

Eight certification, two renewal, and eleven continuing education courses were delivered to support the statewide pool of child passenger safety technicians. Certification courses were held in Beaverton, Bend, Eugene, Gleneden Beach, Independence, John Day, Medford, and Woodburn. CEU/renewal courses were held in Beaverton, Bend, Eugene, Gleneden Beach, Medford, and Veneta and at Three Flags and the annual TSD conferences in Bend, Eugene, and Hood River. As a result, Oregon's technician pool grew 10% to 522. Among the 111 seat check events reported to ACTS, 2,151 seats were checked and 537 distributed. Individual appointments checked another 363 seats and distributed 17. Reported misuse was 77%. Public information and technician support was also provided through ACTS website, responses to telephone inquiries, promotion of Child Passenger Safety Week and "Calling Cards", various conference presentations, and publication of *Traffic Safety Connection* newsletter (9 issues, circulation approximately 2800).

### **K3-10-45-11 ACTS Oregon Child Safety Seat Resource Center – Region 1, Enhancement of Community Level CPS Programs \$69,936**

This project provided car seats for families in need, scholarships for CPS training, and equipment/supplies to eighteen local fitting station and seat distribution programs within Clackamas, Columbia, Multnomah & Washington counties. One-thousand-and-thirteen seats were purchased, and one-thousand-and- eighteen seats were distributed to persons in need, twenty technician scholarships were provided to cover registration/travel, a coordinator was contracted for Columbia & Yamhill county car seat programs, and ACTS worked with Virginia Garcia Clinic, Tuality Health, and OCDC to increase education among the Hispanic communities.

### **K3-10-45-02 Improved Fitting Station Reporting \$19,762**

Oregon Health Division's Safe Kids Oregon staff worked with ACTS Oregon and local Safe Kids to improve seat check reporting towards a more accurate database from which to evaluate/plan statewide CPS programs, and to extend liability coverage by ensuring events registration with Safe Kids Worldwide database. "Senior Checker" training was updated and report form training was included in CPS continuing education. Ongoing technical support was provided to Safe Kids chapters/coalitions. Liability coverage was extended from 81 to 83% of events, correct reporting improve from 87 to 98%, and the number of Senior Checkers available to "sign-off" seat installations increased from 61 to 77. All Senior Checkers and seventy-four percent off all Oregon CPS technicians received report form training during the year.

# Pedestrian Safety

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[Link to the Transportation Safety Action Plan: Action #65, 67](#)

## **Action #65**

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

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

## **Action #67**

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

## **The Problem**

- In 2008, 628 pedestrians were involved in fatal or injury motor vehicle crashes, compared to 603 in 2007.
- In 2008, 350 pedestrians were killed or injured at intersections or in a crosswalk, compared to 330 in 2007.
- In 2008, 49 percent of all pedestrian crashes occurred at dusk, dawn or in low light conditions, compared to 44 percent in 2007.
- In 2008, 53 pedestrians aged 65+ were killed or injured, compared to 73 in 2007.
- In 2008, 62 pedestrians (10 percent of total) aged 0-14 were killed or injured, compared to 75 (12 percent of total) in 2007.

## Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
<b>Injuries</b>						
Number	588	625	654	553	576	-7.8%
Percent of total Oregon injuries	2.1%	2.2%	2.2%	2.0%	2.1%	-0.2%
Number injured Xing in crosswalk or intersection	310	332	382	330	350	5.4%
Percent Xing in crosswalk or intersection	52.7%	53.1%	58.4%	59.7%	60.8%	14.4%
<b>Fatalities</b>						
Number	51	49	48	50	53	8.2%
Percent of total Oregon fatalities	10.8%	10.0%	10.0%	11.0%	12.7%	26.9%
Number of fatalities Xing in crosswalk or intersection	11	15	13	16	14	-6.7%
Percent Xing in crosswalk or intersection	21.3%	30.6%	27.1%	32.0%	26.4%	-13.7%

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

### Goals

- To reduce the number of pedestrian fatalities from the 2007 level of 50 to 38, a 3 percent reduction per year, by 2015.
- To reduce the number of pedestrian injuries from 600, the five-year average from 2003 to 2007, to 456, a 3 percent reduction per year, by 2015.

### Performance Measures

- Reduce the number of pedestrian fatalities from the 2007 level of 50 to 47, a 6 percent reduction by December 31, 2010.  
*[In 2009, there were 38 pedestrian fatalities. This was the lowest rate since the early 1940's. Subsequently, in 2010, the pedestrian fatalities reached 38 by August 30.]*
- Reduce the number of pedestrian injuries from 600, the five-year average from 2003-2007, to 564, a 6 percent reduction, by December 31, 2010.  
*[In 2009, the number of pedestrian injuries was 636.]*
- Reduce the number of pedestrians killed crossing in crosswalk or intersection to 10, a reduction of 20 percent from the average number of fatalities of 13 between 2003 and 2007, by December 31, 2010.  
*[In 2009, the number of pedestrians killed crossing in a crosswalk or intersection was 10.]*
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2003-2007 average of 324 to 305, a decrease of 6 percent, by December 31, 2010.  
*[In 2009, the number of pedestrians injured crossing in a crosswalk or intersection was 374.]*

### Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaign.

- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.
- Collaborate with local and community partners to enhance and reinforce educational efforts.
- Continue to collaborate with Transportation Safety Division program managers in combining efforts around pedestrian safety and other traffic safety issues like speed, impairment, youth and elderly representation.
- Continue to support and provide efforts to increase driver, pedestrian and parent awareness of safety issues, particularly being seen in low-light conditions.

**Project Summaries**

**Section 402**

<b>PS-10-68-01</b>	<b>Statewide Services</b>	<b>\$67,131</b>
Contributed to the annual division telephone survey that includes questions around Pedestrian Safety Enforcement awareness; updated and reprinted brochures, flyers and other resource materials; contributed to the Public Information and Education contract to continue a campaign around motorist awareness of pedestrians.		
<b>PS-10-68-02</b>	<b>Pedestrian Safety Enforcement and Training</b>	<b>\$82,722</b>
Funded the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, administered by the Bicycle Transportation Alliance of Portland, Oregon.		



# Police Traffic Services

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[Link to the Transportation Safety Action Plan: Action #1, 5](#)

## **Action #1**

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

## **Action #5**

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

## **The Problem**

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.
- Oregon is well below the national rate of 2.2 officers per 1,000 population with 1.43 officers per 1,000 population in 2008.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar / lidar), Crash Investigation Training, distance between cars technology training and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement, therefore training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.
- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Currently, the Oregon State Police have received budget authority for 100 new troopers yet this will not allow for 24 hour coverage for all stations.
- Many county and city police departments lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

## Police Traffic Services, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Total Fatal Traffic Crashes	408	443	418	411	369	-16.7%
Total Injury Crashes	18,432	19,447	19,857	18,620	18,040	-7.2%
Total Fatalities	469	488	478	455	416	-14.8%
Total Injuries	27,574	29,023	29,709	28,000	26,805	-7.6%
<b>Top 10 Driver Errors in Total Crashes:</b>						
Failed to avoid stopped or parked vehicle ahead other than school bus	14,537	13,941	13,694	12,783	11,843	-15.0%
Did not have right-of-way	7,747	9,224	8,523	8,306	7,699	-16.5%
Driving too fast for conditions	6,596	7,701	6,985	6,766	6,750	-12.3%
Failed to maintain lane	N/A	3,840	3,755	5,263	6,308	64.3%
Ran off Road	N/A	5,601	6,453	6,569	5,820	3.9%
Improper change of traffic lanes	2,398	2,200	2,196	2,315	2,131	-3.1
Following too closely	N/A	1,086	1,189	1,383	2,125	95.7%
Inattention	N/A	2,313	2,691	2,310	2,011	-13.1%
Left turn in front of oncoming traffic	2,676	2,059	2,225	2,017	1,906	-7.4%
Disregarded traffic signal	2,154	1,994	2,135	2,046	1,900	-4.7%
Number of Speed Related Convictions	200,111	165,792	171,229	176,259	169,937	2.5%
No. of Law Enforcement Officers	5,431	5,392	5,373	5,346	5,403	0.2%
Officers per 1,000 Population	1.55	1.48	1.46	1.43	1.43	-4.0%
Percent Who Say More Enforcement Needed	17.0%	18%	20%	24%	21%	16.7%

NOTE: The large reduction of "Top 10 Driver Errors" is due to a change in the way the data is now disseminated.

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

### Goals

- Improve the enforcement of traffic safety laws and regulations intended to reduce death, injury and property damage by providing law enforcement training and education in key traffic safety areas as identified in top ten driver error codes for Oregon crashes in addition to fatal and injury crash data.
- Train at least 300 police officers annually (5 percent of the total police population) in Speed Enforcement, Crash Investigations, Police Supervisory Courses, Distance Between Cars Technology and provide support to enhance Police Motorcycle training in Oregon by 2015.
- Provide expertise and assistance to the Speed Management Task Force.

### Performance Measures

- Provide radar and lidar training to 100 police officers statewide through online courses in order to increase the number of police officers who can utilize speed equipment to enforce speeding laws in Oregon by December 31, 2010.  
**[426 police officers received radar and lidar training in 2010.]**



**Section 406**

**K4-10-75-01**                      **Chain Enforcement on Priority Mountain Passes**                      **\$12,451**

This project provided overtime enforcement to Oregon State Police and the Clackamas County Sheriff's Office to focus emphasis on chain related violations and other crash reduction measures on Oregon's most problematic mountain passes.

# Region 1

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## Link to the Transportation Safety Action Plan: Action #31

### **Action #31**

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

## Region 1 Overview

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

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

## The Problem

- Despite our best efforts over the past twenty years, speed and alcohol/drugs are still major contributing factors to deaths and injuries on the roads in Region 1. (Data provided below.) Highway Safety risks losses due to complacency and competition for public attention.
- There is a lack of consistent integration between Transportation Safety programs and other Region level highway work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting / construction.
- The current "Top 10% List" for hazardous crash locations has about 3,000 qualifying entries - too many to guarantee more than a brief review of each site. Many locations are not addressable without major investments (\$5-10 million) and so are beyond the scope of ODOT safety funds. Region 1 has over half of all top 10 percent locations in the state.
- Media attention and political interest in specific locations or problems is often not related to the statistical "size" of that crash problem, making it more difficult to design and find funds for a solution acceptable to the community of interest and appropriate to the problem.

## Region 1, Transportation Safety Related Information

### Statewide Fatalities vs. Region 1

	2005	2006	2007	2008	% Change 2005-2008
Clackamas County	41	28	32	30	-26.8%
Columbia County	9	8	13	8	-11.1%
Hood River County	3	5	5	3	0.0%
Multnomah County	40	41	51	28	-30.0%
Washington County	30	37	27	27	-10.0%
<b>Region 1 Total</b>	<b>123</b>	<b>119</b>	<b>128</b>	<b>96</b>	<b>-22.0%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 1 Fatalities Percent of State</b>	<b>25.20%</b>	<b>24.90%</b>	<b>28.13%</b>	<b>23.08%</b>	<b>-8.4%</b>
<b>Region 1 Fatalities per 100,000 Population</b>	<b>7.63</b>	<b>7.27</b>	<b>7.70</b>	<b>5.70</b>	<b>-25.3%</b>

### Statewide Speed-Related Fatalities vs. Region 1

	2005	2006	2007	2008	% Change 2005-2008
Clackamas County	17	14	22	16	-5.9%
Columbia County	5	2	7	4	-20.0%
Hood River County	2	1	5	2	0.0%
Multnomah County	22	20	27	17	-22.7%
Washington County	13	19	11	12	-7.7%
<b>Region 1 Speed Involved Fatalities</b>	<b>59</b>	<b>56</b>	<b>72</b>	<b>51</b>	<b>-13.6%</b>
<b>Statewide Total Speed Involved Fatalities</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 1</b>	<b>47.97%</b>	<b>47.06%</b>	<b>56.25%</b>	<b>53.13%</b>	<b>10.8%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>22.52%</b>	<b>24.67%</b>	<b>33.33%</b>	<b>24.29%</b>	<b>7.8%</b>
<b>Statewide Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol-Involved Fatalities vs. Region 1

	2005	2006	2007	2008	% Change 2005-2008
Clackamas County	16	13	8	12	-25.0%
Columbia County	2	1	8	5	150.0%
Hood River County	1	1	1	2	100.0%
Multnomah County	16	14	21	13	-18.8%
Washington County	15	17	9	8	-46.7%
<b>Region 1 Alcohol-Involved Fatalities</b>	<b>50</b>	<b>46</b>	<b>47</b>	<b>40</b>	<b>-20.0%</b>
<b>Statewide Total Alcohol-Involved Fatalities</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 1</b>	<b>40.65%</b>	<b>38.66%</b>	<b>36.72%</b>	<b>41.67%</b>	<b>2.5%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>30.86%</b>	<b>25.70%</b>	<b>25.97%</b>	<b>23.39%</b>	<b>-24.2%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

### 2008 Region 1, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Clackamas County	376,660	30	12	1,679	4.46	263
Columbia County	48,095	8	5	167	3.47	25
Hood River County	21,625	3	2	108	4.99	12
Multnomah County	717,880	28	13	4,549	6.34	710
Washington County	519,925	27	8	2,234	4.30	298
<b>Region 1 Total</b>	<b>1,684,185</b>	<b>96</b>	<b>40</b>	<b>8,737</b>	<b>5.19</b>	<b>1,308</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>44.42%</b>	<b>23.08%</b>	<b>23.39%</b>	<b>47.46%</b>	<b>N/A</b>	<b>48.05%</b>

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

## Goal

- To decrease the number of annual fatalities in Region 1 from the 2004-2007 average of 120 to 85 by 2015.
- To decrease the number of annual fatal and injury crashes from 8,470 in 2007 to 6,691 by 2015.

## Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2004-2007 average of 63 fatalities to 52 by December 31, 2010.  
*[In 2009, there were a total of 48 speed-related fatalities in Region 1.]*
- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2004-2007 average of 59 to 48 by December 31, 2010.  
*[In 2009, there were a total of 44 alcohol and drug-related fatalities in Region 1.]*
- Evaluate at least 3,000 "Top 10% Sites" for possible safety projects to reduce fatal and "A" injury crashes within the limits of the various ODOT safety funds using 2006-2008 data by December 31, 2010.  
*[We completed the SPIS review of 3,000+ sites, which detailed information on 250 top crash locations. Four of those will be programmed as safety projects for the Region, possibly exceeding \$4.5 million in non-NHTSA program spending. In addition, eight or more high crash sites will be scoped as part of Regional Pavement Preservation projects during the next year.]*
- Identify and develop at least four Local Traffic Safety projects targeting the reduction of speed and/or alcohol/drug related serious crashes (those crashes involving fatality or "A" injury). Projects to be completed by December 31, 2010.  
*[We shared the SPIS review with county and local agencies, targeting speed and drunk driving countermeasures. Results have led to: improved speed and drunk driving patrols, improved cooperation and better attended safety events.]*

## Strategies

- Identify, develop and grow partnerships with at least four governmental, professional or volunteer organizations. These partnerships will share skills, services, or other resources in promoting or implementing transportation safety efforts. These efforts should include training, media support and events which complement Local Traffic Safety projects or other regional safety efforts.
- Communicate with and serve as a resource for 20 or more unique events offered by local traffic safety committees or other safety partner organizations, either in person or by utilizing other ODOT staff. Recruit additional volunteers for all traffic safety events.
- "Find locations such as Fire Stations, Health Departments, DMV Offices, Police stations, Schools or other government-related offices that would be willing to
  - Store safety giveaways such as booklets, brochures and bike helmets



# Region 2

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## [Link to the Transportation Safety Action Plan: Action #31](#)

### **Action #31**

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

### **Region 2 Overview**

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

#### ***The Northwest Region includes:***

- More than 13,000 square miles and a population of more than one million Oregonians.
- Five of Oregon's 10-largest population centers.
- 3,718 miles of state highway, with 868 bridges and four tunnels.
- 6,701,520,000 annual vehicle miles traveled region-wide.
- 18,360,000 daily vehicle miles traveled region-wide.
- Four maintenance districts.
- 860 miles of railroad.
- Seven deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- Three Area Commissions on Transportation (ACT's).
- Six formally established Safety Corridors.
- Approximately 20 city, 2 county official and many unofficial Local Traffic Safety Committees with several other similarly related committees.
- Six SAFE KIDS Chapters.
- Approximately 60 School Districts.

#### **The Problem**

- Lack of full awareness and incorporation of Transportation Safety Division programs and topic areas into ODOT Region 2 and its communities.
- Need for identification of changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.
- Need for more representation and availability of the Region Transportation Safety Coordinator (RTSC) within the Region.
- In 2008, speed accounted for 44% of the fatalities in the Region.
- In 2008, alcohol accounted for 32% of the fatalities in the Region.

## Region 2, Transportation Safety Related Information

### Statewide Fatalities vs. Region 2

	2005	2006	2007	2008	% Change 2005-2008
Benton County	4	6	7	10	150.0%
Clatsop County	12	8	10	4	-66.7%
Lane County	35	50	43	32	-8.6%
Lincoln County	11	10	9	7	-36.4%
Linn County	27	31	28	18	-33.3%
Marion County	34	28	31	26	-23.5%
Polk County	10	9	9	13	30.0%
Tillamook County	12	4	4	13	8.3%
Yamhill County	19	16	13	17	-10.5%
<b>Region 2 Total</b>	<b>164</b>	<b>162</b>	<b>154</b>	<b>140</b>	<b>-14.6%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 2 Fatalities Percent of State</b>	<b>33.61%</b>	<b>33.89%</b>	<b>33.85%</b>	<b>33.65%</b>	<b>0.1%</b>
<b>Region 2 Fatalities per 100,000 Population</b>	<b>14.64</b>	<b>14.67</b>	<b>13.78</b>	<b>12.41</b>	<b>-15.2%</b>

### Statewide Speed Involved Fatalities vs. Region 2

	2005	2006	2007	2008	% Change 2005-2008
Benton County	3	3	4	2	-33.3%
Clatsop County	5	3	2	0	-100.0%
Lane County	16	22	11	12	-25.0%
Lincoln County	8	5	4	4	-50.0%
Linn County	13	17	16	11	-15.4%
Marion County	26	22	18	11	-57.7%
Polk County	5	2	1	2	-60.0%
Tillamook County	8	1	2	7	-12.5%
Yamhill County	12	6	10	13	8.3%
<b>Region 2 Speed-Involved Fatalities</b>	<b>96</b>	<b>81</b>	<b>68</b>	<b>62</b>	<b>-35.4%</b>
<b>Statewide Total Fatalities Speed-Involved</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 2</b>	<b>58.54%</b>	<b>50.00%</b>	<b>44.16%</b>	<b>44.29%</b>	<b>-24.3%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>36.64%</b>	<b>35.68%</b>	<b>31.48%</b>	<b>29.52%</b>	<b>-19.4%</b>
<b>Statewide Fatalities Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol Involved Fatalities vs. Region 2

	2005	2006	2007	2008	% Change 2005-2008
Benton County	2	2	2	3	50.0%
Clatsop County	4	2	5	1	-75.0%
Lane County	12	18	15	16	33.3%
Lincoln County	4	4	4	3	-25.0%
Linn County	6	9	10	8	33.3%
Marion County	12	9	14	6	-50.0%
Polk County	4	4	1	1	-75.0%
Tillamook County	3	1	4	5	66.7%
Yamhill County	2	3	6	2	0.0%
<b>Region 2 Alcohol-Involved Fatalities</b>	<b>49</b>	<b>52</b>	<b>61</b>	<b>45</b>	<b>-8.2%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 2</b>	<b>29.88%</b>	<b>32.10%</b>	<b>39.61%</b>	<b>32.14%</b>	<b>7.6%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>30.25%</b>	<b>29.05%</b>	<b>33.70%</b>	<b>26.32%</b>	<b>-13.0%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

## 2008 Region 2, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Benton County	86,120	10	3	333	3.87	33
Clatsop County	37,695	4	1	238	6.31	28
Lane County	345,880	32	16	1,488	4.30	220
Lincoln County	44,715	7	3	283	6.33	40
Linn County	110,185	18	8	562	5.10	72
Marion County	314,865	26	6	1,589	5.05	215
Polk County	68,235	13	1	335	4.91	49
Tillamook County	26,060	13	5	154	5.91	17
Yamhill County	94,325	17	2	438	4.64	64
<b>Region 2 Total</b>	<b>1,128,080</b>	<b>140</b>	<b>45</b>	<b>5,420</b>	<b>4.80</b>	<b>738</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>29.76%</b>	<b>33.65%</b>	<b>26.32%</b>	<b>29.44%</b>	<b>N/A</b>	<b>27.11%</b>

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

### Goal

- Decrease the number of region fatalities from 154 in 2007 to 109 by 2015.
- Decrease the number of region fatal and all injury crashes from 5,689 in 2007 to 4,314 by 2015.

### Performance Measures

- To decrease the number of speed related fatalities from the 2004-2007 average of 83 to 65 by December 31, 2010.  
*[In 2009, there were 48 speed related fatalities.]*
- To decrease the number of alcohol involved fatalities from the 2004-2007 average of 54 to 48 by December 31, 2010.  
*[In 2009, there were 42 alcohol involved fatalities.]*
- To provide education to local traffic safety committees on the “4-E” approach to transportation safety by December 31, 2010. Attend every local traffic safety committee (23) at least once per year. The 4 E’s are education, engineering, enforcement and emergency medical services.  
*[Attended several local traffic safety committee meetings in 2010.]*
- To develop and administer an annual plan for Region 2 Safety Corridors by December 31, 2010. To decommission safety corridors if warranted and stakeholder agreement can be reached by December 31, 2010.  
*[The annual safety corridor plan will be completed by December 31, 2010.]*

### Strategies

- Continue to distribute Transportation Safety topic information and education materials to all the many safety advocacy groups in Region 2.



# Region 3

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## [Link to the Transportation Safety Action Plan: Action #31](#)

### **Action #31**

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

### **Region 3 Overview**

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

### **The Problem**

- Traffic fatalities are over-represented with 21.39 percent of total state traffic fatalities compared with 12.62 percent of the state's population.
- In 2008, speed is a factor in 51.69 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 50.48 percent.
- In 2008, alcohol was involved in 56.18 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 41.11 percent.
- In 2008, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of child passenger safety and proper use of restraint systems.
- Although Region 3 has 15 traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Glendale (currently on hiatus), Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County), there continues to be a need to support and be a resource to the present committees. There is also a need for additional traffic safety committees in other communities.

## Region 3, Transportation Safety Related Information

### Statewide Fatalities vs. Region 3

	2005	2006	2007	2008	% Change 2005-2008
Coos County	10	9	8	12	20.0%
Curry County	0	3	7	5	n/a
Douglas County	31	31	25	27	-12.9%
Jackson County	32	19	16	25	-21.9%
Josephine County	13	17	21	20	53.8%
<b>Region 3 Total</b>	<b>86</b>	<b>79</b>	<b>77</b>	<b>89</b>	<b>3.5%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 3 Fatalities Percent of State</b>	<b>17.62%</b>	<b>16.53%</b>	<b>16.92%</b>	<b>21.39%</b>	<b>21.4%</b>
<b>Region 3 Fatalities per 100,000 Population</b>	<b>18.66</b>	<b>16.89</b>	<b>16.25</b>	<b>18.60</b>	<b>-0.3%</b>

### Statewide Speed-Involved Fatalities vs. Region 3

	2005	2006	2007	2008	% Change 2005-2008
Coos County	8	4	2	5	-37.5%
Curry County	0	0	2	3	n/a
Douglas County	16	13	6	15	-6.3%
Jackson County	13	7	8	13	0.0%
Josephine County	6	8	10	10	66.7%
<b>Region 3 Speed-Involved Fatalities</b>	<b>43</b>	<b>32</b>	<b>28</b>	<b>46</b>	<b>7.0%</b>
<b>Statewide Total Fatalities Speed-Involved</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 3</b>	<b>50.00%</b>	<b>40.51%</b>	<b>36.36%</b>	<b>51.69%</b>	<b>3.4%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>16.41%</b>	<b>14.10%</b>	<b>12.96%</b>	<b>21.90%</b>	<b>33.5%</b>
<b>Statewide Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol-Involved Fatalities vs. Region 3

	2005	2006	2007	2008	% Change 2005-2008
Coos County	3	2	3	3	0.0%
Curry County	0	1	1	3	n/a
Douglas County	10	16	10	17	70.0%
Jackson County	13	9	8	12	-7.7%
Josephine County	6	7	10	15	150.0%
<b>Region 3 Alcohol-Involved Fatalities</b>	<b>32</b>	<b>35</b>	<b>32</b>	<b>50</b>	<b>56.3%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 3</b>	<b>37.21%</b>	<b>44.30%</b>	<b>41.56%</b>	<b>56.18%</b>	<b>51.0%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>19.75%</b>	<b>19.55%</b>	<b>17.68%</b>	<b>29.24%</b>	<b>48.0%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

### 2008 Region 3, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Coos County	63,210	12	3	302	4.78	45
Curry County	21,510	5	3	64	2.98	13
Douglas County	105,240	27	17	491	4.67	73
Jackson County	205,305	25	12	865	4.21	133
Josephine County	83,290	20	15	426	5.11	66
<b>Region 3 Total</b>	<b>478,555</b>	<b>89</b>	<b>50</b>	<b>2,148</b>	<b>4.49</b>	<b>330</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>12.62%</b>	<b>21.39%</b>	<b>29.24%</b>	<b>11.67%</b>	<b>N/A</b>	<b>12.12%</b>

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

## Goal

- To decrease the number of traffic fatalities in Region 3, by 3 percent per year from the 2003-2007 five-year average of 89, to 63 or below by 2015.
- To decrease the number in Injury A (serious) injuries in Region 3, by 5 percent of the 2005-2007 three-year average of 296, to 282 by 2015.

## Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2004-2007 average of 39 to 32 by December 31, 2010.  
*[In 2009 there were 20 speed related fatalities.]*
- To decrease the number of alcohol related fatalities in Region 3 from the 2004-2007 average of 36 to 32 by December 31, 2010.  
*[In 2009 there were 28 alcohol related fatalities.]*
- To coordinate or participate in a least 15 child safety seat trainings and public CPS clinics in Region 3 through December 31, 2010.  
*[In 2009 the RTSC coordinated or participated in 22 CPS clinics or trainings and there were approximately 48 in the Region.]*
- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 15 fairs, events and other traffic safety activities to educate and inform the public on traffic safety issues through December 31, 2010.  
*[Seventy-six fairs, events, and other traffic safety activities were coordinated and/or provided resources to educate and inform the public on traffic safety issues.]*
- To coordinate with and provide equipment to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2010.  
*[Approximately 16 agencies were provided equipment and like resources to help prevents fatalities or injuries.]*

## Strategies

- Coordinate and/or provide resources for traffic safety events.
- Focus educational efforts on speed, impaired driving, and occupant protection.
- Collaborate with other agencies/groups to raise awareness around transportation safety issues and plan appropriate measures to impact identified problems within Region 3.
- Work with existing traffic safety committees to enhance programs and to provide resources and information. Include ACTS Oregon in efforts and partner with them when able to help stabilize struggling committees. Work with communities that have a need, or have expressed interest in, forming new traffic safety committees.



# Region 4

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## [Link to the Transportation Safety Action Plan: Action #31](#)

### **Action #31**

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

### **Region 4 Overview**

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and Deschutes County is still one of the fastest growing counties in the state, with Crook County being the fastest growing county in the state (population grew 3.5 percent in 2007) based on data from Portland State University. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters. Region 4 has one safety corridor on Highway 270 (OR Route 140 W) Lake of the Woods from MP 29 to MP 47.

### **The Problem**

- Alcohol involved fatalities in Region 4 decreased from 30 in 2007 to 19 in 2008. However, in Region 4 the running average from 2004 -2007 is 29 fatalities. Any fatality with alcohol as a contributing factor is unacceptable. Deschutes, Jefferson and Lake counties had the highest alcohol involved fatalities.
- Speed-related fatalities play a large role in Region 4 as the number one contributing factor in a fatal crash. Based on 2008 crash data, 57.89% (or 33) of the total fatalities in Region 4 had speed as the primary contributing factor in the fatal crash. Deschutes, Jefferson and Klamath counties had the highest amount of speed involved fatalities.
- Total occupant safety belt use and child safety seat use in Region 4 closely reflects the statewide average. However, in regard to child safety seat proper use, Region 4 still shows 90% of seats checked at safety events are not installed properly. Poverty levels in Region 4 show a need for child safety seats for low/no income families.

## Region 4, Transportation Safety Related Information

### Statewide Fatalities vs. Region 4

	2005	2006	2007	2008	% Change 2005-2008
Crook County	4	4	4	3	-25.0%
Deschutes County	19	36	13	18	-5.3%
Gilliam County	4	1	0	3	-25.0%
Jefferson County	14	4	10	8	-42.9%
Klamath County	24	29	13	15	-37.5%
Lake County	4	5	5	5	25.0%
Sherman County	3	1	3	3	0.0%
Wasco County	5	9	7	2	-60.0%
Wheeler County	2	1	1	0	-100.0%
<b>Region 4 Total</b>	<b>79</b>	<b>90</b>	<b>56</b>	<b>57</b>	<b>-27.8%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 4 Fatalities Percent of State</b>	<b>16.19%</b>	<b>18.83%</b>	<b>12.31%</b>	<b>13.70%</b>	<b>-15.4%</b>
<b>Region 4 Fatalities per 100,000 Population</b>	<b>27.37</b>	<b>29.91</b>	<b>17.98</b>	<b>17.84</b>	<b>-34.8%</b>

### Statewide Speed Involved Fatalities vs. Region 4

	2005	2006	2007	2008	% Change 2005-2008
Crook County	2	1	1	1	-50.0%
Deschutes County	10	13	4	11	10.0%
Gilliam County	4	0	0	1	-75.0%
Jefferson County	7	3	6	6	-14.3%
Klamath County	9	15	5	6	-33.3%
Lake County	4	1	5	4	0.0%
Sherman County	1	0	3	3	200.0%
Wasco County	3	7	2	1	-66.7%
Wheeler County	1	0	1	0	-100.0%
<b>Region 4 Speed-Involved Fatalities</b>	<b>41</b>	<b>40</b>	<b>27</b>	<b>33</b>	<b>-19.5%</b>
<b>Statewide Total Fatalities Speed-Involved</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 4</b>	<b>51.90%</b>	<b>44.44%</b>	<b>48.21%</b>	<b>57.89%</b>	<b>11.6%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>15.65%</b>	<b>17.62%</b>	<b>12.50%</b>	<b>15.71%</b>	<b>0.4%</b>
<b>Statewide Fatalities Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol Involved Fatalities vs. Region 4

	2005	2006	2007	2008	% Change 2005-2008
Crook County	1	2	2	1	0.0%
Deschutes County	6	19	8	6	0.0%
Gilliam County	0	0	0	0	n/a
Jefferson County	5	3	8	3	-40.0%
Klamath County	4	9	5	2	-50.0%
Lake County	0	0	1	4	n/a
Sherman County	1	1	1	3	200.0%
Wasco County	1	3	4	0	-100.0%
Wheeler County	1	1	1	0	-100.0%
<b>Region 4 Alcohol-Involved Fatalities</b>	<b>19</b>	<b>38</b>	<b>30</b>	<b>19</b>	<b>0.0%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 4</b>	<b>24.05%</b>	<b>42.22%</b>	<b>53.57%</b>	<b>33.33%</b>	<b>38.6%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>11.73%</b>	<b>21.23%</b>	<b>16.57%</b>	<b>11.11%</b>	<b>-5.3%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

## 2008 Region 4, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	26,845	3	1	104	3.87	7
Deschutes County	167,015	18	6	636	3.81	101
Gilliam County	1,885	3	0	25	13.26	6
Jefferson County	22,450	8	3	67	2.98	10
Klamath County	66,180	15	2	312	4.71	51
Lake County	7,585	5	4	41	5.41	7
Sherman County	1,845	3	3	21	11.38	2
Wasco County	24,170	2	0	107	4.43	23
Wheeler County	1,575	0	0	9	5.71	1
<b>Region 4 Total</b>	<b>319,550</b>	<b>57</b>	<b>19</b>	<b>1,322</b>	<b>4.14</b>	<b>208</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>8.43%</b>	<b>13.70%</b>	<b>11.11%</b>	<b>7.18%</b>	<b>N/A</b>	<b>7.64%</b>

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

### Goal

- To decrease the number of traffic fatalities in Region 4 from the 2004-2007 average of 71 to 50 by 2015.
- To decrease the number of fatal and injury crashes in Region 4 from the 2004-2007 average of 1,526 to 1,206 by 2015.

### Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2004-2007 average of 36 to 30 by December 31, 2010.  
*[In 2009 there were 14 speed related fatalities.]*
- To coordinate or provide a minimum of 25 child safety seat clinics in Region 4 by December 31, 2010.  
*[Approximately 42 child passenger safety seat clinics were held in Region 4. and a new agency (Sky Lakes Medical Center in Klamath Falls) became a grantee for Region 4's CPS program.]*
- To decrease the number of alcohol related fatalities in Region 4 from the 2004-2007 average of 29 to 26 by December 31, 2010.  
*[In 2009 there were 17 alcohol related fatalities.]*
- To analyze safety projects within Region 4 approximately every biennium after construction is completed to see if safety improvements were met and have made a measurable difference.  
*[There were no safety projects to analyze this grant year.]*



# Region 5

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## [Link to the Transportation Safety Action Plan: Action # 31](#)

### **Action # 31**

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

### **Region 5 Overview**

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

All eight counties in Region 5 (Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa) have established Local Traffic Safety Committees or similar organizations.

### **The Problem**

- In 2008, traffic fatalities continued to be a major issue in Region 5 with 34 deaths compared to 28 deaths in 2006. That is 8.17% of total State fatalities compared with 4.8% of the State's population.
- In 2008, speed-involved traffic fatalities in Region 5 were over-represented with 18 deaths. That is 53% of speed-involved fatalities compared to the statewide speed-involved rate of 50%.
- In 2008, alcohol was involved in 17 deaths in Region 5, up from 11 in 2007, a 55% increase.
- Total Occupant Safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.

## Region 5, Transportation Safety Related Information

### Statewide Fatalities vs. Region 5

	2005	2006	2007	2008	% Change 2005-2008
Baker County	11	4	4	6	-45.5%
Grant County	0	2	3	3	n/a
Harney County	5	2	4	0	-100.0%
Malheur County	9	2	11	4	-55.6%
Morrow County	0	3	3	2	n/a
Umatilla County	10	9	12	11	10.0%
Union County	0	4	3	3	n/a
Wallowa County	1	2	0	5	400.0%
<b>Total Region 5</b>	<b>36</b>	<b>28</b>	<b>40</b>	<b>34</b>	<b>-5.6%</b>
<b>Statewide Fatalities</b>	<b>488</b>	<b>478</b>	<b>455</b>	<b>416</b>	<b>-14.8%</b>
<b>Region 5 Fatalities percent of State</b>	<b>7.38%</b>	<b>5.86%</b>	<b>8.79%</b>	<b>8.17%</b>	<b>10.8%</b>
<b>Region 5 Fatalities per 100,000 Population</b>	<b>20.03</b>	<b>15.55</b>	<b>22.19</b>	<b>18.82</b>	<b>-6.0%</b>

### Statewide Speed-Involved Fatalities vs. Region 5

	2005	2006	2007	2008	% Change 2005-2008
Baker County	8	3	3	4	-50.0%
Grant County	0	2	2	3	n/a
Harney County	4	1	3	0	-100.0%
Malheur County	7	1	9	3	-57.1%
Morrow County	0	2	0	0	n/a
Umatilla County	3	4	3	4	33.3%
Union County	0	3	1	3	n/a
Wallowa County	1	2	0	1	0.0%
<b>Region 5 Speed-Involved Fatalities</b>	<b>23</b>	<b>18</b>	<b>21</b>	<b>18</b>	<b>-21.7%</b>
<b>Statewide Total Speed Involved Fatalities</b>	<b>262</b>	<b>227</b>	<b>216</b>	<b>210</b>	<b>-19.8%</b>
<b>Speed-Involved Fatalities Percent of Region 5</b>	<b>63.89%</b>	<b>64.29%</b>	<b>52.50%</b>	<b>52.94%</b>	<b>-17.1%</b>
<b>Speed-Involved Fatalities Percent of State</b>	<b>8.78%</b>	<b>7.93%</b>	<b>9.72%</b>	<b>8.57%</b>	<b>-2.4%</b>
<b>Statewide Speed-Involved % Total</b>	<b>53.69%</b>	<b>47.49%</b>	<b>47.47%</b>	<b>50.48%</b>	<b>-6.0%</b>

### Statewide Alcohol-Involved Fatalities vs. Region 5

	2005	2006	2007	2008	% Change 2005-2008
Baker County	6	1	0	3	-50.0%
Grant County	0	1	1	2	n/a
Harney County	0	1	1	0	n/a
Malheur County	2	1	3	1	-50.0%
Morrow County	0	0	1	0	n/a
Umatilla County	3	1	4	9	200.0%
Union County	0	1	1	0	n/a
Wallowa County	1	2	0	2	100.0%
<b>Region 5 Alcohol Involved Fatalities</b>	<b>12</b>	<b>8</b>	<b>11</b>	<b>17</b>	<b>41.7%</b>
<b>Statewide Total Alcohol-Involved Fatalities</b>	<b>162</b>	<b>179</b>	<b>181</b>	<b>171</b>	<b>5.6%</b>
<b>Alcohol-Involved Fatalities Percent of Region 5</b>	<b>33.33%</b>	<b>28.57%</b>	<b>27.50%</b>	<b>50.00%</b>	<b>50.0%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>7.41%</b>	<b>4.47%</b>	<b>6.08%</b>	<b>9.94%</b>	<b>34.2%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>33.20%</b>	<b>37.45%</b>	<b>39.78%</b>	<b>41.11%</b>	<b>23.8%</b>

## 2008 Region 5, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	16,455	6	3	93	5.65	19
Grant County	7,530	3	2	39	5.18	8
Harney County	7,705	0	0	33	4.28	5
Malheur County	31,675	4	1	156	4.93	23
Morrow County	12,485	2	0	38	3.04	8
Umatilla County	72,380	11	9	284	3.92	55
Union County	25,360	3	0	120	4.73	19
Wallowa County	7,115	5	2	19	2.67	1
<b>Region 5 Total</b>	<b>180,705</b>	<b>34</b>	<b>17</b>	<b>782</b>	<b>4.33</b>	<b>138</b>
<b>Statewide Total</b>	<b>3,791,075</b>	<b>416</b>	<b>171</b>	<b>18,409</b>	<b>4.86</b>	<b>2,722</b>
<b>Percent of State</b>	<b>4.77%</b>	<b>8.17%</b>	<b>9.94%</b>	<b>4.25%</b>	<b>N/A</b>	<b>5.07%</b>

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

### Goal

- To reduce the number of traffic related fatalities in Region 5 from the 2003-2007 average of 37 to 26 by 2015.
- To reduce the number of fatal and injury crashes in Region 5 from the 2003-2007 average of 765 to 604 by 2015.

### Performance Measures

- To reduce the number of speed-involved fatalities in Region 5 from the 2004-2007 average of 22 to 18 by December 31, 2010.  
*[In 2009 there were 17 speed-involved fatalities.]*
- To reduce the number of alcohol-involved fatalities in Region 5 from the 2004-2007 average of 10 to 9 by December 31, 2010.  
*[In 2009 there were 11 alcohol-involved fatalities.]*
- Maintain the 42 certified safety seat technicians in Region 5 and increase technicians in Baker and Grant counties by December 31, 2010.  
*[Region 5 increased certified safety seat technicians during the 2009-2010 grant years from 42 to 47. There was a CPS tech class held in John Day that certified several new technicians.]*
- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, engineering and emergency services solutions (“4-E”) by December 31, 2010.  
*[Top five SPIS sites were identified but no grant dollars were awarded to law enforcement or for engineering purposes from this grant. There were grant dollars given to one top five SPIS site for Hermiston Police Department through the Speed grant that Region 5 received.]*



project has a very successful teen traffic safety group and have accomplished some awesome things to each the teen driver.

**SA-10-25-06 Harney County Coordinator**

This project will provide funds for a part time local safe community coordinator for the Harney County area. The coordinator position will complement the coalition in Harney County, and focus on providing organization which is will allowing greater output from the new coalition. Project focus and direction will be to implement the business plan prepared in the prior year.

**SA-10-25-23 Umatilla County Coordinator**

This project provided traffic safety coordination and services throughout West Umatilla/North Morrow Counties. This project provided education and resources to a variety of community-based programs. This project coordinated activities as an outreach for traffic safety education. This project has a very active Safe Communities Coalition and has accomplished a tremendous amount in the one short year that it has been meeting.

**SA-10-25-25 Union County Community Project**

This project will provide for beginning the process of establishing a Safe Community project in an Oregon city or county. The project will provide for a coordinator to gather identify coalition partners, data sources, and establish a data set. The project will perform a problem identification process, and identify promising projects that are appropriate for the Safe Community model. If time and resources allow, the project will begin developing projects in this first year grant.

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

**OP-10-45-13 Reg. 5 – Enhancement of Community Level CPS Programs \$23,712**

This project provided mini-grants for nine local agencies in Region 5 to fund distribution of child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were: Baker City Police Dept., Good Shepherd Medical Center, Umatilla/Morrow Commission on Children and Families, La Grande Fire Dept., Wallowa County Health Dept., Ontario Police Dept., Grant County Safe Communities, Dept. of Human Services (servicing 3 counties) and Harney County Safe Communities.

**SC-10-35-15 Speed Equipment \$51,635**

This project provided mini-grants to 9 local law enforcement agencies in Region 5: Hermiston PD, Wallowa County SO, Enterprise PD, Ontario PD, Malheur County SO, John Day PD, Umatilla County SO, Morrow County SO, Pilot Rick PD in funding to acquire speed equipment for their agency to enhance their speed enforcement efforts along with OT and a major project to set up Hermiston PD with e-ticketing equipment.



# Roadway Safety

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**Link to the Transportation Safety Action Plan: Action #17, 21, 28**

## **Action #17**

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

## **Action #21**

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

## **Action #28**

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

## **The Problem**

- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility and legal requirements.
- Traffic crash rates<sup>(2)</sup> on the State Highway System in 2008 decreased slightly compared to 2007, however both 2007 and 2008 are still some of the lowest rates on record in recent years.
- State and local public works along with local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.
- In 2008, approximately 39 percent of all crashes in Oregon occurred at intersections.
- The fatal and serious injury state highway crash rates have been consistently higher on the rural state highway system compared to the urban state highway system.

## **Traffic Fatality Rate in Oregon, 2005-2008**

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
National Traffic Fatality Rate <sup>1</sup>	1.49	1.46	1.42	1.36	1.27	-13.0%
Oregon Traffic Fatality Rate <sup>1</sup>	1.34	1.38	1.35	1.31	1.24	-10.1%
Highway System, Non-freeway Crash Rate <sup>2</sup>	1.44	1.24	1.26	1.27	1.25	0.8%
Hwy System Rural-Secondary Non-freeway Crash Rate	0.96	0.80	0.80	0.83	0.80	0.0%
Highway System, Freeway Crash Rate	0.41	0.41	0.39	0.38	0.37	-9.8%
County Roads/City Streets Crash Rate	1.92	1.85	1.86	1.79	1.74	-5.9%

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

<sup>1</sup> Deaths per 100 million vehicle miles traveled

<sup>2</sup> Crashes per million vehicle miles traveled

## Goals

- Further establish roadway safety initiatives and trainings for the Department, e.g., roadway safety engineering techniques, human factors, intersection design, rural highway rumble strip applications, roadway safety audits or use of roundabouts, etc., by 2015.
- Develop repeatable processes to further implement the Safety Corridor Program focusing on crash data analysis, applying safety countermeasures, development of Safety Corridor Plan's and Safety Corridor Plan Reviews by 2015.

## Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and traffic safety related topics from 821 in 2008 to 821 by December 31, 2010.  
*[Oregon State University provided training to 151 workshop attendees. University of Portland provided training to 519 workshop attendees for a total of 670 individuals trained.]*
- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and traffic safety related topics from 31 in 2008 to 31 by December 31, 2010.  
*[Oregon State University provided 6 workshops, one in coordination with Portland State University. University of Portland provided 25 workshops for a total of 31 workshops.]*
- Increase the number of safety corridors having received an ODOT coordinated Roadway Safety Audit project from 0 in 2008 to at least 1 by December 31, 2010.  
*[Approximately two regions independently conducted a formalized Roadway Safety Analysis for a total of two conducted.]*

## Strategies

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

- Meet with Region Transportation Safety Coordinators to further implement a comprehensive Safety Corridor Program including use of more crash data and crash modification factors, development of boilerplate documents to be used statewide and use of weighted averages for annual data reviews.
- Coordinate discussions and input on training topics to be provided within in the state. Seek comments and input from local agencies, FHWA and ODOT staff.

## Project Summaries

### Section 164

#### **164HE-10-73-12                      TEA-21 Lane Departure Initiative**

This multi year grant consisting of safety related construction projects selected to focus on reducing lane departure crashes has been completed.

#### **164HE-10-73-13                      TEA-21 HSEC 2007 Safety Initiatives**

This is a multi year grant consisting of safety related construction projects which were selected using the guidelines of the Highway Safety Improvement Program. Six of eight projects to be funded have started and four of those six projects have been completed.

#### **164HE-10-73-14                      TEA-21 HSEC 2008 Safety Initiatives**

This is a multi year grant consisting of safety related construction projects which were selected using the guidelines of the Highway Safety Improvement Program. Six of nine projects to be funded have started and four of those six projects have been completed.

#### **164HE-10-73-15                      TEA-21 HSEC 2009 Safety Initiatives**

This is a multi year grant consisting of safety related construction projects which were selected using the guidelines of the Highway Safety Improvement Program. Six projects have been identified however none have started.

### Section 406

#### **K4-10-77-01                      Engineering Safety Short Courses and Distance Learning                      \$227,766**

Oregon State University, School of Engineering, provided six workshops for a total of 151 attendees. A broad range of positions were represented by those enrolled from state, local and federal agencies, as well as consultants. Additionally there were representatives from the Confederated Tribes of Umatilla and Grand Ronde, and the US Forest Service in Washington. The following workshops were provided: Traffic Engineering Fundamentals, Uniform Traffic Control Devices, Geometric Design for Streets and Highways, Highway Safety Manual, Traffic Signal Timing and Design, and ODOT Safety Investigations Manual. The final course was ODOT Safety Investigations Manual provided in cooperation with Portland State University. This course was recorded for viewing on the internet and made available via a webinar.

Conducted on-site evaluation of traffic control devices and design elements on major roads in six Oregon jurisdictions for compliance with the Manual on Uniform Traffic Control Devices and accepted safe design standards and practices. The six jurisdictions were Washington County, City of Amity, City of Bay City, La Grande, Weston, and Athena.

**K4-10-10-02**                      **Statewide Services – Roadway Safety**                      **\$12,447**  
Provided printing of The Oregon Winter Driving Guide in English and Spanish. Also, provided the first printing of 1,070, Safety Handbook for Oregon’s Local Roads and Streets – June 2000. Purchased ten copies of the 2009 version of the MUTCD for distribution to cities and counties through Oregon State University field visits.

**K4-10-77-04**                      **Safety Features for Local Roads and Streets**                      **\$148,875**  
University of Portland, School of Engineering provided technical and educational workshops to local agencies such as; cities, counties, members of traffic safety committees, department of transportation employees, political subdivisions of local governments, law enforcement agencies and concerned citizens.

Developed workshop materials and a final Safety Handbook for Oregon’s Local Roads and Streets. Workshops conducted included: fourteen Improving Safety Features of Highways, Local Roads and Streets for 324 participants; six Challenges, Strategies and Obligation of Law Enforcement Agencies for the 21<sup>st</sup> Century for 96 participants and five Highway, Road and Street Safety for Non Engineers for 99 participants.

Conducted fourteen site visits throughout the state with public works and police agencies advocating traffic safety statewide, conducting road tours and obtaining additional information for updating of workshop materials.

**K4-10-77-05**                      **Safety Corridor Education and Enforcement**                      **\$85,000**

Oregon State Police sought to reduce the number of crashes in ODOT identified priority safety corridors. Both media releases and overtime enforcement were provided. Priority corridors for FFY 2010 consisted of: US 730 Irrigon to Umatilla, OR Route 99E Woodburn to Salem, US 199 Grants Pass and OR Route 140 Lake of the Woods.

Overtime hours totaled approximately 1,186 and match hours totaled approximately 606. A total of 1,126 citations were written and 3,557 warnings issued with a total of 2,348 vehicles stopped.

**K4-10-77-06**                      **Safety Investigations Manual Training**                      **\$3,445**  
Portland State University provided training in cooperation with OSU titled ODOT Safety Investigations Manual. This course was recorded for viewing on the internet and made available via a webinar.

# Safe Routes to School

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## Links to the Transportation Safety Action Plan: Action #65, 66, 67

### **Action #65**

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

### **Action #66**

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

### **Action #67**

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

## Safe Routes to School Overview

The goal of the program is to increase the ability and opportunity for children in grade levels k-8 to walk and bicycle to school. Assistance is available for education, encouragement and traffic enforcement activities, and engineering projects within two miles of the school.

## The Problem

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

## Oregon Modes of School Commute by Children, by Grade Group, 2002 and 2006\*

	1 <sup>st</sup> to 3 <sup>rd</sup> Grade		4 <sup>th</sup> to 5 <sup>th</sup> Grade		6 <sup>th</sup> to 8 <sup>th</sup> Grade		9 <sup>th</sup> to 12 <sup>th</sup> Grade		Total	
<b>On a regular basis,</b>	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
Child <b>walks</b> to school at least 3 days per week	14.6%	13.1%	21.3%	18.2%	23.0%	18.9%	–	19.2%	19.2%	17.8%
Child <b>bikes</b> to school at least 3 days per week	2.5%	1.6%	3.1%	7.5%	5.2%	7.5%	–	5.3%	3.6%	5.6%
Child <b>rides the school or public bus</b> to school at least 3 days per week	43.7%	46.3%	46.1%	53.2%	48.6%	46.6%	–	38.7%	46.0%	44.8%
Child <b>rides in a car or carpool</b> to school at least 3 days per week	49.9%	54.3%	43.7%	43.6%	40.4%	42.2%	–	55.8%	45.0%	49.5%

Source: Oregon Behavioral Risk Factor Surveillance System

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

### Goals

- Increase the number of children from 1st to 12th grades who walk to school from 17.8% in 2006 to 28.5% (a 6% increase) by 2015.
- Increase the number of children from 1st to 12th grades who bicycle to school from 5.6% in 2006 to 6.8% (a 21% increase) by 2015.

### Performance Measures

- Increase the number of schools that have a SRTS Action Plan from 30 in 2008, to 45 by 2010, an increase of 50 percent.  
*[As of September 30, 2010, 116 Oregon schools have submitted SRTS Action Plans to the ODOT-SRTS program since 2006.]*
- Establish baseline datasets for program standards and direction by December 31, 2010, focusing on crashes, injuries and fatalities in school zones.  
*[No baseline was set in 2009.]*
- Establish baseline numbers and methodologies for determining partnerships that have been created as a result of Safe Routes to School Programs by December 31, 2010.  
*[One new partnership was established with the Sustainable Oregon Schools Initiative / Zero Waste Alliance group. The SRTS Program is looking to work with Trauma Nurses Talk Tough and their curriculum, “Bike Wheels to Steering Wheels” for middle school.]*
- Establish a baseline and goals for increasing the percentage of students who walk and bicycle as reported by schools using the National Clearinghouse for Safe Routes to School standardized Student Hand Tallies and Parent Surveys as adopted by the Safe Routes to School Advisory Committee.  
*[No baseline was set in 2009.]*

## Strategies

- Conduct statewide trainings on the Safe Routes to School funding program to schools, school districts, public works personnel, parents, and others who may wish to partner with schools in increasing the ability of students to walk and bike to and from school.
- Provide educational materials in support of pedestrian and bicycling safety to schools and school districts.
- Create public awareness of SRTS efforts by schools and communities through statewide marketing campaign.
- Partner with Oregon Walk and Bike Committee to promote International Walk and Bike Day and associated activities that promote physical activity among students.
- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian and bicycle safety and other traffic safety issues like speed and enforcement.

## Project Summaries

### Section 1404

#### **2010 Non-Infrastructure Projects:**

**HU-10-10-09**                      **Oakland School District**                      **\$18,029**  
Two year program at Lincoln Elementary, providing teacher training on SRTS curricula, student education in class and on the road, parent/community education through a student community service project, creating a bike fleet for bike safety education.

“Throughout our community and around our schools, it is clear that biking and walking to school is happening. The students love Walking Wednesdays, they are proud and excited about our school having bicycles, and awareness around healthy lifestyles is growing. Our bike rack is used more frequently. Our district now has an AmeriCorps volunteer to further develop our program. The elementary students joined our Bike & Walk to School Day for the first time.”

**HU-10-10-10**                      **City of Portland**                      **\$63,202**  
Two year program tracking 25 schools from the Portland Safer Routes to School program through innovative evaluation methodologies and providing individualized marketing of walking and biking safety information to 2nd and 5th graders' families.

SmartTrips order form marketed to 8,972 households of 2<sup>nd</sup> and 5<sup>th</sup> grade students in 3 Portland school districts through January and February 2010. By May 1, the Portland Safe Routes Program had received 1,131 requests for information on transportation resources, a 12.61% return rate. Overall, more than 1/3 of all students choose an active mode to school daily, a substantial increase from Fall 2006 evaluations and significantly higher than the national average of 13%. Schools in Portland SRTS program longer have parents who are more confident in their child's ability to walk and bike safely, are less deterred by inclement weather, and have students who enjoy walking and biking more than those schools who are newest to program.

- HU-10-10-11**                      **Corvallis School District**                      **\$46,750**  
 Year two of two-year project continuing to provide to five schools consistent training to each of the student cohort groups for sustainability; providing encouragement and support to change culture to safe foot-powered mobility when possible.
- Have experienced an increase in the number of students walking and biking in four of the five program schools. Adams and Lincoln elementary schools each have a SRTS-funded covered bike shelter and racks, and Lincoln has multipurpose path from Viewmont Ave. to school building. Neighborhood Navigators active transport curriculum provided to Jefferson 2<sup>nd</sup> grader students. At least 300 5<sup>th</sup> grade students completed bike safety education.
- HU-10-10-12**                      **Strengthening Rural Families**                      **\$17,596**  
 Year two of two-year project for three schools, increasing teacher support to utilize fleet of bikes for safety education, promote walking and bicycling and partnering with School Nurse.
- Keeping SRTS presence at three program schools through newsletter and activities, Making in-roads with school staff and parents in promotion of walking and biking with monthly newsletter and monthly walk and bike days. Average of 11% of students walk to school at each of the three program schools, average of 3% bike. Transportation Growth Management grant received to update Philomath pedestrian and bicycle safety plan. SRTS infrastructure funding awarded.
- HU-10-10-13**                      **Lane County School District**                      **\$57,716**  
 Year two of two-year project taking the Roosevelt Middle School model to the feeder elementary schools to encourage walking and biking through organized activities including the Freiker program.
- Project increased percentage of Roosevelt Middle School students who walk from 18% (2007) to 27% (2010), and increased percentage of bicyclists from 9% (2007) to 15% (2010). There was an 18% reduction in vehicle congestion by parents dropping off at the school in the morning, and a reduction of 24% in vehicle congestion in the afternoon. A strong Eugene SRTS Team has been built with members from the City, U of O, Lane Coalition for Healthy and Active Youth, BTA and LTD's point2point Solutions.
- HU-10-10-14**                      **West Tualatin View Elementary**                      **\$9,227**  
 Year two of two-year project promoting Walk & Bike to School Day in October and challenge month in May; walking campaign through year, promoting route map, encouraging other schools to look at safe routes through district advocacy and changes to policies.
- Implemented Walk to School days in fall and spring, Walking Wednesdays all school year long. Held pedestrian education in PE classes and encouraged walking for physical activity. Added Findley Elementary to SRTS program along with West Tualatin View Elementary and established separation of car, bus and walkers procedures during drop-off and pick-up times. Walking up to 14% at West TV, and 28% at Findley, with car congestion down 29%. Beaverton School District and School Board on board with promoting SRTS across district.
- HU-10-10-15**                      **Commute Options for Central Oregon**                      **\$87,458**  
 One year project will further increase walking and bicycling at six participating schools building on best practices like establishing Walking School Buses, bike and pedestrian safety education, student involvement in creating learning tools.

Met goal of promoting SRTS at nine schools in Bend and Redmond. 1500 students in Bend and Redmond received traffic safety outreach that encouraged safe walking and biking to/from school. Highlights: High Lakes Elementary saw increase in walking from 8% to 13%; Lynch had increase from 10% to 14%; Elk Meadow saw increase from 4% to 8%. Ensworth saw big increase from 15% to 27%. Bicycle statistics have been fairly flat over time at the elementary schools. Beneficial SRTS partnerships have developed in Central Oregon between Commute Options and local public health departments.

**HU-10-10-16**                      **Greater Albany School District**                      **\$37,509**  
One year project will influence travel mode choices at five schools by Walk and Bike events, pedestrian and bicycle safety education, encouragement through school and district newsletters and websites and partnering with other agencies.

There has developed great community involvement around SRTS activities and active transport. Oak and Lafayette Elementary schools have benefited with projects funded with unused bond dollars through their involvement with SRTS. The school district and community are focusing on student safety and health and the addition of the Safe Routes Coordinator is extremely essential to this promotion. Oak Elementary walkers increased over the school year by 6% and bicyclists increased by 3%. Lafayette Elementary walkers increased 5% from Fall 2009 to 2010 and bicyclists increased by 2%. Timber Ridge Elementary walkers increased from 16% in Fall 2009 to 26% in Fall 2010 and bicyclists increased by 4%.

**HU-10-10-17**                      **Hood River School District**                      **\$900**  
One year project for overtime enforcement by Hood River PD to encourage helmet use, enforce speed and crosswalk laws in school zones around Hood River Middle School. School to promote pedestrian and bike safety education.

The school encouraged students to walk and bike safely throughout the year and especially during month of May Walk & Bike month. SRTS program hosted a safety assembly with Trauma Nurses Talk Tough, used student artwork with walk and bike theme, and partnered with law enforcement in patrolling school zone. Observational survey done in spring showed an increase of students who walked at least one way, from 15% to 24%. There was not an increase in bicycling, which may be due to bad weather in spring. Collectively, 1/3 of students either walked or biked, at least one way. There was no change to the number of parent-vehicle trips.

**HU-10-10-18**                      **Jefferson County Health Department**                      **\$34,794**  
Two year program providing bicycle and pedestrian safety education, SRTS curricula in two district schools, Neighborhood Watch program implementation, cumulative challenges.

Hired SRTS Coordinator; Increased outreach to parents and community to encourage walking and biking to/from school. Purchased 10 bicycles for bike safety program at two elementary program schools. Bike Round Up and Bike Safety event held in April, repairing 104 bikes, awarding 145 helmets and providing safety training to at least 200 people. Held Walk+ Bike Challenge during May. Partnered with Kids Club to hold safety events in summer. No noticeable difference in students walking, but slight increase in bicycling to/from school. More students reported they rode the bus rather than riding in family vehicle

**HU-10-10-19**                      **Fairview Elementary, Klamath County Health Department**                      **\$9,117**  
One year program providing Crossing Guard supplies, creating Walking School Bus program and WSB events, parent education night, developing Stop and Drop location and promote its use.

Conducted two successful Walk to School events in April and May 2010. Trained 15 Student Navigators in bike and pedestrian safety, as role models who assisted with events. Media coverage was excellent. Walking to school increased by 1% this first year. Bicycling increased by 5%. There was great participation during events in April and May, not reflected in survey data.

**HU-10-10-20 Shasta Elementary, Klamath County Health Department \$15,843**

One year program creating Walking School Bus program and WSB events, parent night out program, bike rodeo, train the trainer for pedestrian/bike education, developing education video with students.

Shasta has embraced the SRTS message, with a strong champion in PE teacher who is trained in bike and pedestrian safety. Neighborhood Navigator SRTS curriculum is integrated into school's culture. 17 Student Navigators are actively engaged, modeling safe behaviors and teaching their peers. During Walk/Bike to School events in April and May, we had strong participation by students, 33% walking, and 5% bicycling.

**HU-10-10-21 Rogue Valley Transportation District, Walker Elementary \$7,868**

Expand and enhance encouragement, education and enforcement program at Walker; work with PTO and the pedestrian safety contractor to create Walking School Bus, bike, Train, and Park & Stride programs.

Rogue Valley Transportation District and the SRTS Program had great success with the Walking Wednesday program, boosting walking trips by 5%. Bicycling to school did not increase from 3% initial measurement. We are establishing a culture of walking and biking to/from school with our Walking Wednesday program.

**HU-10-10-22 Sisters School District \$9,114**

One year project provides SRTS Coordinator to raise awareness of both elementary and middle schools involvement with SRTS activities, instruct students 4-6th grades in bike and pedestrian safety, take on the May Walk and Bike Challenge.

Sisters Middle School has seen an increase in walking to school of 6%, and a noticeable change in the number of parent-vehicle trips. Students biking to the middle school increased by 7%. Sisters Elementary School saw an increase of 7% of students walking to school, and 21% increase in walking home. Students biking to school increased by 7%. There were on average 5% fewer parent-vehicle trips to/from school.

**HU-10-20-06 SRTS Statewide Services \$64,245**

This is funding to provide statewide outreach to communities in the promotion of Safe Routes to School activities focusing on education and encouragement, enforcement, engineering and evaluation.

SRTS media campaign focused on drivers: "Drive safely. For kids." Media included transit in Portland, Salem, Eugene, Albany, Corvallis and Medford, September through October. Bus shelter posters placed in 10 locations in Portland metro, September through October. Channel cards in buses with pedestrian messages targeting student riders. New SRTS brochure targeting parents with tips for safe walking and biking. Awarded 2011 education and encouragement grants to 13 school communities, and 10 infrastructure awards for engineering projects. Utilized technical service provider to do outreach in August and September to schools and communities looking to create

Action Plans for upcoming infrastructure application period. Working with Animated Traffic Law Center to create interactive computer tool for pedestrian safety, to be completed in 2011.

**HU-10-20-07**                      **Walk and Bike to School Promotion**                      **\$24,411**

The BTA will build on Oregon's Walk + Bike to School Day and Walk+Bike Challenge Month to encourage children, youth and their families to walk and bike more to school and throughout their communities throughout the year. We will reach more schools than ever and build on existing Safe Routes to School partnerships to encourage more Oregon children and their families to be active and safe every time they travel to school.

200 schools (11% increase over 2009) participated in the October 2010 Walk and Bike to School Day, and 130 schools (73% increase) participated in the May 2010 Walk+Bike Challenge Month. BTA was highly successful in exceeding participation goals and creating excitement for walking and biking to/from school through these two events in the school year. We provided sought-after pedestrian and bike safety incentives and safety materials to schools to help create excitement for the October event.



# Speed

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## [Link to the Transportation Safety Action Plan: Action #1](#)

### **Action #1**

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff's and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities. The plan should develop strategies to address multiple traffic issues, including speed issues (enforcement, laws, legislative needs, equipment, PI&E).

### **The Problem**

- In 2008, 51 percent of all traffic fatalities in Oregon involved speeding (210 of 416 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number one single contributing factor to fatal traffic crashes on Oregon roads in the year 2008.
- Over 72 percent of all 2008 traffic deaths in Oregon (including speed-related events) occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem.
- According to Intercept Research Corporation's "Transportation Safety Survey, Executive Summary" for August 2008, speeding was ranked number one as the most observed traffic safety issue (33%) by Oregon citizens.
- Speed-related crashes cost Oregonians an estimated \$685,000,000 in total economic costs in 2007<sup>1</sup>.
- Following are facts relative to increased speed:
  - The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400 percent greater chance at 70 mph than 50 mph.
  - Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).
  - The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph - a 69 percent increase in stopping distance.
  - Safety equipment in vehicles is tested at 35 mph - that same equipment loses the ability to work effectively at higher speeds.

- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar, laser, and radar trailers or reader boards to assist them with traffic enforcement duties.
- FHWA repealed speed-monitoring reports in the early 1990's; therefore no valid speed report exists for Oregon.

## Speed in Oregon, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Total Number of Fatalities Statewide	469	488	478	455	416	-14.8%
Number of People Killed Involving Speed	230	262	227	216	210	-19.8%
Percent Involving Speed	49.0%	53.7%	47.5%	47.5%	50.5%	-6.0%
Total Number of Injuries Statewide	27,574	29,023	29,709	28,000	26,805	-7.6%
Number of People Injured Involving Speed	8,367	8,513	7,850	6,653	5,776	-32.2%
Percent Involving Speed	30.3%	29.3%	26.4%	23.8%	21.5%	-26.5%
Number of Speed Related Convictions	200,111	165,792	171,229	176,259	169,937	2.5%

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

<sup>1</sup>Estimating the Costs of Unintentional Injuries, 2006; Statistics Department, National Safety Council

## Goal

- Reduce the number of fatalities in speed-related crashes from the 2006-2008 average of 218 to 185 by 2015.
- Reduce the number of injuries in speed-related crashes from the 2006-2008 average of 6,760 to 5,746 by 2015.

## Performance Measures

- Reduce the number of fatalities in speed-related crashes from the 2006-2008 average of 218 to 211 by December 31, 2010.  
*[In 2009, there were 157 Speed Related Deaths in Oregon.]*
- Reduce the number of injuries in speed-related crashes from the 2006-2008 average of 6,760 to 6,557 by December 31, 2010.  
*[In 2009, 5,259 people were injured in speed-related crashes in Oregon.]*
- Participate as a member of the Speed Task Force to create effective countermeasures to addressing the complex speeding issues on Oregon roadways. Work with other task force members to ensure completed report is finalized and provided to the OTSC by December 31st, 2009.  
*[This committee created and completed the final report which was provided to the OTSC on time.]*

- Identify worst 10 historical speed-related problem locations from crash reconstruction reports, focus enforcement, engineering and educational efforts in order to make the biggest impact possible using limited funding and resources.  
*[All enforcement projects included a top 10 list of problem locations for focus efforts at the state county and city level by jurisdiction. Local agencies worked with partners (including local engineering) to address issues and provided education.]*
- Identify worst 10 historical locations for tailgating related collisions. Focus enforcement, engineering and educational efforts in these identified areas in order to make the biggest impact possible on reductions of tailgating collisions in these areas using limited funding and resources.  
*[This was accomplished via Distance Between Car instructor training and individual identification of driver error codes at the top 10 locations distributed to each jurisdiction working speed and multi-agency overtime.]*

### Strategies

- Assist in the creation of a Speed Task Force. Ensure task force maintains focus on goals and develops effective countermeasures utilizing a variety of stakeholders to address speeding issues in Oregon.
- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priorities order is: Rural State Highways, County Roads, City Streets, and Interstate System.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's Number 1 contributing factor to traffic death and injury severity.
- Request research on drivers who have been convicted of speeding 100 mph or more. Use results to create counter-measures specifically targeting this group by December 31, 2009.
- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with Region Safety Coordinators to address specific problems in their areas. Provide funding if available.
- Provide annual public information and education on the issues of speed via media contractor, ODOT PIOs and other media outlets.

### Project Summaries

#### Section 402

**SC-10-35-05**                      **Speed Enforcement, Public Information and Equipment**                      **\$556,377**  
 This project was used to fund police overtime, equipment for speed enforcement to city, county and state police agencies, automation of police forms (such as crash reporting and citations to enhance the level of traffic law-enforcement and efficiencies). This project was also used to fund focused police training courses in deficient areas in addition to Public Information and Education outreach in the areas of speed, following-too-closely and fail to maintain safe distance from emergency vehicle

issues. Additionally, funds were used to support other priority Traffic Law-Enforcement related functions.

**SC-10-35-06**                      **OSP Rural State Highway Speed Enforcement**                      **\$142,889**

This project was used to purchase overtime speed enforcement from the Oregon State Police on rural state highways in areas that through statistical crash analysis show a high incidence of speed-related crashes, injuries and fatalities.

**Private Donations**

**100TSCSPED-000**                      **Speed Outreach**                      **[\$0]**

This money is to be used for speed related purchases.

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

# Traffic Records

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## Link to the Transportation Safety Action Plan: Action #35, 36

### **Action # 35**

Continue implementation of recommendations from Traffic Records Assessment, which will create a traffic records system that will adequately serve the needs of state and local agencies.

### **Action # 36**

Maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs.

### **The Problem**

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS.
- Law enforcement agencies completed approximately 41 percent of the total crash reports filed with DMV in 2008 and only 58 percent of the fatal and injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).
- The current software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. Pursue a unique identifier system that follows patients across multiple incidents, is shared among medical data applications, and can be used for linkage with crash and other data to support analysis of crash outcomes and driver characteristics.
- There is a need for crash report training to be delivered at the Enforcement Conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.
- Roadway information is not available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

## Statistics for Traffic Records, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Total Crashes	47,282	44,881	45,217	44,342	41,815	-6.8%
Fatal Crashes	408	443	418	411	369	-16.7%
Injury Crashes	18,432	19,447	19,857	18,620	18,040	-7.2%
Property Damage Crashes	28,442	24,991	24,942	25,311	23,406	-6.3%
Fatalities	469	488	478	455	416	-14.8%
Fatalities per 100 Million VMT	1.34	1.38	1.35	1.31	1.24	-10.1%
Injuries	27,574	29,023	29,709	28,000	26,805	-7.6%
Injuries per 100 Million VMT	78.91	82.26	83.73	80.57	80.09	-2.6%
Population (in thousands)	3,507	3,631	3,691	3,745	3,791	4.4%
Vehicle Miles Traveled (millions)	34,945	35,282	35,482	34,751	33,469	-5.1%
# of Licensed Drivers (in thousands)	2,854	2,955	3,031	3,167	3,018	2.1%
# of Registered Vehicles (thousands)	3,876	4,005	4,063	4,153	4,130	3.1%
% Who Think Transportation System is Safe or Safer Than Last Year	72%	72%	69%	71%	70%	-2.8%

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

### Goals

- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic safety data in order to identify priorities for national, state, and local highway and traffic safety programs by 2015.
- Link the state traffic records data systems with other data systems within the state, such as systems that contain crash, vehicle, driver, enforcement/adjudication, and injury surveillance data by 2015.

### Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from 39.3 percent in 2007 to 45.0 percent by December 31, 2010.  
*[In 2009 law enforcement officers submitted 44% of all crash reports.]*
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from 57.1 percent in 2007 to 65.0 percent by December 31, 2010.  
*[In 2009 law enforcement officers submitted 58% of fatal and injury crash reports.]*
- Increase the number of law enforcement agencies using an online crash data system for data retrieval and statistical reports from 10.2 percent (18 out of 177 agencies) in 2008 to 11.9 percent (21 agencies) by December 31, 2010.  
*[There were 20 law enforcement agencies using an online crash data system for data retrieval system during the 2010 federal fiscal year (October 1, 2009 to September 30, 2010).]*

- Increase the number of traffic citations that are distributed from law enforcement agencies to local courts electronically per year from approximately 33,000 citations in 2007 to 40,000 by December 31, 2010.

*[There were 68,242 traffic citations that were distributed from law enforcement agencies to local courts electronically during the 2010 Federal Fiscal Year (October 1, 2009 to September 30, 2010).]*

- Increase the number of EMS Patient Care Reports collected and entered into the statewide EMS database from 24,089 records in 2008 to 35,000 records by December 31, 2010.

*[In 2009 approximately a dozen EMS agencies and thirty-nine ambulance services participated in collecting and entering 5,419 EMS Patient Care Reports into the statewide EMS database.]*

### Strategies

- Provide a survey to all law enforcement agencies in Oregon to address the barriers to full crash reporting and to improve data capture, storage, and linkage.
- Develop crash report training to be delivered at law enforcement conferences to improve the collection and error rate of crash reports.
- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.
- Identify law enforcement agencies ready to pursue electronic field data collection for traffic citations and crash reports using software that allows the secure transfer of data from law enforcement agencies to local courts.
- Develop and test procedures for changing the state highway reference system and associated data to eliminate multiple occurrences of the same mile marker on a single route.
- Expand the existing Safety Priority Index System (SPIS).
- Evaluate and pilot a collision diagramming tool that will expand current functionality for use by region traffic investigators, cities, and counties.
- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.

### Project Summaries

#### Section 408

**K9-10-54-01**                      **Traffic Records Grant**                      **\$0**  
 Develop and implement a comprehensive transportation records and crash reporting program to manage and evaluate transportation safety. Identify barriers to full crash reporting and improve data capture, storage, and linkage. Encourage electronic field data collection for traffic citations and crash reports. *[This project was subdivided into the separate grants listed below.]*

- K9-10-54-02**                      **Statewide Services – Traffic Records**                      **\$343**  
 Provided training, public information and education, and Traffic Records Coordinating Committee travel and meeting expenses. Strengthen the Traffic Records Coordinating Committee and address the barriers to full crash reporting through outreach.
- K9-10-54-04**                      **Crash Report Evaluation and Training**                      **\$0**  
 Survey all Oregon law enforcement agencies in order to identify law enforcement needs, address the barriers to 100 percent law enforcement crash reporting, and to determine agencies' readiness for electronic data collection. Use the survey results to develop crash report training to be delivered at law enforcement conferences to improve the collection and error rate of crash reports.  
*[This project was not initiated during the grant year.]*
- K9-10-54-07**                      **Pilot GIS-SPIS**                      **\$29,280**  
 Currently, ODOT provides a screening of all state highways, producing a priority safety report of roadway segments using Safety Priority Index Systems (SPIS). To meet the federal mandate of providing top 5% safety sites on all public roads, ODOT has been undertaking expanding the SPIS to all public roads via a Geographic Information System (GIS) platform. This project will provide reports and maps for safety screening for all public roads with traffic volume information (counts). This is the second grant year for this project and is expected to be completed in May 2011.
- K9-10-54-08**                      **State Highway Referencing Study Part 2**                      **\$1,832**  
 Oregon's current state highway referencing system is based on highway numbers and names rather than route numbers which are more familiar to the general public and emergency medical service providers. This can lead to confusion for the public and emergency responders when multiple occurrences of the same mile marker are present on a single route. This project studies the feasibility of converting the existing hwy numbering system to a route based system eliminating multiple occurrences of the same mile marker. In the previous grant year, ODOT hired a contract database analyst to become familiar with the data structure of many different databases and systems in ODOT affected by potential changes to highway and milepost information. The database analyst continued assessing necessary tools and potential methods for conversion of the highway numbers and mileposts to route numbers and new mileposts. The final implementation decision is left to the Oregon Transportation Commission, which must weigh the risks involved in making these changes.
- K9-10-54-09**                      **TransViewer Internet Crash Reporting**                      **\$50,000**  
 The purpose of this project was to meet the safety needs of ODOT's external customers, local government, law enforcement, safety advocates and private firms through providing internet access to local and state road crash data. The following was accomplished with this funding: provided on-line access to crash data for all roadway jurisdictions for all Oregon counties and cities; provided data users spatial data allowing be visual analyses of hot spots or problem locations via GIS maps and to the ability to perform extensive analysis on the crash data in a GIS format with all the crash data Meta data available, and provided local governments and other external safety data users the ability to download all jurisdictional crash data extracts, run reports and access to current year data.
- K9-10-54-12**                      **Crash Data and Analysis Tools User Training**                      **\$0**  
 Develop training for all crash data users to understand crash data collection and reporting, provide user training for the ODOT analysis tools available (TransViewer, TransGIS, CrashViewer, Collision Diagramming Tool, SPIS, Crash Graphing), and improve safety analysis.  
*[This project was not initiated during the grant year.]*

- K9-10-54-14 Highway Safety Manual Part B Data Assessment \$46,251**  
 This project assessed data needs and deficiencies to implement Part B of the first edition of the AASHTO Highway Safety Manual. In order to fully implement the advancements, tools and procedures in the HSM, current Oregon Department of Transportation data systems (crash, road inventory, traffic data, others) were evaluated for compatibility with procedures and most importantly software tools. Part B of the HSM is expected to be implemented by SafetyAnalyst, an AASHTOware software tool.
- K9-10-54-15 Traffic Records Assessment and Strategic Plan \$0**  
 A Traffic Records Assessment will be conducted, which will consist of a systematic review of Oregon's existing traffic records system components and interviews with collectors, managers, and users of these data in Oregon. The findings from the Assessment will be combined with the project staff's knowledge of traffic records concepts and contemporary approaches to traffic safety to produce a Strategic Plan. Deficiencies noted in the Strategic Plan will be addressed with a series of activities that will result in data improvements.  
*[This project was not initiated during the grant year.]*
- K9-10-54-16 Enhanced Crash Coding \$45,000**  
 Based on a recommendation from the Traffic Records Assessment, this project funded a crash data technician position to enhance the ability of ODOT to deliver crash data in a timelier manner during FY2009-2010. An annual production expectation after completion of training will be 4,500 crashes coded. Geocoding updates to the statewide Crash Data System have added data elements and, in turn, more time is needed to complete annual crash coding. Quality assurance testing has been improved, also requiring more time for data analysts. This project absorbed some of the short-term costs associated with the backlog of crash coding during these changes.
- K9-10-54-17 Crash (GIS) Locator Tool Enhancements \$0**  
 Improvements to the current GIS map interface tool will result in more roadway data that will be directly derived from OR-trans database and other roadway identifiers. This data will electronically populate the Crash Data System (CDS) during the data entry process and reduce coder look-up. It will increase the overall ease of use for crash coders, improve the capacity to assign coordinate points directly to roadway line work, reducing the need for contracted quality assurance work. In addition, it will reduce application server delays and improve overall network performance.  
*[This project was not initiated during the grant year.]*
- K9-10-54-18 Citizen Online Crash Form Study \$3,783**  
 Developed a cost analysis and implementation plan to allow citizens to enter crash reports online and submit electronically to DMV. The study showed options to allow CAR Unit access to the electronic data or provide a method for electronic submission to the CAR Unit. The online form includes a GIS mapping application to ensure accurate location coding and business rules to ensure accuracy. In addition, the electronic application could be printed in the same format as the paper report.
- K9-10-54-19 Crash Data SQL Query Tool \$11,097**  
 Developed easy to use crash data analysis query tools to allow for accessibility to crash data for statewide users. Created an informational tool on how to access the statewide data system.
- K9-10-54-20 TransInfo Roadway Data Project \$90,000**  
 ODOT is converting to a new linear asset management system that will provide a unified view of roads and their features. The new system will combine ITIS and Features Inventory into one system with GIS functionality. A prototype of the new TransInfo system has been developed and this project will support recommendations made during the reassessment.



# Work Zone Safety

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## [Link to the Transportation Safety Action Plan – Action #7, 28, 34](#)

### **Action #7**

Continue and expand efforts to reduce traffic-related deaths and injuries in roadway work zones. Continue the work zone enforcement program and enhance public information programs such as Give 'Em a Brake. Review ODOT policies and procedures relating to crew activity in work zones. Review road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to implement photo radar in work zones.

### **Action #28**

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

### **Action #34**

Continue to work with local government units, utility companies, and contractors to encourage improvements in the reliability of work zone signing.

## **The Problem**

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average number of Oregon work zone deaths (2004-2008) is 10.6 in Oregon. This is a slight increase from the 2003-2007 rolling average of 10.0.
- More drivers and their passengers are injured and killed than on-site workers.
- Misperception that all work zone signing should be removed when workers are not present or visible to the public.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP) projects.

## Work Zones in Oregon, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
All Work Zone Traffic Crashes						
Number	420	511	532	591	505	-1.2%
Total Oregon Fatalities	469	488	478	455	416	-14.8%
Work Zone Fatalities						
Number	6	20	5	11	5	-75.0%
Percent of all fatalities	1.3%	4.1%	1.0%	2.4%	1.2%	-70.7%
Work Zone Injuries						
Number	297	442	419	511	407	-7.9%
Percent of all injuries	1.1%	1.5%	1.4%	1.8%	1.5%	-0.3%

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

### Goal

- Reduce work zone fatalities from 12, the average for 2005 to 2007, to 10 or below each year through 2015.

### Performance Measure

- Maintain or reduce work zone injuries to 456, the average for 2005 to 2007, by December 31, 2010.  
*[In 2009 there were 464 work zone injuries.]*
- Maintain or reduce work zone crashes to 545, the average for 2005 to 2007, by December 31, 2010.  
*[In 2009 there were 506 work zone crashes.]*
- Partner, coordinate and provide overtime work zone enforcement funds from 15 state and local police agencies in 2009 to 16 or more state and local police agencies by December 31, 2010.  
*[Partnered, coordinated and provided overtime work zone enforcement funds to 26 state and local police agencies.]*
- Participate in the quality assurance work zone safety tour(s) from 20 percent of the tours in 2008 to 20 percent or more of the tours by December 31, 2010.  
*[More than 20 percent of the work zone safety tours in 2009 included TSD participation.]*

### Strategies

- Participate in the Department's identification of new trainings and promotion of existing trainings related to work zone safety education, engineering, EMS and enforcement, the "4-E" approach, for ODOT staff, local agencies, consultants, contractors, etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2009 and June 30, 2010. Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, and state and national non profits.

- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, city and county agencies, etc.
- Develop an Oregon Work Zone Data Book to be updated annually and complete the initial pilot of photo radar in a work zone in coordination with ODOT Research.

## **Project Summaries**

### **Statewide Transportation Improvement Program (STIP)**

***(Represents the first half of the 2009-2011 state biennium, two year grant period.)***

#### **0911WKZN-000                      Work Zone Education & Equipment Program                      [\$103,873]**

Provided annually the design, printing and distribution of the statewide work zone safety campaign which included on and off interstate highway billboards; bus boards; English and Spanish radio public service announcements; and English and Spanish television public service announcements. Participated annually in the development and funding of the statewide telephone survey in the areas of work zone safety and photo radar in work zones as a demonstration project. Printed various educational materials for distribution through the ODOT Storeroom including brochures, posters, stickers, vehicle garbage bags etc.

#### **0911WKZN-421 MGAAA              Work Zone Enforcement to OSP                      [\$511,391]**

Oregon State police provided special year-round work zone enforcement on specifically identified ODOT managed construction projects. Oregon State Police provided approximately 8,061 hours of overtime enforcement during the first year of this two year grant. Further details on overtime, match efforts, citations, warnings and total vehicles stopped will be available at the end of the biennial grant period.

#### **0911WKZN-421 MGBBB              OBDU/P Work Zone Enforcement to OSP                      [\$112,131]**

Oregon State police provided special year-round work zone enforcement on specifically identified ODOT Oregon Bridge Delivery Unit's consultant Oregon Bridge Development Partners managed construction projects. Oregon State Police provided approximately 1,768 hours of overtime enforcement during the first year of this two year grant. Further details on overtime, match efforts, citations, warnings and total vehicles stopped will be available at the end of the biennial grant period.

#### **0911WKZN-421 MG (Various)      Work Zone Enforcement to Local Police Agencies                      [\$319,049]**

Local police agencies provided special year-round work zone enforcement on specifically identified ODOT managed construction projects. Local police agencies provided approximately 5,029 hours of overtime enforcement during the first year of these two year grants. Further details on overtime, match efforts, citations, warnings and total vehicles stopped will be available at the end of the biennial grant period.

#### **0911WKZN-421 G (Various)      OBDU/P Work Zone Enforcement to Local Police Agencies                      [\$35,722]**

Local police agencies provided special year-round work zone enforcement on specifically identified ODOT Oregon Bridge Delivery Unit's consultant Oregon Bridge Development Partners managed construction projects. Local police agencies provided approximately 563 hours of overtime enforcement during the first year of these two year grants. Further details on overtime, match efforts, citations, warnings and total vehicles stopped will be available at the end of the biennial grant period.



# Youth Transportation Safety (0-14)

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[Link to the Transportation Safety Action Plan: Action # 53](#)

## Action # 53

Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

## The Problem

- The highest cause, on a whole, of death and injury to children ages 0-14 is motor vehicle crashes. To effect the greatest change, program areas that impact youth should be coordinated.
- When a child (age 0-14) is killed in an alcohol-related crash, more than half of the time the child is in the vehicle with the intoxicated driver.
- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth 0-14 include motorized scooters, helmet use, children riding adult size all terrain vehicles, etc.

## Oregon Crashes, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Fatalities, ages 0-4	9	4	9	2	4	0.0%
Fatalities, ages 5-9	8	6	8	4	7	16.7%
Fatalities, ages 10-14	12	9	6	7	4	-55.6%
Total	29	19	23	13	15	-21.1%
Injuries, ages 0-4	498	537	459	482	421	-21.6%
Injuries, ages 5-9	752	735	767	670	676	-8.0%
Injuries, ages 10-14	976	996	946	819	811	-18.6%
Total	2,225	2,268	2,172	1,971	1,908	-15.9%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality Analysis Reporting System, U.S. Department of Transportation  
 Department of Health and Human Services Centers for Disease Control and Prevention

## Goal

- Reduce the number of crash-related fatalities of children ages 0-14 from 23, the five-year average from 2003-2007, to 18, a 24 percent reduction (or 3 percent reduction per year) by 2015.
- Reduce the number of crash-related injuries of children ages 0-14 from 2,146, the five-year average from 2003-2007, to 1,631, a 24 percent reduction (or 3 percent reduction per year) by 2015.

## Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from 23, the five-year average from 2003-2007, to 21, a 6 percent reduction by December 31, 2010.  
*[This performance measure was met. In 2009 there were 12 crash related fatalities of children ages 0-14.]*
- Reduce the number of crash-related injuries of children ages 0-14 from 2,146, the five-year average from 2003-2007, to 2,017, a 6 percent reduction by December 31, 2010.  
*[This performance measure was met. In 2009 there were 1,949 crash related injuries of children ages 0-14.]*

## Strategies

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in upcoming legislative sessions.
- Continue to provide a comprehensive and coordinated public information and education campaign on the causes of high motor vehicle crash rates for this age group. Additionally, continue to target occupant protection education and parental responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.
- Encourage communication among youth traffic safety program providers and coalitions through the continued development of a youth task force.
- Collaborate with Oregon Medical Association, Oregon Health Division, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family education issues of youth aged 0-14 in traffic safety.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

## Project Summaries

### Section 402

**DE-10-21-02                      Trauma Nurses Talk Tough – Train the Trainer                      \$10,000**

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations addressed bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. This project focused on training providers how to implement family transportation safety education. TNTT contacted Network members every quarter to provide support and offer assistance, sent updated information and statistics in the form of a newsletter and conducted 89 trainings for schools and other community groups on how to hold helmet sales and eight hour trainings for child safety seat clinics.

**DE-10-21-03                      Bike Wheels to Steering Wheels                      \$11,902**

This project provided family traffic safety awareness education for Middle School students in 7th and 8th grades and their parents in the Portland Public School District MESA Clubs and Science and Health classrooms. The project provided proper exposure of basic traffic safety issues to youths prior to being licensed to drive and gave parents of these youths the opportunity to learn and use the tools for their involvement in the process. TNTT had a presence at the National Science Teachers Association Conference to promote Bike Wheels to Steering Wheels curriculum to Science and Math teachers in statewide school districts.

**DE-10-21-01                      Statewide Services - Youth**

This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas included speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, media messages for youth, driver education and graduated driver licensing media, and brochure creation.

### Criminal Fines and Assessment

**10-CRIMFEE-961                      Think First**

Funding to be used to further the efforts of this project through the distribution of helmets in low socioeconomic status communities.

**10-CRIMFEE-962                      Trauma Nurses Talk Tough**

Funding was used for the purpose of providing traffic safety education by this program to additional schools, participating in additional safety promotional events, and providing additional presentations to parents and youth. 80 presentations were made in 25 schools along with participation in 6 extra safety events.

### Statewide Transportation Improvement Program (STIP)

**10 SCHOOL-000                      School Zone                      [\$3,324]**

This funding was used for local improvements at one or more school zones on a state highway by three ODOT Regions (Regions 2, 4, and 5).



# Youth Transportation Safety (15-20)

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[Link to the Transportation Safety Action Plan: Action # 53](#)

## Action # 53

Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

## The Problem

- In 2008, drivers age 20 and under were involved in fatal and injury crashes at twice the rate of the population as a whole.
- In 2008, drivers age 20 and under made up 6.4 percent of total drivers, but made up 11.6 percent of drivers involved in crashes. “Failure to Avoid a Stopped or Parked Vehicle Ahead,” “Driving Too Fast For Conditions,” and “Did Not Have the Right Of Way” were the three most common errors.
- In 2008, 17.6 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. Additionally, the count of drinking drivers (ages 15-20) in fatal and injury crashes increased approximately 12.9% from 2004 to 2008 (85 to 96). Female drivers (ages 15-20) alcohol-involved in fatal and injury crashes increased by over 40.9% from 2004 to 2008 (22 to 31).
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth Drivers 15-20 include GDL, peer courts, parental involvement, School Resource Officer training, etc.

## Youth Drivers on Oregon Roadways, 2005-2008

	00-04 Average	2005	2006	2007	2008	% Change 2005-2008
Age 15-20, % of Total Licensed Drivers	N/A	6.78%	6.82%	6.70%	6.44%	-5.1%
Overrepresentation of Drivers Age 15-20**	N/A	2.15	2.17	2.06	2.00	-7.0%
Total 15-20 Drivers in Fatal Crashes	79	84	70	73	34	-59.5%
Total 15-20 Drivers Alcohol-Involved	15	13	14	19	6	-53.8%
Percent Alcohol-Involved	18.9%	15.5%	20.0%	26.0%	17.6%	14.0%
15-20 Auto Occupant Fatalities	62	59	58	49	38	-35.6%
15-20 Unrestrained Auto Occupant Fatalities	21	24	16	15	9	-62.5%

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

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

## Goal

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from 2.07, the five-year average from 2003 to 2007, to 1.72, a 17 percent reduction by 2015.
- Reduce the number of drivers age 20 and under in fatal and injury crashes from 4,770 in 2007 to 3,625, a 24 percent reduction by 2015.

## Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2006-2008 average of 4,807 to 4,663, a 3 percent reduction, by December 31, 2010.  
***[This performance measure was met. In 2009, there were 4,350 drivers age 20 and under in fatal and injury crashes.]***
- Reduce the number of “Failure to Avoid Stopped Vehicle,” age 15-20, driver errors from 1,473 in 2007 to 1,386, a 6 percent reduction, by December 31, 2010.  
***[This performance measure was met. In 2009, there were 1,208 “Failure to Avoid Stopped Vehicle” errors, age 15-20.]***
- Reduce the number of “Driving Too Fast for Conditions,” age 15-20 driver errors from 1,055 in 2007 to 992, a 6 percent reduction, by December 31, 2010.  
***[This performance measure was met. In 2009 there were 777 “Driving Too Fast for Conditions” errors, age 15-20.]***
- Reduce the number of “Did Not Have Right of Way,” age 15-20, driver errors from 918 in 2007 to 864, a 6 percent reduction, by December 31, 2010.  
***[This performance measure was met. In 2009 there were 736 “Did Not Have Right of Way” errors, age 15-20.]***
- Reduce the number of drivers age 15-20 that were alcohol-involved in fatal and injury crashes from the 2006-2008 average of 109 to 105, a 3 percent reduction, by December 31, 2010.  
***[This performance measure was met. In 2009 there were 77 alcohol involved drivers age 15-20 in fatal and injury crashes.]***
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2006-2008 average of 13 to 12, a 3 percent reduction, by December 31, 2010.  
***[This performance measure was not met. In 2009 there were 15 unrestrained auto occupant fatalities age 15-20.]***

## Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and traffic safety programs. Continue to generate discussion about secondary restrictions vs. primary restrictions and the enforcement of the graduated driver licensing restrictions in general.

- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.
- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.
- Partner with other program areas such as Bicycle, Motorcycle, Occupant Protection, Driver Education, and Impaired Driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.
- Provide necessary information regarding youth transportation safety related issues impacting 2007 Legislation.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 15-20 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

## Project Summaries

### Section 402

#### **DE-10-21-02                      Trauma Nurses Talk Tough – Train the Trainer**

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations addressed bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. This project focused on training providers how to implement family transportation safety education. TNTT contacted Network members every quarter to provide support and offer assistance, sent updated information and statistics in the form of a newsletter and conducted 89 trainings for schools and other community groups on how to hold helmet sales and eight hour trainings for child safety seat clinics.

#### **DE-10-21-04                      School Resource Officer Training                      \$6,597**

This project provided funding for one school resource officer training on identifying and targeting areas of the leading traffic safety causes of injury and death for ages 15-20. The training was held at Keizer Renaissance Inn on August 13, 2010 with speakers Bill Warner of TSD, David Beatty of DPSST, and Kelly Hawley of the Crash Analysis and Reporting Unit of ODOT.

#### **DE-10-21-01                      Statewide Services - Youth                      \$46,970**

This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas included speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, media messages for youth, driver education and graduated driver licensing media, and brochure creation.

