

**OREGON TRAFFIC SAFETY PERFORMANCE PLAN**

# **ANNUAL EVALUATION**

**Fiscal Year 2005**



Oregon Department of Transportation  
Transportation Safety Division  
235 Union Street NE  
Salem, OR 97301-1054

**OREGON TRAFFIC SAFETY PERFORMANCE PLAN**

# **ANNUAL EVALUATION**

**Fiscal Year 2005**



Oregon Department of Transportation  
Transportation Safety Division  
235 Union Street NE  
Salem, OR 97301-1054



# Forward

---

This report has been prepared to satisfy federal reporting and provide documentation for the 2005 federal grant year.

The 2005 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 13, 2004 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 19, 2004. The majority of the projects occurred from October 2004 through September 2005.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 5.

Each program area page consists of four different parts.

1. Problem statements are restated in context as contained in the original FY 2005 Performance Plan.
2. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.
3. Goal statements remain the same as stated in the original Performance Plan.
4. Project summaries are listed by individual project, by funding source, at the end of the specific program area page to which it correlates. The amounts provided on the program pages are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2005 fiscal year the following funds were expended (financial figures represent the latest grant and match expenses reported through December 1, 2005):

Federal funds:	\$ 7,537,892
State/local match:	[\$ 3,591,831]

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



# Table of Contents

---

<b>Forward</b> .....	i
<b>Process Description</b> .....	1
<b>Overview of Highway Safety Planning and Project Selection Process</b> .....	3
<b>Performance Goals</b> .....	5
Statewide .....	7
Bicyclist Safety.....	11
Community Traffic Safety .....	15
Driver Education .....	21
Equipment Safety Standards .....	25
Impaired Driving – Alcohol.....	27
Impaired Driving – Drugs .....	31
Judicial Outreach .....	35
Motorcycle Safety .....	39
Occupant Protection .....	43
Pedestrian Safety .....	49
Police Traffic Services .....	53
Region 1 .....	57
Region 2 .....	61
Region 3 .....	65
Region 4 .....	69
Region 5 .....	73
Roadway Safety.....	77
Speed Control.....	81
Traffic Records .....	85
Work Zone Safety .....	89
Youth (0-14).....	93
Youth Drivers .....	97



# Process Description

---

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

## **Process for Identifying Problems**

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2003 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

## **Process for Establishing Performance Goals**

Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, *Oregon Transportation Safety Action Plan*, the Safety Management System, and nationally recognized measures. Both long-range (by the year 2010) and short-range (current year) measures are utilized and updated annually.

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

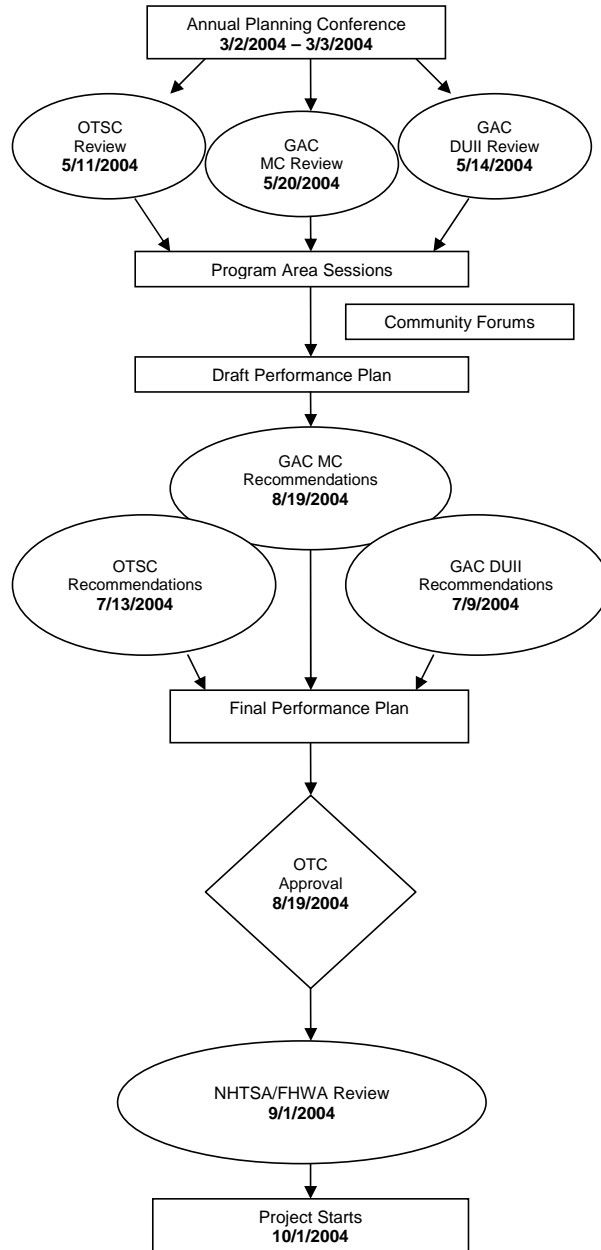
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program-specific planning meetings that involve professionals who work in various aspects of the specific program.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

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





# Performance Goals

---



# Statewide

## The Problem

- In 2004, 456 people were killed and 27,314 were injured in traffic crashes in Oregon.
- In 2003, the VMT increased to approximately 1.52% compared to 2002.
- In 2004, 25% 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, 2001- 2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Crashes	50,008	48,138	48,282	51,707	41,394	-14.0%
Fatal Crashes	436	427	388	429	384	-10.1%
Injury Crashes	21,028	17,995	18,679	19,101	18,264	1.5%
Property Damage Crashes	28,544	29,716	29,215	32,177	22,746	-23.5%
Fatalities	491	488	436	512	456	-6.6%
Fatalities per 100 Million VMT	1.50	1.42	1.26	1.46	1.31	-7.5%
Injuries	32,525	26,972	27,791	28,256	27,314	1.3%
Injuries per 100 Million VMT	99.67	78.42	80.37	80.50	78.63	0.3%
Population (in thousands)	3,281	3,472	3,505	3,542	3,583	3.2%
Vehicle Miles Traveled (in millions)	32,980	34,395	34,578	35,103	34,739	1.0%
No. Licensed Drivers (in thousands)	2,608	2,826	2,853	2,887	2,909	2.9%
No. Registered Vehicles (in thousands)	3,554	3,842	3,893	3,980	3,943	2.6%
% Who Think Transportation System is Safe or Safer than Last Year	66.8%	72.0%	71.0%	71.0%	75.0%	4.2%

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  
 Traffic Safety Attitude Survey, Intercept Research Corporation

## Fatal and Injury Crash Involvement by Age of Driver, 2004

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
15 & Younger	58	0.17%	15,635	0.54%	0.31
16	687	1.98%	28,264	0.97%	2.03
17	954	2.75%	34,209	1.18%	2.33
18-19	2,268	6.53%	83,793	2.88%	2.27
20-24	4,443	12.78%	265,303	9.12%	1.40
25-34	6,710	19.31%	565,936	19.45%	0.99
35-44	6,248	17.98%	533,926	18.35%	0.98
45-54	5,932	17.07%	558,081	19.18%	0.89
55-64	3,628	10.44%	411,134	14.13%	0.74
65-74	1,626	4.68%	228,280	7.85%	0.60
75 & Older	2,198	6.32%	184,728	6.35%	1.00
<b>Total</b>	<b>34,752</b>	<b>100.00%</b>	<b>2,909,226</b>	<b>100.00%</b>	

\*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  
 Federal Highway Administration  
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University  
 Traffic Safety Attitude Survey, Intercept Research Corporation

## Goal

- To reduce the traffic fatality rate to 0.99 per hundred million vehicle miles traveled, 370 fatalities, by the year 2010.

## Performance Measures

- To reduce the fatality rate of 1.46 per hundred million vehicle miles traveled, the 2003 level, to 1.23 per hundred million vehicles miles traveled, 423 fatalities, through December 31, 2005.  
*[The 2004 traffic fatality rate was 1.31.]*
- To reduce the traffic injury rate of 73.85 per hundred million miles traveled, the 2003 level, to 72.0 per hundred million vehicle miles traveled, 24,500 injuries, through December 31, 2005.  
*[The 2004 traffic injury rate was 78.63.]*

## Strategies

- A comprehensive traffic safety public information and education program that is designed to impact a change in the public's behavior concerning the issues of safe driving, DUII, safety belts, child safety seats, speed, motorcycle safety, bicycle safety, equipment standards, driver education and traffic laws.
- An annual traffic safety conference designed to reach 250 citizens and professionals with up-to-date information on various traffic safety issues.
- Develop and implement pieces of Oregon's Safety Management System.
- Provide training and technical assistance in traffic safety engineering practices to traffic engineers, enforcement personnel, public works officials, volunteers, and local agencies.
- Implement 2003 law changes.
- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2003 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.
- 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 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.

## Project Summaries

### SECTION 157 INCENTIVE

**157DE-05-22-90** **Program Management** **\$264,320**  
Covered salaries, benefits, travel, services and supplies, and office equipment expenditures for TSD staff.

### SECTION 163 INCENTIVE

**5HN1-05-24-90** **Program Management** **\$243,107**  
Covered salaries, benefits, travel, services and supplies, and office equipment expenditures for TSD staff.

### SECTION 402

**DE-05-20-01** **Statewide Services** **\$112,632**  
This grant was split funded along with Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety (these other areas contributed additional funds over and above the Driver Education funding portion.) This grant funded public information and education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, mini-grants and special events.

**DE-05-20-02** **Hospital ER Mini-Grants** **\$11,678**  
This project provided community hospitals with equipment for emergency rooms, equipment to be used in ambulances, safety training for hospital staff, and/or development of publications and information and/or provision of health related programs for the community related to traffic safety.

**DE-05-20-90** **Program Management** **\$192,123**  
Covered salaries, benefits, travel, services and supplies, and office equipment expenditures for TSD staff.

**PA-05-91-90** **Planning and Administration Grant (NHTSA)** **\$193,099**  
Covered salaries, benefits, travel, services and supplies, and office equipment expenditures for administrative personnel.

### OTHER FUNDS – ODOT OPERATIONS

**05DRVSED-920** **Program Management** **[\$143,522]**  
Covered salaries, benefits, travel, services and supplies, and office equipment expenditures for TSD Driver Education staff.

**MC-05-80-90** **Program Management (Motorcycle Program)** **[\$57,008]**  
Covered motorcycle safety staff salaries, benefits, travel, services and supplies, and office equipment expenditures for TSD staff.

**05REGPM-920** **Program Management** **[\$313,553]**  
Covered salaries, benefits, travel, services and supplies, and office equipment expenditures for TSD regional staff.





# Bicyclist Safety

---

## The Problems

- In 2003, 393 bicyclists age 20+ were injured in motor vehicle crashes compared to 345 in 2002.
- In 2003, motorist failed to yield right-of-way to bicyclists in 355 crashes compared to 243 in 2002.
- In 2002, 23% of bicyclist crashes were at dusk, dawn or low light conditions compared to 18% in 2001.
- In 2003, correct helmet use in school children decreased to 48% compared to 51% in 2000.
- In 2003, children counted cycling to school decreased by 21% compared to 1994.

## Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Injuries (crashes w/ motor vehicles)						
Number	682	619	658	685	678	12.1%
Percent of total Oregon injuries	2.1%	2.3%	2.4%	2.4%	2.5%	9.1%
Fatalities (crashes w/ motor vehicles)						
Number	9	13	6	8	9	-30.8%
Percent of total Oregon fatalities	1.7%	2.7%	1.4%	1.6%	2.0%	-25.2%
Percent Helmet Use (children)	49.2%	44.0%	38.0%	48.0%	58.0%	31.8%

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

## Goals

- Reduce bicyclists killed or injured in motor vehicle crashes to 575 by 2005.
- Reduce number of age 20+ bicyclists injured in motor vehicle crashes to 310 by 2005.
- Increase correct helmet use by children to 50 percent by 2005.

## Performance Measures

- Reduce bicyclists injured in motor vehicle crashes to 600 or fewer, by December 31, 2005.  
**[678 bicyclists injured in motor vehicle crashes for 2004.]**
- Reduce bicyclists age 20+ injured in motor vehicle crashes to 320 or fewer, by December 31, 2005.  
**[376 bicyclists age 20+ injured in MV crashes in 2004.]**
- Increase correct bicycle helmet use by children to 45 percent or greater, by December 31, 2005.  
**[58% of the bicyclists observed were correctly wearing a helmet in 2004.]**







# Community Traffic Safety Programs

## The Problems

- More than 60% 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.

## Jurisdictional Data for Oregon Counties, 2003

County	Population Estimates	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker	* 16,500	4		53	3.21	10
Benton	80,500	4	1	393	4.88	55
Clackamas	* 353,450	40	12	1,784	5.05	244
Clatsop	36,300	3	1	160	4.41	28
Columbia	* 45,000	3	1	142	3.16	19
Coos	63,000	16	7	171	2.71	20
Crook	20,300	4	1	65	3.20	10
Curry	21,100	6	4	49	2.32	7
Deschutes	130,500	22	8	662	5.07	84
Douglas	* 101,800	26	11	591	5.81	77
Gilliam	# 1,900	2	1	32	16.84	6
Grant	! 7,650	2		32	4.18	7
Harney	7,300	5		29	3.97	4
Hood River	20,500	4	3	38	1.85	6
Jackson	! 189,100	28	16	1,057	5.59	132
Jefferson	19,900	14	9	80	4.02	26
Josephine	* 78,350	20	9	491	6.27	61
Klamath	* 64,600	20	5	362	5.60	60
Lake	* 7,400			35	4.73	5
Lane	329,400	46	11	854	2.59	121
Lincoln	45,000	10	2	169	3.76	22
Linn	104,900	27	6	648	6.18	92
Malheur	* 32,000	17	9	138	4.31	34
Marion	295,900	36	14	1,917	6.48	228
Morrow	11,750	2	2	30	2.55	8
Multnomah	677,850	56	24	4,373	6.45	610
Polk	64,000	17	7	312	4.88	41
Sherman	# 1,900	7	3	29	15.26	4
Tillamook	* 24,900	9	5	105	4.22	28
Umatilla	17,100	11	2	259	3.64	39
Union	! 24,650	6	1	79	3.20	16
Wallowa	* 7,150			18	2.52	3
Wasco	# 23,550	9		98	4.16	16
Washington	472,600	27	6	2,279	4.82	246
Wheeler	# 1,550	3	1	11	7.10	2
Yamhill	88,150	6	2	376	4.27	41
Statewide Total	3,541,500	512	184	17,921	5.06	2,412

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

\*= Local Traffic Safety Group

!= Safe Community Site

#= Multi-County Group

## Jurisdictional Data for Oregon Cities over 10,000 Population, 2003

City	Population Estimates	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	* 43,600			232	5.32	23
Ashland	* 20,430	1	1	81	3.96	8
Beaverton	* 79,010	2	1	507	6.42	32
Bend	! 62,900	2	1	301	4.79	33
Canby	* 13,910			38	2.73	2
Central Point	14,750	2	2	35	2.37	1
Coos Bay	* 15,650	3	1	36	2.30	1
Cornelius	10,150			43	4.24	2
Corvallis	52,950			204	3.85	24
Dallas	13,270	1		34	2.56	4
Eugene	! 143,910	6	3	427	2.97	47
Forest Grove	19,130			53	2.77	4
Gladstone	* 11,790			48	4.07	3
Grants Pass	24,470	1		226	9.24	12
Gresham	93,660	6	3	454	4.85	75
Hermiston	14,540			38	2.61	2
Hillsboro	79,340	4		437	5.51	53
Keizer	* 34,010			85	2.50	5
Klamath Falls	* 20,190			77	3.81	12
La Grande	* 12,500			15	1.20	3
Lake Oswego	* 35,860	1		102	2.84	14
Lebanon	13,140	2		50	3.81	3
McMinnville	28,890	2		97	3.36	8
Medford	* 68,080	1	1	490	7.20	44
Milwaukie	* 20,580	1	1	86	4.18	8
Newberg	* 19,530			47	2.41	3
Ontario	* 11,170	4	1	60	5.37	10
Oregon City	28,100			200	7.12	22
Pendleton	16,830	1		55	3.27	4
Portland	* 545,140	47	20	3,777	6.93	509
Redmond	* 17,450	4	2	85	4.87	5
Roseburg	20,480			162	7.91	10
Salem	* 142,940	11	6	1,172	8.20	115
Sherwood	14,050			32	2.28	4
Springfield	54,720	3	1	116	2.12	14
St. Helens	11,250			25	2.22	2
The Dalles	* 12,350			34	2.75	3
Tigard	45,130	2	1	307	6.80	29
Troutdale	14,300			44	3.08	6
Tualatin	24,790	3		175	7.06	14
West Linn	23,820	1	1	62	2.60	7
Wilsonville	15,880			51	3.21	4
Woodburn	21,560	1	1	86	3.99	7
Statewide Total	1,986,200	112	47	10,686	5.38	1,191

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

\*= Local Traffic Safety Group

!= Safe Community Site

#= Multi-County Group

### Goal

- To increase the number of Oregonians represented by a community-level transportation safety program to 70 percent by 2005 compared to 61 percent, the 2002 figure.

## Performance Measures

- To increase the number of local transportation safety committees in Oregon from 54 to 60 by December 31, 2005.  
***[There are a reported 62 Traffic Safety Committees in Oregon as of November 15, 2005.]***
- To increase the number of documented neighborhood associations addressing traffic safety from 120 to 130 by December 31, 2005.  
***[There are 120 identified neighborhood associations addressing traffic safety in Oregon as of November 15, 2005.]***
- To 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 175 persons by December 31, 2005.  
***[In 2004, counties with a traffic safety group averaged one injury or fatal crash per 192 persons. There was, on average, one fatal and injury crash per 179 persons in cities with a traffic group or coalition. In counties with a traffic safety group, there was one injury/fatality crash per 190 persons.]***
- To maintain or increase the number of active Safe Community programs by December 31, 2005. (As of federal fiscal year 2003, there were nine Safe Community programs in Oregon encompassing 14 geographic areas: City of Bend, Douglas County, Grant County, Jackson County, Lower John Day Partnership [Gilliam, Sherman, Wasco, and Wheeler Counties and Warm Springs Tribe], Tillamook County, Union County, Wallowa County, City of Eugene, and City of Portland.)  
***[As of November 15, 2005 there were 12 Safe Communities encompassing 15 geographic areas: City of Bend, Grant County, Harney County, Jackson County, Lower John Day Partnership – Sherman, Gilliam, Wheeler Counties and Warm Springs Reservation, Malheur County, Tillamook County, Umatilla County, Union County, City of Eugene, and City of Portland, Wallowa County.]***

## Strategies

- Continue the development of Safe Communities Programs, addressing both fatal and injury prevention and cost issues in targeted communities.
- Continue Comprehensive Community Traffic Safety Programs and the CTSP Mini-Grant Program.
- Continue monitoring the mini-grant projects emphasizing projects in targeted communities.
- Expand the number of Oregonians who participate in transportation injury prevention at the community level, by funding projects that create innovative opportunities for citizens to become involved. Track these individuals by increasing the number of documented traffic safety groups.
- Include region representatives in community-level traffic safety programs by providing opportunity to have substantive input into Safe Community and other projects, including grants management and on-site assistance of local groups.
- Provide print materials and technical tools designed to foster community-level approaches to traffic safety issues.





**SA-05-25-20                      ACTS Oregon Safe Community Services                      \$116,269**

The project provided in-person training, mentoring, technical assistance, special projects, and advocacy through access to a community traffic safety specialist. The project provided deployment and monitoring of a mini-grant program, awarding ten mini-grants. This project offered local traffic safety advocates access to additional technical assistance via a weekday 1-800 telephone line, and newsletters. The project was able to maintain local traffic safety committees, and added communities to the list of participants.

**SA-05-25-21                      Union County Coordinator                      \$27,489**

This project provided funds to maintain a part time local safe community coordinator for the Union County area. The coordinator position was responsible for complementing the existing coalition, and assisting them in expanding their efforts, with the goal of increasing coalition output, however output was not increased to the expected level. The coordinator had limited success in documenting the effectiveness of the Safe Community approach in Union County, and identifies permanent funding mechanisms.

**SA-05-25-22                      Grant County Coordinator                      \$32,929**

This project provided funds to maintain a part time coordinator in the Grant County area. The coordinator position did indeed complement the existing coalition in Grant County. The presence of a coordinator led to much higher activity levels on all traffic safety topics and programs in the area, and increased output from the coalition. The coordinator, working with the coalition, was able to secure significant grant funding for injury prevention activities in the county. The project was able to move ahead especially well in light of a recent coordinator change within the past year.



# Driver Education

---

## The Problem

- Pursuant to an audit of the use of state highway funds, the Office of the Attorney General requested changes in the criteria for determining which students qualify for State Driver Education Reimbursement Funds through the public school system.
- There is a need to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom. A need exists to provide this training on a regional basis and to monitor the delivery of these teacher preparation courses.
- Private Driver Education vendors do not teach from the same curriculum. Private vendors teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for pre-approval on a two-year cycle. There is a need to identify the number of students completing an approved private driver education program.

## Driver Education in Oregon 2002-2004

---

	02-03	03-04	Projected 04-05	% Change 2002-2004
Sophomores enrolled in Oregon Schools	45,605	46,661	47,000	3.1%
Public Schools Teaching Driver Education	98	94	95	3.1%
Community Colleges Teaching Driver Education	9	8	8	-11.1%
Commercial Vendors Teaching Driver Education	16	14	14	-12.5%
Public School Driver Education Students	10,398	9,770	11,000	5.8%
Students that did not complete an approved Driver Education Program before licensing	31,707	36,737	36,000	13.5%

---

Source: Oregon Department of Education  
Oregon Department of Transportation – Transportation Safety Division

## Goal

- Develop a driver education system that results in measurably safer new drivers by 2010.
- Implement consistent, statewide program standards for the driver education providers by 2010.
- Require completion of a driver education program as a licensing requirement with the Oregon Legislature by 2010.

## Performance Measures

- Improve and expand the delivery system for driver education in Oregon by increasing the number of students completing driver education by five percent by December 31, 2005.  
***[The number of students completing driver education has remained the same. There was not an increase of 5% in participation. ]***

- Complete training of 300 driver education teachers by December 31, 2005.  
***[More than 300 driver educators enrolled and completed at least one of the courses through Western Oregon University (WOU) or the ODOT-TSD Non WOU optional training experience. These teacher training standards were established by rule effective September 2004.]***
- Distribute Driver Education Reimbursement funds and update web tool for Transportation Safety Division and provider use supporting changes in student qualification in reimbursement process by December 31, 2005.  
***[Distributed Driver Education Reimbursement funds to 90 providers and issued training for 9,050 students. \$1,211,257.30 was reimbursed to school programs. Continued improvements on the web based tool SDES (Student Driver Education System) for providers and Transportation Safety Division's use in DE student data collection and the reimbursement process.]***
- Revise Oregon Administrative Rule Division 15, 737-015-0010 by December 31, 2005.  
***[Suggestions for change in the ODOT-TSD driver education program were reviewed. Input was provided at the three public meetings conducted in February and March. A suggestion at the last public meeting was to obtain more input from driver educators by surveying driver educators at the OTSEA regional meetings. More than 150 driver educators have provided recommendations to revised rules. The Driver Education Advisory Committee has also spent significant time reviewing various suggestions for improvement. Those recommendations have been incorporated in the proposed rule revision.]***

### **Strategies**

- Develop and maintain a mailing database for all schools and private vendors teaching Driver Education.
- Facilitate the advisory committee to support standards and quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standard and teacher qualification changes.
- Develop web tool that integrates DMV licensing information into course completion tracking for students of schools involved in the reimbursement process.
- Develop tracking system and database to collect and maintain information on driver education program providers as well as instructors as they complete courses required by September of 2004, as stated in Oregon Administrative Rules.
- Develop database to track Trainer of Trainers activities as they provide training for frontline teachers throughout the state.
- Continue to work with NHTSA and ODOT Research Division to conduct a research study to review the elements of the Oregon's GDL.
- Monitor "Trainer of Trainers" instructors and conduct at least three "Trainer of Trainers" workshops.
- Promote research-based "best practices" in Driver and Traffic Safety Education.

**Project Summaries**

**SECTION 163**

**HN1-05-24-17**

**Training**

**\$32,684**

Provided training to private schools providing driver education to students. Provided driver handbook for new teen drivers.

**OREGON STUDENT DRIVER TRAINING FUND – SFY 2005**

**05DRVSED-001**

**Driver Education Program Reimbursement**

**[\$1,166,096]**

These funds were used to reimburse public school programs for their cost in providing driver education to students. Reimbursement was made to each institution based on the number of students completing the course, not to exceed \$150/pupil. Standards and practices have been identified and had to be met before reimbursement dollars were provided.

**05DRVSED-002**

**Information & Education – GDL Implementation**

**[\$246,715]**

Provided for Trainer of Trainers preparation and curriculum generation for ODOT approved driver education course. Supported volunteer task forces. Provided new driver handbook for new teen drivers. Provided expenses for members of the Driver Education Advisory Committee to attend quarterly meetings.



# Equipment Safety Standards

---

## The Problem

- Oregon complies with the federal vehicle equipment and safety standards; however, Oregon does not publish the standards.
- The Oregon Revised Statute and Oregon Administrative Rule on protective headgear for bicycle, in-line skates, skate boards, and push scooters refers to a standard that is no longer used by the helmet manufacturing industry. Legislation will be required to update the statute and rule to reflect current standards.
- General knowledge of vehicle codes concerning vehicle equipment, especially in the area of lighting equipment, is lacking in the general driving public. This lack of knowledge presents hazards as drivers continue to violate equipment statutes.

## Automobile Vehicle Defect Crashes on Oregon Highways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Vehicle Defect Crashes						
Number	697	562	470	583	486	-13.5%
Property Damage Crashes						
Number	381	336	276	333	239	-28.9%
Non-fatal & Injury Crashes						
Number	310	223	188	239	239	7.2%
Number of persons injured	485	366	297	391	393	19.9%
Fatal Crashes						
Number	6	3	6	11	8	166.7%
Number of persons killed	7	3	8	12	12	300.0%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

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

## Goal

- Decrease the number of vehicle-defect crashes to 450 or lower by the year 2010.
- Establish 50 partnerships with equipment manufacturers and retailers for public education programs by the year 2010.

## Performance Measures

- Track and return calls for information and data on vehicle and safety equipment issues within two working days.  
*[All calls for information and/or data were returned within two working days.]*



- Update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.  
***[Equipment standards that needed updating due to legislative changes have either been updated or are in the process of being updated. This is a nine month process.]***
- Continue to develop information sheets, flyers, web pages, etc., for continued or emerging vehicle safety issues and post the information on the TSD Web site and disseminate to automobile dealerships, automobile parts and after-market equipment retailers by December 31, 2005.  
***[Information flyers were developed and distributed and information posted on the TSD equipment web page.]***

### **Strategies**

- Update Oregon Revised Statutes (Vehicle Codes) on equipment to reflect current federal law or clarify current law.
- Continue to work with other state agencies on the Transit Safety Workgroup to clarify Oregon Administrative Rules relating to transit and making them aligned as much as possible from one agency to another. These rules cover everything from driver, equipment, operation, vehicle-construction and reimbursement rules.
- To educate the public, the auto industry, the after-market equipment retailers, law enforcement and judicial officials about the equipment vehicle codes through use of TSD's website, flyers, news releases and verbal communications.
- Explore statewide standards requiring public motor pool cars to meet or exceed national crash standards.
- Introduce a legislative concept to update the Oregon Revised Statute for protective headgear for bicyclists, in-line skaters, skateboarders, and push scooters to reflect the current manufacturing standards.
- Amend the Oregon Administrative Rule for protective headgear for bicyclists, in-line skaters, skateboarders and push scooters to reflect the current manufacturing standards if the legislative concept becomes law.

# Impaired Driving – Alcohol

## The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, reflect that in 2003, 35.9% of all traffic fatalities were alcohol and/or drug related. 168 fatalities were alcohol only; 24 were drug-only; and 16 were both alcohol and drug-related.
- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes.
- Between 1999 and 2002, 60% or 64, of all fatally injured children under the age of 16, were passengers in the car of a drinking driver.
- Mental health providers and law enforcement indicate that they are seeing evidence that more people are “self-medicating” due to the downturn in the economy and world unrest.

## Impaired Driving in Oregon 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatal & Injury Crashes	21,464	18,422	19,067	19,530	18,648	1.2%
Nighttime F&I Crashes*	2,847	2,386	2,541	2,661	2,596	8.8%
Percent Nighttime F&I Crashes	13.2%	13.0%	13.3%	13.6%	13.9%	7.5%
Fatalities	491	488	436	512	456	-6.6%
Alcohol Only Fatalities	N/A	163	147	168	N/A	N/A
Combination Alcohol & Other Drugs	N/A	11	16	16	N/A	N/A
Total Alcohol-Related Fatalities	201	175	174	163	187	6.9%
Percent Alcohol- Related Fatalities	40.8%	35.7%	37.4%	35.9%	41%	14.8%
DUII Offenses	24,262	25,223	25,342	24,949	24,525	-2.8%
DUII Enforcement Index**	8.70	10.57	9.97	9.38	9.45	-10.6%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	N/A	93%	93%	91%	92%	-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.

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

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

## Goal

- To reduce alcohol-involved traffic fatalities to 28 percent or 125, by the year 2010.

## Performance Measures

- To continue the reduction of traffic fatalities that is alcohol-involved from 186, the 2003 level, to 155 by December 31, 2005.  
***[Preliminary data indicates there were 187 Alcohol-Related fatalities, or 41 %, in 2004.]***

- To maintain the DUII enforcement index at 9.97 or above by December 31, 2005.  
***[Preliminary data indicates the DUII enforcement index in 2004 was 9.45.]***
- To provide a minimum of two DUII-related training opportunities for district attorneys and judges by December 31, 2005.  
***[One class took place June 7-9, 2005. The other training opportunity was at the DUII Multi-Disciplinary Task Force Training conference held April 15-16, 2005.]***
- To provide 3,000 hours of training for law enforcement relating to DUII equipment and updated impairment procedures by December 31, 2005.  
***[Training hours exceeded the 3,000 goal by over twice that amount at approximately 7,500 hours in 2004.]***
- To provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2005.  
***[This conference was held April 15-16, 2005. Over 380 people attended.]***

### **Strategies**

- Promote and support the use of current technology, such as video cameras, 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.
- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.
- 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.
- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.
- Public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Venues for these activities include print and electronic media, as well as classrooms.
- Public information and education campaigns targeting specific law changes that will occur during the 2005 Legislative Session.
- Explore the opportunity for a new drug/alcohol court to complement the Multnomah County program.
- Explore the potential of a statewide DUII prosecutor that is available to all District Attorney Offices, particularly for cases that may set a state precedent.

## **Project Summaries**

### **SECTION 164 Transfer Penalty**

- 164AL-05-14-01**                                    **DUII Statewide Services**                                    **\$1,563**  
This project specifically addressed a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses were offered statewide on Drug Recognition Expert (DRE), enforcement of underage impaired laws, and use of in-vehicle video cameras. A separate grant was created to provide for prosecutor and judges training. (Also included on Judicial and DUII-Drug pages.)
- 164AL-05-14-02**                                    **OACP DUII Overtime Enforcement Project**                                    **\$312,976**  
This grant was a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) leadership. 57 cities received overtime funds for 2005. During this period, 654 arrests were made. (Also included on DUII-Drug pages.)
- 164AL-05-14-09**                                    **DUII Overtime Enforcement Program - OSP**                                    **\$110,674**  
Oregon State Police continued to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas were selected with consideration of 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. During this period, 4,130 arrests were made. (Also included on DUII-Drug pages.)
- 164AL-05-14-11**                                    **ODAA/OSP "Protecting Lives Saving Futures"**                                    **\$7,014**  
This project funded a three-day training for new law enforcement and new district attorneys in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving. This class took place June 7-9, 2005. Twenty-four prosecutors, nine instructors, and one coordinator participated in the training. (Also included on DUII-Drug pages.)
- 164AL-05-14-13**                                    **DUII Data Tracking System**                                    **\$0**  
This project was to have provided funding for purchasing equipment and developing a system to centralize the collection of DUII data. This project was not implemented in 2005. (Also included on DUII-Drug page.)
- 164AL-05-14-14**                                    **DUII Prosecutor**                                    **\$0**  
This project was to have provided funding to hire a prosecutor who will travel throughout Oregon to assist with complex DUII cases or assist new prosecutors with the complexity of DUII laws. This project was not implemented in 2005. However, implementation has taken place for FFY 2006 after extensive efforts in determining the appropriate location for the position. There are currently two temporary people sharing the position while recruitment and legislative approval for one permanent position is underway. (Also included on Judicial and DUII-Drug pages.)
- 164AL-05-14-17**                                    **DUII Telephonic Hearings**                                    **\$5,012**  
This project provided funding for a pilot program to test the feasibility and effectiveness for telephonic administrative law hearings. This project was successfully completed and IC hearings are now conducted and recorded via digital recordings providing they are within a 100 mile radius of the arrest. This has saved time and money for law enforcement as they do not have to travel to the site of the hearings. The officers, in fact, participate in the hearing on their day off from their own homes. (Also included on DUII-Drug page.)



# Impaired Driving – Drugs

---

## The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2003, 40.4 percent of all traffic crashes were alcohol and/or drug-related. 168 of the fatalities were alcohol-only related; 23 were other drug-only related; and 16 were both alcohol and drug-related.
- 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 over 1,340 in 2003. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.
- Mental health providers and law enforcement indicate that they are seeing evidence indicating that more people are “self-medicating” due to the downturn in the economy and world unrest.

## Other Drugs Impaired Driving in Oregon 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatal & Injury Crashes	21,464	18,422	19,067	19,530	18,648	1.2%
Fatalities	491	488	436	512	456	-6.6%
Other Drug Only Fatalities	N/A	29	36	23	N/A	N/A
Combination Other Drug and Alcohol	N/A	11	16	16	N/A	N/A
Other Drug-Related Fatalities	N/A	40	52	39	N/A	N/A
Percent Other Drug-Involved Fatalities	N/A	8.2%	11.9%	7.6%	N/A	N/A
DUII Arrests (drugs other than Alcohol)	658	931	1,029	1,340	N/A	N/A

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

## Goal

To reduce drug-involved traffic fatalities to 35, or 8 percent, by the year 2010.

## Performance Measures

- To increase the number of certified DRE's from 200, in 2002, to 220 by December 31, 2005.  
**[Oregon currently has 210 active DREs.]**

## Strategies

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

- 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.
- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Venues for these activities include print and electronic media, as well as classrooms.
- Public information and education campaigns targeting specific law changes that will occur during the 2005 Legislative Session.
- 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.
- Seek support and insight from the GAC on DUII on immersing issues relating to driving under the influence of drugs other than alcohol.
- Solicit the committee's suggestions and support on implementing related plans.

## **Project Summaries**

### **SECTION 164 Transfer Penalty**

#### **164AL-05-14-01**

#### **DUII Statewide Services**

This project specifically addressed a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses were offered statewide on Drug Recognition Expert (DRE), enforcement of underage impaired laws, and use of in-vehicle video cameras. A separate grant was created to provide for prosecutor and judges training. (Also included on DUII Alcohol and Judicial pages.)

#### **164AL-05-14-02**

#### **OACP DUII Overtime Enforcement Project**

This grant was a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) leadership. 57 cities received overtime funds for 2005. During this period, 654 arrests were made. (Also included on DUII Alcohol pages.)

#### **164AL-05-14-09**

#### **DUII Enforcement Program - OSP**

Oregon State Police will continue to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas will be selected with consideration of the relative DUII problem and willingness to participate. In a given area, OSP will work 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. During this period, 4,130 arrests were made. (Also included on DUII Alcohol pages.)

**164AL-05-14-11 ODA/OSP "Protecting Lives Saving Futures"**

This project funded a three-day training for new law enforcement and new district attorneys in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving. This class took place June 7-9, 2005. 24 prosecutors, 9 instructors, 1 coordinator participated in the training. (Also included on DUII Alcohol and Judicial pages.)

**164AL-05-14-13 DUII Data Tracking System**

This project provided funding for purchasing equipment and developing a system to centralize the collection of DUII data. This project was not implemented in 2005. (Also included on DUII Alcohol pages.)

**164AL-05-14-14 DUII Prosecutor**

This project provided funding to hire a prosecutor who will travel throughout Oregon to assist with complex DUII cases or assist new prosecutors with the complexity of DUII laws. This project was not implemented in 2005. However, implementation has taken place for FFY 2006 after extensive efforts in determining the appropriate location for the position. There are currently two temporary people sharing the position while recruitment and legislative approval for one permanent position is underway. (Also included on DUII Alcohol and Judicial pages.)

**164AL-05-14-16 DRE Training \$41,786**

Provided training and coordination of the Oregon Drug Evaluation and Classification (DEC) Program and other related impaired driving programs in accordance with the International Association of Chief's of Police (IACP) and NHTSA guidelines and recommendations. Oregon currently has 210 active DREs.

**164AL-05-14-17 DUII Telephonic Hearings**

This project provided funding for a pilot program to test the feasibility and effectiveness for telephonic administrative law hearings. This project was successfully completed and IC hearings are now conducted and recorded via digital recordings providing they are within a 100 mile radius of the arrest. This has saved time and money for law enforcement as they do not have to travel to the site of the hearings. The officers, in fact, participate in the hearing on their day off from their own homes. (Also included on DUII Alcohol pages.)

**164AL-05-14-23 DRE Overtime Enforcement Project \$35,000**

Provided statewide overtime enforcement by DRE's (Drug Recognition Experts) representing multiple agencies. 178 DRE call outs occurred in the 2005 grant period. 2004 data indicates an 87.6% accuracy rate by Oregon's DRE's.

**SECTION 402**

**AL-05-10-10 DUII Prevention Mini-Grant Program**

This project encouraged local activity around impaired driving by offering small-scale grants available exclusively to local traffic safety commissions. The dual goals were to initiate special projects that have the potential to make a real impact on identified local impaired driving problems, and to stimulate increased activity and health of local traffic safety groups around the issue of DUII. This project was not implemented in 2005. (Also included on DUII Alcohol pages.)

**AL-05-10-18 OLCC Inspector Training Project**

This project provided funding for training of Oregon Liquor Control Commission inspectors at the police academy in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. 22 OLCC inspectors completed the four week training held at DPSST, October 4 through November 4, 2004. (Also included on DUII Alcohol pages.)



**AL-05-10-19 Law Enforcement Spokesperson – DPSST**

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was to be held at various locations, increase the number of certified trainers, provide mobile video training and conduct a survey of police agencies. (Also included on DUII Alcohol and Judicial Pages.)

**SECTION 410 Incentive**

**J8-05-12-01 Statewide Services Program – DUII**

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

**J8-05-12-12 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, district attorneys, prevention and treatment professionals. This conference was held April 15-16, 2005. Over 380 people attended. (Also included on DUII Alcohol and Judicial pages.)

**J8-05-12-35 DUII Enforcement – Sheriff’s Departments**

Provided patrol hours of law enforcement on DUII for roadways throughout Oregon. OSSA provided DUII overtime patrol in 30 counties throughout Oregon in 2005. During the grant period, 921 DUII arrests plus 63 under 21 for a total of 984 total DUII arrests. (Also included on DUII Alcohol pages.)

**J8-05-12-36 Computerized DUII Citation Process**

This project provided funding for implementation of an automated DUII citation process for law enforcement. This project was unavoidably delayed. Grantee intends to pursue in 2006 FFY. (Also included on DUII Alcohol pages.)

**OREGON PRIVATE DONATIONS**

**C105332 Task Force-Multi-Disciplinary Conference**

This project provided funding for scholarships for professionals involved in the DUII process to attend the annual conference. (Also included on DUII Alcohol and Judicial pages.)

# Judicial Outreach

---

## The Problem

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

## Judicial Outreach, 2002-2003

---

	2002	2003	2004
No. of Judges trained during offered training sessions	61	75	150
No. of Court Staff/Administrators trained	2	2	30
No. of District Attorneys or staff trained	44	65	N/A
Combined total of CLE Credits Approved	51.75	67.50	68

---

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

## Goal

- To increase the number of judges participating in judicial education programs from 61, the 2002 level, to 91 by December 31, 2005.
- To increase the number of district attorneys or staff participating in education programs from 44, the 2002 level, to 64 by December 31, 2005.
- To increase the number of Court Staff/Administrators receiving traffic safety education from 2, the 2002 level, to 22 by December 31, 2005.
- To increase the combined number of approved CLE credits from 51.75, the 2002 level, to 71.75 by December 31, 2005.

## Performance Measures

- Increase by 20 percent (128), the number of judges, district attorneys and court staff educated in traffic safety related areas (i.e., traffic enforcement and laws, impaired driving, legislation and related changes) by December 31, 2005.  
*[150 Judges and 30 Court Administrators were trained during training events in 2005.]*

## Strategies

- Invite judges, district attorneys, and court staff to attend the TSD Annual Conference, the Annual DUII Conference, and the Annual Judicial Education Conference.
- Provide a DUII/DWS desk manual for Oregon courts.

- Coordinate annual judicial education conference, submitting multiple mailers well in advance of conference.
- Attend other judicial association conferences (OMJA, OJPA) as requested and provide requested information or updates and also provide information on date, time, and location of the next "Transportation Safety Judicial Education Workshop".
- Work with OJD to provide traffic safety education to circuit court judges.
- Train district attorneys and judges on Drug Recognition Expert (DRE) Program and process.
- Train new district attorneys and law-enforcement on DUII Process "Protecting Lives, Saving Futures".
- Support DUII Intensive Supervision Program for DUII repeat offenders.
- Support OJD DUII Specific Conference/Training.
- Support the Governor's Advisory Committee on DUII in legislative efforts/judicial process input.
- Continue to update the desk reference manual for Oregon courts specifically addressing youth-related laws (i.e. minor in possession), and including DMV required forms. Make the manual available on the Transportation Safety Division website.

## **Project Summaries**

### **SECTION 163 Incentive**

**HN1-05-24-08**

#### **Judicial Education**

**\$24,536**

Provided an annual judicial education conference in March of 2005, provided training directly to judges during their annual conference on two occasions. Attended the State Court Administrators conference and asked to speak at future conferences.

### **SECTION 164 Transfer Penalty**

**164AL-05-14-01**

#### **DUII Statewide Services**

This project specifically addressed a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses were offered statewide on Drug Recognition Expert (DRE), enforcement of underage impaired laws, and use of in-vehicle video cameras. (Also included on DUII Alcohol and Drug pages.)

**164AL-05-14-11**

#### **ODAA/OSP "Protecting Lives Saving Futures"**

This project funded a three-day training for new law enforcement and new district attorneys in the processes involved in a DUII arrest and conviction and encourage partnerships in dealing with the incidence of impaired driving. (Also included on DUII Alcohol and Drug pages.)

**164AL-05-14-14**

#### **DUII Prosecutor**

This project provided funding to hire a prosecutor who will travel throughout Oregon to assist with complex DUII cases or assist new prosecutors with the complexity of DUII laws. This project was not implemented in 2005. (Also included on DUII Alcohol and Drug pages.)

## **SECTION 402**

### **AL-05-10-19                      Law Enforcement Spokesperson – DPSST**

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations, increased the number of certified trainers, provided mobile video training and conducted a survey of police agencies. (Also included on DUII pages)

## **SECTION 410**

### **J8-05-12-12                      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, district attorneys, prevention and treatment professionals. (Also included on DUII Alcohol and Drug pages.)

## **OREGON PRIVATE DONATIONS**

### **C105332                              Task Force-Multi-Disciplinary Conference**

This project provided funding for scholarships for professionals involved in the DUII process to attend the annual conference. (Also included on DUII Alcohol and Drug pages)



# Motorcycle Safety

---

## The Problem

- Fatal motorcycle crashes represent 9.6 percent of the fatal crashes while only representing 2.2 percent of the total vehicles registered in 2003.
- Alcohol and/or other drugs were involved in 38.6 percent of motorcycle fatalities in 2003.
- Non-endorsed motorcyclists were involved in 15.9 percent of motorcycle fatalities in 2003.
- Speed is over-represented in the fatal crashes. Twenty-two (22) of forty-two (41) fatal crashes occur on corners where the motorcyclist came into the corner too fast to make it safely around the corner. Two (2) other crashes were caused by motorcyclist traveling too fast for conditions and crashing into other vehicles in 2003.
- An increase in the number of older riders involved in fatal crashes has been noted. The average age of the fatally involved rider dropped from 45 in 2001 to 42 in 2003. This is not unique to Oregon and is a national trend as noted by a study released by the National Highway Traffic Safety Administration “*Recent Trends in Fatal Motorcycle Crashes*” – DOT HS 809 271 June 2001.
- 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, if involved in a motorcycle crash. The 2003 observational use survey reflected no change in their usage from 2002.
- The Motorcycle Safety Foundations (MSF) is discontinuing the MRC:RSS curriculum in one year. TEAM OREGON field tested the MSF replacement curriculum, the BRC, and found it to be less of a curriculum and therefore not an adequate replacement for our use. There is insufficient emphasis on in-the-classroom and range portion for proper head and eye placement for directional control, cornering, braking, and for traffic interaction in the BRC. TEAM OREGON is designing a curriculum that is equal to or better than the current MRC:RSS curriculum.

## Motorcycles on Oregon Highways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
<b>Fatal Crashes</b>						
Number	26	34	29	41	34	0.0%
Percent of fatal crashes	6.0%	8.0%	7.5%	9.6%	8.9%	11.2%
Number of motorcyclists killed	27	33	28	44	N/A	N/A
<b>Fatalities</b>						
Percent alcohol-involved fatalities	51.3%	36.4%	53.6%	38.6%	N/A	N/A
Percent non-endorsed fatalities	25.7%	30.3%	14.3%	15.9%	N/A	N/A
<b>Injury Crashes</b>						
Number	311	394	345	422	454	15.2%
Percent of injury crashes	1.5%	2.2%	1.8%	2.2%	2.5%	13.5%
<b>Registered Motorcycles</b>						
Number	65,090	76,097	80,699	86,040	92,158	21.1%
Percent of registered vehicles	1.8%	2.0%	2.1%	2.2%	2.3%	18.0%

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Percent Helmet Use	99.8%	100%	99%	99%	99.9%	-0.1%
Percent Motorcyclists wearing non-DOT helmet	4.6%	2.0%	4.0%	4.0%	2.0%	0%
TEAM Oregon Students Trained	3,770	5,197	5,492	5,621	5,970	14.9%

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

## **Goal**

- To reduce the fatal traffic crashes that involves motorcycles to 20 by the year 2010.

## **Performance Measures**

***[Motorcycle registrations have gone up 30% since 2003 and the average rider age is also increasing. Both of these factors are affecting the targeted performance measures.]***

- To reduce the fatal traffic crashes that involves motorcycles from 44, the 2002 level, to 25 by December 31, 2005.  
***[There were 39 motorcycle fatalities in 2004.]***
- To reduce the number of estimated fatal motorcycle crashes involving riders over 20 years of age from 29 in 2002, to 25 by December 31, 2005.  
***[There were 37 fatal motorcycle crashes involving riders over 20 years of age in 2004. The average age for fatally involved rider in 2004 was 45.]***
- To reduce the number of injury crashes that involved motorcycles from 413, the 2002 level, to 300 by December 31, 2005.  
***[There were 454 injury crashes in 2004.]***
- To reduce the number of fatal motorcycle crashes that involved impairment (alcohol and/or other drugs) from 38.6 percent, the 2002 level, to 30 percent by December 31, 2005.  
***[Alcohol statistics for fatally involved riders was not available at the time this document was printed.]***
- To reduce the number of fatal motorcycle crashes that involved speed from 21, the 2002 level, to 18 by December 31, 2005.  
***[Data for this performance measure was not sufficient at print time to be measured.]***
- To increase the percentage of helmet use, as measured by both State and Federal Observation Use Surveys, from 99 percent, the 2002 level, to 100 percent by December 31, 2005.  
***[Motorcycle helmet use was 100% for 2005.]***
- To reduce the number of motorcyclists using non-DOT helmets from 4.0 percent in 2002 to 2.0 percent by December 31, 2005.  
***[Motorcyclists using non-DOT helmets were at 2% for 2005.]***





**MC-05-80-03**

**Oregon State University TEAM OREGON  
Motorcycle Safety Program Project**

**[\$546,526]**

This project provided funding for daily operation of statewide motorcycle safety project. Daily operation includes: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, site assistance, 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.

# Occupant Protection

## The Problem

- While only nine percent of all passenger vehicle occupants in Oregon are observed riding unrestrained, some occupants use safety belts improperly by placing the shoulder belt under the arm or behind the back, or allowing two small passengers to use the same safety belt.
- While total occupant restraint use is 91 percent among the general public, for those persons who became fatalities in Oregon crashes last year, reported restraint use was only 50 percent.
- Lack of restraint use is more common in rural areas and among elderly, obese, and those riding in sports cars or in pickup trucks.
- Children under age four are being transported in vehicles where no child restraint is present in the vehicle 27 percent of the time.<sup>1</sup> Such children are riding completely unrestrained (6%), held by a passenger (2%), or improperly restrained in adult belt systems (92%).
- While 96 percent of children under four years old are observed riding in some type of restraint system, hands-on inspections conducted at child seat fitting stations throughout the state reveal proper child restraint use rates averaging only 9 percent (279 of a total 3,112 installed seats checked by certified child passenger safety technicians).<sup>1,2</sup>
- Oregon law requires that children over age four but under age six and children weighing between forty and sixty pounds, ride in booster seats until they are six years old AND weigh at least sixty pounds. Observed booster seat use among this group is only 20 percent.<sup>3</sup>

## Occupant Protection in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
<b>TOTAL OCCUPANT USE</b>	86.4%	91.0%	90.0%	91.0%	94.0%	3.3%
Driver	85.6%	90.0%	90.0%	92.0%	94.0%	4.4%
Front Right Passenger 4 years and older	83.6%	89.0%	88.0%	88.0%	93.0%	4.5%
Rear Passenger 4 years and older	87.0%	90.0%	87.0%	87.0%	92.0%	2.2%
Passengers 4-15 year old	88.6%	95.0%	92.0%	94.0%	95.0%	0.0%
Passengers 4 years and older	84.6%	89.0%	88.0%	87.0%	92.0%	3.4%
<b>USAGE BY SEX:</b>						
Driver: Male	82.0%	87.0%	88.0%	89.0%	93.0%	6.9%
Female	90.0%	93.0%	93.0%	94.0%	96.0%	3.2%
Passenger: Male	81.2%	87.0%	87.0%	84.0%	92.0%	5.7%
Female	84.6%	90.0%	88.0%	89.0%	92.0%	2.2%
<b>CHILD SAFETY SEAT USE: (Under Four Years Old)</b>						
Safety Seat Present in Vehicle	61.2%	69.0%	74.0%	73.0%	76.0%	10.1%
Safety Seat Correctly Used <sup>2</sup> – Inspection Station	N/A	20.0%	14.0%	9.0%	14.0%	-30.0%
Safety Seat in Rear Seat of Vehicle	74.3%	82.0%	93.0%	93.0%	94.0%	14.6%
<b>CHILDREN RESTRAINED: (Includes Those Restrained by Safety Belts)</b>						
Under One Year Old	78.0%	84.0%	81.0%	81.0%	88.0%	4.8%
One to Four Years Old	93.4%	96.0%	97.0%	97.0%	98.0%	2.1%
All Children Under Four Years Old	92.6%	96.0%	96.0%	96.0%	97.0%	1.0%
Booster Seat Usage	N/A	N/A	29.0%	20.0%	44.0%	N/A

## Occupant Protection in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
<b>FATAL MOTOR VEHICLE OCCUPANT USE</b>	52.8%	54.1%	49.6%	57.6%	N/A	N/A
<b>FATALS AGED FOUR &amp; UNDER</b>	8	8	2	5	4	-50.0%
Properly Restrained in Safety Seat	40.9%	62.5%	100.0%	100.0%	N/A	N/A

Source: ODOT – TSD 2004 Occupant Protection Observation Study, Intercept Research Corporation.

1/ ODOT – TSD 2004 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 seat installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.

2/ ACTS Oregon Child Safety Seat Resource Center FY2004 PDFs.

### Goals

- Increase the statewide average of the general population using vehicle safety restraints to 95 percent by the year 2010.
- Increase the proper use of child restraints for children under age four from 9 percent to 25 percent by the year 2010.
- Increase the percentage of children under age four who are being transported in vehicles equipped with child safety seats from 73 percent to 85 percent by the year 2010.
- Increase use of belt-positioning “boosters”, for children who are at least four and under age six and children weighing between forty and sixty pounds, to 50 percent by the year 2010.

### Performance Measures

- Increase total occupant usage, as determined by the statewide Occupant Protection Observation Study, from the 2003 rate of 91 percent to 93 percent by December 31, 2005.  
***[Total occupant usage as of August 2005 is 96 percent.]***
- Increase the percentage of children under age four who are properly restrained, as determined by the actual hands-on inspections at fitting stations, from the 2002 level of 9 percent to 20 percent by December 31, 2005.  
***[Children under age four properly restrained during federal FY 2005 was 15 percent.]***
- Increase the percentage of vehicles carrying child passengers under age four and which are equipped with child safety seats to accommodate those child passengers from the 2003 level of 73 percent to 80 percent by December 31, 2005.  
***[Vehicles equipped with child safety seats as of August 2005 is 82 percent.]***
- Increase the use of belt-positioning “boosters” for children ages four to eight years, and children weighing between forty and eighty pounds, as determined by the statewide Occupant Protection Observation Study from 20 percent to 30 percent by December 31, 2005.  
***[Use of belt-positioning boosters as indicated by the Study is 34 percent.]***
- Increase the percentage of children under age four who ride in rear seat positions of vehicles from the 2003 level of 93 percent to 95 percent by December 31, 2005.  
***[The children under age four in rear seat positions as of August 2005 are 96 percent.]***

- Maintain the number of child safety seats and booster seats checked annually by certified inspectors at the 2003 average rate of 30 inspections per certified technician until December 31, 2005.  
***[Average rate of inspections during FY2005 was 13 = 4057/317 total seats checked/ technicians.]***
- Increase awareness and understanding of Oregon's child safety seat and booster seat laws, as determined by ODOT TSD's annual public attitude survey.  
***[The annual Public Opinion Survey conducted by TSD indicated no apparent change, from the previous year, in public understanding of weight and age requirements of Oregon's child seat laws.]***

### **Strategies**

- Provide overtime grants to law enforcement agencies for emphasizing enforcement of safety belt, speed, and impaired driving laws and heighten enforcement visibility through news media contact and other public education activities.
- Increase the availability of public information and education activities among rural areas and non-English speaking audiences (Russian and Spanish).
- Provide support for ACTS Oregon's Child Safety Seat Resource Center to coordinate and deliver training and technical assistance on correct use of child restraint systems to health professionals, emergency medical personnel, law enforcement officers, judicial system, child care providers, parents and other persons who routinely transport children in motor vehicles.
- Maintain and expand the statewide pool of Certified Child Passenger Safety Technicians (CPST's) who are qualified to supervise and conduct child safety seat check-ups independently of on-site assistance from Oregon's Child Safety Seat Resource Center staff.
- Convene Occupant Protection Program ad-hoc advisory committee to assist in annual statewide program evaluation and planning.
- Increase the availability of child safety seats to low-income families.
- Investigate feasibility of including, in DMV driver records, successful completion of safety belt (or other traffic safety) diversion courses to prevent abuse of diversion (retaking of same courses to avoid paying of fines) and develop the database necessary to evaluate effectiveness of such courses in deterring subsequent violations.

### **Project Summaries**

#### **SECTION 157 Incentive**

**157J2-05-44-01**

**Statewide Services Project**

**\$179,142**

Funded advertising contractor to design and distribute public television and radio public service announcements promoting booster seat usage ("Grown-Up World", "Booster Seats Keep Them Safer"), new television PSA and billboard reposting to promote proper belt use ("Half Buckled = Whole Ticket"), design and Spanish translation of a new OREGON child passenger safety brochure ("Give Your Kids a Safe Ride in the Right Seat".) Funded research contractor to perform and publish three statewide observed use surveys. Grant also provided for direct purchase of brochures, videos, compact disc materials and for duplication and translation services.

**IN3-05-45-20 Child Safety Seats for Low-Income Families \$7,883**

TSD staff purchased 204 child seats and boosters for distribution to qualifying low income Oregon families. Seats were delivered to the following fitting stations and health departments for redistribution to local families: Curry, Lake & Tillamook Health Departments, Network4Mentoring (Salem/Marion County area), Polk County Fire District, Linn County Health Start, and American Medical Response (Portland area). ACTS Oregon's Child Safety Seat Resource Center assisted in identifying distribution sites in greatest need, determining appropriate types of restraints, and identifying lowest cost vendors.

**IN5-05-49-02 OACP Safety Belt Overtime Enforcement \$54,464**

Provided supplemental funding for overtime traffic enforcement by local police departments towards increasing compliance with safety belt/child restraint laws with coordination by Oregon Association Chiefs of Police. This supplemental funding was provided to thirty-three local public safety and police departments to increase officer presence and enforcement activity specifically during the May 23 – June 5 nationwide “Click It or Ticket” law enforcement mobilization. Enforcement statistics and observed use survey results are combined with those reported for OACP’s base overtime grant project OP-05-45-02 below.

**IN5-05-49-08 OSSA Safety Belt Overtime Enforcement \$82,099**

Provided supplemental funding for overtime traffic enforcement by local sheriff’s offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. This supplemental funding was provided to twenty-seven County Sheriff’s Offices to increase officer presence and enforcement activity specifically during the May 23 – June 5 nationwide “Click It or Ticket” law enforcement mobilization. Enforcement statistics and observed use survey results are combined with those reported for OSSA’s base overtime grant project J2-05-46-10 below.

**SECTION 402**

**OP-05-45-02 OACP Safety Belt Overtime Enforcement \$325,456**

Oregon Association Chiefs of Police administered and monitored overtime enforcement grants to local police departments for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating agencies conducted three two-week "Three Flags" enforcement blitzes scheduled at approximately quarterly intervals during the year, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to the Association. Fifty-eight local public safety and police departments participated and reported observed use rates averaging 92% at the beginning of the year and ending with 95% following the last of three enforcement blitzes. Reported enforcement contacts for the year are tabulated below.

<b>Enforcement Contacts:</b>	<b>Belts</b>	<b>DUII</b>	<b>Speed</b>	<b>Susp/Rev</b>	<b>Felony</b>	<b>Other</b>	<b>TOTALS</b>
Overtime	15,760	358	6,725	1,609	294	17,075	41,821
Straight Time/Match	20,325	4,630	47,052	18,012	1,798	243,104	334,921
<b>Observed Belt Use:</b>							
Starting	<b>91.7%</b>						
Ending	<b>94.5%</b>						

**OP-05-45-20 ACTS Oregon Child Safety Seat Resource Center \$140,000**

Child Safety Seat Resource Center staff delivered certification training resulting in 108 new child passenger safety technicians, five refresher courses serving 53 technicians/instructors, and 91 community presentations to 2,609 persons. They also responded to 5,020 telephone inquiries from the general public, provided technical support and web-promotion of 62 clinics and 110 fitting station events resulting in 4,057 car seat and booster seat inspections, and purchased & distributed over 600 car seats and boosters for low-income families. An emphasis on diversity outreach resulted in the addition of twelve bilingual Spanish speaking technicians becoming certified during the year.

**SECTION 405 Incentive**

**J2-05-46-05                      Occupant Protection Law Enforcement Training                      \$68,547**

TSD staff designed and delivered three (3) Three Flags Campaign pre-blitz training workshops to 429 law enforcement officers representing 86 state, county and city traffic enforcement agencies. Covered costs included meeting facilities, participant food/lodging, speakers, announcements and follow-up mailings, meeting materials, program awards and incentives.

**J2-05-46-08                      OSP Safety Belt Overtime Enforcement                      \$80,275**

The Patrol Services Division of Oregon State Police coordinated and monitored overtime enforcement among their command posts for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating posts conducted three two-week "Three Flags" enforcement blitzes scheduled at approximately quarterly intervals during the year, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to Patrol Services Division headquarters. Most of the posts participated and reported area use rates averaging 88% at the beginning of the year and ending with 94% following the last of three blitzes. Reported overtime enforcement contacts for the year are tabulated below.

<b>Enforcement Contacts:</b>	<b>Belts</b>	<b>DUII</b>	<b>Speed</b>	<b>Susp/Rev</b>	<b>Felony</b>	<b>Other</b>	<b>TOTALS</b>
Overtime	1,642	35	1,304	89	43	1,714	4,827
Straight Time/Match	11,461	3,649	35,379	12,084	1,061	86,344	149,978

**Observed Belt Use:**

Starting	<b>88.0%</b>
Ending	<b>94.0%</b>

**J2-05-46-10                      OSSA Safety Belt Overtime Enforcement                      \$215,482**

Oregon State Sheriffs Association administered and monitored overtime enforcement grants to County Sheriff's offices for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating Offices conducted three ten-day "Three Flags" enforcement blitzes scheduled at approximately quarterly intervals during the year, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to the Association. Twenty-seven of Oregon's thirty-six counties participated and reported area use rates averaging 90.4% at the beginning of the year and ending with 94.9% following the last of three blitzes. Reported overtime enforcement contacts for the year are tabulated below.

<b>Enforcement Contacts:</b>	<b>Belts</b>	<b>DUII</b>	<b>Speed</b>	<b>Susp/Rev</b>	<b>Felony</b>	<b>Other</b>	<b>TOTALS</b>
Overtime	5,368	56	2,217	410	91	3,319	11,461
Straight Time/Match	8,555	2,501	24,659	6,850	367	40,892	83,824

**Observed Belt Use:**

Starting	<b>90.4%</b>
Ending	<b>94.9%</b>

**J2-05-46-11                      Child Seat Fitting Station Support                      \$48,811**

Project provided mini-grants to ten fitting stations based upon documented demand for service and financial need. Eligible expenses included equipment, supplies, technician recognition activities, advertising design, temporary or part-time staffing or other justifiable one-time costs. For purposes of this project, a fitting station was defined as maintaining at least one certified CPS technician on staff and present at each fitting station event offered regularly and open to the general public. Grantees included AMR, Community Action Open Doors (Beaverton), Corvallis Clinic, La Grande Fire, Umatilla CCF, McMinnville Fire, Lane County Healthy Start, Tillamook County Health, Legacy Emanuel, Tuality Health Education, and Network4Mentoring.



# Pedestrian Safety

---

## The Problems

- Motor vehicle drivers failed to yield to pedestrians in 267 motor vehicle crashes in 2002, compared to 237 in 2001.
- In 2002, motor vehicle drivers hit 333 pedestrians crossing in a crosswalk, compared to 306 in 2001.
- 47 percent of pedestrian crashes occurred at dusk, dawn, or in low light conditions in 2002, compared to 39.4 percent in 2001.

## Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
<b>Injuries</b>						
Number	662	577	595	618	552	-4.3%
Percent of total Oregon injuries	2.1%	2.1%	2.1%	2.2%	2.0%	-5.5%
Number injured Xing in crosswalk or Intersection	327	293	325	335	277	-5.5%
Percent Xing in crosswalk or intersection	49.5%	50.8%	54.6%	54.2%	50.2%	-1.2%
<b>Fatalities</b>						
Number	57	60	48	49	45	-25.0%
Percent of total Oregon fatalities	11.5%	12.3%	11.0%	9.6%	10.0%	-18.7%
Number of fatalities Xing in crosswalk or Intersection	12	13	8	10	10	-23.1%
Percent Xing in crosswalk or intersection	22.5%	21.7%	16.7%	20.4%	20.4%	-6.4%

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

## Goals

- Reduce pedestrian fatalities to 40 by 2005.
- Reduce pedestrian injuries to 525 by 2005.
- Reduce percent of pedestrians killed crossing in crosswalk/intersection to 18 percent (7) by 2005.
- Reduce percent of pedestrians injured crossing in crosswalk/intersection to 45 percent (236) by 2005.

## Performance Measures

- Reduce the number of pedestrian fatalities to 45 by December 31, 2005.  
*[There were 45 pedestrian fatalities in 2004.]*
- Reduce the number of pedestrian injuries to 550 by December 31, 2005.  
*[There were 552 pedestrian injuries in 2004.]*





**PS-05-60-04**                      **Pedestrian Safety Enforcement and Training**                      **\$74,774**  
Funded Pedestrian Safety Enforcement (PSE) mini-grant program to include operations, training and evaluation, to be administered by the Willamette Pedestrian Coalition/Bicycle Transportation Alliance of Portland, Oregon. Twenty-six law enforcement agencies conducted pedestrian safety enforcement operations around the state. One hundred eleven operations were conducted between April 1 and September 30. Nine diversion classes were held in Canby, Hillsboro and Sutherlin. There were two pedestrian safety enforcement operation trainings held (Eugene and La Grande) with 147 participants.

**PS-05-60-07**                      **School and Community Transportation Safety**                      **\$15,000**  
Willamette Pedestrian Coalition/Bicycle Transportation Alliance performed planning, analysis and technical support for Oregon communities that were coordinating and organizing school and community transportation safety programs with particular emphasis on safety for children bicycling and walking for local trips to and from school. WPC/BTA provided seven trainings, web-based support – [www.walknbike.org](http://www.walknbike.org) – an 800 number and email contact for technical support to the communities of Corvallis/Albany, Eugene/Springfield, Rogue Valley and Central Oregon addressing traffic safety, especially around children walking and bicycling to and from schools. Through WPC/BTA's promotion, over 60 Oregon schools - an estimated 12,500 kids and 2,000 adults - participated in the October 2005 "Walk and Bike to School" event.



# Police Traffic Services

---

## 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 1.50 officers per 1,000 population in 2003.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar/lidar), Crash Investigation 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 reduced their patrol and crime lab positions due to budget cuts and the failure of Ballot Measure 28 and 30. The sworn-trooper positions in the patrol division have been reduced to 329 from 464 in less than one year.
- Many county and city police department's lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

## Police Traffic Services, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Fatal Traffic Crashes	454	427	388	429	384	-9.4%
Total Injury Crashes	21,805	17,995	18,679	19,101	18,264	1.6%
Total Fatalities	515	488	436	512	456	-6.6%
Total Injuries	33,999	26,972	27,791	28,256	27,314	1.4%
<b><u>Top 10 Driver Errors in Total Crashes:</u></b>						
Failed to Avoid stopped or parked vehicle ahead other than school bus	13,635	13,927	14,670	17,007	13,424	-3.6%
Did not have right-of-way	8,239	6,913	6,902	9,225	7,436	7.6%
Driving too fast for conditions	6,084	5,802	6,162	7,670	7,477	28.9%
Left turn in front of oncoming traffic	3,084	2,681	2,729	2,916	2,463	-8.1%
Disregarded traffic signal	2,688	2,306	2,156	2,264	1,882	-18.4%
Improper change of traffic lanes	2,553	2,468	2,283	2,761	2,059	-16.6%
Backing improperly (Not parking)	1,531	1,577	1,575	1,735	N/A	N/A
Failed to decrease speed for slower moving vehicle	1,631	1,041	942	--	--	N/A
Disregarded stop sign or flashing red	1,241	1,432	1,514	--	--	N/A
Turned from wrong lane	1,092	--	--	--	--	N/A

## Police Traffic Services, 2001-2004 (Cont.)

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Driving on wrong side of road	1,146	1,090	1,013	--	--	N/A
Ran off Road	--	--	--	5,742	4,486	N/A
Failed to Dim Lights/Inattention	--	--	--	4,408	2,757	N/A
Failed to Maintain Lane	--	--	--	2,602	1,960	N/A
Following too Close	--	--	--	--	978	N/A
Number of Speed Related Convictions	185,726	221,235	191,785	199,259	N/A	N/A
No. of Law Enforcement Officers	5,361	5,659	5,528	5,321	--	N/A
Officers per 1,000 Population	1.67	1.63	1.58	1.50	--	N/A
Percent Who Say More Enforcement Needed	17.4%	18.0%	14.0%	16.0%	18.0%	0%

Sources: Fatality Analysis Reporting System, U.S. Department of Transportation  
Board on Public Safety Standards and Training  
Traffic Safety Attitude Survey, Intercept Research Corporation  
Oregon Division of Motor Vehicles  
Oregon State Police Forensic Services

### Goal

- Improve the enforcement of traffic safety laws and regulations intended to reduce death, injury and property damage and provide needed community service, by providing additional law enforcement training in key traffic safety areas.

### Performance Measures

- Increase training of officers statewide through regional courses. Provide at least one course in each of the thirteen active DPSST regions prior to December 31, 2005.  
**[In 2005, 730 police officers and supervisors were provided with direct or online traffic law-enforcement training at various strategically placed training events around the State of Oregon. The training provided includes: Traffic Law, Case Law, Management, Professional Traffic Stops, Radar/Lidar, Motor Officer Training, Crash Investigations and Police Automation/Technology.]**
- Provide at least three statewide announcements to all law enforcement agencies outlining the availability of the online radar and lidar certification course by December 31, 2005.  
**[This was completed.]**
- Deliver the course "First Responder to Traffic Collisions", a 24-hour DPSST certified curriculum, to at least 100 police officers by December 31, 2005.  
**[Trained 79 officers across two courses. One was held in Seaside and one was held in Newport.]**
- Provide training opportunities via scholarship support for Police to use the Clackamas County traffic safety driving simulators.  
**[This was not completed as motor officer training scholarships were given to attend the annual international training symposium.]**
- Initiate the development of a statewide Traffic Law-Enforcement Strategic plan to complement the OSP GAP Study as outlined in the TSAP. Implement developed elements by December 31, 2005.  
**[No work was done on this due to time constraints and political issues in Oregon.]**

Comment

## **Strategies**

- Radar and Lidar courses will also be offered via the internet training tool developed by DPSST.
- In cooperation with TSD, provide scholarships to police agencies to allow them to travel to the crash investigation conference and provide lodging and meals as needed.
- Participate in identifying and promoting a dedicated funding source for law enforcement training in Oregon.
- Promote enforcement alternatives such as photo radar and red light cameras, in order to utilize existing staff in the most effective manner.
- Work with DPSST to provide traffic law enforcement training to Oregon law enforcement agencies. Emphasize enforcement of traffic laws and regulations in all areas of transportation safety.
- In cooperation with DPSST and TEAM Oregon, provide motor officer training, updates and Instructor Development training.
- Follow the Governor's Cooperative Police Agreement in all funding of enforcement programs.
- Promote cooperation with neighboring states including outreach to tribal governments.

## **Project Summaries**

### **SECTION 402**

**PT-05-30-03**

**DPSST Law Enforcement Training Grant**

**\$51,613**

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



# Region 1, Transportation Safety

---

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



- 753 miles of highway
- 87 miles of bikeways
- 107 miles of sidewalks
- 584 bridges
- 7,363 traffic signals
- Over 3,500 major signs
- Thousands of smaller signs, lights, ramp meters, variable signs, etc.
- Eleven Cities, three counties and two unincorporated areas have established Local Traffic Safety Committees or similar action groups.
- There are three currently active Safety Corridors and two Truck Safety Corridors within the Region.

### The Problem

- There is a lack of consistent integration between Transportation Safety programs and other Region level work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting/construction.
- The current “Top 10% List” for hazardous locations has nearly 3,100 entries – too many to guarantee even a cursory look at each site. Many locations in the top 10 percent are not addressable without major investments (\$5-10 million), and are therefore beyond the scope of ODOT safety funds in all categories. Region 1 has over half of all top 10 percent locations in the State of Oregon.
- Media attention and political interest in specific locations is often not related to the statistical “size” of the crash problem at that location, making it more difficult to design and find funds for a solution acceptable to the community of interest. We need better communication and education for decision makers so we can achieve common goals among highway, traffic, community and political leaders.

## Region 1, Transportation Safety Related Information

### **Statewide Fatalities vs. Region 1**

	2000	2001	2002	2003	% Change 2000-2003
Clackamas County	43	34	31	40	-7.0%
Columbia County	2	15	5	3	50.0%
Hood River County	2	4	3	4	100.0%
Multnomah County	33	48	46	56	69.7%
Washington County	33	34	37	27	-18.2%
<b>Region 1 Total</b>	<b>113</b>	<b>135</b>	<b>122</b>	<b>130</b>	<b>15.0%</b>
<b>Statewide Fatalities</b>	<b>451</b>	<b>488</b>	<b>436</b>	<b>512</b>	<b>13.5%</b>
<b>Region 1 Fatalities Percent of State</b>	<b>25.06%</b>	<b>27.66%</b>	<b>27.98%</b>	<b>25.39%</b>	<b>1.3%</b>
<b>Region 1 Fatalities per 100,000 Population</b>	<b>7.45</b>	<b>8.81</b>	<b>7.88</b>	<b>8.28</b>	<b>11.1%</b>

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

% Change

	2000	2001	2002	2003	2000-2003
Clackamas County	24	18	10	12	-50.0%
Columbia County	2	4	4	1	-50.0%
Hood River County	0	1	0	3	300.0%
Multnomah County	14	21	23	24	71.4%
Washington County	11	10	6	6	-45.5%
<b>Region 1 Alcohol-Involved Fatalities</b>	<b>51</b>	<b>54</b>	<b>43</b>	<b>46</b>	<b>-9.8%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>174</b>	<b>173</b>	<b>163</b>	<b>184</b>	<b>5.7%</b>
<b>Alcohol-Involved Fatalities Percent of Region 1</b>	<b>45.13%</b>	<b>40.0%</b>	<b>35.25%</b>	<b>35.38%</b>	<b>-21.6%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>29.31%</b>	<b>31.21%</b>	<b>26.38%</b>	<b>25.00%</b>	<b>-14.7%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>38.58%</b>	<b>35.45%</b>	<b>37.39%</b>	<b>35.94%</b>	<b>-6.9%</b>

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

	2000	2001	2002	2003	% Change 2000-2003
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%
Region wide Data					
Speed-Related Fatalities	51	55	54	62	21.6%
Speed-Related Fatalities on State Highways	18	20	19	21	16.7%
Speed-Related Fatalities on County Roads	18	20	16	17	-5.6%
Speed-Related Fatalities on City Streets	15	15	19	24	60.0%

### **2003 REGION 1, COUNTY FATAL AND INJURY CRASH DATA**

County	Population	Fatalities	Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Injury Crashes	Fatal
Clackamas County	353,450	40	12	1,943	5.50	270	
Columbia County	45,000	3	1	143	3.18	20	
Hood River County	20,500	4	3	43	2.10	8	
Multnomah County	677,850	56	24	4,832	7.13	693	
Washington County	472,600	27	6	2,611	5.52	287	
<b>Region 1 Total</b>	<b>1,569,400</b>	<b>130</b>	<b>46</b>	<b>9,572</b>	<b>6.10</b>	<b>1,278</b>	
<b>Statewide Total</b>	<b>3,541,500</b>	<b>512</b>	<b>184</b>	<b>19,530</b>	<b>5.51</b>	<b>2,661</b>	
<b>Percent of State</b>	<b>44.31%</b>	<b>25.39%</b>	<b>25.00%</b>	<b>49.01%</b>	<b>N/A</b>	<b>48.03%</b>	

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

### **Goal**

- To decrease the number of annual fatalities in Region 1 to 100 by the year 2010.
- To decrease the number of annual alcohol and drug-related fatalities in Region 1 to 40 by the year 2010.

### **Performance Measures**

- Communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2005.  
*[Contacted or provided resources for local traffic safety committees, commissions and unofficial groups. This area could use more effort since the contacts were infrequent.]*

- Evaluate 100 percent of the 3,100 "Top 10% Sites" for possible safety projects within the limits of the various ODOT safety funds (STIP Safety, Safety Improvement Program, SIP, HEP, additional TSD grant programs) using 2000-2002 data by December 31, 2005. ***[Completed the SPIS review, used the results to nominate 2 new safety projects for the Region which may exceed two million dollars in non-402 Safety spending.]***
- Identify and prioritize the top 20 sites from the "Top 10% Sites" list that could benefit from targeted enforcement and/or education campaigns by December 31, 2005. ***[Completed the top 20 site list, shared results with OSP, county and city police offices. Results contributed to improved speed, drunk driving and work zone enforcement patrols.]***
- Provide at least two training sessions or other opportunities to Region staff (including ODOT Project Leaders) to provide greater access to and understanding of Transportation Safety programs by December 31, 2005. ***[Provided for staff to attend Annual TSD Conference, provided for an on-site training in graphic data analysis for 3-4 staff.]***
- Identify, assist in development and provide funds for at least four Local Traffic Safety projects based on locally identified priorities. Provide funds to projects, to be completed by December 31, 2005. Projects may target but will not be not limited to: (a) formation and vitalization of local traffic safety committees; (b) multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and, (c) cooperative projects among several adjoining jurisdictions. ***[Provided funds for Walk/Bike to School Day including statewide training. Funded public safety events including Big Truck Day, Washington County Fair, Clackamas County Safe Kids, Mt Hood Safety Corridor. Funded Clackamas County demonstration project in electronic ticketing which resulted in the county ordering \$200,000 of related equipment.]***

### **Strategies**

- Identify high crash locations (Safety Priority Index System and Hazard Elimination Program) where safety projects spending non-TSD funds will be most effective in reducing crashes and injuries. Break out crash information by type if possible. Using experienced traffic investigators, *manage* Regional analysis of over 3,000 " Top 10% " locations.
- Identify the top sites from this list which could benefit from targeted enforcement *and/or* education campaigns as opposed to construction fixes. Give priority to those areas where alcohol or other drug use may be a primary factor. Since law enforcement budgets are becoming more limited, we need to look for creative ways to target patrols and use educational programs to boost or replace enforcement efforts (when possible).
- Bring ODOT non-safety staff, such as Project Leaders, plus employees in other disciplines to TSD conference events and training. Provide to prospective attendees better information on training elements, class leaders and types of training sessions available.
- Identify and assist in development of at least four Local Traffic Safety projects. Provide mini-grants or loanable equipment (such as radar) to local agencies to address identified safety problems. Provide means for these projects to access and develop media relationships with Regional ODOT staff and local media. New projects may target but will not be not limited to: (a) formation and vitalization of local traffic safety committees; (b) multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and, (c) cooperative projects among several adjoining jurisdictions.



# Region 2, Transportation Safety

---

ODOT's Northwest Region provides transportation facilities and services for one-third of Oregon's population. More than one million people live in Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook, and Yamhill Counties.

## **The Northwest Region includes:**

- More than 13,000 square miles and a population of more than 1 million Oregonians.
- 5 of Oregon's 10-largest population centers.
- 1,793 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.
- 4 maintenance districts.
- 860 miles of railroad.
- 7 deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- 3 Area Commissions on Transportation (ACT's).
- 6 formally established Safety Corridors and two Truck Safety Corridors.
- Approximately 23 city and 2 county official and many unofficial Local Traffic Safety Committees with several other similarly related committees.
- 6 SAFE KIDS Chapters.
- Approximately 60 School Districts.

## **The Problem**

- Lack of full awareness/incorporation of Transportation Safety Division programs/topic areas into ODOT Region 2 and its communities.
- Need for identification changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.
- Need for more representation/availability of Region Transportation Safety Coordinator (RTSC) within the Region.
- High frequency of police makers, press, and community perceptions involved with many crash locations thus focus on the highest crash locations can be difficult.

## Region 2, Transportation Safety Related Information

### **Statewide Population vs. Region 2**

	2000	2001	2002	2003	% Change 2000-03
Benton County	78,300	79,000	79,900	80,500	2.8%
Clatsop County	35,700	35,850	36,100	36,300	1.7%
Lane County	323,950	325,900	328,150	329,400	1.7%
Lincoln County	44,600	44,650	44,700	45,000	0.9%
Linn County	103,350	103,500	104,000	104,900	1.5%
Marion County	286,300	288,450	291,000	295,900	3.4%
Polk County	62,700	63,600	63,450	64,000	2.1%
Tillamook County	24,300	24,600	24,600	24,900	2.5%
Yamhill County	85,500	86,400	87,500	88,150	3.1%
<b>Region 2 Population Total</b>	<b>1,044,700</b>	<b>1,051,950</b>	<b>1,059,400</b>	<b>1,069,050</b>	<b>2.3%</b>
<b>Statewide Population</b>	<b>3,436,750</b>	<b>3,471,700</b>	<b>3,504,700</b>	<b>3,541,500</b>	<b>3.0%</b>
<b>Region 2 Population Percent of State</b>	<b>30.40%</b>	<b>30.30%</b>	<b>30.23%</b>	<b>30.19%</b>	<b>-0.7%</b>

### **Statewide Fatalities vs. Region 2**

	2000	2001	2002	2003	% Change 2000-03
Benton County	9	5	10	4	-55.6%
Clatsop County	8	14	5	3	-62.5%
Lane County	50	43	32	46	-8.0%
Lincoln County	10	13	16	10	0.0%
Linn County	17	21	14	27	58.8%
Marion County	43	37	28	36	-16.3%
Polk County	10	9	10	17	70.0%
Tillamook County	2	13	10	9	350.0%
Yamhill County	10	6	10	6	-40.0%
<b>Region 2 Total</b>	<b>159</b>	<b>161</b>	<b>135</b>	<b>158</b>	<b>-0.6%</b>
<b>Statewide Fatalities</b>	<b>451</b>	<b>488</b>	<b>436</b>	<b>512</b>	<b>13.5%</b>
<b>Region 2 Fatalities Percent of State</b>	<b>35.25%</b>	<b>32.99%</b>	<b>30.96%</b>	<b>30.86%</b>	<b>-12.47%</b>
<b>Region 2 Fatalities per 100,000 Population</b>	<b>15.22</b>	<b>18.87</b>	<b>12.74</b>	<b>14.78</b>	<b>-2.9%</b>

### **Statewide Alcohol Involved Fatalities vs. Region 2**

	2000	2001	2002	2003	% Change 2000-03
Benton County	1	2	1	1	0.0%
Clatsop County	3	4	2	1	-66.7%
Lane County	20	14	15	11	-45.0%
Lincoln County	7	2	8	2	-71.4%
Linn County	8	7	5	6	-25.0%
Marion County	25	13	12	14	-44.0%
Polk County	2	3	3	7	250.0%
Tillamook County	0	1	3	5	500.0%
Yamhill County	1	2	3	2	100.0%
<b>Region 2 Alcohol-Involved Fatalities</b>	<b>67</b>	<b>48</b>	<b>52</b>	<b>49</b>	<b>-26.9%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>174</b>	<b>173</b>	<b>163</b>	<b>184</b>	<b>5.7%</b>
<b>Alcohol-Involved Fatalities Percent of Region 2</b>	<b>42.14%</b>	<b>29.81%</b>	<b>38.52%</b>	<b>31.01%</b>	<b>-26.4%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>38.51%</b>	<b>27.75%</b>	<b>31.90%</b>	<b>26.63%</b>	<b>-30.8%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>38.58%</b>	<b>35.45%</b>	<b>37.39%</b>	<b>35.94%</b>	<b>-6.9%</b>

## 2003 REGION 2, COUNTY FATAL AND INJURY CRASH DATA

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000Pop.	Nighttime Fatal/ Injury Crashes
Benton County	80,500	4	1	392	4.87	55
Clatsop County	36,300	3	1	179	4.93	30
Lane County	329,400	46	11	947	2.87	130
Lincoln County	45,000	10	2	169	3.76	22
Linn County	104,900	27	6	690	6.58	100
Marion County	295,900	36	14	2,012	6.80	239
Polk County	64,000	17	7	351	5.48	46
Tillamook County	24,900	9	5	110	4.42	30
Yamhill County	88,150	6	2	412	4.67	51
<b>Region 2 Total</b>	<b>1,069,050</b>	<b>158</b>	<b>49</b>	<b>5,262</b>	<b>4.92</b>	<b>703</b>
<b>Statewide Total</b>	<b>3,541,500</b>	<b>512</b>	<b>184</b>	<b>19,530</b>	<b>5.51</b>	<b>2,661</b>
<b>Percent of State</b>	<b>30.19%</b>	<b>30.86%</b>	<b>26.63%</b>	<b>26.94%</b>	<b>N/A</b>	<b>26.42%</b>

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

### Goal

- To decrease the number of region fatalities from 135, in 2002, to 130 by 2010.
- To decrease the number of region fatal and all injury crashes from 5,566 in 2002 to 5,288 by 2010.
- To decrease the number of region speed related fatalities and serious injuries from 287 in 2002 to 258 in 2010.
- To reduce the number of region alcohol-involved fatalities from 52, in 2002, to 50 by 2010.
- To reduce all Region 2 counties' fatal and injury crashes per 1,000 population below the statewide average by the year 2010.

### Performance Measures

- Communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2005.  
***[Focus has been on newly formed local traffic safety committees while disseminating information to all established committees.]***
- Communicate and meet in-person with 75 percent of the currently established local traffic safety committees or similarly functioning groups by December 31, 2005, in addition to other Region contacts.  
***[Region 2 remains active with all currently established safety advocacy groups.]***
- Incorporate transportation safety "4 E" approaches (education, engineering, enforcement and emergency medical services) into Region safety project scoping trips, SPIS site investigations, community planning efforts and special projects as possible by December 31, 2005.  
***[Region 2 continues to work with Traffic, Planning and Program Managers to bring the, "4 E" approach to all project planning in the region.]***





# Region 3, Transportation Safety

---

The Oregon Department of Transportation, Region 3 encompasses five counties: Coos, Curry, Douglas, Jackson, and Josephine. The total region population is 453,350 and there are 1,039 highway miles. While Interstate 5 runs from the top of the region directly through to the bottom, the region as a whole is still considered rural in nature.

## The Problem

- Traffic fatalities are over-represented with 18.75 percent of total state traffic fatalities compared with 12.80 percent of the state's population.
- In 2003 speed is a factor in 56.2 percent of Region 3 traffic fatalities compared with the statewide involvement rate of 51.61 (Coos - 53%, Curry - 83%, Douglas - 46%, Jackson - 54%, Josephine - 45%).
- Alcohol is involved in 48.96 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 35.94 percent.
- In 2002 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 to educate the public on the need for children ages 6-8 to be in booster seats. In addition, we are continuing to see a high misuse rate with child safety seats.
- Although Region 3 has fourteen traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County), there continues to be a need to enhance the sustainability of some of the present committees.
- There is a lack of incorporation of traffic safety elements into ODOT Regional work.
- The US 199 Safety Corridor (designated in 1996) is 7.2 miles in length. The latest 3-year average reflects a 17 percent increase in fatal and injury A crashes for this section of highway compared to the state average for a similar section of highway. A most recent look at the fatal crashes reveals driver inattention as the primary cause.

## Region 3, Transportation Safety Related Information

### **Statewide Fatalities vs. Region 3**

	2000	2001	2002	2003	% Change 2000-2003
Coos County	12	11	10	16	33.3%
Curry County	2	1	4	6	200.0%
Douglas County	32	28	24	26	-18.8%
Jackson County	21	27	20	28	33.3%
Josephine County	17	18	10	20	17.6%
<b>Region 3 Total</b>	<b>84</b>	<b>85</b>	<b>68</b>	<b>96</b>	<b>14.3%</b>
<b>Statewide Fatalities</b>	<b>451</b>	<b>488</b>	<b>436</b>	<b>512</b>	<b>13.5%</b>
<b>Region 3 Fatalities Percent of State</b>	<b>18.63%</b>	<b>17.42%</b>	<b>15.60%</b>	<b>18.75%</b>	<b>0.7%</b>
<b>Region 3 Fatalities per 100,000 Population</b>	<b>18.97</b>	<b>19.01</b>	<b>15.10</b>	<b>21.18</b>	<b>11.6%</b>

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

	2000	2001	2002	2003	% Change 2000-2003
Coos County	2	4	5	7	250.0%
Curry County	0	1	1	4	400.0%
Douglas County	13	10	8	11	-15.4%
Jackson County	5	13	11	16	220.0%
Josephine County	4	6	6	9	125.0%
<b>Region 3 Alcohol-Involved Fatalities</b>	<b>24</b>	<b>34</b>	<b>31</b>	<b>47</b>	<b>95.8%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>174</b>	<b>173</b>	<b>163</b>	<b>184</b>	<b>5.7%</b>
<b>Alcohol-Involved Fatalities Percent of Region 3</b>	<b>28.57%</b>	<b>40.0%</b>	<b>45.59%</b>	<b>48.96%</b>	<b>71.4%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>13.79%</b>	<b>19.65%</b>	<b>19.02%</b>	<b>25.54%</b>	<b>85.2%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>38.58%</b>	<b>35.45%</b>	<b>37.39%</b>	<b>35.94%</b>	<b>-6.9%</b>

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

	2000	2001	2002	2003	% Change 2000-2003
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%
Region wide Data					
Speed-Related Fatalities	36	44	48	49	36.1%
Speed-Related Fatalities on State Highways	25	23	25	21	-16.0%
Speed-Related Fatalities on County Roads	8	20	22	27	237.5%
Speed-Related Fatalities on City Streets	3	1	1	1	-66.7%

### 2003 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	6,000	16	7	201	3.19	24
Curry County	21,100	6	4	49	2.32	7
Douglas County	101,800	26	11	664	6.52	94
Jackson County	189,100	28	16	1,121	5.93	139
Josephine County	78,350	20	9	490	6.25	61
<b>Region 3 Total</b>	<b>453,350</b>	<b>96</b>	<b>47</b>	<b>2,525</b>	<b>5.57</b>	<b>325</b>
<b>Statewide Total</b>	<b>3,541,500</b>	<b>512</b>	<b>184</b>	<b>19,530</b>	<b>5.51</b>	<b>2,661</b>
<b>Percent of State</b>	<b>12.80%</b>	<b>18.75%</b>	<b>25.54%</b>	<b>12.93%</b>	<b>N/A</b>	<b>12.21%</b>

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

### Goal

- To decrease the number of traffic fatalities in Region 3 to 60 or lower by the year 2010.
- To decrease the number of Injury A (serious) injuries in Region 3, by 5 percent of the 2000-2002 three-year average of 230 to 219 by the year 2010.



**H08-05-24-13**                      **Regional Engineering Projects - ODOT Region 3**                      **\$0**  
Coordinated with local communities to provide traffic safety materials or equipment for minor engineering projects such as signing, striping or other engineering related projects. This funding was designated to two local Douglas County projects – both being worked on by the same vendor. Enough left-over funding was generated from other areas of the projects that this funding was not necessary and therefore not utilized.

# Region 4, Transportation Safety

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath Falls, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and Deschutes County is one of the fastest growing counties in the state. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters.

## The Problem

- Alcohol-related fatalities in Region 4 are at 34.6 percent of the total fatalities based on 2003 data. Deschutes and Jefferson counties are the highest for alcohol-related fatalities; eight (8) for Deschutes County, and nine (9) for Jefferson County.
- Fatalities have increased in the region for three consecutive years.
- Klamath and Deschutes counties have a higher total fatality rate than the rest of the counties within Region 4. Klamath County is at 24.7 percent and Deschutes County is at 27.2 percent. Total fatalities for Region 4 in 2003 were 81.
- Currently, Region 4 has five local traffic safety committees. There is a need to increase the amount of local volunteerism at a minimum; however, adding at least one new traffic safety committee within Region 4 would greatly enhance the traffic safety productivity level within the communities. Three are active on a monthly basis. Two are active as the need arises.

## Region 4, Transportation Safety Related Information

### **Statewide Fatalities vs. Region 4**

	2000	2001	2002	2003	% Change 2000-2003
Crook County	8	2	4	4	-50.0%
Deschutes County	15	19	16	22	46.7%
Gilliam County	2	0	0	2	0.0%
Jefferson County	14	7	14	14	0.0%
Klamath County	13	20	22	20	53.8%
Lake County	5	8	9	0	-500.0%
Sherman County	3	1	8	7	133.3%
Wasco County	3	8	5	9	200.0%
Wheeler County	0	1	0	3	300.0%
<b>Region 4 Total</b>	<b>63</b>	<b>66</b>	<b>78</b>	<b>81</b>	<b>28.6%</b>
<b>Statewide Fatalities</b>	<b>451</b>	<b>488</b>	<b>436</b>	<b>512</b>	<b>13.5%</b>
<b>Region 4 Fatalities Percent of State</b>	<b>13.97%</b>	<b>13.52%</b>	<b>17.89%</b>	<b>15.82%</b>	<b>13.3%</b>
<b>Region 4 Fatalities per 100,000 Population</b>	<b>24.64</b>	<b>25.14</b>	<b>29.15</b>	<b>29.82%</b>	<b>21.0%</b>

### Statewide Alcohol Involved Fatalities vs. Region 4

	2000	2001	2002	2003	% Change 2000-2003
Crook County	0	0	2	1	100.0%
Deschutes County	6	7	6	8	33.3%
Gilliam County	1	0	0	1	0.0%
Jefferson County	5	2	5	9	80.0%
Klamath County	7	6	8	5	-28.6%
Lake County	1	4	1	0	-100.0%
Sherman County	0	0	1	3	300.0%
Wasco County	3	5	2	0	-300.0%
Wheeler County	0	1	0	1	100.0%
<b>Region 4 Alcohol-Involved Fatalities</b>	<b>23</b>	<b>25</b>	<b>25</b>	<b>28</b>	<b>21.7%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>174</b>	<b>173</b>	<b>163</b>	<b>184</b>	<b>5.7%</b>
<b>Alcohol-Involved Fatalities Percent of Region 4</b>	<b>36.51%</b>	<b>37.88%</b>	<b>32.05%</b>	<b>34.57%</b>	<b>-5.3%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>13.22%</b>	<b>14.45%</b>	<b>15.34%</b>	<b>15.22%</b>	<b>15.1%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>38.58%</b>	<b>35.45%</b>	<b>37.39%</b>	<b>35.94%</b>	<b>-6.9%</b>

### Statewide Speed-Related Fatalities vs. Region 4

	2000	2001	2002	2003	% Change 2000-2003
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%
Region wide Data					
Speed-Related Fatalities	22	21	30	37	68.2%
Speed-Related Fatalities on State Highways	10	11	22	21	110.0%
Speed-Related Fatalities on County Roads	10	8	6	14	40.0%
Speed-Related Fatalities on City Streets	2	2	2	2	0.0%

### 2003 REGION 4, COUNTY FATAL AND INJURY CRASH DATA

County	Population	Alcohol Involved		Fatal and Injury	F&I Crashes	Nighttime Fatal and
		Fatalities	Fatalities	Crashes	/1,000 Pop.	Injury Crashes
Crook County	20,300	44	1	65	3.20	10
Deschutes County	130,500	22	8	695	5.33	90
Gilliam County	1,900	2	1	32	16.84	6
Jefferson County	19,900	14	9	86	4.32	26
Klamath County	64,600	20	5	394	6.10	65
Lake County	7,400	0	0	37	5.00	5
Sherman County	1,900	7	3	29	15.26	4
Wasco County	23,550	9	0	108	4.59	18
Wheeler County	1,550	3	1	12	7.74	2
<b>Region 4 Total</b>	<b>271,600</b>	<b>81</b>	<b>28</b>	<b>1,458</b>	<b>5.37</b>	<b>226</b>
<b>Statewide Total</b>	<b>3,541,500</b>	<b>512</b>	<b>184</b>	<b>19,530</b>	<b>5.51</b>	<b>2,661</b>
<b>Percent of State</b>	<b>7.67%</b>	<b>15.82%</b>	<b>15.22%</b>	<b>7.47%</b>	<b>N/A</b>	<b>8.49%</b>

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

## Goal

- Reduce Region 4 fatalities to 70 and fatal/injury crashes to 1,100 by 2010 based on 2002 data.

## Performance Measures

- Communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2005.  
***[Served as a resource for the safety committees in Region 4 and with local communities without an official safety committees on transportation safety issues.]***
- Reduce the number of crash related fatalities by 5 percent, or 4 from 81 to 77 and fatal/injury crashes 1,374 to 1,156, based on 2003 data, by December 31, 2005.  
***[Crash related fatalities declined from 81 in 2003 to 60 in 2004, 21 less fatalities than in 2003 or a 35% reduction from 2003. Crook, Jefferson, Sherman and Wasco counties reduced their fatality rate by a minimum of 50% from 2003 to 2004 based on 2004 crash data. This also reached the 2010 goal of 70, which will be revised for the 2006 performance plan. Fatal/Injury crashes went from 1,374 in 2003 to 1,448 based on 2004 data which is 74 more fatal/injury crashes than 2003.]***
- To coordinate or provide a minimum of 15 child safety seat clinics in Region 4 by December 31, 2005.  
***[A minimum of 25 child safety clinics were held in Region 4. Two 8 hour child safety seat classes were held in the Region for those wanting to know the correct way to install seats.]***
- Coordinate and/or provide resources for safety fairs, county fairs, schools and other traffic safety activities to educate and inform the public on traffic safety issues. Reach 150,000 people (55 percent of the population of Region 4) by December 31, 2005.  
***[At a minimum, 55% (150,000) of the population of Region 4 was reached by county fairs; Team Safety events; Safe Kids chapters; various education items distributed; community events; pedestrian sting operations throughout the Region; use of speed radar trailer by police agencies and ODOT; bicycle safety grant; two Central Oregon newspaper inserts; other media releases; and theatre slides. Theatre slides in one Bend theatre for 10 months will reach 27,000 people a week or 1,080,000 individuals. Four hundred bicycle helmets which were distributed to local law enforcement agencies throughout Region 4 to give to kids without helmets.]***
- Coordinate with ACTS Oregon to establish one additional traffic safety committee or develop a plan to establish a more workable volunteerism effort within Region 4 communities by December 31, 2005.  
***[Jefferson County Sheriff Office is currently working on establishing a safety committee. ACTS Oregon and ODOT met with them in June of 2005. It is anticipated this group will be formalized within the next year.]***
- Analyze all safety projects within Region 4 every biennium after construction to see if safety improvements were met and have made a measurable difference.  
***[Projects will be analyzed when at least three years of data are available to determine if safety improvements made a difference.]***





# Region 5, Transportation Safety

---

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 178,100 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

- Region 5 currently has one active safety corridor located the last four miles to the Washington border on OR Route 11 (Highway 8) Milton-Freewater, designated in January 1995. The local crash rate has been consistently above the state rate. The local fatal rate has been significantly above the state rate in nine of the fourteen years of data collected.
- The second safety corridor in Region 5 is located on US 395 (highway 54), Hermiston north city limits to Highway 730, designated in February 1997. This safety corridor is consistently problematic with local crash and fatal crashes. The local fatal rate has been significantly above the state rate in ten of the twelve years of data collected. Heavy saturation of enforcement has taken place in 2002 and 2003 on this section of highway.
- The third safety corridor was designated in May 2003. It is a six-mile stretch of highway between the east city limits of Irrigon at mile point 176.6 to the west city limits of Umatilla at mile point 182.6. Three of the six years of data collected shows the local crash rate slightly higher than the State rate. Speed and left-turn crashes are the two major concerns at this time.
- 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.
- Speed is on the increase in fatal crashes and serious injury crashes in Region 5. In 2003, speed involved fatalities and serious injuries increased in six counties, with seven of the eight county fatalities having speed as a major contributor.

## Region 5, Transportation Safety Related Information

### **Statewide Fatalities vs. Region 5**

	2000	2001	2002	2003	% Change 2000-2003
Baker County	2	4	8	4	100.0%
Grant County	2	2	1	2	0.0%
Harney County	8	10	3	5	-37.5%
Malheur County	5	5	6	17	240.0%
Morrow County	3	2	3	2	-33.3%
Umatilla County	8	12	10	11	37.5%
Union County	2	5	2	6	200.0%
Wallowa County	2	1	0	0	-100.0%

	2000	2001	2002	2003	% Change 2000-2003
<b>Total Region 5</b>	<b>32</b>	<b>41</b>	<b>33</b>	<b>47</b>	<b>46.9%</b>
<b>Statewide Fatalities</b>	<b>451</b>	<b>488</b>	<b>436</b>	<b>512</b>	<b>13.5%</b>
<b>Region 5 Fatalities percent of State</b>	<b>7.10%</b>	<b>8.40%</b>	<b>7.57%</b>	<b>8.18%</b>	<b>29.4%</b>
<b>Region 5 Fatalities per 100,000 Population</b>	<b>18.00</b>	<b>23.06</b>	<b>18.53</b>	<b>26.39</b>	<b>46.6%</b>

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

	2000	2001	2002	2003	% Change 2000-2003
Baker County	0	1	2	0	0.0%
Grant County	1	0	0	0	-100.0%
Harney County	3	6	0	0	-300.0%
Malheur County	1	1	2	9	800.0%
Morrow County	1	0	1	2	100.0%
Umatilla County	2	4	6	2	0.0%
Union County	0	0	1	1	100.0%
Wallowa County	1	0	0	0	-100.0%
<b>Region 5 Alcohol Involved Fatalities</b>	<b>9</b>	<b>12</b>	<b>12</b>	<b>14</b>	<b>55.6%</b>
<b>Statewide Total Fatalities Alcohol-Involved</b>	<b>174</b>	<b>173</b>	<b>163</b>	<b>184</b>	<b>5.7%</b>
<b>Alcohol-Involved Fatalities Percent of Region 5</b>	<b>28.13%</b>	<b>29.27%</b>	<b>36.36%</b>	<b>29.79%</b>	<b>5.9%</b>
<b>Alcohol-Involved Fatalities Percent of State</b>	<b>5.17%</b>	<b>6.94%</b>	<b>7.36%</b>	<b>7.61%</b>	<b>47.1%</b>
<b>Statewide Fatalities Alcohol-Involved % Total</b>	<b>38.58%</b>	<b>35.45%</b>	<b>37.39%</b>	<b>35.94%</b>	<b>-6.9%</b>

### **Statewide Speed-Related Fatalities vs. Region 5**

	2000	2001	2002	2003	% Change 2000-2003
Region wide Data					
Speed-Related Fatalities	20	25	25	34	70.0%
Speed-Related Fatalities on State Highways	13	20	15	30	130.8%
Speed-Related Fatalities on County Roads	7	5	10	3	-57.1%
Speed-Related Fatalities on City Streets	0	0	0	1	100.0%
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%

### **2003 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	16,500	4	0	53	3.21	10
Grant County	7,650	2	0	36	4.71	7
Harney County	7,300	5	0	33	4.52	4
Malheur County	32,000	17	9	151	4.72	34
Morrow County	11,750	2	2	36	3.06	9
Umatilla County	71,100	11	2	302	4.25	46
Union County	24,650	6	1	83	3.37	16
Wallowa County	7,150	0	0	19	2.66	3
<b>Region 5 Total</b>	<b>178,100</b>	<b>47</b>	<b>14</b>	<b>713</b>	<b>4.00</b>	<b>129</b>
<b>Statewide Total</b>	<b>3,541,500</b>	<b>512</b>	<b>184</b>	<b>19,530</b>	<b>5.51</b>	<b>2,661</b>
<b>Percent of State</b>	<b>5.03%</b>	<b>9.18%</b>	<b>7.61%</b>	<b>3.65%</b>	<b>N/A</b>	<b>4.85%</b>

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

## Goal

- To maintain or reduce the number of traffic related fatalities to 28 by the year 2010.
- To maintain or reduce the number of serious injuries to 750 from 796 by the year 2010.
- To maintain or reduce the number of alcohol-involved fatalities at 12 by the year 2010.

## Performance Measures

- Communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2005.  
***[Participated in 52 traffic safety committee meetings/functions throughout the 04-05 grant year. This is an average of 1 a week. Active in all 7 traffic safety committees throughout Region 5.]***
- Provide traffic safety information to approximately 107,000 people or 60 percent of the population in Region 5 in by December 31, 2005.  
***[Approximately 35,000 people or 20% were reached on a one-on-one basis through safety fairs, county fairs, festivals, educational presentations, drivers training, seatbelt diversion and DUII victim panels, sober grad. presentations etc. Through billboards at four different locations and theatre slides at four different theatres throughout Region 5 an additional 50% of the general population was reached.]***
- Continue to develop and assist Harney County's Traffic Safety Committee. Focus on maintaining active traffic safety committees in all eight counties in Region 5 by December 31, 2005.  
***[Working with the existing traffic safety committees the safety coordinator has been able to enhance traffic safety programs and provide resources and information. It has been a struggle to get Harney County's TSC up and running with the chairman getting very ill and being absent half the year and taking 9 months of the grant year to find a coordinator. As of the end of the grant year, Harney County is thriving.]***
- Coordinate and/or provide 15 child safety seat trainings and public clinics in Region 5, a 50 percent increase, by December 31, 2005.  
***[The traffic safety coordinator participated in 22 child safety seat clinics in Region 5. That was an increase of 250%. The reason for the increase is more technicians in areas where there were none and fittings stations set up throughout Region 5 with consistant times and dates.]***
- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement and engineering solutions (4-E) by December 31, 2005.  
***[The top five SPIS sites were identified but only one site received dollars for enforcement. Education was reached in these areas through traffic safety committee meetings and other educational events. The engineering funds earmarked for inexpensive fixes at Nyssa School for improving pedestrian traffic and site distance issues were complete.]***



# Roadway Safety

---

## The Problem

- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility and legal requirements.
- Traffic crash rates<sup>(2)</sup> on the State Highway System in 2003 decreased in most categories as compared to 2001. This is an improvement over the 2000/2001 comparison. The overall crash rate for 2003 for all state highways again were the lowest ever recorded.
- Public works and local officials continue to express a need for safety engineering training due to new employees, turnover and changes in accepted practices.
- Approximately 50 percent of all crashes in Oregon occur at intersections.
- An overwhelming percentage of crashes occur in rural areas.

## Traffic Fatality Rate in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
National Traffic Fatality Rate <sup>1</sup>	1.60	1.50	1.51	1.48	1.46	-2.7%
Oregon Traffic Fatality Rate <sup>1</sup>	1.50	1.42	1.26	1.46	1.28	-9.8%
Highway System, Non-freeway Crash Rate <sup>2</sup>	1.68	1.58	1.49	1.46	N/A	N/A
Hwy System Rural-Secondary Non-freeway Crash Rate	1.16	1.08	0.98	0.87	N/A	N/A
Highway System, Freeway Crash Rate	0.43	0.41	0.44	0.42	N/A	N/A
County Roads/City Streets Crash Rate	2.24	1.94	1.99	2.08	N/A	N/A

N/A = Data Unavailable at time of Publication

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

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

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

## Goals

- Establish roadway safety training as one of the core competency trainings for the Department e.g. roadway safety engineering techniques, rural highway rumble strips applications, intersection design safety modifications, human factor and/or use of roundabouts etc. by 2010.
- Provide additional transportation safety cost-effective trainings for state and local public works staff by 2010.
- Further develop and implement the statewide safety corridor program by 2010.

## Performance Measures

- Train at least 1,000 state and local public works employees on various engineering and traffic safety related topics including Safety Management System, Traffic Engineering Fundamentals for the non Engineer etc. by September 30, 2005.  
***[Training was provided to 221 state and local public works type employees, and traffic safety advocates on various engineering and traffic safety related topics. Some opportunities for distance learning occurred through workshop materials posted to a University internet site. An additional 635 state and local public works employees, police agency staff, and traffic safety advocates were trained through workshops provided locally throughout the state. A total of 856 participants received formal training plus distance learning which occurred.]***
- Conduct a minimum of 20 local workshops on roadway safety, new Manual on Uniform Traffic Control Devices (MUTCD) and traffic safety benefits of traffic law enforcement by September 30, 2005 to local agency staff.  
***[There were a total of 26 local workshop type trainings provided statewide to state and local public works employees, police agency staff, and traffic safety advocates.]***
- Based on ODOT multi-division/section conversations/decisions and FHWA initiatives implement statewide “4-E” Intersection Safety Program by December 31, 2005.  
***[Based on ODOT multi-division and FHWA conversations the proposed development of an Intersection Safety Program continues to be discussed and tools to identify problem intersections are being discussed for future development. Funding and resources to develop and maintain this program does continue to be an issue.]***
- Identify potential components/structure of an intersection safety initiative within the Department that is ideally linked to FHWA initiatives by December 31, 2005.  
***[Based on ODOT multi-division and FHWA conversations the proposed development of an Intersection Safety Program continues to be discussed and tools to identify problem intersections are being discussed for future development. Funding and resources to develop and maintain this program does continue to be an issue.]***
- Identify need and potential structure of a rural roadway safety initiative by December 31, 2005.  
***[Based on ODOT multi division and FHWA conversations the proposed needs identification and structure of a Rural Roadway Safety initiative continues to be discussed. This is also a topic of discussion at the Highway Safety Engineering Committee (HSEC). Although, a formal program has not been developed some safety funding has been allocated to specific construction projects under other initiatives that are to positively affect safety on portions of the state’s rural roadway system.]***
- Create a more comprehensive approach to roadway safety components within the Department by December 31, 2005.  
***[Based on ODOT multi division and FHWA conversations several Traffic Engineering and Operations Section initiatives are furthering in development and implementation e.g. Traffic Investigators Statewide Committee, Project Safety Management System etc. These initiatives are also topics of discussion at the Highway Safety Engineering Committee (HSEC). Additionally, dissemination of recently developed federal guidebooks and research; providing formal traffic safety related trainings and informal trainings including the use of crash data tools and data internally and externally promotes a better understanding of the “4 E” approach to traffic safety. Continuous networking internally and externally with various disciplines on the “4 E” approach to traffic safety and human factors continues to occur.]***

## Strategies

- Continue “MUTCD Millennium Edition” training, if needed.
- Coordinate engineering and traffic safety related courses statewide.
- Continue implementation of local emergency/incident response actions identified at 2002 Moving Forward Conference and subsequent 2003 local meetings.
- Participate in statewide Highway Safety Engineering Committee (HSEC) to revise and integrate Hazard Elimination Program (HEP), Safety Investment Program (SIP) and Roadway Safety Initiatives (RSI).
- Fund overtime enforcement in the top five problem safety corridors October 1, 2004, through September 30, 2005. Continue to provide up to date safety corridor data.
- Evaluate opportunities in Section 150 of SAFETEA, Highway Safety Improvement Program.
- Continue Department participation as an AASHTO lead state on the Roadway Departure initiative.
- Assure intersection design safety related trainings/materials are provided to state and local public works agencies.
- Assist in distribution of the NCHRP Guideline to state and local public works agencies.
- Incorporate AASHTO Implementation Guides into training and make training materials available to state and local public works agencies.

## Project Summaries

### SECTION 163

#### **HN1-05-77-01                      Engineering Safety Short Courses and Distance Learning                      \$74,034**

Provided safety engineering training to traffic engineers, enforcement personnel and public works officials. This was one part of a two part grant in which training was provided to 221 state and local public works type employees, and traffic safety advocates on various engineering and traffic safety related topics. Some opportunities for distance learning occurred through workshop materials posted to a University internet site.

#### **HN1-05-77-02                      Statewide Services – Roadway Safety                      \$8,564**

Purchased services for design and printing of public information and educational products relating to roadway safety and driver behavior. Purchased promotional products such as bags, buttons, stickers and brochures. Distributed message formats to appropriate individuals, agencies and organizations. Reprinting of the English version of the “10 Safety Steps” coloring sheet was conducted. This publication is available at no cost through the ODOT Storeroom and is published in both English and Spanish. Development, printing and distribution to Les Schwab stores statewide of a new English version of the “Winters Coming” brochure were completed. This publication is also available at no cost through the ODOT Storeroom and is published in both English and Spanish. Participation in two spot location educational projects was conducted. The first relating to education of the speed limit change due to the interstate speed change to 60 MPH in the Salem area of I-5. The second consisted of educating the public of a high crash safety corridor location.

**HN1-05-77-04                      Safety Features for Local Roads and Streets                      \$139,998**  
Provided traffic safety engineering training to local officials of smaller jurisdictions by holding workshops at various locations around the state for public works officials and staff, local traffic safety committees and political office holders. The finalization of the Traffic Practices Handbook updates with revised 2003 Manual on Uniform Traffic control Devices (MUTCD) information was completed from FFY 2004. The Development of the Quick Reference Guide to the 2003 Manual on Uniform Traffic control Devices was completed. Law Enforcement Training modules were enhanced and training sessions were held. Training was provided to 635 state and local public works employees, police agency staff, and traffic safety advocates through workshops provided throughout the state. Additionally, training materials were further developed on workshop topic presented e.g. Improving Safety Features for Local Roads and Streets, Traffic Law Enforcement for the 21<sup>st</sup> Century, and Highway, Road and Street Safety for Non Engineers. Further development was made to the Quick Reference Guide using materials from the 2003 edition of the MUTCD. Development was also made to the Traffic Practices Handbook for Local Roads and Streets in Oregon.

**HN1-05-77-05                      Safety Corridor Enforcement and                      \$81,210**  
**Education Enhancements**  
Purchased State and local overtime enforcement, education materials and equipment for priority safety corridors statewide. Continued annual planning process for all safety corridors maintaining designation. Safety corridor enforcement was provided on the worst safety corridors in the state through OSP and Clackamas County Sheriff's Office police services. Chain enforcement was also provided focusing on commercial motor vehicles on identified state highway snow passes. Educational materials in the form of statewide and corridor specific press releases were developed and distributed to the news media.

**SECTION 164**

**164HE-05-73-11                      TEA-21 Repeat Offender Transfer to HEP                      \$1,779,544**  
The 2005 Section 164 program consisted of several safety enhancement projects. Engineering countermeasures addressed hazard elimination used to reduce crashes and crash severity. Several Hazard Elimination Program eligible construction projects were engineered and constructed. Unfinished projects included in this grant are continuing into the FFY 2006 grant.

**SECTION 402**

**RS-05-75-01                      Engineering Safety Short Courses and Distance Learning                      \$57,214**  
Provided training to traffic engineers, enforcement personnel and public works officials. This is one part of a two part grant in which training was provided to 221 state and local public works type employees, and traffic safety advocates on various engineering and traffic safety related topics. Some opportunities for distance learning occurred through workshop materials posted to a University internet site.



# Speed

---

## The Problem

- In 2003, 53.3 percent of all traffic fatalities in Oregon involved speeding (273 of 512 traffic deaths). Data reflect 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 2003.
- According to Intercept Research's "Transportation Safety Opinion Survey – Executive Summary" for 2004, speeding was ranked number one as the most observed traffic safety issue (41%) by Oregon citizens.
- Speed-related crashes cost Oregonians \$851,276,000 in total economic costs in 2000(1).
- Following are little know 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% 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% increase in speed, while kinetic energy increases 96%).
  - 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% 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/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, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Number of Fatalities Statewide	491	488	436	512	451	-7.6%
Number of People Killed Involving Speed	237	211	225	273	257	21.8%
Percent Involving Speed	48.2%	43.2%	51.6%	53.3%	57.0%	31.8%
Total Number of Injuries Statewide	32,525	26,972	27,791	28,256	27,314	1.3%
Number of People Injured Involving Speed	8,853	7,508	8,724	9,131	8,975	19.5%
Percent Involving Speed	27.3%	27.8%	31.4%	32.3%	32.9%	18.0%
Number of Speed Related Convictions	199,475	221,235	191,785	199,259	N/A	N/A%

Sources: Oregon Division of Motor Vehicles – Driver Records. Data reflects conviction date.  
Crash Analysis and Reporting, Oregon Department of Transportation

<sup>1</sup> NHTSA "Economic Impact of Motor Vehicle Crashes - 2000-State Costs"

## Goal

- To reduce the percentage of speed-related fatalities by 20 percent (52) or 209 deaths by the year 2010.

## Performance Measures

- Reduce the number of people killed in speed-related crashes from 273, the 2003 level, to 235 (10 percent) by December 31, 2005.  
***[The number of people killed in speed-related crashes in 2004 decreased to 257 from 273, the 2003 number.]***
- Reduce the number of people injured in speed-related crashes from 9,131, the 2003 level, to 6,571 (10 percent) by December 31, 2005.  
***[Speed-related injuries were reduced 156 persons to 8,975 persons injured in 2004.]***

## Strategies

- Fund state, county, and city speed enforcement efforts after speed-related problem identification of rural state highways, county roads and city streets. Work closely with those agencies to ensure success.
- Work directly with TSD Regional staff to focus on their individual speed fatal and injury problems to support the statewide speed fatal and injury reduction performance measure.
- Provide public information and education on the effects of excessive vehicle speed.
- Train officers in speed measurement, both radar and lidar through DPSST.
- Include speed enforcement as part of other enforcement programs (i.e., DUII and occupant protection).
- Cooperate with city, county, tribal and state police agencies to promote and support the development of traffic teams and/or multi-agency partnerships for multi-jurisdictional traffic saturations that provide primary focus to traffic law violations in connected communities within the same county.
- Assist in regional/statewide promotion of multi-agency traffic team partnerships and develop a discussion agenda with regular updates during Law Enforcement for Traffic Safety (LETS) committee meetings.
- Cooperate with DMV and police agencies to assist in the development of automated police forms to create efficiencies in the paperwork process for police throughout Oregon.
- Provide support to Oregon Motor Officer training programs.

**Project Summaries**

**SECTION 402**

**SC-05-35-05                      Speed Enforcement Public Information/Equipment                      \$540,444**

This project was used to purchase police overtime using the Multi-Agency Traffic Team Concept and purchased equipment for speed enforcement to city and county agencies. This project was also used to provide needed police training courses in Crash Investigation for First Responders and Traffic Law-Enforcement support related functions.

**SC-05-35-06                      OSP Rural State Highway Speed Enforcement                      \$141,472**

This project was used to purchase overtime speed enforcement from the Oregon State Police on rural state highways in areas that through statistical crash analysis show a high incidence of speed-related crashes, injuries and fatalities. Oregon State Police worked 2,519 Overtime hours on this grant and conducted a total 4,391 traffic activities.

**OREGON PRIVATE DONATIONS**

**OTSCSPED    Speed Outreach    \$0**

This money was not used.



# Traffic Records

---

## The Problems

- Roadway information should be 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 which causes confusion for emergency responders.
- Currently, law enforcement agencies complete less than 35 percent of the crash reports filed with DMV. Primary reliance for crash reports is placed on the drivers directly involved in the crashes, which brings the validity of the reports into question.
- Development of electronic system for automated court/driver conviction and suspension reporting to DMV with all levels of court systems needs to be pursued.
- There is currently no statewide citation tracking system with the capability to monitor a citation from issuance to final disposition to better quantify Oregon’s traffic violation experience.
- No statewide data collection system exists for patients transported by EMS or for patients encountered by non-transporting services. Currently there is only a Trauma Registry system in place statewide.
- Currently there is no statewide Injury Surveillance System utilizing healthcare and highway safety constituents.
- Although, ODOT has an award winning Safety Management System, there could be more human factor tools developed that may provide assistance in identifying crash causality and provide human factor countermeasures and related percent reductions.

## Statistics for Traffic Records, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Crashes	50,008	48,138	48,282	51,707	41,394	-14.0%
Fatal Crashes	436	427	388	429	384	-10.1%
Injury Crashes	21,028	17,995	18,679	19,101	18,264	1.5%
Property Damage Crashes	28,544	29,716	29,215	32,177	22,746	-23.5%
Fatalities	491	488	436	512	456	-6.6%
Fatalities per 100 Million VMT	1.50	1.42	1.26	1.46	1.31	-7.5%
Injuries	32,525	26,972	27,791	28,256	27,314	1.3%
Injuries per 100 Million VMT	99.67	78.08	80.37	80.50	78.63	0.3%
Population (in thousands)	3,281	3,472	3,505	3,542	3,583	3.2%
Vehicle Miles Traveled (millions)	32,980	34,395	34,395	35,103	34,739	1.0%
# of Licensed Drivers (in thousands)	2,608	2,826	2,853	2,887	2,909	2.9%
# of Registered Vehicles (thousands)	3,554	3,842	3,893	3,980	3,943	2.6%
% Who Think Transportation System is Safe or Safer Than Last Year	66.8%	72.0%	71.0%	71.0%	75.0%	4.2%

Source: Crash Analysis and Reporting, Oregon Department of Transportation  
Safe or Safer Study, Intercept Research Corporation  
Portland State University Population Research Center

## Goal

- Develop, implement and promote a statewide traffic records system that connects independent data systems to the extent possible by 2010.

## Performance Measures

- To increase the percentage of crash reports completed by law enforcement where present at crash sites to more than 33%, the 2002 level, by December 31, 2005.  
*[This Performance Measure is currently setting a new baseline due to the new law change in reporting crashes that reduces the total reported crashes as well as the number of crashes where law enforcement are on scene.]*
- To maintain the number of crash data reports completed monthly at 4,000, the 2003 level, by December 31, 2005.  
*[This Performance Measure is currently setting a new baseline due to the new law change in reporting crashes that reduces the total number of reported crashes.]*
- To continue implementation of an automated grant management system for TSD to be completed by December 31, 2005.  
*[Project completed and currently in use.]*
- Convene the Safety Information Advisory Committee (SIAC) at least two meetings per year to review project proposals and progress by December 31, 2005.  
*[Convened the SIAC twice in 2005.]*

## Strategies

- Research and implement an electronic system for automated court/driver conviction and suspension reporting to DMV for all court systems.
- Establish a Linear Referencing System-All Roads (LRS) compatible with the Geographic Information Systems (GIS) and will allow eventual migration to a geo-coded reference system.
- De-Code state vehicle traffic crash data file from flat file format to relational database format to allow searching of data files by public and private entities for research.
- Provide training and education to law enforcement for preparation of crash reports.
- Produce an electronic version of Police Traffic Crash Form.

## Project Summaries

### SECTION 411

**J9-05-54-02**

**Traffic Records Program**

**\$380,838**

This project adopted and implemented an effective highway safety data and traffic records program. A multi-disciplinary highway safety data and traffic records coordinating committee has been established and the Oregon Traffic Records Strategic Plan has been reviewed and updated.

Potential projects are:

- Establish a single Linear Referencing System (LRS) that is compatible with the Geographic Information Systems (GIS) and will allow eventual migration to a geo-coded reference system for all roadways in Oregon;
- De-code Data Disk;
- Continuation of implementation of the GIS Strategic Plan, consider including other state agencies involved in the traffic records area, and coordinate with the Association of Counties and its GIS application in the Integrated Road Information System (IRIS);
- Development of a GIS crash shape file that pinpoints crash locations using state crash data based on traffic safety project prioritization criteria and a project selection process; review current processes; and development of traffic safety project selection criteria.
- Purchase of efficient speed monitoring equipment to study speed patterns on Oregon Highways. Better speed data will assist in improved enforcement and decisions made related to speed control.
- Development of an automated process for loading and manipulating speed data to improve accessibility to internal and external users. In addition this project will help meet instructions from the Governor's Office for Oregon's Department of Transportation and Oregon State Police to set up a speed monitoring program.
- Purpose - Adapt a PDA prehospital care report (PCR) system, currently being implemented in CA, for use in Oregon.
- Develop an electronic system for automated court/driver conviction and suspension reporting to the Driver and Motor Vehicles Division (DMV) for all court systems; and
- Training and education.





# Work Zone Safety

---

## The Problem

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding contributing factor.
- The five-year rolling average number of Oregon work zone deaths (1999-2003) is 5.6 in Oregon. This is a further decrease from the 1998-2002 rolling average of 8.
- In 2002, the national figure for traffic related work zone deaths increased nine percent from 2001 while Oregon's fatalities dropped 33 percent for the same period.
- More drivers and their passengers are injured and killed than on-site workers.
- Inaccurate signing is the primary complaint drivers report with work zone operations.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and worker, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP) projects.

## Work Zones in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
All Work Zone Traffic Crashes						
Number	433	321	421	515	490	52.6%
Work Zone Fatalities						
Number	12	6	5	2	8	33.3%
Percent of all fatalities	2.3%	1.2%	1.1%	0.4%	1.8%	46.4%
Work Zone Injuries						
Number	264	199	290	353	415	108.5%
Percent of all injuries	0.9%	0.7%	1.0%	1.2%	1.5%	105.9%

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

## Goal

- Focus efforts on keeping work zone fatalities at or below five through the year 2010
- Focus efforts on keeping work zone injuries at or below 290 through the year 2010.
- Focus efforts to reduce work zone crashes at or below 450 through the year 2010.

## Performance Measures

- Increase credibility of work zone signing through provision of a good practices guide to be distributed to state and local agencies along with utilities by December 31, 2005.  
***[Work Zone signing practices were reiterated to state and local public works agencies and utilities via letters/reminders sent directly from TSD prior to and during the 2005 construction season. This type of work zone guidance was also reiterated through state and local press releases.]***
- Create work zone enforcement guidelines/practices to include funding sources, federal vs. state projects, best usage of work zone dollars, project allocation rules of thumb, by December 31, 2005.  
***[A statewide Work Zone Enforcement Program Notebook was developed and distributed to key players internally and to external grantees. The Notebook includes guidelines for grant enforcement processes, funding information, key player roles and responsibilities, allocation of work zone dollars per project, etc. This Notebook will be continually updated for each grant year and used as a part of the work zone enforcement grant agreements.]***
- Provide greater awareness of work zone safety through new public information and education radio and print campaign by December 31, 2005.  
***[Billboards and bus boards were developed and posted statewide using the slogan "Slow down. He's working for you." In vehicle garbage bags with the same slogan were printed and are available through the ODOT Storeroom. Identification of existing radio and television work zone public service announcements from other states was completed. Plans for spring – summer 2006 construction season at this time include billboards, bus boards, radio and television public service announcements.]***

Deleted:  
enforcem

## Strategies

- Identify need for additional work zone safety education for inspectors etc. on proper signing, flagger inattention, sign removal etc. to promote safer work zones.
- Complete 13,000 patrol hours in work zones between July 1, 2004, and June 30, 2005. (Target match effort is 3,700 hours.) Continue coordination with state and local law enforcement and grants for special patrols in work zones. Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce transition zone and other work zone crashes through liaison with Roadway Section Traffic Control Plans engineers and project managers.
- Participate in statewide multi-agency work zone review.
- Continue "My Mommy and Daddy Works Here" public information/education campaign. Provide public information through transit, billboard and radio ads through September 30, 2005.
- Distribute to citizens, tourists, public works' agencies, city and county agencies etc. at least 10,000 work zone safety promotional materials by December 31, 2005.
- Identify top work zone causalities using 2003 Oregon crash data and previous years' data.

Formatt

Formatt

## **Project Summaries**

### **OREGON WORK ZONE ENFORCEMENT FUNDS**

#### **030505WKZN-011                      Work Zone Education Program                      [\$63,487]**

Provided design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages which includes posting of billboard and transit ads and development of theater and radio ads. Printing and distribution of "Give Em' A Brake" public service campaign stickers and in vehicle garbage bags with the new "Slow down. He's working for you." campaign slogan was completed and has been made available at no cost through the ODOT Storeroom. Contractual services were entered into and billboards and bus boards were developed and posted statewide using the new campaign slogan "Slow down. He's working for you." Identification of existing radio and television work zone public service announcements from other states was completed. Contractual plans were developed to identify needs for the spring – summer 2006 construction season public service announcement efforts.

#### **030505WKZN-421-J65                      Work Zone Enforcement Program                      [\$916,010]**

Provided special enforcement patrols in work zones that meet federal design criteria. Allowed for local enforcement should Oregon State Police not be able to provide resources. Special work zone enforcement was coordinated and provided statewide on ODOT construction projects managed by ODOT Region's and ODOT's Management Consultant. These projects met federal design criteria. Oregon State Police and five additional local police agencies participated in this effort on ODOT projects. Approximately 16,505 Overtime Enforcement hours were provided by the participating agencies.



# Youth Transportation Safety (0-14)

---

## 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.
- Greatest cause of crashes involving fatalities and injuries is overwhelmingly, speed too fast for conditions.
- When a child is killed in an alcohol-related crash, 77% of the time the child is in the vehicle with the intoxicated driver.
- Recent years have seen no youth safety forums organized to discuss problems, share ideas, develop consensus on difficult issue, and devise strategies for future safety initiatives.
- Currently there exists a lack of state-recognized or political leadership to advocate youth- related highway safety issues.
- The Healthy Kids Learn Better Partnership has included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.

## Oregon Crashes, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatalities, ages 0-4	10	9	4	9	11	22.2%
Fatalities, ages 5-9	9	11	6	8	11	0.0%
Fatalities, ages 10-14	12	16	11	11	11	-31.3%
Total	31	36	21	28	33	-8.3%
Injuries, ages 0-4	788	490	467	476	519	5.9%
Injuries, ages 5-9	964	744	770	748	739	-0.7%
Injuries, ages 10-14	1,265	994	998	963	871	-12.4%
Total	3,017	2,228	2,235	2,187	2,129	-4.4%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

## Goal

- Reduce the number of fatalities of children ages 0-14 to 18 by 2010.
- Reduce the number of injuries of children ages 0-14 to 1,785 by 2010.

## Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 to 20 by December 31, 2005.  
***[2004 data reflects an increase to 33.]***
- Reduce the number of crash-related injuries of children ages 0-14 to 2,100 by December 31, 2005.  
***[2004 data reflects a decrease to 2,129.]***

## **Strategies**

- Continue to help enact laws impacting the 0-14 portion of the Youth Program from the 2003 legislative session (i.e., Senate Bill 179 – School Zone Speed Control Laws, Senate Bill 795 – Helmet Requirement for skateboard & scooter users) and support further transportation safety legislation for children 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.
- Develop a user-friendly web page to publish useable facts and information on death, injury and cost analysis data and appropriate website links.
- Continue to target occupant protection education and parental responsibility messages through media efforts for youth aged 0-14.
- Encourage communication among youth traffic safety program providers and coalitions through the continued development of a youth task force.
- Collaborate with Oregon Medical Association, Oregon Health Division, and local physician offices and partner with school districts and “Safe Routes To School” organizations to address family education issues of youth aged 0-14 in traffic safety.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to 0-14 age level
  - Assist law enforcement in targeting areas where greatest number of speed related collisions are occurring.
  - Advocate on behalf of children in the planning and design of transportation routes through appropriate channels in state government.

## **Project Summaries**

### **SECTION 402**

**DE-05-21-01**

**Statewide Services (Youth)**

**\$50,766**

This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas included speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, media messages for youth, graduated driver licensing media, video and brochure creation. Additionally, the continuation of an annual assessment will be conducted on how the MIP, GDL and other youth safety laws and regulations are being handled within the justice system in several jurisdictions of municipal and justice courts. This grant supported efforts for improving traffic safety for Oregon youth by promoting a television re-release and new radio and print media messages for the 0-14 age group and the 15-19 age group. The Team Safety program was supported, which is a statewide transportation safety program of volunteers promoting responsible highway safety behaviors of youth. A second assessment was conducted on how youth safety laws are being handled within the justice system in several jurisdictions of municipal and justice courts, giving us a base for comparison.



**OTHER FUNDS – ODOT Operations**

**EDXING-000**

**EDXING – School Crossing**

**[\$0]**

This project allowed for the Department of Education to purchase school crossing guard equipment used for the purpose of crossing state highways. This grant was not activated through this grant period as there were no requests for payment of crossing guard supplies to schools sent in by the Oregon Department of Education. No further funding will be allotted for the purpose of this project.



# Youth Drivers (15-19)

---

## The Problem

- In 2003, drivers age 19 and under were involved in fatal and injury crashes at over twice the rate of the population as a whole.
- In 2002, drivers age 19 and under, made up 5.79 percent of total drivers, but were responsible for 11.7 percent of driver errors. "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 2003, 27.5 percent of youth driver crashes resulting in fatalities involved alcohol.
- Community leaders, law enforcement, and the media all have mentioned problems with young children using motorized scooters in their neighborhoods and local streets. There is still confusion for parents, riders, law enforcement and the courts on specific laws for using the motorized scooters in Oregon.
- A 2002 Youth Program Assessment identified 68 recommendations for improving and/or strengthening the program. Although state/local youth funding should continue to correlate with the top priority areas of Assessment, other youth priority areas recommended may be addressed as well.

## Youth Drivers on Oregon Roadways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
<b><i>Involvement in Crashes:</i></b>						
Age 15-19, % of Total Licensed Drivers	6.69%	6.04%	5.79%	5.69%	5.57%	-7.8%
Age 15-21, % of Total Licensed Drivers	10.09%	9.64%	9.33%	9.03%	8.89%	-7.8%
Overrepresentation of Drivers Age 15-19**	1.99	2.13	2.15	2.08	2.24%	5.2%
Overrepresentation of Drivers Age 15-21**	1.65	1.94	1.98	1.92	1.96	1.0%
Total 15-19 Drivers in Fatal Crashes	71	58	59	69	57	-1.7%
Total 15-19 Drivers Alcohol-Involved	17	17	5	19	10	-41.2%
Percent Alcohol-Involved	25.65%	29.3%	8.5%	27.5%	17.5%	-40.3%
15-19 Auto Occupant Fatalities	57	48	53	62	51	6.3%
15-19 Unrestrained Auto Occupant Fatalities	27	28	21	19	14	-50.0%

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

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

## Goal

- To reduce the over-representation of drivers age 19 and under in fatal and injury crashes to 1.80 by the year 2010.
- To reduce the number of drivers age 19 and under in fatal and injury crashes from 4,334 in 2003 to 3,775 by the year 2010.

## Performance Measures

- To reduce the number of drivers age 19 and under in fatal and injury crashes to 3,975 by December 31, 2005.  
***[2004 data reflects a decrease from 4,334 in 2003 to 3,977 in 2004 drivers age 19 and under in fatal and injury crashes.]***
- To reduce the number of “Failure to Avoid Stopped or Parked Vehicle Ahead”, age 15-19, errors from 2,130, in 2002, to 1,940 by December 31, 2005.  
***[2004 data reflects a decrease of “Failure to Avoid Stopped or Parked Vehicle Ahead” for ages 15-19 from 1,994 in 2003 to 1,480 in 2004.]***
- To reduce the number of “Driving Too Fast For Conditions”, age 15-19, errors from 1,176 in 2002, to 1,070 by December 31, 2005.  
***[2004 data reflects a decrease of “Driving Too Fast For Conditions” for ages 15-19 from 959 in 2003 to 946 in 2004.]***
- To reduce the number of “Did Not Have Right of Way”, age 15-19, errors from 970 in 2002, to 880 by December 31, 2005.  
***[2004 data reflects a decrease of “Did Not Have Right of Way” for ages 15-19 from 906 in 2003 to 784 in 2004.]***
- To reduce the low number of fatalities where the driver, age 15-19, was alcohol-involved below 10 each year by December 31, 2005.  
***[2004 data reflects a decrease in driver fatalities that were alcohol-involved, age 15-19 from 19 in 2003 to 10 in 2004.]***
- To reduce the number of unrestrained, age 15-19, passenger and driver fatalities from 19 to 15 by December 31, 2005.  
***[2004 data reflects a decrease in unrestrained auto occupant fatalities ages 15-19 from 19 in 2003 to 14 in 2004.]***

## Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and traffic safety programs. Continue to generate discussion about secondary restrictions vs. primary restrictions and the enforcement of the graduated driver licensing restrictions in general.
- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.
- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.
- Partner with other program areas such as Bicycle, Motorcycle, and Occupant Protection programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.

Commen  
performan  
4,123 driv  
in F&I cra

- Provide necessary information regarding youth transportation safety related issues impacting 2003 legislation.
- Continue to incorporate Youth Assessment recommendations specific to 15 to 19 age level
  - Coordinate and implement training on the traffic safety laws that affect youth for the judiciary.
  - Assist law enforcement in targeting areas of the leading traffic safety causes of injury and death for ages 15-19.
  - Create opportunities to engage parents and guardians of young drivers in a meaningful safety impact course that is reality based and skill based.

## **Project Summaries**

### **SECTION 402**

#### **DE-05-21-01 Statewide Services (Youth)**

This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas included speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, media messages for youth, graduated driver licensing media, video and brochure creation. Additionally, the continuation of an annual assessment was conducted on how the MIP, GDL and other youth safety laws and regulations are being handled within the justice system in several jurisdictions of municipal and justice courts. This grant supported efforts for improving traffic safety for Oregon youth by promoting a television re-release and new radio and print media messages for the 0-14 age group and the 15-19 age group. The Team Safety program was supported, which is a statewide transportation safety program of volunteers promoting responsible highway safety behaviors of youth. A second assessment was conducted on how youth safety laws are being handled within the justice system in several jurisdictions of municipal and justice courts, giving us a base for comparison. (Also included on Youth 0-14 pages.)

#### **DE-05-21-02 Trauma Nurses Talk Tough – Train the Trainer**

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations address bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. This project will also focus on training providers how to implement family transportation safety education. This "Train the Trainer" project provided encouragement and training through six training sessions for interested trauma care providers. In addition, a newsletter was sent twice during the grant year to over 500 hospitals, agencies and schools. Twenty-six bicycle helmet fittings and sales trainings were conducted along with two 8-hour child safety seat trainings and child safety seat clinics after the trainings as well. (Also included on Youth 0-14 pages.)

#### **DE-05-21-04 Youth Priority Funding**

Based upon the initial "Youth Program Advisory Group Meeting" held on June 5, 2001, and the NHTSA Youth Assessment conducted September 16-20, 2002, this funding was used for the highest priority youth transportation safety needs determined for ages 0-20. This grant supported a major Minor In Possession project in the Lake Billy Chinook area of eastern Oregon. It also provided for costs associated with two scheduled meetings of a Core Group of individuals for the purpose of creating a guiding document for Transportation Safety Division and other identified agencies to proceed with activities addressing front line, high priority youth traffic safety issues. (Also included on Youth 0-14 pages.)

**DE-05-21-05** **TNTT Family Education** **\$47,677**

This project continued to provide young driver improvement classes for students referred by municipal, justice, and circuit courts and their parents, and classes to school districts now including a TNTT presentation as part of their driver education classes. The TNTT Family Education project provided 57 family driver education classes, educating parents and students on the Graduated Driver Licensing law, the reasons for traffic laws in general and the importance of parents working with and interacting positively with their youth on their driving experience. In addition, 12 young driver improvement classes were provided. These classes are for students referred by criminal, justice and circuit courts after their first citation. The students' parents are also encouraged to attend. Parent participation was high especially for the young driver improvement classes. Grant objectives were exceeded for both types of classes.

**DE-05-21-06** **School Resource Officer Training** **\$12,177**

This project provided at least two one-day trainings for school resource officers on identifying and targeting areas of the leading traffic safety causes of injury and death for ages 15-19. Also addressed was legislative updates and any youth related laws such as Graduated Driver Licensing and Minor in Possession. This project funded two Youth Traffic Safety Trainings for School Resource Officers, one at the Greenwood Inn & Suites in Beaverton on December 3, 2004, and the other at the Valley River Inn in Eugene on September 30, 2005. Both were successful in numbers of participants and in evaluation reports indicating more of such trainings are needed.

**OREGON YOUTH – ODOT FUNDS**

**TOFYOUTH-961** **Think First**

This program's activities included maintaining and implementing Think First presentations for middle and high school students. These presentations were provided statewide. In addition, evaluations were administered and collected from students and teachers. Support and maintenance activities were provided for existing school programs and community outreach and statewide coordination were continued. This project addressed the high incidence of brain and spinal cord injuries sustained by Oregon's youth through the deployment of the ThinkFirst Injury Prevention Education Programs. ThinkFirst for Kids (grades 1-3), for Big Kids (grades 4-6), and for Teens (grades 7-12) have been implemented in 225 classrooms throughout the state. A total of 89 presentations were provided to audiences at schools and to community groups of all ages. Think First participated in 21 community outreach events and continues to maintain statewide coordination of the program. During the 04-05 year, the program reached 12,261 students and distributed about 2,000 safety helmets. A manuscript was published in the Journal of Neurosurgery on the history and efficacy of the National Think First Injury Prevention Foundation in May 2005. (Also included on Youth 0-14 pages)

**TOFYOUTH-962** **Trauma Nurses Talk Tough**

This funding supported the ongoing and expanding work of TNTT. TNTT conducted safety education programs, helped develop and participate in statewide safety promotional events, participated in research and data collection about traumatic injuries, promoted proper use of bicycle helmets, safety belts and car seats and works with other partners to provide safety information to parents. This project has been highly successful. They consistently exceeded their objectives by a wide margin. Trauma Nurses Talk Tough made 353 presentations at 127 schools this grant year, well over the contracted amount of 75 schools. TNTT also made 44 presentations to parents or youth and parents, and 45 presentations to agencies or businesses working with "high risk" youth. Last year they also sold over 6,000 helmets and donated over 3,000 helmets, including many free helmets to the TNTT Network in Oregon. (Also included on Youth 0-14 pages)

**OTHER FUNDS – ODOT Operations**

**EDXING-000**

**EDXING – School Crossing**

This project allowed for the Department of Education to purchase school crossing guard equipment used for the purpose of crossing state highways. This grant was not activated through this grant period as there were no requests for payment of crossing guard supplies to schools sent in by the Oregon Department of Education. No further funding will be allotted for the purpose of this project. (Also included on Youth 0-14 pages.)