
OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2011

Annual Evaluation



**OREGON
TRAFFIC SAFETY
PERFORMANCE PLAN**

Fiscal Year 2011

ANNUAL EVALUATION

Produced: December 2011

**Transportation Safety Division
Oregon Department of Transportation
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Salem, Oregon 97301**

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Foreword

The purpose of this document is to show the effectiveness of the broad collaboration that takes place in Oregon's highway safety community. We are also able to show the significant impact our funds, time, and programs are having on the safety of the traveling public. This report has been prepared to satisfy federal reporting and provide documentation for the 2011 federal grant year.

The 2011 Oregon Traffic Safety Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 13, 2010 and subsequent approval by the Oregon Transportation Commission (OTC) was on August 25, 2010. The majority of the projects occurred from October 2010 through September 2011.

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

Each program area page consists of seven 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 2011. The bolded entry contained within brackets [] directly following the performance measure supplies a response to the measure based on the latest data available (i.e., Decrease traffic fatalities from the 2007-2009 calendar base year average of 417 to 392 by December 31, 2011. **[In 2010, there were 317 traffic fatalities.]**)
5. Project summaries are listed by individual project, and by funding source, at the end of each chapter. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2011 fiscal year the following funds were expended (financial figures represent the latest grant and match revenues available through December 9, 2011):

Federal funds:	\$15,172,930
State/local match:	[\$6,018,817]
Grand Total	\$21,191,747

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

Executive Summary

The Oregon Department of Transportation was established in 1969 to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. The ODOT Transportation Safety Division continued its mission of saving lives and preventing injuries through its grant programs in 2010. There were 118 active traffic safety projects this year contributing to this goal.

Oregon continues to be a pioneer in traffic safety and 2010 was no different seeing the lowest number of traffic related deaths (317 in 2010) since 1944 when the vehicle miles traveled in the state was much lower. There are many projects throughout the state that have influenced safer travel, safer roadways, and safer drivers. The successes of Oregon can be attributed to the strong partnerships and commitment of the numerous safety programs, safer engineering, education, law enforcement, and the personal commitment by Oregonians to make our state a safe place to live.

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

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

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

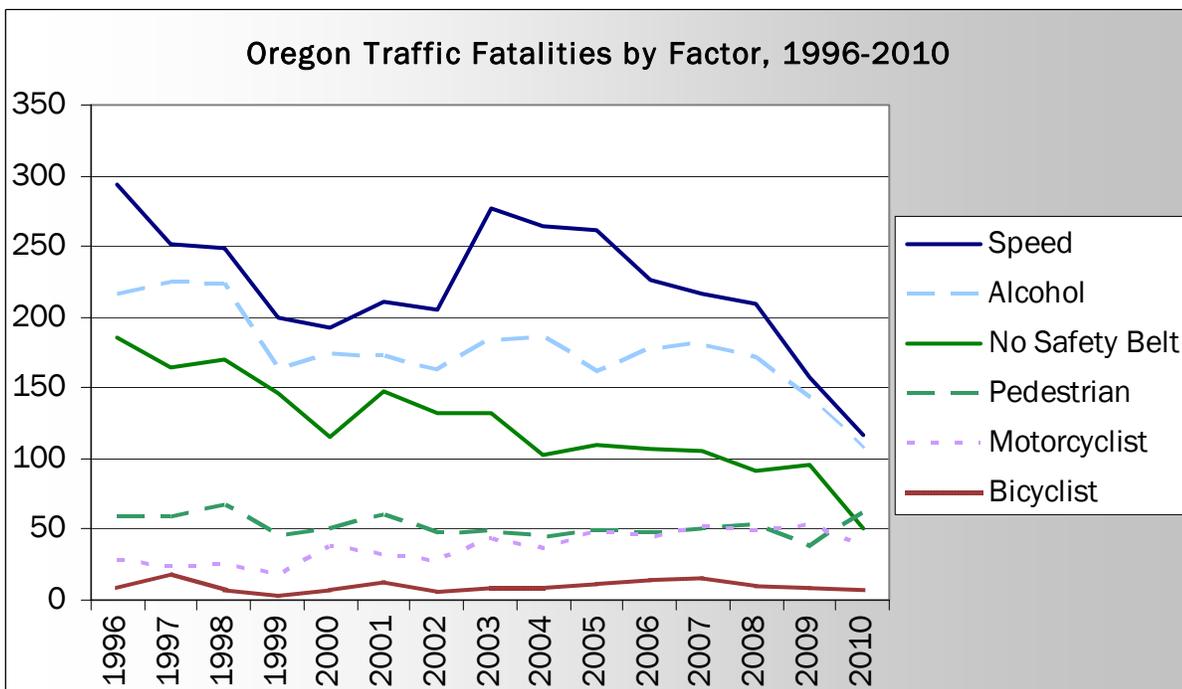
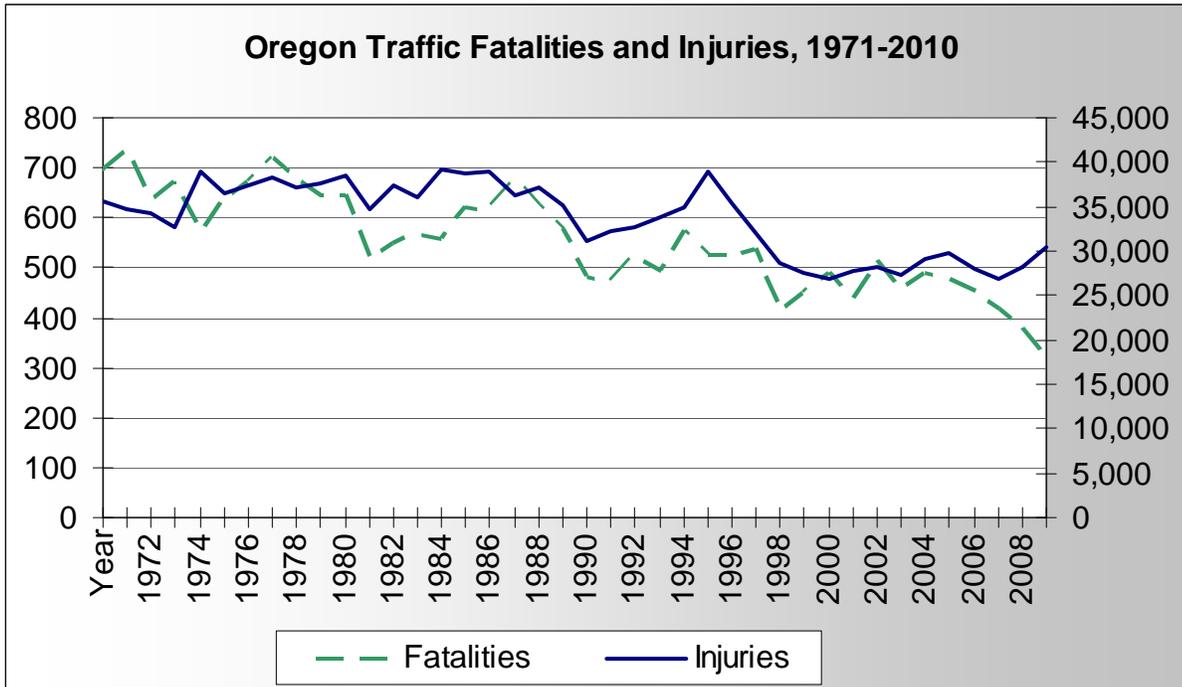
Oregon’s Drivers’ education program is committed to educating our drivers on safe driving habits. Oregon is passionate to providing driver education to every youth in the state. There is a myriad of instructors that hold strong to the commitment that an educated driver is a safe driver.

Oregon continues to be in the top three nationally on seatbelt use. When a program about occupant safety is as successful as Oregon’s it is easy to stop and take a deep breath. However, Oregon hasn’t and isn’t going to do that. With a seatbelt usage rate of 96.8%, Transportation Safety continues to reach out to all communities and cultures and will continue until our seatbelt use reaches 100.

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

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

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



Process Description

Below is a summary of the process currently followed by the Transportation Safety Division (TSD) to plan and implement its grant program. The program is based on a complete and detailed problem analysis prior to the selection of projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation. In addition, grants are awarded to TSD so we can, in turn, award contracts to private agencies or manage multiple mini-grants. Self-awarded TSD grants help us supplement our basic program to provide more effective statewide services involving a variety of agencies and groups working with transportation 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 2009), 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 transportation 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.

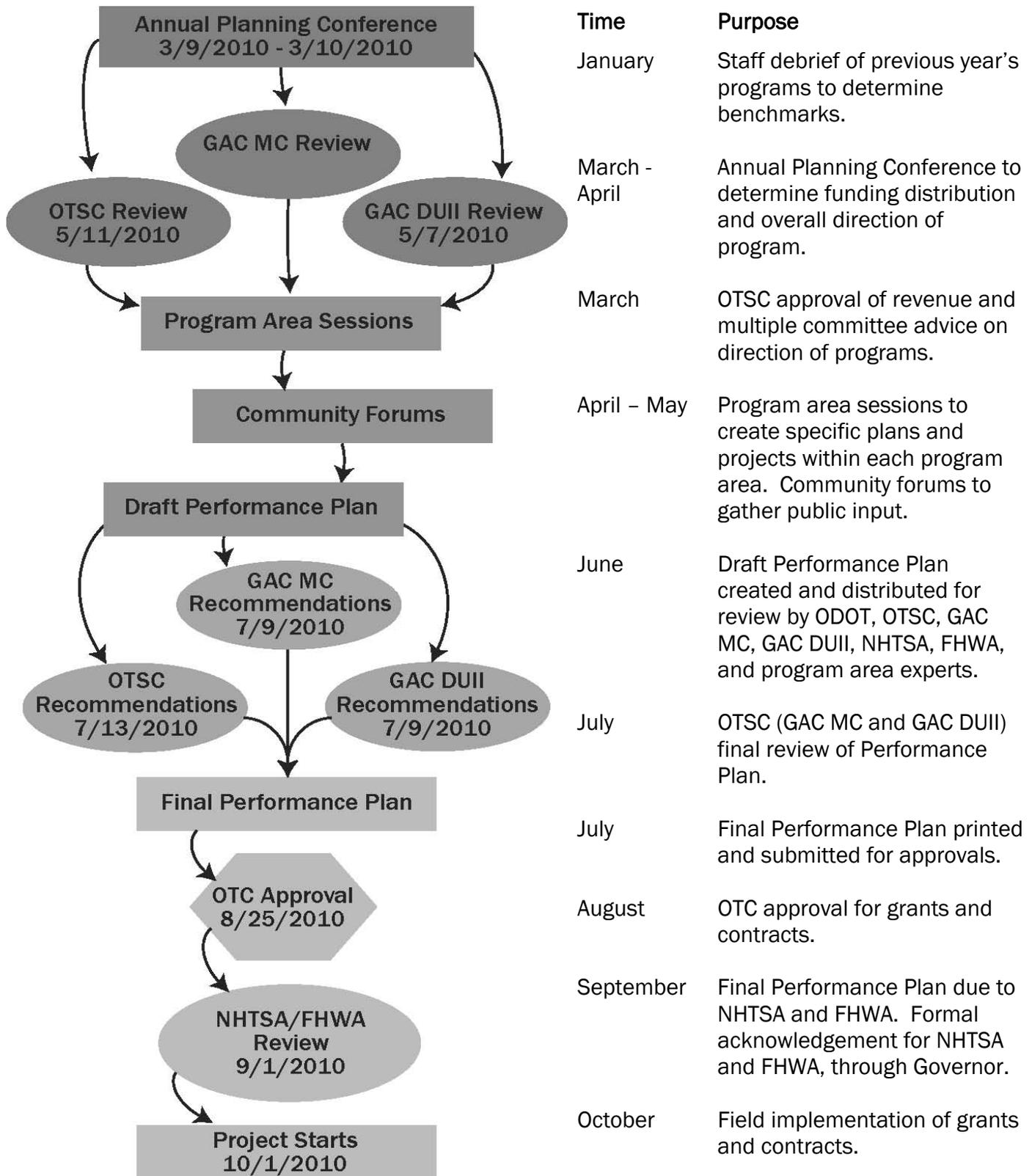
Process for Developing Programs and Projects

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 transportation 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 transportation 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

This report highlights transportation safety activities during the previous federal fiscal year 2011. The data contained in this report reflects the most current available.

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

Core Outcome Measures

Traffic Fatalities

Decrease traffic fatalities from the 2007-2009 calendar base year average of 417 to 392 by December 31, 2011. **[In 2010, there were 317 traffic fatalities.]**

Serious Traffic Injuries

Decrease serious traffic injuries three percent (each year) from the 2006-2008 calendar base year average of 1,935 to 1,821 by December 31, 2011.
[In 2010, there were 1,382 serious traffic injuries.]

Fatalities/VMT

Decrease fatalities per 100 million VMT from the 2006-2008 calendar base year average of 1.30 to 1.23 by December 31, 2011.
[In 2010, the preliminary traffic fatality rate was 0.93 fatalities per 100 million VMT.]

Rural Fatalities/VMT

Decrease rural fatalities per 100 million VMT from the 2005-2007 calendar base year average of 2.17 to 1.98 by December 31, 2011.
[In 2009, the rural fatality rate was 1.93 fatalities per 100 million VMT.]

Urban Fatalities/VMT

Decrease urban fatalities per 100 million VMT from the 2005-2007 calendar base year average of 0.68 to 0.62 by December 31, 2011.
[In 2009, the urban fatality rate was 0.45 fatalities per 100 million VMT.]

Unrestrained Passenger Vehicle Occupant Fatalities

Decrease unrestrained passenger vehicle occupant fatalities in all seating positions three percent (each year) from the 2007-2009 calendar base year average of 99 to 92 by December 31, 2011.
[In 2010, there were 50 unrestrained passenger vehicle occupant fatalities.]

Alcohol- Impaired Driving Fatalities

Decrease alcohol impaired driving fatalities three percent (each year) from the 2006-2008 calendar base year average of 114 to 111 by December 31, 2011.

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

[In 2010, there were 51 drivers in fatal crashes with a BAC of .08 and above.]

Speeding Related Fatalities

Reduce the number of fatalities in speed related crashes from the 2006-2008 average of 218 to 211 by December 31, 2011. ***[In 2010, there were 116 fatalities in speed related crashes.]***

Motorcyclist Fatalities

Decrease motorcyclist fatalities from the 2006-2008 calendar base year average of 46 to 44 by December 31, 2011. ***[In 2010, there were 38 motorcyclist fatalities.]***

Unhelmeted Motorcyclist Fatalities

Decrease unhelmeted motorcyclist fatalities from the 2006-2008 calendar base year average of 3 to 2 by December 31, 2011. ***[In 2010, there were 3 unhelmeted motorcyclist fatalities.]***

Drivers Age 20 or Younger Involved in Fatal Crashes

Reduce the number of drivers, age 20 and under, involved in fatal crashes from the 2006-2008 calendar base year average of 59 to 55 by December 31, 2011. ***[In 2010, there were 37 drivers age 15-20 in fatal crashes.]***

Pedestrian Fatalities

Reduce the number of pedestrian fatalities from the 2004-2008 average of 49 to 46 by December 31, 2011. ***[In 2010, there were 62 pedestrian fatalities.]***

Core Behavior Measure

Seat Belt Use Rate

Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles one percentage point from the 2007-2009 calendar base year average usage rate of 96 percent to 97 percent by December 31, 2011. ***[In 2011, the statewide observed seat belt use in passenger vehicles was 97 percent.]***

Activity Measures

A-1) Number of seat belt citations issued during grant-funded enforcement activities. ***[In 2011, there were 12,732 seat belt citations issued during grant-funded enforcement.]***

A-2) Number of impaired driving arrests made during grant-funded enforcement activities. ***[In 2010, there were 2,597 impaired driving arrests made during grant-funded enforcement.]***

A-3) Number of speeding citations issued during grant-funded enforcement activities. ***[In 2011, there were 203,000 electronic citations issued by enforcement agencies provided eCitation funding. Of these, approximately 90,000 speed citations were issued.]***

Acronyms and Definitions

AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All Terrain Vehicles
BAC	Blood Alcohol 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	Fatality 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
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

[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, 2006 – 2009

	2001-2005					% Change
	Average	2006	2007	2008	2009	2006-2009
Total Crashes	46,890	45,217	44,342	41,815	41,270	-8.7%
Fatal Crashes	415	418	411	369	331	-20.8%
Injury Crashes	18,700	19,857	18,620	18,040	19,053	-4.0%
Property Damage Crashes	27,774	24,942	25,311	23,406	21,886	-12.3%
Fatalities	476	478	455	416	377	-21.1%
Fatalities per 100 Million VMT	1.36	1.35	1.31	1.24	1.11	-17.8%
Fatalities per Population (in thousands)	.13	0.13	0.12	0.11	0.10	-23.1%
Injuries	27,878	29,709	28,000	26,805	28,153	-5.2%
Injuries per 100 Million VMT	79.67	83.73	80.57	80.09	82.84	-1.1%
Injuries per Population (in thousands)	7.86	8.05	7.48	7.07	7.36	-8.6%
Population (in thousands)	3,546	3,691	3,745	3,791	3,823	3.6%
Vehicle Miles Traveled (in millions)	34,991	35,482	34,751	33,469	33,983	-4.2%
No. Licensed Drivers (in thousands)	2,886	3,031	3,167	3,018	3,127	3.2%
No. Registered Vehicles (in thousands)	3,941	4,063	4,153	4,130	3,543	-12.8%
% Who Think Transportation System is as Safe or Safer than Last Year	72%	69%	71%	70%	81%	17.4%

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, 2009

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	6	0.02%	N/A	0.00%	0.00
15	36	0.10%	13,821	0.44%	0.23
16	450	1.27%	24,986	0.80%	1.59
17	795	2.25%	32,241	1.03%	2.18
18	1,081	3.05%	38,186	1.22%	2.50
19	1,019	2.88%	42,915	1.37%	2.10
20	963	2.72%	44,851	1.43%	1.90
21	896	2.53%	47,030	1.50%	1.69
22-24	2,518	7.11%	156,693	5.00%	1.42
25-34	7,085	20.02%	608,444	19.42%	1.03
35-44	5,863	16.56%	555,344	17.73%	0.93
45-54	5,649	15.96%	559,802	17.87%	0.89
55-64	4,493	12.69%	513,181	16.38%	0.77
65-74	1,948	5.50%	286,995	9.16%	0.60
75 & Older	1,367	3.86%	208,013	6.64%	0.58
Unknown	1,226	3.46%	13	0.00%	0.00
Total	35,395	100.00%	3,132,515	100.00%	

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

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

Goals

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

Performance Measures

- Reduce the fatality rate of 1.24 per hundred million vehicle miles traveled, the 2008 level, to 1.23 per hundred million vehicles miles traveled, 436 fatalities, through December 31, 2011.
[In 2010, the preliminary fatality rate was 0.93 and there were 317 fatalities.]
- Reduce the traffic injury rate of 80.09 per hundred million miles traveled, the 2008 level, to 76.0 per hundred million vehicle miles traveled, 23,182 injuries, through December 31, 2011.
[In 2010, the preliminary traffic injury rate was 89.73 and there were 30,493 injuries.]
- Decrease traffic fatalities from the 2007-2009 calendar base year average of 417 to 392 by December 31, 2011. (NHTSA)
[In 2010, there were 317 traffic fatalities.]
- Decrease serious traffic injuries three percent (each year) from the 2006-2008 calendar base year average of 1,935 to 1,821 by December 31, 2011. (NHTSA)
[In 2010, there were 1,382 serious traffic injuries.]
- Decrease fatalities per 100 million VMT from the 2006-2008 calendar base year average of 1.30 to 1.23 by December 31, 2011. (NHTSA)
[In 2010, the preliminary traffic fatality rate was 0.93 fatalities per 100 million VMT.]

- *Decrease rural fatalities per 100 million VMT from the 2005-2007 calendar base year average of 2.17 to 1.98 by December 31, 2011. (NHTSA)
[In 2009, the rural fatality rate was 1.93 fatalities per 100 million VMT.]*
- *Decrease urban fatalities per 100 million VMT from the 2005-2007 calendar base year average of 0.68 to 0.62 by December 31, 2011. (NHTSA)
[In 2009, the urban fatality rate was 0.45 fatalities per 100 million VMT.]*
- *Decrease fatalities per 100 million VMT from the 2006-2008 calendar base year average of 1.30 to 1.23 by December 31, 2011. (NHTSA)
[In 2010, the preliminary traffic fatality rate was 0.93 fatalities per 100 million VMT.]*

Strategies

- A comprehensive transportation safety public information and education program that is designed to impact a change in the public's behavior concerning the issues of safe driving, DUII, safety belts, child safety seats, speed, motorcycle safety, bicyclist safety, equipment standards, driver education and traffic laws.
- An annual transportation safety conference designed to reach at least 250 citizens and professionals with up-to-date information on various transportation safety issues.
- Implement 2010-11 law changes.
- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2010-11 law changes.
- Continue the development of a revised Transportation Safety Action Plan, the long-range planning document for addressing the "4-E"'s in transportation safety issues in Oregon, and implement actions in the current safety action plan.
- Raise awareness of the safety actions advocated in the Transportation Safety Action Plan through a published document available in print and electronic form.
- Make effective use of Internet, direct mail, and news media channels to raise awareness of the Transportation Safety Action Plan, or the issues and actions identified by the Action Planning process.
- Advocate for a transportation system that is self-educating and self-enforcing for its users.
- Continue to operate with adequate powers, be suitably equipped and organized to carry out a state highway safety program.

State Funds

MC-11-80-90 **Motorcycle Safety Program Management** **[\$52,555]**
Salaries, benefits, travel, services and supplies and office equipment funded the Motorcycle Program Manager.

Bicyclist Safety

[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.
- According to the 2009 Intercept Bicycle Helmet Usage Observational Study, 38% of middle school students were observed to have no helmet present, which is consistent with the past five years.
- A review of crash data from 1999 to 2008 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Injuries (crashes w/ motor vehicles)						
Number	684	730	626	757	762	4.4%
Percent of total Oregon injuries	2.5%	2.5%	2.2%	2.8%	2.7%	8.0%
Fatalities (crashes w/ motor vehicles)						
Number	9	14	15	10	8	-42.9%
Percent of total Oregon fatalities	2.0%	2.9%	3.3%	2.4%	2.1%	-27.6%
Percent Helmet Use (children)	47.6%	47%	53%	61%	60%	27.7%

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

Goals

- Reduce bicyclists killed and injured in motor vehicle crashes from the 2004-2008 average of 726 to 555 by 2015.

Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2006-2008 average of 704 to 662 by December 31, 2011.
[In 2010, there were 891 bicyclists injured in motor vehicle crashes.]
- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2006-2008 average of 186 to 175 by December 31, 2011.
[In 2010, there were 201 bicyclists age 0-19 injured in motor vehicle crashes.]
- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2006-2008 average of 460 to 432 by December 31, 2011.
[In 2010, there were 618 bicyclists age 20+ injured in motor vehicle crashes.]

Strategies

- Continue to inform and educate adult bicyclists concerning correct riding behaviors and safety.
- Continue to promote bicyclist safety education programs for youth to encourage development and practice of bicycling safety habits.
- Identify a community with high bicyclists' exposure and collaborate with enforcement, traffic management, bicyclist advocates and the transportation 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-11-60-01 **Statewide Services** **\$89,541**

These funds were used to conduct the 2011 Youth Helmet Usage Observational Study, a portion of the TSD telephone citizen opinion surveys done annually in May and August, which was conducted at 33 Oregon middle schools. A new bicycle brochure was introduced for youth safety, "Safe Biking: Quick Tips" (available in English and Spanish), along with a Safe Biking Activity booklet. With the help of the Crash Analysis and Reporting Unit, an updated Oregon Bicycle Rules flyer evolved into "The Oregon Pedestrian, Bicycle and Driver-related Traffic Rules" booklet. A media campaign was created with Gard Communications reminding drivers to "keep an extra eye out for bicycles." A "Ride Bright" campaign was created to remind bicyclists to be visible during the darker months of October, November, December and January. The statewide program worked with the Region 2 Public Information Officer in crafting a news release reminding drivers and bicyclists to safely share the road during the summer months along scenic state highways.

PS-11-60-06 **Bicyclist Safety Mini-Grant Program** **\$42,780**

The program awarded nine statewide bicycle safety mini-grants administered by the Alliance for Community Traffic Safety. Projects sites were in all five ODOT Regions in both urban and rural communities. This year there was push for mini-grants to work with teen youth and adults. Good Shepherd Medical Center worked with Parks and Recreation Department in presenting a series of bike safety classes, and purchased and distributed safety items. Grants Pass Department of Public Safety provided a bicycle safety skills course for elementary age riders, assisted by college students as mentors and a peer-to-peer learning environment. Jefferson County Health purchased a cargo trailer to store and hauls the county bicycle fleet to be used in bike safety classes at schools and community events county-wide. Klamath County Public Health purchased a bicycle fleet to be used in bike safety education classes for youth. Mt. Angel Police Department purchased a cargo trailer to store equipment and educational materials to host bike safety classes and events in the community, including bilingual officers to do outreach to the Spanish-speaking population. City of Newberg targeted teens and adults with bike safety classes, a bike maintenance class and community ride, and printed a Newberg Bicycle Map. Nyssa Police Department worked with the community to offer bike helmets to low-income families, and children participated in a poster contest and completed a skills course to learn basic rules of the road. An umbrella non-profit successfully established the "Bike Train to Portland Schools" program.

PS-11-60-08 **Bicyclist Safety Education Training** **\$45,000**

For almost a decade the Bicycle Transportation Alliance (BTA) has implemented a bicycle safety education program using the BTA's 10-hour in-class bicycle education curriculum /community ride program. This year, besides providing bike safety education to schools, their focus was to develop new strategies leading to sustainable programs, find ongoing funding sources to supplement federal dollars, build a statewide network to support and promote bike safety education, coordinate resources in Oregon and unify existing programs through the Walk+Bike Committee, and integrate bike safety education into Safe Routes to Schools programs. With walking and bicycling partners, they facilitated the organization of the first Walk+Bike to School Retreat held in Bend, with participants from across the state. Through the bike safety classes their instructors taught 4,232 students in 63 schools utilizing 1,725 volunteer hours. They responded to over 100 requests for the BTA bicycle safety education curriculum and hosted the monthly Walk+Bike Committee conference call. For this grant, the BTA partnered with Safe Routes to School programs in Eugene, Corvallis, Klamath Falls, Rogue Valley, Bend, Albany, and Philomath.

Community Traffic Safety

[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, 2009

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes	
Baker	*	16,450	7	0	95	5.78	16
Benton		86,725	5	0	347	4.00	44
Clackamas	!	379,845	29	11	1,765	4.65	258
Clatsop		37,840	6	4	214	5.66	27
Columbia	*	48,410	7	2	158	3.26	12
Coos		63,065	10	4	240	3.81	41
Crook		27,185	3	3	82	3.02	15
Curry		21,340	1	1	58	2.72	11
Deschutes		170,705	10	4	607	3.56	84
Douglas	*	105,395	14	6	568	5.39	95
Gilliam		1,885	1	1	25	13.26	6
Grant	!	7,525	3	1	30	3.99	3
Harney	!	7,715	4	0	42	5.44	9
Hood River		21,725	6	0	96	4.42	18
Jackson	!	207,010	14	6	989	4.78	126
Jefferson		22,715	4	1	56	2.47	12
Josephine	*	83,665	21	11	450	5.38	62
Klamath	*	66,350	12	1	396	5.97	69
Lake	*	7,600	6	1	45	5.92	6
Lane		347,690	40	15	1,487	4.28	200
Lincoln		44,700	7	0	248	5.55	18
Linn		110,865	18	5	707	6.38	94
Malheur	!	31,720	8	5	145	4.57	18
Marion		318,170	25	10	1,691	5.31	207
Morrow		12,540	5	0	55	4.39	15
Multnomah		724,680	42	22	4,984	6.88	726
Polk		68,785	10	5	322	4.68	48
Sherman	*	1,830	0	0	29	15.85	4
Tillamook	*	26,130	3	3	154	5.89	19
Umatilla	!	72,430	14	4	308	4.25	71
Union	!	25,470	6	1	135	5.30	22
Wallowa	*	7,100	1	0	17	2.39	5
Wasco	*	24,230	9	6	146	6.03	26
Washington	*	527,140	20	11	2,291	4.35	283
Wheeler		1,585	0	0	6	3.79	2
Yamhill		95,250	6	0	396	4.16	39
Statewide Total		3,823,465	377	144	19,384	5.07	2,711

Jurisdictional Data for Oregon Cities over 10,000 Population, 2009

City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	*	49,165	4	1	236	4.80	17
Ashland	*	21,595	0	0	50	2.32	7
Astoria	*	10,250	0	0	54	5.27	3
Baker City		10,160	0	0	24	2.36	3
Beaverton	*	86,860	0	0	593	6.83	56
Bend	*	82,280	3	2	268	3.26	28
Canby	*	15,230	0	0	28	1.84	2
Central Point		17,165	0	0	19	1.11	1
Coos Bay	*	16,670	0	0	58	3.48	4
Cornelius		10,985	0	0	42	3.82	10
Corvallis		55,125	0	0	192	3.48	22
Dallas		15,445	0	0	27	1.75	2
Eugene		157,100	10	4	692	4.40	78
Forest Grove		21,500	0	0	46	2.14	2
Gladstone	*	12,215	0	0	32	2.62	8
Grants Pass		33,225	3	1	257	7.74	23
Gresham		101,015	2	1	532	5.27	67
Happy Valley	*	11,465	0	0	21	1.83	6
Hermiston	#	16,215	1	0	48	2.96	12
Hillsboro		90,380	3	1	477	5.28	60
Keizer	*	36,220	0	0	76	2.10	7
Klamath Falls	*	21,305	0	0	99	4.65	9
La Grande	#	13,085	1	0	31	2.37	4
Lake Oswego	*	36,755	0	0	88	2.39	8
Lebanon		15,580	0	0	61	3.92	5
McMinnville		32,760	2	0	103	3.14	2
Medford	*	77,240	0	0	482	6.24	31
Milwaukie	*	20,920	1	0	50	2.39	7
Newberg	*	23,150	0	0	77	3.33	6
Newport		10,600	0	0	50	4.72	3
Ontario	#	11,435	1	0	47	4.11	3
Oregon City		30,710	1	0	212	6.90	32
Pendleton		17,515	0	0	48	2.74	8
Portland	!	582,130	30	18	4,143	7.12	605
Prineville	*	10,370	0	0	29	2.80	6
Redmond	*	25,800	0	0	101	3.91	10
Roseburg		21,355	0	0	160	7.49	14
Salem	*	156,955	3	1	1,032	6.58	105
Sherwood		16,640	0	0	62	3.73	6
Springfield		58,085	4	2	261	4.49	37
St. Helens		12,380	0	0	34	2.75	2
The Dalles	*	13,385	1	1	53	3.96	4
Tigard	*	46,460	0	0	292	6.28	30
Troutdale		15,535	1	0	55	3.54	5
Tualatin		26,130	2	2	138	5.28	16
West Linn	*	24,400	0	0	70	2.87	8
Wilsonville		18,020	0	0	72	4.00	7
Woodburn		23,350	1	0	81	3.47	12
Total		2,232,315	74	34	11,703	5.10	1,403

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

*= Local Traffic Safety Group

!= Safe Community Site

#= City/County Group

The Problem

- More than 60 percent of Oregon cities and counties do not have a systematic approach addressing transportation related injury and death.
- While a volunteer work force exists, often there is no local mechanism for mobilizing and motivating these volunteers.
- More than 50 percent of fatal and injury crashes occur in the north Willamette Valley in just four counties. These counties significantly impact state crash statistics. Two counties, Gilliam and Sherman, have maintained average fatal and injury crash rates above 7 per 1,000 population for the past decade. These counties have minimal local resources to address the issue.

Goals

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

Performance Measures

- Reduce the per-capita fatal and injury crash rate in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 193 persons by December 31, 2011.
[In 2010, the per capita fatal and injury crash rate in counties with a traffic safety group was one crash per 197 persons. The 2010 per capita fatal and injury crash rate in cities with a group was one per 154 persons. The statewide fatal and injury crash rate for 2010 is one crash per 167 persons.]
- Maintain or increase the number of local transportation safety committees in Oregon from 54 in 2008 to 54 or above by December 31, 2011.
[In 2010, there were 54 local transportation safety committees in Oregon.]
- Maintain or increase the number of active Safe Community programs by December 31, 2011. (As of federal fiscal year 2009, there were ten Safe Community programs in Oregon: Baker County, Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Umatilla County, Union County, City of Gresham, and City of Portland.)
[In 2010, there were nine active Safe Community programs. Gresham chose not to implement their Safe Community program.]
- Increase the number of documented neighborhood associations addressing traffic safety from 130 in 2008 to 140 by December 31, 2011.
[In 2010, there were 140 documented neighborhood associations addressing traffic safety.]

82nd avenue. The project worked to foster the Safe Community model in the metropolitan region. (See Region 1 chapter.)

K4SA-11-25-08 Clackamas County Safe Community

This project continued to integrate the elements of the Safe Community concept within Clackamas County, and encouraged partnerships with cities within the county. The project implemented actions indicated by a county level Safety Action Plan still under development. The county had planned for developing and adoption prior to grant startup, but due to delays, the plan is still under development. The project encountered some internal difficulty with local funding, but was able to overcome those issues allowing work to continue forward. (See Region 1 chapter.)

K4SA-11-25-15 Safe Community Mini-Grants \$43,094

The mini-grant program encouraged local activity by offering small-scale grants to local traffic safety commissions and other traffic safety minded groups. The dual goals of initiating special projects that have the potential to make a real impact on identified local problems, and to stimulate increased activity and health of local traffic safety groups was accomplished through the grants offered. The project was able to pursue mini grants that focused on speed, teen girls, and motorcycles in many cases.

K4SA-11-25-22 Innovative Community Projects \$0

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

K4SA-11-25-20 ACTS Oregon Safe Community Services \$155,932

This project provided in-person training, mentoring, technical assistance, special projects, and advocacy through access to a community traffic safety specialist. The project provided deployment and monitoring of a mini-grant program. The project offered local traffic safety advocates access to additional technical assistance via a weekday 1-800 telephone line and e-mailed newsletters. This project provided for scholarships to the annual transportation safety conference. This project assisted communities in involvement projects to promote volunteerism.

K4SA-11-25-04 Malheur County Coordinator

This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position complemented the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions and small groups. The project implemented a business plan prepared in the prior year, including efforts such as school assemblies and positive reinforcement campaigns. (See Region 5 chapter.)

K4SA-11-25-24 Grant County Coordinator

This project provided funds for project activity in Grant County. Working with the established Grant County safe community coalition, the grant staff identified specific projects to improve traffic safety in the county. The project was able to successfully maintain the existing coalition in difficult financial times, and was able to enlist AmeriCorps in their efforts. Partners were able to implement safety efforts such as a radio show, town hall forums, a safety fair clinic, and additional efforts to reach teens. (See Region 5 chapter.)

K4SA-11-25-06 Harney County Coordinator

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position, when filled, complemented the coalition in Harney County, and provided organization, which allowed greater output from the new coalition. The project participants were able to host student assemblies, a bike event, and hosted a safety booth. (See Region 5 chapter.)

K4SA-11-25-23 West Umatilla/North Morrow Safe Community

This project provided for the initial process of establishing a safe community project in Hermiston and Umatilla County. The project hired a coordinator to identify and gather coalition partners, data sources, and establish a data set. The project has worked to perform a problem identification process, and identify objectives such as senior driving skills, and outcome oriented projects that are appropriate for the safe community model. The project participants began developing projects in this first year grant, including recruiting 55 Alive instructors, conducting presentations for seniors and youth drivers. (See Region 5 chapter.)

K4SA-11-25-26 Suburban Community Project \$0

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

Driver Education

[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

- There is a need to increase the number of teens who participate in an approved program.
- There is a need to continue to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is the need to adopt graduated penalties. When deficiencies are identified, the only recourse currently available is to deny reimbursement and/or remove the program from its approved status.
- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training in the ODOT's five regional areas, particularly in areas outside the Willamette Valley. Additionally, a refresher course needs to be provided for those instructors out in the field two or more years.
- There is a need to accurately identify the number of students completing an approved driver education program.
- There is a need to increase, through SB 125, 2009, the number of private commercial driving schools available to provide services.
- There is currently no ability to measure citations, crashes and convictions by approved provider.
- There is a need to update the videos in the curriculum guide.

Driver Education in Oregon, 2005-2009

	2005	2006	2007	2008	2009 Projected
DMV Licenses Issued (Age 16-17)	27,731	27,688	29,500	27,500	28,000
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

Goals

- 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.
- Increase the number of driver education inspections that result in zero noted deficiencies from 21% in 2008 to 32% by 2015.
- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2013.

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 7,761 in 2008 to 9,096 by December 31, 2011.
[In 2010, there were approximately 7,840 students that completed driver education.]
- Complete training of private and public driver education instructors from 159 in 2008 to 173 by December 31, 2011.
[In 2010, there were 137 private and public driver education instructors trained.]
- Complete 40 annual on-site inspections/audits of approved Driver Education providers that include reviewing instructor's qualifications, curriculum and reimbursement by December 31, 2011. *[In the 2010 fiscal year, there were 43 on site inspections/audits performed. A total of 134 inspections have been completed to date.]*
- Update the curriculum guide videos by December 31, 2011.
[The curriculum guide is currently in the process of being updated.]

Strategies

- Continue developing and maintaining 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 tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Develop and maintain a tracking system and database to collect information on driver education program providers as well as instructors as they complete courses and continuing education.
- Continue development of assessment/inspection forms for monitoring driver education providers.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue to promote best practices through quality professional development
- Continue development of procedures and rule language for the law changes for commercial providers receiving student reimbursement.
- Continue monitoring and tracking implementation for DHS foster teen program reimbursements for the “parent” cost.
- Develop upgraded video segments for the state curriculum guide.

Project Summaries

Section 402

DE-11-20-02	Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference	\$19,407
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These funds were used to provide direct support for “out-of-state” and “non-ODOT” instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March this year.

Student Driver Training Fund (SDTF)

11DRVSED-001 Driver Education Program Reimbursement [\$1,406,751]

These funds reimbursed both public and private providers for their cost in providing driver education to students. Reimbursement was made to each 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 verified before reimbursement dollars are provided.

11DRVSED-004 Driver Education DHS Foster Kids [\$0]

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

11DRVSED-002 GDL Implementation - Information and Education [\$395,393]

These funds were granted to Western Oregon University to train beginning instructors completing the three instructor preparation courses and provide for train the trainer development and workshops. Funds also provided for curriculum updates and training of new Trainer-of-Trainers for ODOT-TSD through Western Oregon University.

11DRVSED-003 Statewide Services – Driver Education [\$59,175]

This grant supported the driver education advisory committee quarterly meetings and activities promoting “best practices” in driver education. In addition, materials for operation and curriculum revision were purchased.

Emergency Medical Services (EMS)

[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.
- While Oregon was one of the first states to establish a trauma system, the expectations for a trauma system and trauma care continue to be refined. The American College of Surgeons' Committee on Trauma published "Resources for Optimal Care of the Injured Patient 2006". Oregon needs to identify components of the trauma system that need to be upgraded to meet these standards and implement activities to accomplish the upgrade.
- EMS providers and emergency room staff, especially in rural and frontier areas, rarely encounter critically injured pediatric patients and are not as practiced in treating injured infants and children.
- The National Highway Traffic Safety Administration's EMS technical assistance team conducted the 2006 Oregon EMS NHTSA Reassessment which identified several improvements to be made to Oregon's emergency medical services and trauma systems.
- Our national and state 9-1-1, dispatch and data collection systems are decades old and were not built to handle the text, data, photos and video that are increasingly common in communication. This antiquated network cannot transmit the information available from new technologies.

- As the EMS industry evolves, national decisions may adversely affect Oregon's EMS system and specifically affect issues such as reciprocal licensure of EMS providers. As EMS evolves nationally, Oregon is beginning to engage in national EMS initiatives.

Goals

- Collaborate with the Department of Human Services, Public Health Division's EMS and Trauma Program and other partners such as the Oregon Office of Rural Health to establish coordination with hospitals including designated trauma centers, emergency medical services agencies, the Oregon Board of Medicine's EMS Committee, the Oregon State Trauma Advisory Board, the Oregon Emergency Medical Services for Children Advisory Board and EMS advisory board committees to improve transportation safety related medical care and associated EMS/Trauma programs.
- Improve the knowledge base and skills of EMS providers, hospital staff and physicians in the treatment and transport of injured children.
- Collaborate with the DHS EMS/Trauma Directors and Medical Director to ensure Transportation Safety Division's involvement in the implementation of the 2006 Oregon EMS NHTSA Reassessment 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. Stress the importance of the 4-E's: engineering, enforcement, education and EMS.

Performance Measures

- Partner with agencies to conduct four rural simulation-based trainings with pre-hospital and hospital providers in the care of pediatric trauma victims from motor vehicle crashes by December 31, 2011.
[Conducted three trainings: Prineville, Ontario, Astoria/Illwaco. Also, conducted simulation training at the 2011 EMS Conference.]
- Develop a comprehensive statewide EMS plan for Oregon by December 31, 2011.
[This is going very well; Oregon has made progress this year and is moving in the right direction.]
- Continue quarterly participation in EMS-C Advisory Board, EMS Advisory Board, and State Trauma Advisory Board committees by December 31, 2011.
[Attended meetings in person or by phone to save money.]

- Establish formal presences of EMS in highway safety programs by participating in three highway safety conferences by December 31, 2011.

[Did not have the opportunity to do this due to budget cuts.]

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-11-24-01 Statewide Services - EMS \$2,490

This project provided 10 scholarships to cover registration for the 2011 EMS Conference. The scholarship amounts were the \$249 tuition for the two day conference registration fee. Scholarships were given to support those who may otherwise not be able to attend. Scholarships were awarded to 10 Oregon residents responsible for EMS in rural/non-urban Oregon who respond to motor vehicle crashes and/or provide pre-hospital and/or hospital care to motor vehicle crash. This assisted the attendees in meeting their recertification requirements.

EM-11-24-02 Oregon EMS and Trauma Systems Pediatric Simulation Education \$20,565

The project enhanced the pediatric skills of rural pre-hospital and hospital providers while improving the system of care for pediatric trauma victims from motor vehicle crashes and other medical related injuries. The project provided hospitals and EMS providers an opportunity to improve their emergency response and the system of care for treating multiple patients in motor vehicle crashes; improve communications between Hospital, EMS, and Air Medical staff; provide a safe learning environment to practices skills not utilized on a regular basis; utilize advance wireless simulation mannequins that provide a realistic experience by practicing field extrication, triage, stabilization, transport and hospital trauma activation. Trainings were held in Prineville, Ontario, Astoria/Illwaco and the 2011 EMS Conference.

EM-11-24-01 Gov. John A. Kitzhaber, MD, Community Hospital Traffic Safety Grant \$3,996

Purchased extrication suits and gloves for 12 full time staff and three part-time staff to provide NFPA rated protection for crews responding to Motor Vehicle Crashes, to allow decreased patient extrication time for victims trapped in motor vehicles (Western Lane Ambulance).

Equipment Safety Standards

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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Total Vehicle Defect Crashes						
Number	520	540	507	569	560	3.7%
Crashes due to tire failure	n/a	123	111	161	150	22.0%
Crashes due to defective brakes	n/a	225	203	172	175	-22.2%
Crashes due to mechanical defects	n/a	171	161	198	167	-2.3%
Property Damage Crashes						
Number	283	264	248	267	270	2.3%
Non-fatal & Injury Crashes						
Number	230	268	250	295	283	5.6%
Number of persons injured	376	421	398	476	423	0.5%
Fatal Crashes						
Number	8	8	9	7	7	-12.5%
Number of persons killed	10	8	9	7	8	0%
Convictions for unlawful use of or failure to use lights (ORS 811.520)						
	n/a	1,556	1,371	1,262	1,302	-16.3%

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

Highway Safety Investment Program (HSIP)

[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 and city streets have the highest rate per Vehicle Mile Traveled (VMT).

Oregon Highways, Fatal and Serious Injury Crashes, 2009

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System	Annual Estimate Of VMT (Millions miles)
State Highways	622	779	8,049 (14%)	23,660 (61%)
City Streets	352	391	10,799 (18%)	7,302 (19%)
County Roads	341	404	33,124(56%)	7,422 (19%)
Other Roadways	23	34	7,157(12%)	119 (0.3%)
Total (All Public Roads)	1,338	1,608	59,129	38,503

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

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 1,872 in 2008 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 December 31, 2011.
[ODOT is developing an all roads Safety Priority Index System (SPIS) originally scheduled to be complete by the fall of 2011. Some delays have occurred and the project should be complete by spring 2012.]

- Develop expanded procedure for reporting top 5 percent high crash sites for all public roads by December 31, 2011.
[ODOT is developing an all roads Safety Priority Index System (SPIS) originally scheduled to be complete by the fall of 2011. Some delays have occurred and the project should be complete by spring 2012.]
- 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, 2011.
[Cannot produce report until new All Roads SPIS is complete in 2012.]
- Develop an annual report for the HSIP program evaluating and assessing results (number of projects by type, number of crashes reduced, dollars spent on safety projects) by December 31, 2011. *[This report is completed.]*
- Develop list of highway safety projects for draft 2012-2015 Statewide Transportation Improvement Program (STIP) and provide concurrence from the State Traffic Engineer's office by December 31, 2011. *[Completed.]*
- 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, 2011. *[Completed assessment of data needs and shortfalls. Completed research study looking into calibration of Safety Performance Functions for Oregon. Did not pilot new software.]*
- Develop an implementation plan for the Highway Safety Manual and associated software (SafetyAnalyst) for use within ODOT by December 31, 2011. *[Not completed.]*
- Develop and deliver new crash data analysis tools specifically for city streets and county roads (of the same kind that ODOT already has for state highways) including collision diagramming (or access to properly formatted data for collision diagramming tools), crash graphing tools, simple trend reports, and better access to crash data, traffic volumes and inventory data by December 31, 2011. *[Completed this task partially, built new interface making access to the data easier for cities and counties. Built new crash trends report tool. Collision diagramming tool is still in process and should be complete in 2012.]*
- Evaluate systematic improvement strategies for safety emphasis areas, determine an implementation plan, and gain concurrence from management at ODOT to implement systematic strategies by December 31, 2011.
[Complete, ODOT developed a plan for implementation of the Roadway Departure Crash systematic improvements. Gained concurrence to fund the plan using 164 penalty funds. Still working though to implement a rumble strip policy and plan.]

Strategies

- Develop and implement new Safety Priority Index System (SPIS) utilizing a Geographic Information System and geo-location codes to expand identification of high crash locations to all public roads.
- Develop tools such as enhanced 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 and Interactive Highway Safety Design Model (IHSDM). 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.
- Develop methodology for ranking and prioritizing replacement of roadside safety hardware (guardrail, bridge connections, and impact attenuators).
- Evaluate Highway Safety Manual Methods for Intersection Ranking on State Highway and compare to Safety Priority Index System (SPIS). Develop or contract for Training on new Highway Safety Manuals Methods and associated software. Explore the use of systematic safety strategies to address Lane Departure Crashes and Intersection Crashes. Develop pilot program for identifying and programming funds to address Lane Departure and Intersection crashes.

Project Summaries

Section 164

164HE-11-73-13

TEA-21 HSEC 2007 Safety Initiatives

\$1,843,014

This grant is completed. It was a multi year grant consisting of Highway Safety Improvement Program (HSIP) eligible infrastructure projects on the state highway system. The projects were originally selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007. Eight projects were completed.

Impaired Driving – Alcohol

[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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Fatal & Injury Crashes	19,115	20,275	19,031	18,409	19,834	-2.2%
Nighttime F&I Crashes*	2,612	3,012	2,846	2,722	2,711	-10.0%
Percent Nighttime F&I Crashes	13.7%	14.9%	15.0%	14.8%	14.0%	-6.0%
Fatalities		478	455	416	377	-21.1%
Alcohol Only Fatalities	n/a	146	155	120	116	-20.5%
Combination Alcohol & Other Drugs	n/a	33	26	51	28	-15.2%
Total Alcohol-Related Fatalities	n/a	179	181	171	144	-19.6%
Percent Alcohol- Related Fatalities	n/a	37.4%	39.8%	41.1%	38.2%	2.1%
Alcohol Related Fatalities per 100 Million VMT	n/a	0.50	0.52	0.51	0.42	-16.0%
Drivers in Fatal Crashes with BAC .08 & above	n/a	114	122	107	96	-15.8%
DUI Offenses	24,684	25,091	25,618	24,080	21,443	-14.5%
DUI Enforcement Index**	9.480	8.33	9.00	8.85	7.91	-5.0%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	n/a	89%	91%	88%	90%	1.1%

* 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.

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

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

Goals

- Reduce the total number of alcohol-related fatalities to 125 by 2015.
- Increase the number of DUI courts from six to ten by 2015.

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from the 2006-2008 average of 177 to 158 by December 31, 2011.
[In 2010, there were 107 alcohol related fatalities.]
- Maintain actual statistical documentation of all alcohol impaired driving fatalities regardless of BAC so that an accurate picture of the impaired driving problem in Oregon can be captured.
[There has been a pilot project written with the hope of implementation in 2012 to allow statistical analysis that will demonstrate all drivers have been tested creating a more accurate picture.]
- Return the DUI enforcement index to 9.97, the 1999-2003 average, or above by December 31, 2011. *[In 2009, the DUI enforcement index was 7.91.]*

- Provide two DUII-related training opportunities for prosecutors and judges by December 31, 2011. *[There were more than two opportunities for judge and prosecutor training. There was the judicial conference in Salishan that provided training to over 100 judges. There was the multidisciplinary conference that provided training for numerous agencies, including judges and prosecutors. There were also the three conferences by the ODDA that provided training for prosecutors. All these projects were funded by grant funds in the 2011 grant year.]*
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2011. *[There were three different conferences provided for prosecutors, as well as a multi-disciplinary conference that included judicial, prosecutors and other areas that are impacted by impaired driving. An annual judicial conference also provided training to many judges across the state.]*
- Conduct five NHTSA high visibility saturation patrols by December 31, 2011. *[High visibility saturation patrols were performed by approximately 70 city agencies, 32 county agencies, and Oregon State Police during this grant year.]*
- Decrease alcohol impaired driving fatalities three percent (each year) from the 2006-2008 calendar base year average of 114 to 111 by December 31, 2011. *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater. (NHTSA) *[In 2010, there were 51 drivers in fatal crashes with a BAC of .08 and above.]*
- Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2009 calendar base year of 5,736 to 6,000 by December 31, 2011. (NHTSA) *[In 2010, there were 2,597 impaired driving arrests made during grant-funded enforcement.]*

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 2011 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.

Project Summaries

Section 164

164AL-11-14-01 DUII Statewide Services \$0

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

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

164AL-11-14-02 DUII Court 1 \$0

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

164AL-11-14-03 DUII Court 2 \$0

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

164AL-11-14-04 DUII Court 3 \$0

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

164AL-11-14-24 DUII Prosecutor \$161,613

This project provided an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled in-state and out-of-state to assist with training. This grant paid for the Transportation Safety Resource Prosecutor (TSRP) position that was instrumental in the prosecution and training of prosecutors on the essential elements of successful DUII cases and vehicle homicide cases.

164AL-11-14-19 OLCC Inspector Training Project \$0

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-11-14-09 **DUII Overtime Enforcement Program - OSP** **\$131,949**
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 worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon. The patrol period included the High Visibility Enforcements established by NHTSA as well as other events throughout Oregon that may have a higher incident of impaired driving. These events included but were not limited to the Pendleton Round Up, Oktoberfest, Cinco De Mayo and other similar events.

164AL-11-14-17 **DISP – Portland Police Bureau** **\$71,384**
This project funded the Portland Police Bureau (PPB) Traffic Division warrant services to assist the Multnomah County DUII Intensive Supervision Program (DISP). PPB not only provided direct law enforcement capability to the court based probation program, but did house checks on clients to make certain they were abiding by the rules of the program. The primary function of the officers was to conduct warrant sweeps and pick up clients with active warrants within 48 hours of the warrants issuance.

Section 410

K8-11-12-01 **Statewide Services Program – DUII** **\$458,115**
A comprehensive transportation 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 ads were aired. Surveys were conducted. The campaign this year to educate the public on alcohol and drugged driving was larger than previous years. This grant also included \$200,000 split into quarters covering the four high visibility campaigns required by NHTSA. Lastly, the effectiveness and efficacy of the advertising is researched twice a year through Intercept Research who does surveys addressing effectiveness of the advertising campaigns.

K8-11-12-04 **DUII Camera Grant – Region 4** **\$8,650**
This grant provided camera equipment for two patrol cars in Sunriver, Oregon. Camera equipment has been a useful strategy for the documentation and prosecution of drivers driving under the influence of intoxicants. Cameras have been purchased across the state in the past to be used as helpful equipment in the detection and apprehension of impaired drivers.

K8-11-12-18 **ODAA/Law Enforcement "Protecting Lives Saving Futures"** **\$38,742**
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 encourage partnerships in dealing with the incidence of impaired driving. This grant also funded a program in conjunction with Washington State to train police officers on court room testimony in DUII cases. This grant funded three total conferences aimed at prosecutors, officers, and in some cases judges to better educate them on court strategies when it comes to impaired driving.

Impaired Driving – Drugs

[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 transportation safety.
- Mental health providers and law enforcement are seeing evidence indicating that more people are "self-medicating," or abusing prescription or over-the-counter drugs.
- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get 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 needs to be more.

Impaired Driving in Oregon – Other Drugs, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Fatal & Injury Crashes	19,115	20,275	19,031	18,409	19,384	-4.4%
Nighttime F&I Crashes*	2,612	3,012	2,846	2,722	2,711	-10.0%
Percent Nighttime F&I Crashes	13.7%	14.9%	15.0%	14.8%	14.0%	-6.0%
Fatalities	476	478	455	416	377	-21.1%
Other Drug Only Fatalities	n/a	30	42	62	37	23.3%
Combination Other Drug and Alcohol	n/a	33	26	51	28	-15.2%
Other Drug-Related Fatalities	n/a	63	68	113	65	3.2%
Percent Other Drug-Involved Fatalities	n/a	13.2%	14.9%	27.2%	17.2%	30.3%
DUII Arrests (drugs other than Alcohol)	1,163	1,006	1,092	844	n/a	n/a

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

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

Goals

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

Performance Measures

- Increase the number of certified DREs from 198 in 2008 to 210 by December 31, 2011.
[In 2009, there were 198 certified DREs.]
- Increase the number of DRE evaluations from 1,179 in 2008 to at least 1,200 by December 31, 2011. *[In 2009, there were 1,179 DRE evaluations completed.]*
- Conduct five NHTSA high visibility saturation patrols by December 31, 2011.
[High visibility saturation patrols were performed by approximately 70 city agencies, 32 county agencies, and Oregon State Police during this grant year.]

Strategies

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

- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).
- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Create public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Media products for these activities include print and electronic media, as well as classrooms.
- Create public information and education campaigns targeting specific law changes that will occur during the 2011 Legislative Session.
- Explore the opportunity for more 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

164AL-11-14-01 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-11-14-02 DUII Court 1

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

164AL-11-14-03 DUII Court 2

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

164AL-11-14-04 DUII Court 3

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

164AL-11-14-24 DUII Prosecutor

This project provided an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled in-state and out-of-state to assist with training. This grant paid for the Transportation Safety Resource Prosecutor (TSRP) position that was instrumental in the prosecution and training of prosecutors on the essential elements of successful DUII cases and vehicle homicide cases.

164AL-11-14-19 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-11-14-09 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 worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon. The patrol period included the High Visibility Enforcements established by NHTSA as well as other events throughout Oregon that may have a higher incident of impaired driving. These events included but were not limited to the Pendleton Round Up, Oktoberfest, Cinco De Mayo and other similar events.

164AL-11-14-17 DISP – Portland Police Bureau

This project funded the Portland Police Bureau (PPB) Traffic Division warrant services to assist the Multnomah County DUII Intensive Supervision Program (DISP). PPB not only provided direct law enforcement capability to the court based probation program, but did house checks on clients to make certain they were abiding by the rules of the program. The primary function of the officers was to conduct warrant sweeps and pick up clients with active warrants within 48 hours of the warrants issuance.

Section 410

K8-11-12-01 Statewide Services Program – DUII

A comprehensive transportation 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 ads were aired. Surveys were conducted. The campaign this year to educate the public on alcohol and drugged driving was larger than previous years. This grant also included \$200,000 split into quarters covering the four high visibility campaigns required by NHTSA. Lastly, the effectiveness and efficacy of the advertising is researched twice a year through Intercept Research who does surveys addressing effectiveness of the advertising campaigns.

K8-11-12-18 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 encourage partnerships in dealing with the incidence of impaired driving. This grant also funded a program in conjunction with Washington State to train police officers on court room testimony in DUII cases. This grant funded three total conferences aimed at prosecutors, officers, and in some cases judges to better educate them on court strategies when it comes to impaired driving.

K8-11-12-20 Law Enforcement Spokesperson – DPSST

This project provided funding for the management and training of all DUII related law enforcement training throughout the State of Oregon. Training was held at various locations, to increase the number of certified trainers, provide mobile video training and conduct a survey of police agencies. The grant funded the position that provides the training, including SFST instructor training and the four hour refresher training required by NHTSA in order for agencies to receive grant funding for DUII overtime.

K8-11-12-21 DUII Enforcement – OSSA Departments

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provided DUII overtime patrol in 32 counties throughout Oregon, increasing the likelihood of DUII offenders being caught and lowering the alcohol related fatality rate.

K8-11-12-12 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, judicial, prevention and treatment professionals. This conference was held in April 2010 and approximately 350 people from various agencies attended.

K8-11-12-38 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 for 2011. These agencies were involved in NHTSA High Visibility Enforcement for DUII during the specified events as well as events that are exclusive to Oregon but often result in people driving impaired. The DUII overtime grant was used by police agencies across the state.

Judicial Outreach

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 transportation safety issues.
- There are numerous issues of inconsistent adjudication of transportation safety laws from jurisdiction to jurisdiction which provides citizens with inconsistent and mixed messages.
- Driving Under the Influence of Intoxicants (DUI), in particular, needs to be addressed, in addition to other programs such as speed and occupant protection.

Judicial Outreach, 2006-2009

	2006	2007	2008	2009	% Change 2006-2009
No. of Judges trained during offered training sessions	135	100	90	100	-25.9%
No. of Court Staff/Administrators trained	76	27	18	70	-7.9%
No. of Prosecutors or staff trained	120	120	153	260	116.7%
Combined total of CLE Credits Approved	62.50	49.75	27.50	40.00	-36.0%

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

Goals

- Increase the number of judges and prosecutors participating in transportation 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 six to ten 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, 2011.
[In 2010, there were 138 prosecutors or staff participating in education programs.]
- Increase the number of Court Staff/Administrators receiving transportation safety education from 27 annually, the 2007 level, to 100 annually by December 31, 2011.
[In 2010, there were 78 judges, 25 court administrators, and two city prosecutors who received traffic safety education at the annual judicial education conference.]
- 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.
[In 2010, there were 51.00 CLE credits offered.]

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

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

Strategies

- Establish/provide funding for three (or four) new DUII Courts.
- Provide one DUII multi-disciplinary cross functional training conference for prosecutors, judges, law enforcement, parole and probation officers, prevention, OLCC, DMV and evaluation and treatment professionals to enhance adjudication of the crime of DUII.
- Provide two DUII related classes through the Oregon District Attorney's Association: "Protecting Lives/Saving Futures" for prosecutor and law enforcement teams and the "Prosecuting the Drugged Driver" class for prosecutors.
- Provide funding for the salary of the statewide DUII prosecutor (TSRP) to assure consistency in DUII court case law and to comply with the NHTSA 410 grant requirements.
- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon Judges. Invite court administrators to attend.

- Provide funding for Court Administrators to enhance transportation safety content and speakers.
- 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 of 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 transportation safety related topics.
- Work directly with courts to enhance traffic court processes and policies related to implementation of electronic citation data for criminal and traffic offenses.
- Work with OJD and local records management system provider (MAJIC) to automate OSP and local submitted e-citations into system electronically for state and local courts.

Project Summaries

Section 164AL

164AL-11-14-02 DUII Court 1

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

164AL-11-14-03 DUII Court 2

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

164AL-11-14-04 DUII Court 3

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

164AL-11-14-24 DUII Prosecutor

This project provided an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled in-state and out-of-state to assist with training. This grant paid for the Transportation Safety Resource Prosecutor (TSRP) position that was instrumental in the prosecution and training of prosecutors on the essential elements of successful DUII cases and vehicle homicide cases.

Section 402

TC-11-24-08 Judicial Education

\$28,376

This grant provided transportation safety related education to Oregon municipal, justice, and circuit court judges. Additionally, numerous electronic record transfer work and partnerships were created with the state circuit courts.

Motorcycle Safety

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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Fatal Crashes						
Number	37	43	48	43	49	14.0%
Percent of fatal crashes	8.9%	10.3%	11.7%	11.7%	14.8%	43.7%
Number of motorcyclists killed	38	44	51	46	52	18.2%
Number of single-vehicle crashes	20	24	27	22	30	25.0%
Number of multi-vehicle crashes where motorcyclist was at fault	9	8	18	12	10	25.0%
Number of multi-vehicle crashes where auto was at fault	5	13	7	8	6	-53.8%
Fatalities						
Percent alcohol-involved fatalities	39.4%	40.9%	37.3%	37.5%	36.5%	-10.8%
Percent non-endorsed fatalities	21.5%	14.0%	35.4%	17.4%	34.6%	147.1%
Percent unhelmeted fatalities	n/a	2.3%	5.9%	2.2%	11.5%	400.0%
Injury Crashes						
Number	430	627	603	717	698	11.3%
Percent of injury crashes	2.3%	3.2%	3.2%	4.0%	3.7%	15.6%

Motorcycles on Oregon Highways, 2006-2009 (continued)

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Registered Motorcycles	86,759	108,958	118,052	131,204	133,796	22.8%
Percent of registered vehicles	2.2%	2.7%	2.8%	3.2%	3.0%	11.1%
Motorcycle fatalities per registered motorcycle (in thousands)	0.44	0.41	0.44	0.37	0.39	-11.4%
Percent Helmet Use	94.6%	97%	95%	94%	100%	3.1%
Percent Motorcyclists wearing non-DOT helmet	5.2%	3%	5%	6%	5%	66.7%
TEAM Oregon Students Trained	5,796	7,651	7,957	9,972	8,778	14.7%

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

Goals

- Reduce the fatal traffic crashes that involve motorcycles from the 2006-2008 average of 45 to 42 by 2015.
- Reduce the number of people killed and seriously injured in motorcycle crashes from the 2006-2008 average of 244 to 213 by 2015.

Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2006-2008 average of 18 to 14 by December 31, 2011.
[In 2010, there were 8 fatal motorcycle crashes when the rider was impaired]
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2006-2008 average of 12 to 10 by December 31, 2011.
[In 2010, there were 8 fatal motorcycle crashes when the rider was not properly endorsed.]
- Reduce the number of fatal speed-related motorcycle crashes from the 2006-2008 average of 27 to 25 by December 31, 2011.
[In 2010, there were 20 fatal speed related motorcycle crashes.]
- Reduce the number of motorcyclist injury crashes from the 2006-2008 average of 649 to 583 by December 31, 2011.
[In 2010, there were 713 motorcyclist injury crashes.]
- Decrease motorcyclist fatalities from the 2006-2008 calendar base year average of 46 to 44 by December 31, 2011. (NHTSA)
[In 2010, there were 38 motorcyclist fatalities.]
- Decrease unhelmeted motorcyclist fatalities from the 2006-2008 calendar base year average of 3 to 2 by December 31, 2011. (NHTSA)
[In 2010, there were 3 unhelmeted motorcyclist fatalities.]

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 25 different locations throughout the state.
- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education Program, focusing on separating drinking and riding, correct licensing, proper protective riding gear, speed, and rider training for all riders, including riders over the age of 40 that are over represented in fatal and injury crashes.
- Encourage motorcycle riders to get TEAM OREGON training and be properly endorsed, disseminate information using public information and education campaigns and public outreach by the Governor's Advisory Committee on Motorcycle Safety.
- Continue educating the general driving public to be aware of motorcycles in the traffic stream.

Project Summaries

Section 2010

K6-11-50-02 Motorcycle Safety Training Enhancement \$127,700

This project will provide funding for a new training location by purchase or lease of land, buildings and improvements, curriculum development and training motorcycles. A new range was acquired and improvements funded through the grant. Also, 31 new Suzuki TU250 motorcycles were purchased.

K6-11-50-01 Motorist Awareness PI&E \$30,000

This project will provide funding for public information and education contract and materials to increase motorist awareness of motorcycles. Motorist awareness messages were posted on billboards, transit, and radio throughout the state.

State Funds

MC-11-80-90 Motorcycle Safety Program Management

Salaries, benefits, travel, services and supplies and office equipment funded the Motorcycle Program Manager.

\$1

MC-11-80-02 Statewide Services Motorcycle Safety [\$60,045]

This project will provide funding for membership in the National Association of State Motorcycle Administrators, public information and education, equipment expenses for the TEAM OREGON Motorcycle Safety Program and observation use survey. This project also supports projects prioritized by the Governor's Advisory Committee on Motorcycle Safety and includes committee member travel and meeting expenses. This grant provided funding for extended billboard posting. The funding came from the GAC on Motorcycle Safety priority project. Getting trained and endorsed media, SMSA dues, printing, observation survey, equipment expenses and GAC travel expenses were all funded by this grant.

MC-11-80-03 **Oregon State University - TEAM OREGON** **[\$866,000]**

This project will provide funding for training sites and daily operation of statewide motorcycle safety project. Daily operation includes: mobile program courses, instructor training, instructor update workshops, instructor and training location monitoring, public information and education activities by staff and instructors (public awareness presentations, fairs, mall shows, sober graduation presentations, motorcycle events, etc.) and daily operational functions. Training sites include site assistance, statewide liability insurance, equipment, printing and materials. This grant provided funding for TEAM OREGON staff and salaries.

MC-11-80-04 **Motorcycle Safety Improvements** **[\$32,648]**

This project will provide funding for curriculum development and a training location by purchase or lease of land, buildings and improvements. This grant provided improvements for a new range site at Clackamas Community College.

Occupant Protection

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 2009 observed use surveys, three percent of passenger car drivers, six percent of pickup truck drivers and eleven percent of sports car drivers did not use restraints. During 2008, Oregon crash reports (FARS) indicate thirty-two percent of motor vehicle occupant fatalities were unrestrained and 11% 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 2009 observed use surveys, forty-two 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, 2006 – 2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Front Seat Outboard Use						
Passenger car	n/a	94.06	95.27%	96.34%	96.64%	2.7%
Pickup truck	n/a	90.00%	92.66%	93.67%	94.25%	4.7%

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, 2006 - 2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Total Occupant Use	92%	97%	97%	96%	96%	-1.0%
Driver Use						
Passenger car	92%	96%	97%	97%	96%	0%
Pickup truck	n/a	93%	94%	93%	91%	-2.2%
Sports car	n/a	88%	88%	89%	85%	-3.4%
Child Restraint Use						
Under one year of age	86%	94%	96%	96%	94%	0%
Under four years of age	97%	99%	99%	99%	99%	0%
Booster seat use, ages five to eight *	n/a	52%	62%	57%	58%	11.5%
Child Seat Present						
Under one year of age (rear-facing) *	n/a	94%	95%	96%	94%	0%
Age one to four years (forward-facing) *	n/a	93%	94%	94%	97%	4.3%
Child Position in Vehicle						
Child seat/booster in rear of vehicle	n/a	97%	96%	96%	96%	-1.0%
Children 12 and under in rear of vehicle *	n/a	83%	85%	85%	85%	2.4%

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, 2006 – 2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Percent of Fatales Restrained	56.4%	56.8%	52.2%	56.9%	55.4%	-2.5%
Total occupant fatalities	n/a	352	318	294	269	-30.9%
Percent of Injured Restrained	n/a	92.8%	92.5%	91.5%	90.8%	-2.2%
Total injured occupants	n/a	27,014	25,592	24,252	25,513	-5.9%
Injured < Age 8, in Child Restraint	n/a	61.7%	65.3%	61.5%	66.0%	6.5%
Total injured occupants under age eight	n/a	849	836	751	728	-16.6%

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

- Increase front seat outboard occupant belt use, as determined by the NHTSA-compliant observed use survey, from 97 percent to 98 percent by December 31, 2011.
[In 2011, the percentage of front seat outboard occupant belt use was 97 percent.]
- Increase total occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 96 percent to 97 percent by December 31, 2011.
[In 2010, the percentage of total occupant restraint use was 96 percent.]
- Increase use of booster seats, as determined by the statewide Oregon Occupant Protection Observation Study, from 58 percent to 65 percent by December 31, 2011.
[In 2010, the percentage of booster seat use was 60 percent.]
- Increase the percentage of occupant fatalities reported as “restrained” from 57 percent to 62 percent by December 31, 2011.
[In 2010, the percentage of occupant fatalities reported as restrained was 65 percent.]
- *Decrease unrestrained passenger vehicle occupant fatalities in all seating positions three percent (each year) from the 2007-2009 calendar base year average of 99 to 92 by December 31, 2011. (NHTSA)*
[In 2010, there were 50 unrestrained passenger vehicle occupant fatalities.]
- *Increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles one percentage point from the 2007-2009 calendar base year average usage rate of 96 percent to 97 percent by December 31, 2011. (NHTSA)*
[In 2011, the statewide observed seat belt use in passenger vehicles was 97 percent.]
- *Increase the number of seat belt citations issued during grant-funded enforcement activities from the 2007-2009 calendar base year of 17,263 to 17,781 by December 31, 2011. (NHTSA)*
[In 2011, there were 12,732 seat belt citations issued during grant-funded enforcement.]

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.

OP-11-45-01 Statewide Services Project (Gard Communications/Intercept Research/TSD) \$196,353

Three new print ads, a TV PSA, two radio PSAs, and a billboard were designed and posted throughout the year. The ads emphasized child passenger safety and belt use among younger males. A TV PSA, radio PSA, and print ad were specifically targeted to Spanish speaking immigrants. 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 96.57% pre and 96.94%-post for passenger cars, and 92.07% pre and 94.15% post for pickups. A third survey of all outboard seating positions observed use rates of 96% in cars, 93% in pickups, and 87% in sports cars. A public opinion survey was also conducted.

OP-11-45-08 OACP Safety Belt Overtime Enforcement \$419,330

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. Officers used 651 overtime hours to assist at child seat fitting stations or other educational events. Nineteen officers completed national child passenger safety technician certification training. Total overtime enforcement activity is summarized below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	8,359	504	311	5,883	3,178	403	15,571	34,209
Straight Time/Match	8,536	565	5,225	42,967	15,436	1,151	147,358	221,238
Observed Belt Use:								
Starting	95%							
Ending	96%							
Total hours:	9,092							

OP-11-45-12 TSD Regions - Enhancement of Community Level CPS Programs

TSD Region staff coordinated the provision of scholarships for CPS technician and instructor candidates, car seats and booster purchases for families in need, and equipment and/or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs within their respective Region. (See the Regions 2 through 5 chapters for more information.)

Section 405

K2-11-46-06 OSSA Safety Belt Overtime Enforcement \$349,453

Thirty-one 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. Officers used 132 overtime hours to assist at child seat fitting stations or other educational events. Four deputies completed national child passenger safety technician certification training. Enforcement activity is summarized below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	5,101	805	60	2,795	462	55	6,442	15,720
Straight Time/Match	7,722	341	4,031	41,417	8,961	1,480	69,345	133,297
Observed Belt Use:								
Starting	94%							
Ending	95%							
Total hours:	5,389							

Section 2011

K3-11-45-05 ACTS Oregon Child Safety Seat Resource Center \$176,095

Eight certification, two renewal, and eleven continuing education courses were delivered to support the statewide pool of 549 child passenger safety technicians. Certification courses were held in Beaverton, Coos Bay, Enterprise, Eugene, Medford, Prineville, and Salem. CEU/renewal courses were held in Astoria, Beaverton, Bend, Coos Bay, Hermiston, La Grande, Prineville, and White City, and at Three Flags and the annual TSD conferences in Bend, Eugene, and Salem. Among the 173 seat check events reported to ACTS, 3,568 seats were checked and 902 distributed. Individual appointments checked another 840 seats and distributed 263. Public information and technician support was also provided through ACTS website, responses to telephone inquiries, promotion of National CPS Week and "Calling Cards", conference presentations, and publication of *Traffic Safety Connection* newsletter (9 issues).

K3-11-45-11 Enhancement of Community Level CPS Programs, Region 1 (ACTS Oregon) \$53,957

This project provided training scholarships, contracted staffing, and grant funding to support car seat distribution programs within Clackamas, Columbia, Hood River, Multnomah, Yamhill and Washington counties. Programs receiving assistance included Healthy Start, Molalla Fire, Columbia County Early Childhood Team, American Medical Response, Mt. Hood Community College Parents as Teachers, Multnomah County Healthy Birth Initiative, Randal Children's Hospital at Legacy Emanuel, NARA, Oregon Child Development Coalition (OCDC), and Washington County Sheriff's Office. One-hundred and thirty eight seats were purchased, eight-hundred and ten seats distributed, and five technician scholarships provided. ACTS continued to work with OCDC to increase education among Hispanic communities in Multnomah and Washington counties. Technicians were contracted or paid honorarium to sustain programs in Columbia and Yamhill counties.

Pedestrian Safety

[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, 46 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.
- A review of crash data from 1999 to 2008 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Injuries						
Number	593	654	553	576	636	-2.8%
Percent of total Oregon injuries	2.1%	2.2%	2.0%	2.1%	2.3%	4.5%
Number injured Xing in crosswalk or intersection	314	382	330	350	374	-2.1%
Percent Xing in crosswalk or intersection	52.9%	58.4%	59.7%	60.8%	58.8%	0.7%
Fatalities						
Number	50	48	50	53	38	-20.8%
Percent of total Oregon fatalities	10.6%	10.0%	11.0%	12.7%	10.1%	1.0%
Number of fatalities Xing in crosswalk or intersection	11	13	16	14	10	-23.1%
Percent Xing in crosswalk or intersection	22.0%	27.1%	32.0%	26.4%	26.3%	-3.0%

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 2004-2008 average of 49 to 38 by 2015.
- To reduce the number of pedestrian injuries from the 2004-2008 average of 592 to 456 by 2015.

Performance Measures

- *Reduce the number of pedestrian fatalities from the 2004-2008 average of 49 to 46 by December 31, 2011. (NHTSA)*
[In 2010, there were 62 pedestrian fatalities.]
- Reduce the number of pedestrian injuries from the 2004-2008 average of 592 to 556 by December 31, 2011.
[In 2010, there were 769 pedestrian injuries.]
- Reduce the number of pedestrians killed crossing in crosswalk or intersection from the 2004-2008 average of 14 to 13 by December 31, 2011.
[In 2010, there were 14 pedestrians killed crossing in a crosswalk or intersection.]
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2004-2008 average of 336 to 316 by December 31, 2011.
[In 2010, there were 470 pedestrians injured crossing in a crosswalk or intersection.]

Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaign.
- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.

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

Project Summaries

Section 402

PS-11-68-01 Statewide Services \$67,723

The TSD Public Opinion Survey was conducted and included a question on the perceived safety of Oregon’s crosswalks. The funding was used to reprint, as well as update pedestrian safety materials which are provided at no cost in limited quantities statewide to events including county fairs, safety fairs, AARP older driver classes, and for law enforcement use. With the help of the Crash Analysis and Reporting Unit, an updated Oregon Bicycle Rules flyer evolved into “The Oregon Pedestrian, Bicycle and Driver-related Traffic Rules” booklet. The program worked with Gard Communications to create a fresh media message reminding drivers to “keep an extra eye out for pedestrians.” A pedestrian-directed campaign followed, titled “The first step to pedestrian safety is yours.” A “Be Visible” media campaign was also created to remind pedestrians to make themselves more visible to drivers during the darker months of October, November, December and January. The final media campaign strategy involved a 30 second radio public service announcement, “The Safety Step.” The statewide program also coordinated a visibility awareness giveaway of high-visibility retro-reflective fluorescent lime-green armband and sash. The products were attached to educational brochure cards with the “Be Visible” message and distributed through traffic safety partners in the five ODOT Regions.

PS-11-68-02 Pedestrian Safety Enforcement and Training \$69,510

Twenty-seven enforcement agencies conducted a total of 90 crosswalk enforcement actions and issued a total of 1,365 related citations and warnings. Two agencies conducted a total of eight diversion classes. Twenty-six enforcement professionals from eighteen agencies attended a March training. All participating agencies were provided with crosswalk enforcement action manuals, guidance on working with the media and ongoing support to successfully complete their enforcements. A majority of agencies were successful in receiving media coverage from local newspapers, radio, television, and municipal online blogs and newsletters. All twenty-seven agencies expressed interest in participating in the program again.

Police Traffic Services

[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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Total Fatal Traffic Crashes	415	418	411	369	331	-20.8%
Total Injury Crashes	18,700	19,857	18,620	18,040	19,053	-4.0%
Total Fatalities	476	478	455	416	377	-21.1%
Total Injuries	27,878	29,709	28,000	26,805	28,153	-5.2%
Top 10 Driver Errors in Total Crashes:						
Failed to avoid stopped or parked vehicle ahead other than school bus	14,648	13,694	12,783	11,843	12,083	-11.8%
Did not have right-of-way	81,156	8,523	8,306	7,699	7,206	-15.5%
Driving too fast for conditions	6,987	6,985	6,766	6,750	5,257	-24.7%
Failed to maintain lane	N/A	3,755	5,263	6,308	5,840	55.5%
Ran off Road	N/A	6,453	6,569	5,820	5,120	-20.7%
Improper change of traffic lanes	2,352	2,196	2,315	2,131	2,078	-5.4%
Following too closely	N/A	1,189	1,383	2,125	1,887	58.7%
Inattention	N/A	2,691	2,310	2,011	2,038	-24.3%
Left turn in front of oncoming traffic	2,561	2,225	2,017	1,906	1,818	-18.3%
Disregarded traffic signal	2,101	2,135	2,046	1,900	1,819	-14.8%
Number of Speed Related Convictions	189,051	171,229	176,259	169,937	176,421	3.0%
No. of Law Enforcement Officers	5,451	5,373	5,346	5,403	5,502	2.4%
Officers per 1,000 Population	1.54	1.46	1.43	1.43	1.44	-1.4%
Percent Who Say More Enforcement Needed	16.2%	20%	24%	21%	17%	-15.0%

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 transportation safety laws and regulations intended to reduce death, injury and property damage by providing law enforcement training and education in key transportation 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, 2011.
[In 2011, there were 506 police officers trained using the online tool.]

Section 406

K4-11-75-01 **OSP Chain Enforcement on Priority Mountain Passes** **\$24,159**

This grant provided Oregon State Police with additional overtime for priority mountain passes to provide state police agency overtime enforcement to focus on commercial and passenger vehicle traction device compliance.

K4-11-75-02 **Clackamas SO - Chain Enf. on Priority Mountain Passes** **\$658**

This grant provided Clackamas County Sheriff's Office with additional overtime for focus on the US 26 mountain pass, commercial and passenger vehicle traction device compliance.

Region 1

[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 highways every day. We watch over:

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

The Problem

- Despite our best efforts over the past twenty years, speed and alcohol/drugs are still major contributing factors to deaths and injuries on the roads in Region 1 (see data charts). Highway safety risks losses due to complacency and competition for public attention.
- There is a lack of consistent integration between transportation safety programs and other region level highway work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting/construction.
- The current "Top 10% List" for hazardous crash locations has about 3,000 qualifying entries - too many to guarantee more than a brief review of each site. Many locations are not addressable without major 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

	2006	2007	2008	2009	% Change 2006-2009
Clackamas County	28	32	30	29	3.6%
Columbia County	8	13	8	7	-12.5%
Hood River County	5	5	3	6	20.0%
Multnomah County	41	51	28	42	2.4%
Washington County	37	27	27	20	-45.9%
Region 1 Total	119	128	96	104	-12.6%
Statewide Fatalities	478	455	416	377	-21.1%
Region 1 Fatalities Percent of State	24.90%	28.13%	23.08%	27.59%	10.8%
Region 1 Fatalities per 100,000 Population	7.27	7.70	5.70	6.11	-16.0%

Statewide Speed-Related Fatalities vs. Region 1

	2006	2007	2008	2009	% Change 2006-2009
Clackamas County	14	22	16	11	-21.4%
Columbia County	2	7	4	6	200.0%
Hood River County	1	5	2	6	500.0%
Multnomah County	20	27	17	21	5.0%
Washington County	19	11	12	14	-26.3%
Region 1 Speed Involved Fatalities	56	72	51	58	3.6%
Statewide Total Speed Involved Fatalities	227	216	210	157	-30.8%
Speed-Involved Fatalities Percent of Region 1	47.06%	56.25%	53.13%	55.77%	18.5%
Speed-Involved Fatalities Percent of State	24.67%	33.33%	24.29%	36.94%	49.7%
Statewide Speed-Involved % Total	47.49%	47.47%	50.48%	41.64%	-12.3%

Statewide Alcohol-Involved Fatalities vs. Region 1

	2006	2007	2008	2009	% Change 2006-2009
Clackamas County	13	8	12	11	-15.4%
Columbia County	1	8	5	2	100.0%
Hood River County	1	1	2	0	-100.0%
Multnomah County	14	21	13	22	57.1%
Washington County	17	9	8	11	-35.3%
Region 1 Alcohol-Involved Fatalities	46	47	40	46	0.0%
Statewide Total Alcohol-Involved Fatalities	179	181	171	144	-19.6%
Alcohol-Involved Fatalities Percent of Region 1	38.66%	36.72%	41.67%	44.23%	14.4%
Alcohol-Involved Fatalities Percent of State	25.70%	25.97%	23.39%	31.94%	24.3%
Statewide Fatalities Alcohol-Involved % Total	37.45%	39.78%	41.11%	38.20%	2.0%

2009 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	379,845	29	11	1,765	4.65	258
Columbia County	48,410	7	2	158	3.26	12
Hood River County	21,725	6	0	96	4.42	18
Multnomah County	724,680	42	22	4,984	6.88	726
Washington County	527,140	20	11	2,291	4.35	283
Region 1 Total	1,701,800	104	46	9,294	5.46	1,297
Statewide Total	3,823,465	377	144	19,384	5.07	2,711
Percent of State	44.51%	27.59%	31.94%	47.95%	N/A	47.84%

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

Goals

- To decrease the number of annual fatalities in Region 1 from the 2006-2008 average of 114 to 85 by 2015.
- To decrease the number of annual fatal and injury crashes from the 2006-2008 average of 8,906 to 6,691 by 2015.

Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2006-2008 average of 60 fatalities to 52 by December 31, 2011.
[In 2010, there were 21 speed related fatalities in Region 1.]
- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2006-2008 average of 57 to 48 by December 31, 2011.
[In 2010, there were 41 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, 2011. *[The 2011 SPIS report was completed and published September 1, 2011. We started with over 3,100 qualifying sites in the "top 10%" and bundled those into 279 real-world intersections and highway segments. For each we provided current or planned projects which would reduce the identified crash problems.]*
- Identify and develop at least four local transportation 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, 2011.
[Five projects were identified with partners including City of Portland, two counties and two smaller cities. Two projects were funded with the city of North Plains and with Columbia County for speed reduction.]

Strategies

- Continue work to capture historical data and make projections in other crash causes which should be considered for following years' Performance Plans, such as:
 - Distracted Driving (including cell phone use)
 - Elderly Driver
 - School Route Related (to support Safe Routes to School)
- Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids Oregon and Metro Injury Prevention Professionals include hospitals, EMS providers, fire services, health educators, health programs, enforcement and other players. These should be continued. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.

- Consider developing regional media events in support of specific TSD funded enforcement activities like DUII crackdowns, safety belt use, speed patrols, school zone speed and others. For each event, form a support coalition of interested parties including (but not limited to) enforcement agencies, courts, prosecutors, media, victims, EMS/health providers and others.
- Increase the number of opportunities for safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineering and managers, and community volunteers who are coordinating or managing pieces of local transportation safety efforts. The type of training should relate to deficiencies that we may have noted in areas like evaluation, data analysis, “leading edge” programs and partnering with the media.

Project Summaries

Section 402

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|--------------------|-------------------------------------|----------------|
| DE-11-24-11 | Region 1 – Regional Services | \$7,529 |
|--------------------|-------------------------------------|----------------|
- a. Prioritized 15 high crash locations from the state “Top 5%” list with significant speed, alcohol, or drug involvement. Developed countermeasures with three or more government, police or volunteer agencies for targeted crash reduction. Two countermeasures were actually put in place.
 - b. Provided mini-grants to local agencies to address identified local safety problems or multi-modal safety issues. Emphasized problems relating to alcohol/drug involved crashes, speed related crashes, partnerships and working with the media. Speed reduction equipment was provided to North Plains under this project.
 - c. Provided safety training to staff in the Regional office and to leaders in the community in safety areas showing the highest deficiencies. Provided outreach materials for public information and education for 15 events or approximately 40,000 contacts. Region-wide there were at least 15 training and safety events, many now primarily organized by local safety groups.

Section 406

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|----------------------|--------------------------------|-----------------|
| K4SA-11-25-05 | Portland Safe Community | \$98,000 |
|----------------------|--------------------------------|-----------------|
- This project used 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, developed data gathering and sharing processes, further developed and integrated safety plans, and implemented projects identified through the Safe Community model for addressing transportation related injury and death. The project focused on improving and developing an approach to high crash corridors in the city, building on lessons learned on 82nd avenue. The project also worked on fostering the Safe Community model in the metropolitan region. Portland is a good example of local ownership of safety programs and events with minimal support and partnership from ODOT. Portland is sharing data, resources and event staffing with other area safety groups.

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|----------------------|--|-----------------|
| K4SA-11-25-08 | Clackamas County Safe Community | \$65,568 |
|----------------------|--|-----------------|
- This project continued to integrate the elements of the safe community concept within Clackamas County, and encouraged partnerships with cities within the county. The project implemented portions of a county level safety action plan the county is developing, and was planned for adoption

prior to grant startup. Clackamas County has added more engineering related elements to their program while still developing and partnering with local police and school programs.

Region 2

[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.
- 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

	2006	2007	2008	2009	% Change 2006-2009
Benton County	6	7	10	5	-16.7%
Clatsop County	8	10	4	6	-25.0%
Lane County	50	43	32	40	-20.0%
Lincoln County	10	9	7	7	-30.0%
Linn County	31	28	18	18	-41.9%
Marion County	28	31	26	25	-10.7%
Polk County	9	9	13	10	11.1%
Tillamook County	4	4	13	3	-25.0%
Yamhill County	16	13	17	6	-62.5%
Region 2 Total	162	154	140	120	-25.9%
Statewide Fatalities	478	455	416	377	-21.1%
Region 2 Fatalities Percent of State	33.89%	33.85%	33.65%	31.83%	-6.1%
Region 2 Fatalities per 100,000 Population	14.67	13.78	12.41	10.56	-28.0%

Statewide Speed Involved Fatalities vs. Region 2

	2006	2007	2008	2009	% Change 2006-2009
Benton County	3	4	2	2	-33.3%
Clatsop County	3	2	0	4	33.3%
Lane County	22	11	12	19	-13.6%
Lincoln County	5	4	4	2	-60.0%
Linn County	17	16	11	7	-58.8%
Marion County	22	18	11	13	-40.9%
Polk County	2	1	2	1	-50.0%
Tillamook County	1	2	7	0	-100.0%
Yamhill County	6	10	13	0	-600.0%
Region 2 Speed-Involved Fatalities	81	68	62	48	-40.7%
Statewide Total Fatalities Speed-Involved	227	216	210	157	-30.8%
Speed-Involved Fatalities Percent of Region 2	50.00%	44.16%	44.29%	40.00%	-20.0%
Speed-Involved Fatalities Percent of State	35.68%	31.48%	29.52%	30.57%	-14.3%
Statewide Fatalities Speed-Involved % Total	47.49%	47.47%	50.48%	41.64%	-12.3%

Statewide Alcohol Involved Fatalities vs. Region 2

	2006	2007	2008	2009	% Change 2006-2009
Benton County	2	2	3	0	-200.0%
Clatsop County	2	5	1	4	100.0%
Lane County	18	15	16	15	-16.7%
Lincoln County	4	4	3	0	-400.0%
Linn County	9	10	8	5	-44.4%
Marion County	9	14	6	10	11.1%
Polk County	4	1	1	5	25.0%
Tillamook County	1	4	5	3	200.0%
Yamhill County	3	6	2	0	-300.0%
Region 2 Alcohol-Involved Fatalities	52	61	45	42	-19.2%
Statewide Total Fatalities Alcohol-Involved	179	181	171	144	-19.6%
Alcohol-Involved Fatalities Percent of Region 2	32.10%	39.61%	32.14%	35.00%	9.0%
Alcohol-Involved Fatalities Percent of State	29.05%	33.70%	26.32%	29.17%	0.4%
Statewide Fatalities Alcohol-Involved % Total	37.45%	39.78%	41.11%	38.20%	2.0%

2009 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	86,725	5	0	347	4.00	44
Clatsop County	37,840	6	4	214	5.66	27
Lane County	347,690	40	15	1,487	4.28	200
Lincoln County	44,700	7	0	248	5.55	18
Linn County	110,865	18	5	707	6.38	94
Marion County	318,170	25	10	1,691	5.31	207
Polk County	68,785	10	5	322	4.68	48
Tillamook County	26,130	3	3	154	5.89	19
Yamhill County	95,250	6	0	396	4.16	39
Region 2 Total	1,136,155	120	42	5,566	4.90	696
Statewide Total	3,823,465	377	144	19,384	5.07	2,711
Percent of State	29.72%	31.83%	29.17%	28.71%	N/A	25.6%

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

Goals

- Decrease the number of region fatalities from the 2006-2008 average of 152 to 109 by 2015.
- Decrease the number of region fatal and all injury crashes from the 2006-2008 average of 5,595 to 4,314 by 2015.

Performance Measures

- To decrease the number of speed related fatalities from the 2006-2008 average of 70 to 65 by December 31, 2011.
[In 2010, there were 31 speed related fatalities in Region 2.]
- To decrease the number of alcohol involved fatalities from the 2006-2008 average of 53 to 48 by December 31, 2011.
[In 2010, there were 31 alcohol involved fatalities in Region 2.]
- To provide education to local traffic safety committees on the “4-E” approach to transportation safety by December 31, 2011. 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 2011.]
- To develop and administer an annual plan for Region 2 Safety Corridors by December 31, 2011. To decommission safety corridors if warranted and stakeholder agreement can be reached by December 31, 2011.
[The annual safety corridor plans will not be completed by December 31, 2011. Decommissioning of one necessary corridor was finalized in 2011.]

Strategies

- Distribute transportation safety topic information and education materials to many of the communities in Region 2 by participating in local safety events.
- Partner with transportation safety related advocacy groups such as local traffic safety committees and Safe Kids groups
- Partner with our Region 2 traffic group to bring the 4-E approach to safety issues within Region 2.
- Promote child passenger safety through mini-grants and participation in local clinics.
- Focus on DUII and speed issues in Region 2 through education and enforcement efforts.
- Partner with all of Region 2 bringing transportation safety topic information and the 4-E approach to safety to Region 2.

Project Summaries

Section 402

DE-11-24-12 Region 2 – Regional Services \$15,089

This project provided coordination of transportation safety services in all of our Region 2 communities. Outreach and education was done through local safety fairs, safety committees, and safety presentations. This project coordinated with Region 2 Traffic and area maintenance to ensure that safety is considered in all phases of project development.

OP-11-45-12 TSD Region 2 Enhancement of Community Level CPS Program \$27,935

Mini-grants were provided to nine local agencies to purchase car seats, supplies for clinics and for training of CPS Technicians. Local agencies included: CARE of Tillamook, Polk County Fire District 1, Relief Nursery of Eugene, Keizer Fire, Salem Hospital, Woodburn Police Department, Safe Kids North Coast, South Lane County Fire, and Parent Enhancement Program.

SC-11-35-12 Region 2 Speed Equipment \$18,138

Mini-grants were given to four local police agencies to purchase radar and lidar units for speed enforcement. Local agencies included: Benton County Sheriff's Office, Gervais Police Department, Marion County Sheriff's Office, and Woodburn Police Department.

Region 3

[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 was 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

	2006	2007	2008	2009	% Change 2006-2009
Coos County	9	8	12	10	11.1%
Curry County	3	7	5	1	-66.7%
Douglas County	31	25	27	14	-54.8%
Jackson County	19	16	25	14	-26.3%
Josephine County	17	21	20	21	23.5%
Region 3 Total	79	77	89	60	-24.1%
Statewide Fatalities	478	455	416	377	-21.1%
Region 3 Fatalities Percent of State	16.53%	16.92%	21.39%	15.92%	-3.7%
Region 3 Fatalities per 100,000 Population	16.89	16.25	18.60	12.50	-26.0%

Statewide Speed-Involved Fatalities vs. Region 3

	2006	2007	2008	2009	% Change 2006-2009
Coos County	4	2	5	6	50.0%
Curry County	0	2	3	0	0.0%
Douglas County	13	6	15	5	-61.5%
Jackson County	7	8	13	6	-14.3%
Josephine County	8	10	10	3	-62.5%
Region 3 Speed-Involved Fatalities	32	28	46	20	-37.5%
Statewide Total Fatalities Speed-Involved	227	216	210	157	-30.8%
Speed-Involved Fatalities Percent of Region 3	40.51%	36.36%	51.69%	33.33%	-17.7%
Speed-Involved Fatalities Percent of State	14.10%	12.96%	21.90%	12.74%	-9.6%
Statewide Speed-Involved % Total	47.49%	47.47%	50.48%	41.64%	-12.3%

Statewide Alcohol-Involved Fatalities vs. Region 3

	2006	2007	2008	2009	% Change 2006-2009
Coos County	2	3	3	4	100.0%
Curry County	1	1	3	1	0.0%
Douglas County	16	10	17	6	-62.5%
Jackson County	9	8	12	6	-33.3%
Josephine County	7	10	15	11	57.1%
Region 3 Alcohol-Involved Fatalities	35	32	50	28	-20.0%
Statewide Total Fatalities Alcohol-Involved	179	181	171	144	-19.6%
Alcohol-Involved Fatalities Percent of Region 3	44.30%	41.56%	56.18%	46.67%	5.3%
Alcohol-Involved Fatalities Percent of State	19.55%	17.68%	29.24%	19.44%	-0.6%
Statewide Fatalities Alcohol-Involved % Total	37.45%	39.78%	41.11%	38.20%	2.0%

2009 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	63,065	10	4	240	3.81	41
Curry County	21,340	1	1	58	2.72	11
Douglas County	105,395	14	6	568	5.39	95
Jackson County	207,010	14	6	989	4.78	126
Josephine County	83,665	21	11	450	5.38	62
Region 3 Total	480,475	60	28	2,305	4.80	335
Statewide Total	3,823,465	377	144	19,384	5.07	2,711
Percent of State	12.57%	15.92%	19.44%	11.89%	N/A	12.36%

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

Goals

- To decrease the number of traffic fatalities in Region 3 from the 2006-2008 average of 82 to 63 or below by 2015.
- To decrease the number of Injury A (serious) injuries in Region 3 from the 2006-2008 average of 248 to 218 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2006-2008 average of 35 to 32 by December 31, 2011.
[In 2010, there were 24 speed related fatalities in Region 3.]
- To decrease the number of alcohol related fatalities in Region 3 from the 2006-2008 average of 39 to 34 by December 31, 2011.
[In 2010, there were 20 alcohol related fatalities in Region 3.]
- To coordinate or participate in, or provide resources to, at least 15 child safety seat trainings and public CPS clinics in Region 3 through December 31, 2011.
[There were 60 or more CPS clinics, trainings, and meetings in Region 3. The RTSC participated in, or provided for, 41 of them.]
- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 15 fairs, events and other transportation safety activities to educate and inform the public on transportation safety issues through December 31, 2011.
[There were 21 fairs/events attended in person by the RTSC. There were four additional events that were provided for but not attended.]
- To coordinate with and provide equipment and/or materials to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2011.
[Seventeen agencies received equipment, materials, and/or training to help prevent transportation related fatalities or injuries.]

Strategies

- Coordinate and/or provide resources for transportation safety events.
- Focus educational efforts on speed, impaired driving, and occupant protection – and include all other program areas when able.
- 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 transportation 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.

- Provide mini-grants to local jurisdictions for transportation safety activities, equipment, or overtime law enforcement.
- Coordinate quarterly meetings with CPS Technicians in Region 3 to plan CPS clinics and trainings.

Project Summaries

Section 402

DE-11-24-13 Region 3 - Regional Services \$24,643

This project provided transportation safety coordination and services throughout ODOT's Region 3 (the five southwestern Oregon counties) by providing information and education on all of transportation safety program areas, coordinating transportation safety activities, and working with transportation safety organizations. Small mini-grants were provided to local jurisdictions or nonprofit organizations to address identified safety problems.

OP-11-45-13 Region 3 – Enhancement of Community Level CPS Programs \$24,475

This project provided mini-grants for five local agencies in Region 3 to fund distribution of child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were: Bay Area Hospital, Grants Pass Department of Public Safety (Josephine Co. Child Safety Seat Coalition), Jackson County SO, Sutherlin PD, and Brookings PD (Curry County Child Safety Seat Coalition).

SC-11-35-13 Region 3 Speed Equipment Grant \$23,227

This project provided mini-grants to six local law enforcement agencies in Region 3: Douglas County SO, Grants Pass Dept. of Public Safety, Jackson County SO, Myrtle Creek PD, Talent PD, and Josephine County SO to acquire speed equipment and/or overtime funds for their agency to enhance their speed enforcement efforts.

Region 4

[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.
- Booster seat usage statewide is at 58% per the Oregon Occupant Protection Observation Study in August of 2009 for children 4 to 8 years of age. Booster seat usage in Region 4 is at 57% in Bend; 51% in The Dalles and 58% in Klamath Falls for 2009. 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

	2006	2007	2008	2009	% Change 2006-2009
Crook County	4	4	3	3	-25.0%
Deschutes County	36	13	18	10	-72.2%
Gilliam County	1	0	3	1	0.0%
Jefferson County	4	10	8	4	0.0%
Klamath County	29	13	15	12	-58.6%
Lake County	5	5	5	6	20.0%
Sherman County	1	3	3	0	-100.0%
Wasco County	9	7	2	9	0.0%
Wheeler County	1	1	0	0	-100.0%
Region 4 Total	90	56	57	45	-50.0%
Statewide Fatalities	478	455	416	377	-21.1%
Region 4 Fatalities Percent of State	18.83%	12.31%	13.70%	11.94%	-36.6%
Region 4 Fatalities per 100,000 Population	29.91	17.98	17.84	13.89	-53.6%

Statewide Speed Involved Fatalities vs. Region 4

	2006	2007	2008	2009	% Change 2006-2009
Crook County	1	1	1	1	0.0%
Deschutes County	13	4	11	3	-76.9%
Gilliam County	0	0	1	1	100.0%
Jefferson County	3	6	6	0	-300.0%
Klamath County	15	5	6	4	-73.3%
Lake County	1	5	4	2	100.0%
Sherman County	0	3	3	0	0.0%
Wasco County	7	2	1	3	-57.1%
Wheeler County	0	1	0	0	0.0%
Region 4 Speed-Involved Fatalities	40	27	33	14	-65.0%
Statewide Total Fatalities Speed-Involved	227	216	210	157	-30.8%
Speed-Involved Fatalities Percent of Region 4	44.44%	48.21%	57.89%	31.11%	-30.0%
Speed-Involved Fatalities Percent of State	17.62%	12.50%	15.71%	8.92%	-49.4%
Statewide Fatalities Speed-Involved % Total	47.49%	47.47%	50.48%	41.64%	-12.3%

Statewide Alcohol Involved Fatalities vs. Region 4

	2006	2007	2008	2009	% Change 2006-2009
Crook County	2	2	1	3	50.0%
Deschutes County	19	8	6	4	-78.9%
Gilliam County	0	0	0	1	100.0%
Jefferson County	3	8	3	1	-66.7%
Klamath County	9	5	2	1	-88.9%
Lake County	0	1	4	1	100.0%
Sherman County	1	1	3	0	-100.0%
Wasco County	3	4	0	6	100.0%
Wheeler County	1	1	0	0	-100.0%
Region 4 Alcohol-Involved Fatalities	38	30	19	17	-55.3%
Statewide Total Fatalities Alcohol-Involved	179	181	171	144	-19.6%
Alcohol-Involved Fatalities Percent of Region 4	42.22%	53.57%	33.33%	37.78%	-10.5%
Alcohol-Involved Fatalities Percent of State	21.23%	16.57%	11.11%	11.81%	-44.4%
Statewide Fatalities Alcohol-Involved % Total	37.45%	39.78%	41.11%	38.20%	2.0%

2009 Region 4, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	27,185	3	3	82	3.02	15
Deschutes County	170,705	10	4	607	3.56	84
Gilliam County	1,885	1	1	25	13.26	6
Jefferson County	22,715	4	1	56	2.47	12
Klamath County	66,350	12	1	396	5.97	69
Lake County	7,600	6	1	45	5.92	6
Sherman County	1,830	0	0	29	15.85	4
Wasco County	24,230	9	6	146	6.03	26
Wheeler County	1,585	0	0	6	3.79	2
Region 4 Total	324,085	45	17	1,392	4.30	224
Statewide Total	3,823,465	377	144	19,384	5.07	2,711
Percent of State	8.48%	11.94%	11.81%	7.18%	N/A	8.26%

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

Goals

- To decrease the number of traffic fatalities in Region 4 from the 2006-2008 average of 68 to 50 by 2015.
- To decrease the number of fatal and injury crashes in Region 4 from the 2006-2008 average of 1,472 to 1,206 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2006-2008 average of 33 to 30 by December 31, 2011.
[In 2010, there were 22 speed related fatalities in Region 4.]
- To coordinate or provide a minimum of 25 child safety seat clinics in Region 4 by December 31, 2011. *[Out of the nine grantees for 2011 CPS, five of them hold a monthly clinic, so approximately 60 clinics were held in the grant year 2011.]*
- To decrease the number of alcohol related fatalities in Region 4 from the 2006-2008 average of 29 to 26 by December 31, 2011.
[In 2010, there were 19 alcohol involved fatalities in Region 4.]
- 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.
[No projects were analyzed this grant year, as there is not enough data yet.]
- To increase use of booster seats in Region 4, as determined by the Oregon Occupant Protection Observation Study (Aug. 2009), from the 2007-2009 average of 56 percent to 59 percent by December 31, 2011.
[The average for 2010 based on the 2010 Occupant Protection Observed Use Study (August 2010) stayed at 56 percent for Region 4.]

Strategies

- Work with local agencies (OLCC, Police Agencies, etc.) to help reduce speed and alcohol-related fatalities in Region 4.
- Advocate for transportation safety in Region 4 by providing information and education on all aspects of transportation safety, coordinating transportation safety activities, work with community organizations and local traffic safety committees.
- Work with ACTS Oregon and/or Oregon Safe Kids to develop a new safe kids coalition or safe community group in Klamath Falls. Provide resources and knowledge to the current committees, groups and safe kids coalitions within Region 4.
- Evaluate Region 4 highway safety projects three years after construction completion on the effectiveness of the safety improvements to the roadway.
- Work with ODOT, Oregon State Police, County Sheriff (Klamath and Jackson) law enforcement agencies and local communities on safety efforts for the safety corridor established in April 2005 on Highway 270 (Oregon Route 140 W) Lake of the Woods from mile point 29 to mile point 47.

Project Summaries

Section 402

DE-11-24-14 Region 4 – Regional Services \$23,962

This project provides for transportation safety coordination and services throughout Region 4, which includes Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco and Wheeler counties and all communities within. Project provides transportation safety education, outreach and enforcement resources and information to a wide variety of community based transportation safety programs. This project works closely with local law enforcement to provide data, equipment and education on transportation safety issues. A professional speaker was brought in for eight Klamath County elementary schools. A mini-grant was issued to Deschutes County Sheriff Office for three radars.

OP-11-45-14 Region 4 – Enhancement of Community Level CPS Programs \$30,146

In Region 4, community level program which support the statewide occupant protection program often operate on minimal budgets in addition to relying heavily on volunteers. They operate with minimal or outdated equipment, minimal training and minimal staff. There is an ongoing need for funding for child passenger safety seats for no/low income families. Nine agencies in Region 4 received funding to support their CPS program and six additional individuals became certified passenger technicians.

SC-11-35-14 Region 4 – Speed Equipment Grant \$23,693

This grant provided support for local law enforcement in managing their speed enforcement program. Speed related fatalities accounted for almost 46 percent of all Region 4 traffic crash fatalities based on the 2010 data. Seven agencies received funds to purchase speed radar equipment and/or utilize speed overtime for their speed enforcement program.

Region 5

[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

	2006	2007	2008	2009	% Change 2006-2009
Baker County	4	4	6	7	75.0%
Grant County	2	3	3	3	50.0%
Harney County	2	4	0	4	100.0%
Malheur County	2	11	4	8	300.0%
Morrow County	3	3	2	5	66.7%
Umatilla County	9	12	11	14	55.6%
Union County	4	3	3	6	50.0%
Wallowa County	2	0	5	1	-50.0%
Total Region 5	28	40	34	48	71.4%
Statewide Fatalities	478	455	416	377	-21.1%
Region 5 Fatalities percent of State	5.86%	8.79%	8.17%	12.73%	117.2%
Region 5 Fatalities per 100,000 Population	15.55	22.19	18.82	26.52	70.5%

Statewide Speed-Involved Fatalities vs. Region 5

	2006	2007	2008	2009	% Change 2006-2009
Baker County	3	3	4	4	33.3%
Grant County	2	2	3	0	-200.0%
Harney County	1	3	0	1	0.0%
Malheur County	1	9	3	3	200.0%
Morrow County	2	0	0	0	-200.0%
Umatilla County	4	3	4	8	100.0%
Union County	3	1	3	1	-66.7%
Wallowa County	2	0	1	0	-200.0%
Region 5 Speed-Involved Fatalities	18	21	18	17	-5.6%
Statewide Total Speed Involved Fatalities	227	216	210	157	-30.8%
Speed-Involved Fatalities Percent of Region 5	64.29%	52.50%	52.94%	35.42%	-44.9%
Speed-Involved Fatalities Percent of State	7.93%	9.72%	8.57%	10.83%	36.6%
Statewide Speed-Involved % Total	47.49%	47.47%	50.48%	41.64%	-12.3%

Statewide Alcohol-Involved Fatalities vs. Region 5

	2006	2007	2008	2009	% Change 2006-2009
Baker County	1	0	3	0	-100.0%
Grant County	1	1	2	1	0.0%
Harney County	1	1	0	0	-100.0%
Malheur County	1	3	1	5	400.0%
Morrow County	0	1	0	0	0.0%
Umatilla County	1	4	9	4	300.0%
Union County	1	1	0	1	0.0%
Wallowa County	2	0	2	0	-200.0%
Region 5 Alcohol Involved Fatalities	8	11	17	11	37.5%
Statewide Total Alcohol-Involved Fatalities	179	181	171	144	-19.6%
Alcohol-Involved Fatalities Percent of Region 5	28.57%	27.50%	50.00%	22.92%	-19.8%
Alcohol-Involved Fatalities Percent of State	4.47%	6.08%	9.94%	7.64%	70.9%
Statewide Fatalities Alcohol-Involved % Total	37.45%	39.78%	41.11%	38.20%	2.0%

2009 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	16,450	7	0	95	5.78	16
Grant County	7,525	3	1	30	3.99	3
Harney County	7,715	4	0	42	5.44	9
Malheur County	31,720	8	5	145	4.57	18
Morrow County	12,540	5	0	55	4.39	15
Umatilla County	72,430	14	4	308	4.25	71
Union County	25,470	6	1	135	5.30	22
Wallowa County	7,100	1	0	17	2.39	5
Region 5 Total	180,950	48	11	827	4.57	159
Statewide Total	3,823,465	377	144	19,384	5.07	2,711
Percent of State	4.73%	12.73%	7.64%	4.27%	N/A	5.86%

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

Goals

- To reduce the number of traffic related fatalities in Region 5 from the 2006-2008 average of 34 to 26 by 2015.
- To reduce the number of fatal and injury crashes in Region 5 from the 2006-2008 average of 803 to 604 by 2015.

Performance Measures

- To reduce the number of speed involved fatalities in Region 5 from the 2006-2008 average of 19 to 18 by December 31, 2011.
[In 2010, there were 18 speed involved fatalities in Region 5.]
- To reduce the number of alcohol involved fatalities in Region 5 from the 2006-2008 average of 12 to 9 by December 31, 2011.
[In 2010, there were 8 alcohol involved fatalities in Region 5.]
- Maintain the 39 certified safety seat technicians in Region 5 and increase technicians in Grant County by December 31, 2011.
[In 2010, there were 49 certified safety seat technicians in Region 5. Grant County increased their technicians by two.]
- 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, 2011.
[In 2010, one SPIS site on US 395 in Umatilla County had enforcement dollars put toward it. No engineering fixes this grant year.]

Strategies

- Provide transportation safety education materials and resources, coordinate and/or make presentations to 15 public/private elementary schools. Participate in 10 safety fairs for pre-school through junior high age students. Reach high school age students by speaking at 15 drivers training classes and Choices and Consequences programs. Contact adults by speaking at two civic groups, six seatbelt diversion classes and DUII Victims Impact Panels. Reach out to the entire community through education, by utilizing the safety wheel at two county fairs, three major county events and other transportation safety activities.
- Work with the seven existing local transportation safety committees to enhance programs and to provide resources and information. Major focus on West Umatilla/North Morrow County Safe Communities Coalition.
- Work with Region 5 Traffic Unit to identify the top five SPIS sites within Region 5. Work with regional law enforcement to increase patrols in those areas through overtime enforcement dollars. Work with local traffic safety committees and Region 5 Traffic Unit to find possible engineering fixes for those high crash sites.
- Work with regional law enforcement and traffic safety committees to identify areas with high DUII and speed related citations and crash sites. Work to reduce the violations and crashes through enforcement.
- Work with the 39 certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage traffic safety committee members in Baker and Grant Counties to become certified child safety seat technicians.

Project Summaries

Section 402

DE-11-24-15 **Region 5 – Regional Services** **\$23,706**

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

OP-11-45-15 **Region 5 – Enhancement of Community Level CPS Programs** **\$21,593**

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 Coalition, Dept. of Human Services (servicing 3 counties) and Harney County Safe Communities.

SC-11-35-15 **Region 5 – Speed Equipment/Enforcement Grant** **\$22,407**
This project provided mini-grants to eleven local law enforcement agencies in Region 5: Enterprise PD, Hermiston PD, Milton-Freewater PD, Nyssa PD, Ontario PD, Weston PD, Baker Co. SO, Harney Co. SO, Malheur Co. SO, Wallowa SO and Union Co. SO in funding to acquire speed equipment for their agency to enhance their speed enforcement efforts along with overtime for two of the agencies.

Section 406

K4SA-11-25-04 **Malheur County Coordinator** **\$32,625**
This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position complements the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions. Project focus and direction implemented the business plan prepared in the prior year, and provided an updated plan for future year(s).

K4SA-11-25-24 **Grant County Coordinator** **\$23,611**
This project provided funds for a project activity in Grant County. Grant County has an active Safe Community coalition, and has identified new projects to improve transportation safety in the county. Project focus and direction will be to implement the business plan prepared in the prior year, and prepare an updated plan for future year(s).

K4SA-11-25-06 **Harney County Coordinator** **\$19,240**
This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complemented the coalition in Harney County, and focused on providing organization which will allow greater output from the coalition. Project focus and direction will be to implement the business plan prepared in the prior year.

K4SA-11-25-23 **West Umatilla/North Morrow Safe Community** **\$37,079**
This project provided a part time local safe community coordinator West Umatilla/North Morrow County. The project provided a coordinator to identify coalition partners, data sources, and establish a data set. The project performed a problem identification process, and identified promising projects that are appropriate for the Safe Community model.

Roadway Safety

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, legal requirements, and identification of safety projects.
- Traffic crash rates⁽²⁾ 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 Rates in Oregon, 2006-2009

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

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

¹ Deaths per 100 million vehicle miles traveled

² Crashes per million vehicle miles traveled

Goals

- Promote roadway safety initiatives and trainings for the department and locals, e.g., roadway safety engineering techniques, human factors, intersection design, rural highway rumble strip applications, roadway safety audits, use of roundabouts, legal liabilities, and the Highway Safety Manual, etc., by 2015.
- Develop repeatable processes to further implement the Safety Corridor Program focusing on crash data analysis, applying safety countermeasures, development of Safety Corridor Plans and Safety Corridor Plan Reviews by 2015.

Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from 821 in 2008 to 821 by December 31, 2011.
[Oregon State University provided training to 119 workshop attendees. University of Portland provided training to 417 workshop attendees for a total of 536 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 transportation safety related topics from 31 in 2008 to 31 by December 31, 2011.
[Oregon State University provided five workshops. University of Portland provided 22 workshops for a total of 27 workshops.]
- Increase the number of safety corridors having received an ODOT coordinated Roadway Safety Audit project from 1 in 2009 to at least 3 by December 31, 2011.
[Approximately one region independently conducted a formalized Roadway Safety Analysis for a total of one conducted during FFY 2011.]

Strategies

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

- Coordinate discussions and input on training topics to be provided within the state. Seek comments and input from local agencies, FHWA and ODOT staff.
- Continue to promote the understanding of the Highway Safety Manual in an effort to identify its benefits to the state.

Project Summaries

Section 164

164HE-11-73-13

TEA-21 HSEC 2007 Safety Initiatives

This grant is completed. It was a multi year grant consisting of Highway Safety Improvement Program (HSIP) eligible infrastructure projects on the state highway system. The projects were originally selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007. Eight projects were completed.

164HE-11-73-14

TEA-21 HSEC 2008 Safety Initiatives

This is a multi year grant consisting of Highway Safety Improvement Program (HSIP) eligible infrastructure projects on the state highway system. The projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008. Five of the nine projects are completed.

164HE-11-73-15

TEA-21 HSEC 2009 Safety Initiatives

This is a multi year grant consisting of Highway Safety Improvement Program (HSIP) eligible infrastructure projects on the state highway system. The projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009. None of these six projects are completed however four are receiving invoices against them.

164HE-11-73-16

TEA-21 HSEC 2010 Safety Initiatives

This is a multi year grant consisting of Highway Safety Improvement Program (HSIP) eligible infrastructure projects on the state highway system. The projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010. None of these seven projects are completed however one is receiving invoices against it.

164HE-11-73-17

TEA-21 HSEC 2011 Safety Initiatives

This is a multi year grant consisting of Highway Safety Improvement Program (HSIP) eligible infrastructure projects on the state highway system. The projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2011. None of these six projects are completed and no invoices have been received against them.

Section 406

K4-11-77-01

Engineering Safety Short Courses and Distance Learning

\$229,995

Oregon State University, School of Engineering, provided five workshops for a total of 119 attendees. A broad range of positions were represented by attendees from state and local jurisdictions as well as consultants. There were also representatives from the Confederated Tribes of Umatilla and Grand Ronde and several representatives from Washington State. The following workshops were provided: Traffic Engineering Fundamentals, Uniform Traffic Control Devices, Legal Aspects and Liability of Traffic Safety, Traffic Signal Timing, and Highway Capacity Analysis.

Safe Routes to School

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

The Problem

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

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

	1 st to 3 rd Grade		4 th to 5 th Grade		6 th to 8 th Grade		9 th to 12 th Grade		Total	
On a regular basis,	2002	2006	2002	2006	2002	2006	2002	2006	2002	2006
Child walks 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 bikes 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 rides the school or public bus 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 rides in a car or carpool 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 71 in 2009 to 100 by December 31, 2011. *[In 2011, there were 150 schools with a SRTS Action Plan.]*
- Conduct or provide resources to at least 12 Safe Routes to School applicant trainings across the five ODOT Regions through December 31, 2011.
[With the assistance of the Technical Service Provider grantee, the Oregon SRTS Program has provided assistance and training to 124 schools, districts, and communities.]

Strategies

- Conduct statewide trainings on the Safe Routes to School funding program to schools, school districts, public works personnel, parents, and others who may wish to partner with schools in increasing the ability of students to walk and bike to and from school.
- Provide educational materials in support of pedestrian and bicycling safety to schools and school districts.
- Create public awareness of SRTS efforts by schools and communities through statewide marketing campaign.

- Partner with Oregon Walk and Bike Committee to promote International Walk and Bike Day and associated activities that promote physical activity among students.
- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian and bicyclist safety and other transportation safety issues like speed and enforcement.
- Work with DHS to determine if update is available from the Oregon Behavioral Risk Factor Surveillance System on Oregon modes of school commute data.

Project Summaries

Section 1404

2011 Safe Routes to School Grant Program Infrastructure \$1,602,135

Funded reimbursement to communities, based on a competitive award process, for the implementation of the Safe Routes to School Action Plan addressing education and encouragement, enforcement, engineering and evaluation. Since 2008, 150 schools have received, or are set to receive, SRTS funding. In the summer, with the assistance of the Safe Routes Advisory Committee, the program awarded 10 Infrastructure projects for \$4,072,356 in federal funds. Projects are expected to be constructed in 2013-2014 in the following locations: Aumsville, Brookings, Elgin, Forest Grove, Gresham, Madras, Malin, Umatilla, North Powder, and West Tualatin.

HU-11-10-06 Safe Routes to School Statewide Services Program \$67,128

Program brought driver awareness to safety of students walking and bicycling to school through media campaign, “Back 2 School.” Rogue Valley Transportation District provided pro bono space for channel cards encouraging safe walking behavior around transit buses. The program also promoted the social and health benefits for families whose kids walk and bike to school through a 30 second radio PSA, “Rise and Shine” in both English and Spanish languages. The program has provided SRTS publications for statewide distribution, including two new products for transportation safety for grades K-4, Mik & Nero Safety Street comic book and activity booklet. The program also collaborated with the TSD Bicyclist Safety Program in providing “Safe Biking: Quick Tips” brochure and activity booklet for statewide distribution. We have also worked collaboratively with the SRTS Technical Services Circuit Trainer in providing outreach and services statewide to schools and communities with safe routes activities. Safe Routes to School program funded the development of a Pedestrian Safety Education tool called “Space Monkeys.” This interactive computer game requires students to learn clues for three safe walking behaviors: 1) if you see the backup lights of cars, do not cross behind them or you may be hit; 2) walk with the pedestrian “walk” signal; 3) make eye contact with drivers and make sure cars stop for you before crossing.

HU-11-10-07 Walk and Bike to School Promotion \$37,306

Promoted and expanded Oregon schools’ participation in International Walk+Bike to School Day in October and Oregon’s May Walk+Bike Challenge Month. This program provided safety materials, incentives and support to 228 schools across the state for International Walk+Bike to School Day in October and to 138 schools for May Walk+Bike Challenge Month. The BTA promoted both events and encouraged schools to register on the website, www.walknbike.org. Through a quarterly newsletter, BTA provided year-round resources statewide promoting walking and biking to and from school. They provided all school coordinators evaluation tools to gather input and data for future

event planning. They shipped a variety of incentives and safety education materials to registered schools for Walk+Bike Day. The BTA presented to youth leaders on promoting Walk+Bike activities at the annual Green Schools conference. They co-hosted the first annual statewide Walk+Bike Retreat with more than 60 attendees to share resources statewide for promoting year-round Walk+Bike to School activities.

HU-11-10-08 Bethel School District 52 SRTS \$40,911

Participating schools: Irving Elementary; Malabon Elementary; Prairie Mountain School; Meadowview School. Project purchased two portable speed monitors for use at school locations; provided pedestrian safety for all second graders; provided bike safety education for all 5th graders; purchased bicycles for the safety program; trained on Neighborhood Navigator SRTS curriculum.

HU-11-10-09 Oakland School District SRTS \$5,691

Participating school: Lincoln Middle School. The bicycle safety education program has been very successful. Students want to be proficient riders and there are more bikes in the racks. Elementary students spontaneously started getting off the buses on Walking Wednesdays during the spring. Eighth grade student service project completed to improve bike and walk ability at Lincoln MS, with a great sense of ownership and accomplishment shared across student body, district, community, and AmeriCorps intern and NCCC team.

HU-11-10-10 City of Portland SRTS \$52,314

Participating schools: 40 schools over three school districts, Portland Public School District 1J, Parkrose School District #3, and David Douglas School District #40. The program developed a direct-marketing strategy, SmartTrips, to provide bicycle and pedestrian safety information upon request, delivered by program representative. For evaluation of walking and biking, the program's Parent Survey was significantly customized, translated and mailed out to over 12,000 homes in the fall and spring. The program had a 16% and 12% return rate, respectively. Results from fall 2010 showed the highest walk and bike rates since evaluation began, with 38.9% of trips. This was surpassed in spring 2011, with a 40.5% walk and bike rate. The telephone survey was completed and it showed a very similar mode split as found in the Parent Surveys.

HU-11-10-11 Corvallis School District 509J SRTS \$49,400

Participating schools: Adams Elementary, Franklin Elementary, Garfield Elementary, Hoover Elementary, Lincoln Elementary. The Neighborhood Navigators K-3 pedestrian safety education component was taught at Adams first grade classes; District health kits with NN curriculum and related materials were checked out by grade 1-2 teachers during school year. Bike safety education was provided to twelve 5th grade classes. All grant schools participated in community-wide Car Free Day and International Walk+Bike to School Day in October. More than 1,000 students (plus families and staff) participated. Monthly and quarterly Walk+Bike to School days scheduled district-wide. Walking School Bus routes led by parent volunteers and staff monthly. SRTS information presented at school-wide, community-wide and statewide events in spring and fall 2010. Sergeants Mann and VanArsdahl of Corvallis Police attended all SRTS team meetings, organized a traffic safety blitz in September, and provided additional police presence at grant schools. Program has seen an increase in walking and biking. Lincoln Elementary and Adams Elementary schools received SRTS-funded covered bike shelters and racks, plus a ped-activated flashing beacon.

- HU-11-10-12 Strengthening Rural Families (501 C3) SRTS \$16,545**
 Participating schools: Clemens Primary, Philomath Elementary and Philomath Middle schools. The program has developed many SRTS champions who will continue to promote SRTS activities in the school district and has significantly increased the community's awareness and involvement in the SRTS program. Strengthening Rural Families program distributed monthly newsletters through the Philomath schools to families and teaching staff, as well as published SRTS articles in newsletters for the schools, Philomath Chamber and the City of Philomath. The program provided pedestrian and bicycle safety education during PYAC's Safety Town. We offered a Neighborhood Navigator and Bike Safety Education Training to the community and certified eight instructors. We held a ribbon-cutting ceremony celebrating new construction of a covered bike shelter and racks at Philomath Middle School (a covered bike shelter and racks was installed at the elementary school as well). The program received donations from community businesses for use in the SRTS program. We also offered a SRTS Summer Bike Club that ran for 10 weeks and involved 25 local school children.
- HU-11-10-14 Beaverton School District #48 SRTS \$44,456**
 Participating schools: 10 schools. The program hosted three district-wide trainings for crossing guards, Neighborhood Navigator curriculum, and five walkabouts for City of Beaverton and Washington County staff; researched sample policy documents and have proposed possible language to explore; hosted two Walk+Bike to School days and Challenge month with increased participation for both; developed newsletters for distribution throughout district with Transportation Options information and activities; worked with 10 schools to map school travel routes plus drop-off and pick-up areas; worked with THPRD to plan and develop coordinated walking and biking route maps and coordinated educational activities. Walking and biking rates increased by 24% in first year grant schools. Parents surveyed identified that their schools encouraged walking and biking to/from school. The program has received commitment from school board, public safety and transportation departments to provide safe travel options.
- HU-11-10-15 Commute Options for Central Oregon SRTS \$75,153**
 Participating schools: 9 schools in the Bend-LaPine School District and Redmond School District. More than 1,000 students were instructed in bicycle and pedestrian safety education at program schools. Students in each program school went through a helmet fitting (using their own helmets). Two thousand helmets were distributed to students who had no helmet or whose helmets were ill-fitting, damaged or expired. Several thousand other students and families were engaged through Bicycle Safety Events, the Deschutes County Fair, and Albany Kids Klub, Free Summer Lunch Program with Campfire Kids and events at program schools throughout school year and summer.
- HU-11-10-16 Greater Albany School District SRTS \$47,776**
 Participating schools: Oak Elementary, Timber Ridge Elementary, Lafayette Elementary. GAPS SRTS had student, parent, district and community involvement in "major activities". Students are able to write about walking/biking in addition to being able to discuss the importance of human-powered transportation. Oak students listed Safe Routes programs as one of the highlights of their Oak Elementary experience in the year-end student climate survey. In addition, they listed the coordinator as a supportive adult they could go to. Oak and Lafayette built new bus loops and Oak received new rack from unused bond dollars. These monies were allotted by the school board based upon the work and recommendations from the SRTS Committee. These were installed summer of 2010. Bike safety education was taught at all three schools. Mr. G at Oak was trained to teach bike safety. The media has been supportive and has published newspaper stories, radio PSAs about SRTS, bike safety and events.

HU-11-10-18 **Jefferson Co. Health Department SRTS** **\$30,813**
Participating schools: Buff Intermediate; Madras Primary. Jefferson County Health Department secured a two year contract with a qualified organization to provide pedestrian and bicycle safety education. The program worked with the school district to hire a SRTS Coordinator to implement program. The program used a combination of funding sources to create a viable bike safety education program for use by the school district. A Bike Round Up and Bike Safety event was held in April 2011, repairing 118 bikes, giving away 155 helmets and providing bike safety materials and training. The program held a Walk+Bike Challenge during May 2011. Held week-long bike camp at Kids Club June 27-July 1, 2011. The schools participated in Walk to School Day in October, assisted by community volunteers and the Neighborhood Watch program. The SRTS education programs were conducted at Buff Intermediate and Madras Primary schools the first week of June 2011. An additional bicycle safety class was given for fourth and fifth graders during 2011. We had volunteers from Mt. View Hospital, Jefferson County Health Department and the community. All students who attend both Buff and Madras were instructed in proper safety skills on bicycle and/or pedestrian safety.

HU-11-10-19 **Klamath County Health Department SRTS** **\$61,513**
Participating schools: Shasta Elementary, Fairview Elementary, Malin Elementary, Stearns Elementary. Every school participated in Walking School Bus days. At Shasta Elementary, the program went year-round, with every Monday as Walk+Bike to School Day. Use of incentives decreased, students encouraged to walk for health, save environment, enjoy nature and walking with friends. At Malin Elem, school buses dropped riders off at a local park on Walk to School Wednesdays, averaged 80 students walking. Fairview Elementary had all- school Walk-a-Thon and many parents participated. Stearns Elementary, the PE teacher integrated Neighborhood Navigator curriculum into all class levels. Shasta graduated 139 fifth and sixth grade students from the 10-hr Bike Safety Education course; each student received helmet and completed a half-day field trip, taking 7-mile bike ride through town demonstrating skills. An all-school bike road-eo held; all PE classes navigated the obstacle course and more than 300 students brought their bikes to school for a bike parade.

HU-11-10-20 **Lebanon School District SRTS** **\$13,919**
Participating school: Seven Oak Middle School. The bike shop at Seven Oak has been a great success. The program will continue with grant funds. The program now has teacher support, with a teacher from the school leading the bike shop. The Think First Trauma Assembly was a success. The entire school participated in the event. There was a Safe Routes to School booth at a Seven Oak parent night. The concept was well received by parents. They understand the need for this initiative as it relates to the safety of their kids.

HU-11-10-21 **Rogue Valley Transportation District SRTS** **\$14,414**
Participating schools: Walker Elementary and Helman Elementary. The project's major activities were to sustain and encourage walking, bicycling, scootering and skateboarding to school. A part-time staff person at Walker coordinates activities and provides incentives to children who use active transportation to get to school. RVTD and Walker staff coordinated promotional activities on International Walk to School Day and RVTD continues to provide outreach to the citizenry on the importance of pedestrian's and driver's roles in maintaining a safe, walk able community. Walker now has a sustained walking rate of 20%. Helman's walking rate in 2010 was a solid 17%. Both schools have experienced increases in bicycle riders.

Speed

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 sheriffs and city police departments. The plan should be developed with assistance from a high level, broadly based task force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities. The plan should develop strategies to address multiple traffic issues, including speed issues (enforcement, laws, legislative needs, equipment, PI&E).

The Problem

- In 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 transportation safety issue (33%) by Oregon citizens.
- Speed-related crashes cost Oregonians an estimated \$685,000,000 in total economic costs in 2007¹.
- 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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Total Number of Fatalities Statewide	476	478	455	416	377	-21.1%
Number of People Killed Involving Speed	244	227	216	210	157	-30.8%
Percent Involving Speed	51.3%	47.5%	47.5%	50.5%	41.64%	-12.3%
Total Number of Injuries Statewide	27,878	29,709	28,000	26,805	28,153	-5.2%
Number of People Injured Involving Speed	8,603	7,850	6,653	5,776	5,259	-33.0%
Percent Involving Speed	30.9%	26.4%	23.8%	21.5%	18.7%	-29.2%
Number of Speed Related Convictions	189,051	171,229	176,259	169,937	176,421	3.0%

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
¹Estimating the Costs of Unintentional Injuries, 2006; Statistics Department, National Safety Council

Goals

- 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, 2011. (NHTSA)*
[In 2010, there were 116 fatalities in speed related crashes.]
- Reduce the number of injuries in speed related crashes from the 2006-2008 average of 6,760 to 6,557 by December 31, 2011.
[In 2010, there were 4,925 injuries in speed related crashes.]
- 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 31, 2011. *[The speed task force report was completed and items identified are being addressed in numerous ways.]*
- 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.

[These locations were identified and information was distributed to the Oregon State Police and local agencies for driver error and education focus.]

- 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. ***[The locations identified were primarily in very populated areas with high traffic volumes. This made enforcement nearly impossible in the identified areas, there is not an effective automated tool to address this issue during the highest crash volume times. Additional education and enforcement options are being reviewed.]***
- Increase the number of speeding citations issued during grant funded enforcement activities from the 2009 calendar base year average of 13,689 to 16,000 by December 31, 2011. (NHTSA) ***[In 2011, there were 203,000 electronic citations issued by enforcement agencies provided eCitation funding. Of these, approximately 90,000 speed citations were issued.]***

Strategies

- Assist in creation of a Governors Advisory Committee on Speed and Aggressive Driving based on the current Speed Task Force report. Ensure task force maintains focus on goals and develops effective countermeasures utilizing a variety of stakeholders to address speeding and aggressive driving issues in Oregon.
- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priority order is: rural state highways, county roads, city streets, and the interstate system.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number one contributing factor to traffic death and injury severity.
- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with region safety coordinators to address specific problems in their areas. Provide funding if available.
- Provide annual public information and education on the issues of speed via media contractor, ODOT Public Information Officers and other media outlets.

Project Summaries

Section 402

SC-11-35-05 Speed Enforcement, Public Information and Equipment \$698,610
This provided additional eCitation and eCrash and analysis software to 12 police agencies including the Oregon State Police. Police overtime grants were focused in specific high crash locations based upon driver errors specific focus at those locations. Speed equipment was provided to police agencies across Oregon. Multiple media outreach items were released. Crash Investigations and Police Supervisors Conferences were held and well attended.

SC-11-35-07 OSP eCrash and eTicketing Grant \$250,000

This project funded the acquisition of eCitation and eCrash equipment for the Oregon State Police statewide. Approximately 350 software licenses and GPS pucks were purchases. This effort led to the issuance of nearly 100,000 electronic citations and crash reports over the project period. This has helped OSP continue the move to modernize the entire patrol fleet to today's technology. All data is now available immediately via web query. All state circuit courts have made the leap to accept OSP violation level citations completely electronically which is a tremendous leap forward for the entire system.

Section 406

SC-11-35-06 OSP Rural State Highway Speed Enforcement \$205,153

This project was focused on purchasing speed equipment for OSP. Seventy-five Stalker Radar (Front/Rear Radar heads) were purchased and installed all across Oregon in OSP vehicles. Additionally, OSP purchased (1) Sokkia reflector less total station to assist in better fatal crash documentation and quicker data acquisition times with less staff.

Traffic Records

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. Explore a web-based tool for use by crash involved drivers to complete the operator report.
- Continue to improve access to crash data online with user-friendly analytic tools supporting GIS mapping and non-spatial (e.g., cross-tabulated data aggregation) analysis through a single point of access. Continue to improve ODOT's TransGIS and Collision Diagram Tool and provide information to potential users about these tools.
- 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. A pilot project was initiated in 2008, although permanent funding will need to be established to continue toward statewide implementation.
- There is a need for crash report training to be delivered at the enforcement conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.
- Roadway information is not available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

Statistics for Traffic Records, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Total Crashes	46,890	45,217	44,342	41,815	41,270	-8.7%
Fatal Crashes	415	418	411	369	331	-20.8%
Injury Crashes	18,700	19,857	18,620	18,040	19,053	-4.0%
Property Damage Crashes	27,774	24,942	25,311	23,406	21,886	-12.3%
Fatalities	476	478	455	416	377	-21.1%
Fatalities per 100 Million VMT	1.36	1.35	1.31	1.24	1.11	-17.8%
Injuries	27,878	29,709	28,000	26,805	28,153	-5.2%
Injuries per 100 Million VMT	79.67	83.73	80.57	80.09	82.84	-1.1%
Population (in thousands)	3,546	3,691	3,745	3,791	3,823	3.6%
Vehicle Miles Traveled (millions)	34,991	35,482	34,751	33,469	33,983	-4.2%
# of Licensed Drivers (in thousands)	2,886	3,031	3,167	3,018	3,127	3.2%
# of Registered Vehicles (thousands)	3,941	4,063	4,153	4,130	3,543	-12.8%
% Who Think Transportation System is Safe or Safer Than Last Year	72%	69%	71%	70%	81%	17.4%

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

Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from 40.9 percent in 2008 to 45.0 percent by December 31, 2011.
[In 2010, 45.5 percent of all crashes were investigated by a police officer who submitted a crash report.]
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from 57.8 percent in 2008 to 65.0 percent by December 31, 2011.
[In 2010, 57.6 percent of all fatal and injury crashes were investigated by a police officer who submitted a crash report.]

- Increase the number of law enforcement agencies using an online crash data system for data retrieval and statistical reports from 13.0 percent (23 out of 177 agencies) in 2009 to 14.1 percent (25 agencies) by December 31, 2011.
[In 2011, there are 27 agencies using an eCrash system. In addition, 700 police units at Oregon State Police are now outfitted with the equipment to report electronically.]
- Increase the number of traffic citations that are distributed from law enforcement agencies to local courts electronically per year from approximately 37,000 citations in 2007 to 42,000 by December 31, 2011.
[In 2010, there were 68,242 citations transmitted electronically to local courts.]

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).
- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.

Project Summaries

Section 408

K9-11-54-02 **Traffic Records Statewide Services** **\$135**
 This grant provided funding for one Traffic Records Coordinating Committee (TRCC) member to register for the annual Oregon Traffic Safety Conference. The training for TRCC members was in direct response to a recommendation from the Oregon Traffic Records Assessment.

- K9-11-54-07 Pilot GIS-SPIS \$106,187**
 An analysis system has been designed that provides ODOT, cities, and counties the ability to identify a prioritized list of roadway segments, ranking them through a Safety Priority Index System (SPIS). This new project replicates the system on state highways with all current reports, extends the ability to adjust SPIS parameters, such as percentage of value for each indicator, adjust weighting of indicator values and adjust length of evaluation segment, and overcome limitations and difficulties of the current system with equations, jurisdictional transfers, and overlapping mileage. This project provides the functionality of the SPIS for cities and counties in order for any public jurisdiction to manage identification, ranking, evaluating, and reporting of roadways with severe safety needs. This project will be completed in FY2012.
- K9-11-54-12 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.]
- K9-11-54-14 Highway Safety Manual Part B Data Assessment \$6,778**
 ODOT maintains a wide variety of site-specific data; however, the integration and ease of availability of this data required analysis. This project developed recommendations to ODOT that will address data collection needs and a process to implement the Highway Safety Manual. This research effort is intended to facilitate the enhancement of the highway safety analysis analytical capabilities of ODOT. This will be achieved through the assessment of the data needs and deficiencies; available software tools such as SafetyAnalyst; the ability to integrate data from various sources, such as Integrated Transportation Information System (IT IS) and the Crash Summary Database.
- K9-11-54-15 Traffic Records Assessment \$24,450**
 A Traffic Records Assessment was conducted in October 2010 consisting of a systematic review of Oregon's existing traffic records system components and interviews with collectors, managers, and users of safety data. The grant paid for in-state and out-of-state travel, a stipend to members of the expert panel, and use of a copy machine and meeting room. Recommendations from the Assessment will be addressed by the Traffic Records Coordinating Committee (TRCC). The TRCC will use this information to prioritize the needs and deficiencies within the program and set goals for improving the traffic records system in the Oregon Strategic Plan for Traffic Records Improvement.
- K9-11-54-16 Enhanced Crash Coding \$18,822**
 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. Geo-coding 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 reduced the coding time of the 2010 completed crash reports received from DMV by an additional 13 days.
- K9-11-54-17 Crash (GIS) Locator Tool Enhancements \$18,240**
 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 number of hours required to perform quality assurance on coordinate values.

K9-11-54-18

Citizen Online Crash Form Study

\$52,804

Currently, DMV receives citizen crash forms in paper format, reports are bundled into a case file, data entered at DMV, and then mailed to the ODOT Crash Analysis and Reporting (CAR) Unit to manually code crashes and data enter into the statewide Crash Data System. This process limits the improvements that can be made in both the timeliness and accuracy of the data. This project developed a cost analysis and implementation plan to allow citizens to enter crash reports online and submit electronically to DMV and determined the feasibility of submitting crash reports electronically from DMV to the CAR Unit. The final report will used to decide a course of action to implement an electronic citizen crash report process.

Work Zone Safety

[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 (2005-2009) is 11.2 in Oregon. This is a slight increase from the 2004-2008 rolling average of 10.6.
- More drivers and their passengers are injured and killed than on-site workers.
- General misperception that all work zone signing should be removed when workers are not present or visible to the public.
- General misperception that work zone fines only double if workers are present.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of national work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP), American Recovery and Reinvestment Act (ARRA) and Oregon Jobs and Transportation Act (HB2001).

Work Zones in Oregon, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
All Work Zone Traffic Crashes						
Number	452	532	591	505	506	-4.9%
Total Oregon Fatalities	476	478	455	416	377	-21.2%
Work Zone Fatalities						
Number	9	5	11	5	18	260.0%
Percent of all fatalities	1.9%	1.0%	2.4%	1.2%	4.8%	380.0%
Work Zone Injuries						
Number	342	419	511	407	464	10.7%
Percent of all injuries	1.2%	1.4%	1.8%	1.5%	1.6%	14.3%

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

Goals

- Maintain work zone fatalities from 7, the average for 2006-2008, to 7 or below each year through 2015.

Performance Measure

- Reduce work zone injuries from 446, the average for 2006-2008, to 433 by December 31, 2011. ***[In 2010, there were 409 people injured in work zone crashes.]***
- Reduce work zone crashes from 543, the average for 2006-2008, to 526 by December 31, 2011. ***[In 2010, there were 490 work zone crashes in Oregon.]***
- Partner, coordinate and provide overtime work zone enforcement funds from 19 state and local police agencies in 2009 to 23 or more state and local police agencies by December 31, 2011. ***[In 2010 there were 27 state and local police agencies partnered with for work zone enforcement.]***
- Participate from a statewide perspective at ODOT Headquarters in the quality assurance work zone safety tour(s) from 20 percent of the tours in 2009 to 20 percent or more of the tours by December 31, 2011. ***[Participated in 17 percent of the work zone safety tours in 2010.]***

Strategies

- Participate in the department's identification, development and promotion of new and existing work zone safety related trainings. Promote the "4-E" approach for ODOT staff, local agencies, consultants, contractors, police etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2010 and June 30, 2011. Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, regions, local agencies, consultants, contractors, police and state and national non profits.

- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, utility companies, city and county agencies, etc.
- Develop additional educational materials aimed at a broader audience such as utility workers, construction workers, business owners, etc.
- Develop an Oregon Work Zone Data Book to be updated annually.
- Complete the initial pilot of photo radar in ODOT work zones in coordination with ODOT Research and the Technical Advisory Team.

Project Summaries

Statewide Transportation Improvement Program (STIP)

0911WKZN-000 Work Zone Education & Equipment Program [\$291,262]

Purchased design, printing, and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit ads, radio ads (English and Spanish) and a new television ad. Contractual services for portions of the annual TSD Telephone Survey. Purchased a program developed in another state to assist with police work zone tracking. Paid for the use of the Work Zone Memorial Wall as part of a safety event.

0911WKZN-421 MGAAA Work Zone Enforcement to OSP [\$1,011,231]

Provided special year-round enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by OSP.

0911WKZN-421 MGBBB OBDU/P Work Zone Enforcement to OSP [\$198,941]

Provided special year-round enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT Oregon Bridge Delivery Unit through its consultant Oregon Bridge Development Partners. Enforcement was provided by OSP.

0911WKZN-421 MG (Various) Work Zone Enforcement to Local Police Agencies [\$660,843]

Provided special year-round enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by various local police agencies statewide.

0911WKZN-421 MG (Various) OBDU/P Work Zone Enforcement to Local Police Agencies [\$146,097]

Provided special year-round enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT Oregon Bridge Delivery Unit through its consultant Oregon Bridge Development Partners. Enforcement was provided by various local police agencies statewide.

Youth Transportation Safety (0-14)

[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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Fatalities, ages 0-4	7	9	2	4	2	-77.8%
Fatalities, ages 5-9	8	8	4	7	3	-62.5%
Fatalities, ages 10-14	12	6	7	4	7	16.7%
Total	27	23	13	15	12	-47.8%
Injuries, ages 0-4	498	459	482	421	432	-5.9%
Injuries, ages 5-9	747	767	670	676	619	-19.3%
Injuries, ages 10-14	965	946	819	811	898	-5.1%
Total	2,210	2,172	1,971	1,908	1,949	-10.3%

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

Goals

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2004-2008 average of 21 to 18 by 2015.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2004-2008 average of 2,090 to 1,631 by 2015.

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2004-2008 average of 21 to 20 by December 31, 2011.
[In 2010, there were 10 children age 0-14 killed in traffic crashes.]
- Reduce the number of crash-related injuries of children ages 0-14 from the 2004-2008 average of 2,090 to 1,965 by December 31, 2011.
[In 2010, there were 2,124 children age 0-14 injured in traffic crashes.]

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 transportation safety program providers and coalitions through the continued development of a youth task force.
- Collaborate with the Oregon Medical Association, the Oregon Health Division, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family education issues of youth aged 0-14 in transportation safety.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

Project Summaries

Section 406

K4DE-11-21-02 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 bicyclist safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. TNTT also contacted Network members every quarter to provide support and offer assistance, sent updated information and statistics in the form of a newsletter and conducted trainings for schools and other community groups on how to hold helmet sales and eight hour trainings for child safety seat clinics.

K4DE-11-21-03 Bike Wheels to Steering Wheels \$12,472

This project provided family transportation safety awareness education for middle school students in 7th and 8th grades and their parents in the Portland Public School District Math Engineering Science Achievement clubs and Science and Health classrooms. The project provided proper exposure of basic transportation 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.

K4DE-11-21-01 Statewide Services - Youth \$52,618

This project provided guidance, assistance and materials supporting efforts toward improving transportation safety for Oregon youth. Topic areas include 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.

Statewide Transportation Improvement Program (STIP)

11SCHOOL-000 School Zone [\$4,459]

This funding was used for local improvements at one or more school zones on a state highway by four ODOT regions (Regions 2, 3, 4, and 5).

Transportation Operating Fund (TOF)

11-TOFYOUTH-961 Think First [\$23,710]

This project addressed the high incidence of brain and spinal cord injuries suffered by Oregon's youth through the deployment of Think First Injury Prevention programs. The Think First programs for grades kindergarten through 12th grade were implemented in classrooms throughout Oregon. Presentations were provided for participating school programs and a portion of the grant allowed for participation in community outreach events. An increased presence of the program throughout the state was promoted.

11-TOFYOUTH-962 Trauma Nurses Talk Tough [\$23,750]

This funding supported the ongoing and expanding work of TNTT. TNTT conducted safety education programs for kindergarten through college, helped develop and participated in statewide safety promotional events, participated in research and data collection about traumatic injuries, promoted proper use of bicycle helmets, safety belts and car seats and worked with other partners to provide safety information to high risk youth, including parents whenever possible.

Youth Transportation Safety (15-20)

Link to the Transportation Safety Action Plan: Action # 53

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, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Age 15-20, % of Total Licensed Drivers	N/A	6.82%	6.70%	6.44%	6.30%	-7.6
Overrepresentation of Drivers Age 15-20**	N/A	2.17	2.06	2.00	1.95	-10.1%
Total 15-20 Drivers in Fatal Crashes	77	70	73	34	46	-34.3%
Total 15-20 Drivers Alcohol-Involved	14	14	19	6	13	-7.1%
Percent Alcohol-Involved	18.3%	20.0%	26.0%	17.6%	28.30%	41.5%
15-20 Auto Occupant Fatalities	61	58	49	38	40	-31.0%
15-20 Unrestrained Auto Occupant Fatalities	23	16	15	9	15	-6.3%

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

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

Goals

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2004-2008 average of 2.07 to 1.72 by 2015.
- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2006-2008 average of 4,807 to 3,625 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 4,519 by December 31, 2011.
[In 2010, there were 4,291 drivers age 15-20 in fatal and injury crashes.]
 - Reduce the number of “Failure to Avoid Stopped Vehicle,” age 15-20, driver errors from the 2006-2008 average of 1,496 to 1,406 by December 31, 2011.
[In 2010, there were 1,188 “Failure to Avoid Stopped Vehicle” errors, age 15-20.]
 - Reduce the number of “Driving Too Fast for Conditions,” age 15-20, driver errors from the 2006-2008 average of 1,019 to 958 by December 31, 2011.
[In 2010, there were 647 “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 the 2006-2008 average of 893 to 839 by December 31, 2011.
[In 2010, there were 793 “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 102 by December 31, 2011.
[In 2010, there were 68 drinking 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 by December 31, 2011.
[In 2010, there were 8 unrestrained auto occupant fatalities age 15-20.]
- Reduce the number of drivers, age 20 and under, involved in fatal crashes from the 2006-2008 calendar base year average of 59 to 55 by December 31, 2011. (NHTSA)
[In 2010, there were 37 drivers age 15-20 in fatal crashes.]

Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and transportation safety programs. Continue to generate discussion about secondary restrictions 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.

Highway Safety Program Cost Summary

STATE: OREGON

NUMBER: 2011-02

REPORT DATE: 12/9/2011

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
164 AL Alcohol	\$ 1,599,615	\$ 779,079	\$ 364,946	\$ -	\$ 364,946	\$ 303,333
164 HE HEP Projects (HSIP)	\$ 29,835,585	\$ 19,000	\$ 4,539,678	\$ -	\$ 4,539,678	\$ -
164 PA Planning & Administration	\$ 690,000	\$ -	\$ 66,178	\$ -	\$ 66,178	\$ -
164 Subtotal	\$ 32,125,200	\$ 798,079	\$ 4,970,802	\$ -	\$ 4,970,802	\$ 303,333
402 CL Equipment/Codes and Laws	\$ 20,000	\$ -	\$ 2,093	\$ -	\$ 2,093	\$ 2,093
402 DE Driver Education	\$ 1,637,000	\$ 431,857	\$ 933,582	\$ -	\$ 933,582	\$ 524,113
402 EM Emergency Medical Services	\$ 50,000	\$ 40,579	\$ 27,051	\$ -	\$ 27,051	\$ -
402 MC Motorcycle Safety	\$ 1	\$ 3,156,548	\$ 1	\$ -	\$ 1	\$ -
402 OP Occupant Protection	\$ 950,000	\$ 3,487,674	\$ 865,583	\$ -	\$ 865,583	\$ 670,101
402 PA Planning & Administration	\$ 275,000	\$ 200,478	\$ 252,315	\$ -	\$ 252,315	\$ -
402 PS Pedestrian/Bicycle Safety	\$ 350,000	\$ 400,426	\$ 314,553	\$ -	\$ 314,553	\$ 190,204
402 SC Speed Control	\$ 1,274,777	\$ 510,350	\$ 1,100,269	\$ -	\$ 1,100,269	\$ 1,100,269
402 TC Traffic Courts	\$ 50,000	\$ 28,800	\$ 28,376	\$ -	\$ 28,376	\$ 28,376
402 Subtotal	\$ 4,606,778	\$ 8,256,713	\$ 3,523,824	\$ -	\$ 3,523,824	\$ 2,515,156
405 K2 Occupant Protection	\$ 833,079	\$ 3,764,472	\$ 349,453	\$ -	\$ 349,453	\$ 297,035
405 Subtotal	\$ 833,079	\$ 3,764,472	\$ 349,453	\$ -	\$ 349,453	\$ 297,035
406 K4 Occupant Protection	\$ 1,250,000	\$ 137,090	\$ 636,316	\$ -	\$ 636,316	\$ 175,817
406 DE Driver Education	\$ 170,000	\$ 159,973	\$ 144,380	\$ -	\$ 144,380	\$ 92,472
406 RS Roadway Safety	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -
406 SA Safe Communities	\$ 550,000	\$ 895,049	\$ 475,148	\$ -	\$ 475,148	\$ 391,099
406 SC Speed Control	\$ 260,000	\$ 80,000	\$ 205,153	\$ -	\$ 205,153	\$ 205,153
406 Subtotal	\$ 2,680,000	\$ 1,272,112	\$ 1,460,996	\$ -	\$ 1,460,996	\$ 864,541
408 TS Traffic Records	\$ 1,660,432	\$ 643,866	\$ 227,417	\$ -	\$ 227,417	\$ 18,240
408 Subtotal	\$ 1,660,432	\$ 643,866	\$ 227,417	\$ -	\$ 227,417	\$ 18,240
410 K8 Alcohol SAFETEA-LU	\$ 4,998,773	\$ 8,130,906	\$ 1,779,292	\$ -	\$ 1,779,292	\$ 1,607,431
410 Subtotal	\$ 4,998,773	\$ 8,130,906	\$ 1,779,292	\$ -	\$ 1,779,292	\$ 1,607,431
1404 Safe Routes to School (infrastructure)	\$ 1,602,135	\$ -	\$ -	\$ 1,602,135	\$ 1,602,135	\$ -
1404 Safe Routes (non-infrastructure)	\$ 663,020	\$ -	\$ -	\$ 663,020	\$ 663,020	\$ -
(FHWA) 1404 Subtotal	\$ 2,265,155	\$ -	\$ -	\$ 2,265,155	\$ 2,265,155	\$ -
1906 K10 Prohibit Racial Profiling	\$ 277,641	\$ 94,941	\$ 151,903	\$ 56,335	\$ 208,238	\$ -
1906 Subtotal	\$ 277,641	\$ 94,941	\$ 151,903	\$ 56,335	\$ 208,238	\$ -
2010 MC Motorcycle Safety	\$ 258,425	\$ -	\$ 157,700	\$ -	\$ 157,700	\$ 157,700
2010 Subtotal	\$ 258,425	\$ -	\$ 157,700	\$ -	\$ 157,700	\$ 157,700
2011 Child Seats	\$ 407,705	\$ 414,829	\$ 230,052	\$ -	\$ 230,052	\$ 188,957
2011 Subtotal	\$ 407,705	\$ 414,829	\$ 230,052	\$ -	\$ 230,052	\$ 188,957
Total NHTSA	\$ 47,848,033	\$ 23,375,918	\$ 12,851,440	\$ 56,335	\$ 12,907,775	\$ 5,952,393
Total FHWA	\$ 2,265,155	\$ -	\$ -	\$ 2,265,155	\$ 2,265,155	\$ -
Total	\$ 50,113,188	\$ 23,375,918	\$ 12,851,440	\$ 2,321,490	\$ 15,172,930	\$ 5,952,393

State Official Authorized Signature

Name: Troy E. Costales
 Title: Governor's Highway Safety Representative
 Agency: Oregon Department of Transportation
 Date: December 21, 2011

Federal Official(s) Authorized Signature

NHTSA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____

FHWA - Name: _____
 Title: _____
 Date: _____
 Effective Date: _____



Drive Safely. *The Way to Go.*