■ TRANSPORTATION SAFETY DIVISION ■

OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2010

Public Version

Transportation Safety
Oregon Department of Transportation

■ OREGON DEPARTMENT OF TRANSPORTATION ■

OREGON

TRAFFIC SAFETY

PERFORMANCE PLAN

Fiscal Year 2010

PUBLIC VERSION

Produced: October 2009

Transportation Safety Division
Oregon Department of Transportation
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Foreword

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

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

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

Each program area page consists of five different parts.

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

2. Problem statements are presented for each topical area.

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

4. Goal statements are aimed at 2015 and performance measures for 2010.

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

Throughout the 2010 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through June 1, 2009):

Federal funds:	$34,459,360
State/local match:	[$7,597,021]
Grand Total	$42,056,381

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

Document Purpose

The purpose of this document is to show the effectiveness of the broad collaboration that takes place in Oregon's highway safety community. We are also able to show the significant impact our funds, time, and programs are having on the safety of the traveling public.

The plan represents a one-year look at the 2010 program including all of the funds controlled by the Transportation Safety Division. In addition, every year an Annual Evaluation report is completed that explains what funds were spent and how we fared on our annual performance measures.

We are looking forward to a successful 2010 program where many injuries are avoided and the fatality toll is dramatically reduced.

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 minigrants. Self-awarded TSD grants help us supplement our basic program to provide more effective statewide services involving a variety of agencies and groups working with traffic safety programs that are not eligible for direct grants.

Process for Identifying Problems

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

Process for Establishing Performance Goals

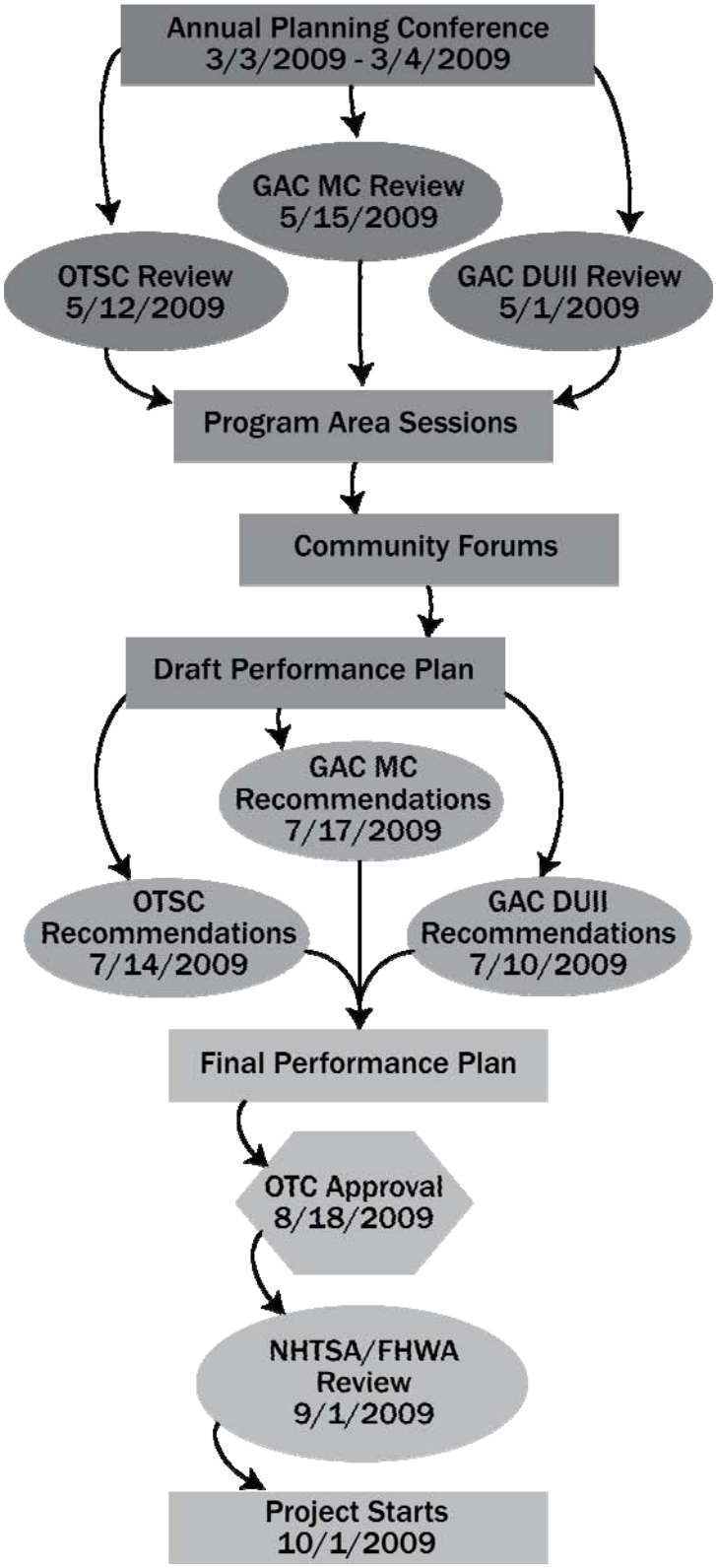
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action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

Process for Developing Programs and Projects

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

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

Overview of Highway Safety Planning Process



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

Performance Goals

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

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

Core Outcome Measures

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

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

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

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

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

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

Alcohol- Impaired Driving Fatalities
To decrease alcohol impaired driving fatalities three percent (each year) from the 2007 calendar base year of 122 to 111 by December 31, 2010.
(*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.)

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

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

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

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

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

Core Behavior Measure

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

Changes from the Oregon Traffic Safety Performance Plan, Fiscal Year 2010 Federal Version, have been made in response to the addition of 2008 data. The specific changes include:

Page 108, Goal change: *Reduce the number of fatalities in speed-related crashes from* ***the 2006-2008 average of*** ~~*216*~~ ***218*** *to* ~~*190*~~ ***185*** *by 2015.*

Page 108, Goal change: *Reduce the number of injuries in speed-related crashes from* **the 2006-2008 average of** ~~*6,653*~~ ***6,760*** *to* ~~*6,000*~~ ***5,746*** *by 2015.*

Page 108, Performance Measure change: *Reduce the number of fatalities in speed-related crashes from* **the 2006-2008 average of** ~~*216*~~ ***218*** *to* ~~*200*~~ ***211*** *by December 31, 2010.*

Page 108, Performance Measure change: Reduce the number of injuries in speed-related crashes from **the 2006-2008 average of** ~~6,653~~ **6,760** to ~~6,400~~ **6,557** by December 31, 2010.

Page 126, Performance Measure change: Reduce the number of drivers age 20 and under in fatal and injury crashes from **the 2006-2008 average of** ~~4,770~~ **4,807** ~~in 2007~~ to ~~4,484~~ **4,663**, a 3 percent reduction, by December 31, 2010.

Page 126, Performance Measure change: Reduce the number of drivers age 15-20 that were alcohol-involved in fatal and injury crashes from **the 2006-2008 average of** ~~124~~ **109** ~~in 2007~~ to ~~116~~ **105**, a 3 percent reduction, by December 31, 2010.

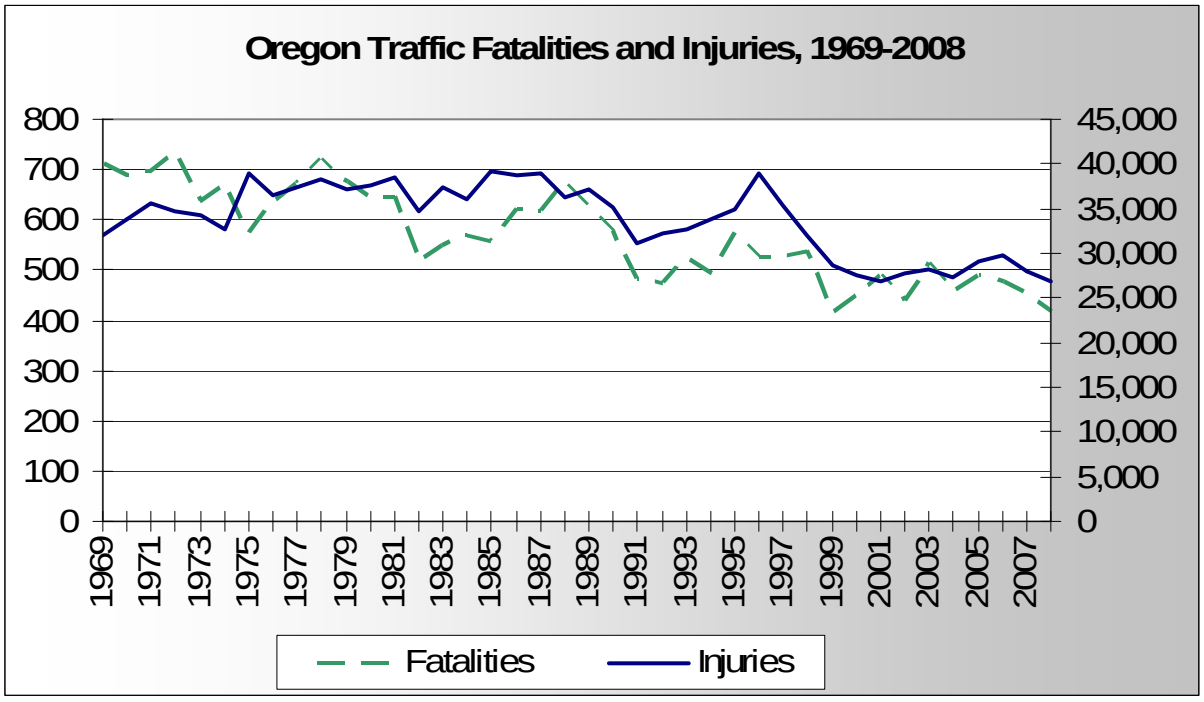
Page 126, Performance Measure change: Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from **the 2006-2008 average of** ~~15~~ **13** ~~in 2007~~ to ~~14~~ **12**, a 3 percent reduction, by December 31, 2010.

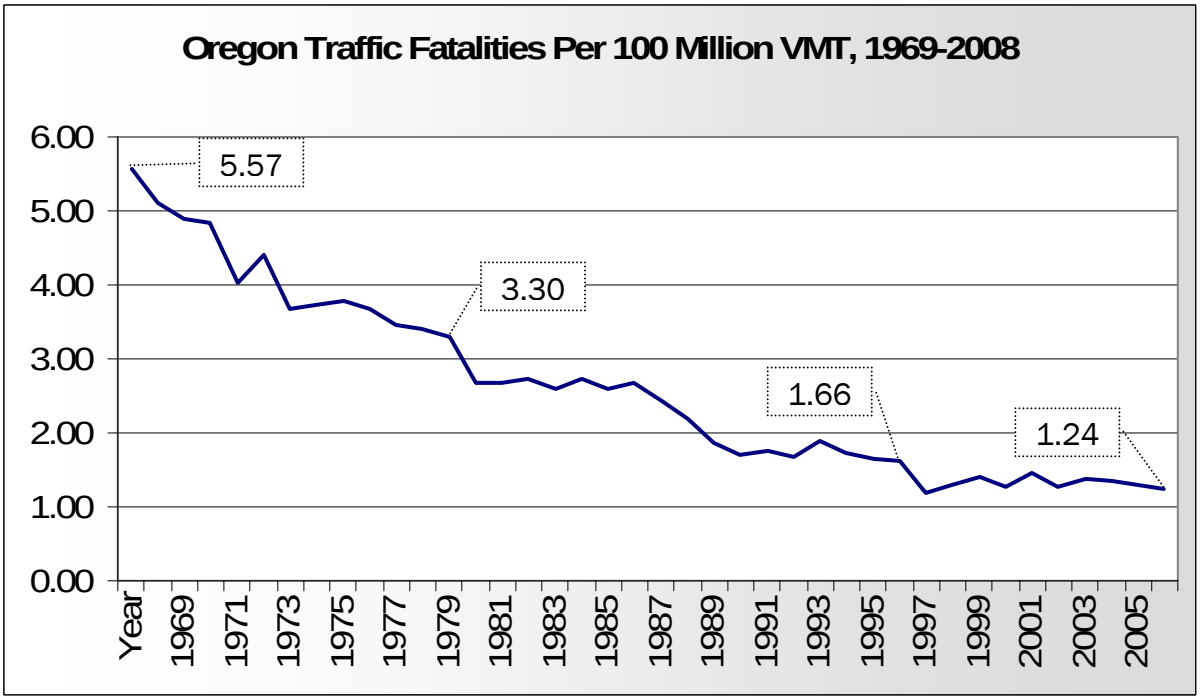
Acronyms and Definitions

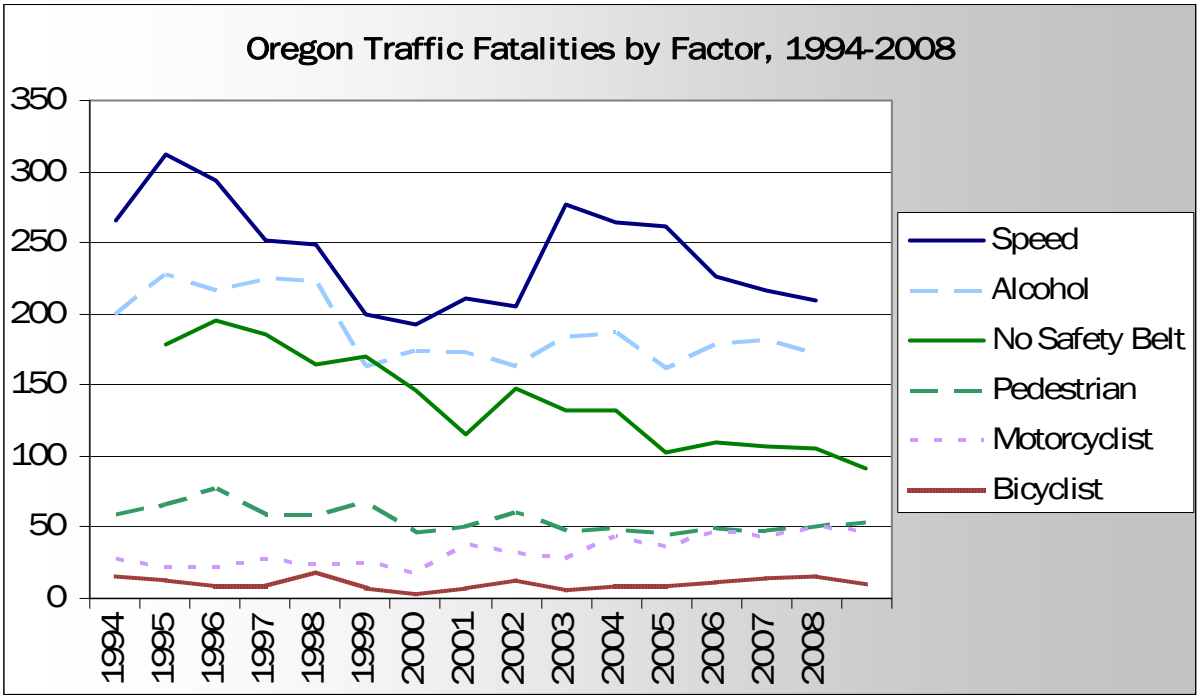
AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All Terrain Vehicles
BAC	Blood Alcohol Content
CFAA	Criminal Fine and Assessment Account
CTSP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

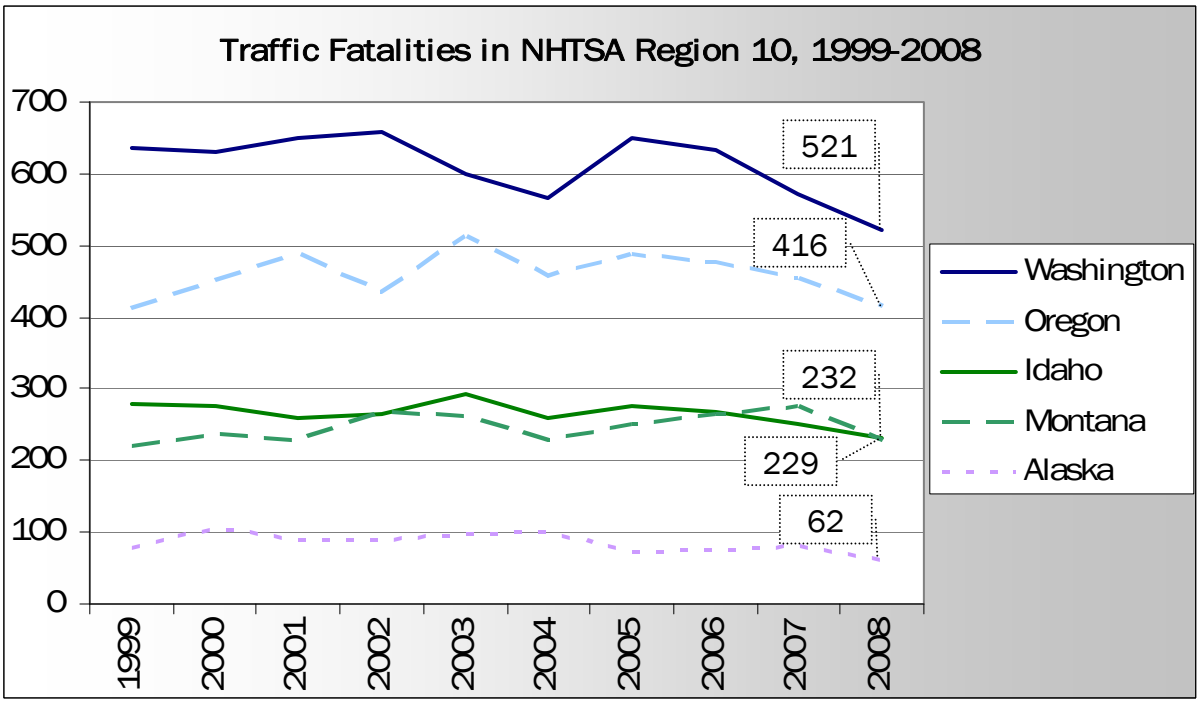
ODOT	Oregon Department of Transportation
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
OMHAS	Office of Mental Health and Addiction Services
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission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

Graphs – Traffic Safety Trends






Oregon Traffic Fatalities by Factor, 1994-2008
350
300
250
200
150
100
50
0
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
Speed
Alcohol
No Safety Belt
Pedestrian
Motorcyclist
Bicyclist


Traffic Fatalities in NHTSA Region 10, 1999-2008
700
600
500
400
300
200
100
0
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
521
416
232
229
62
Washington
Oregon
Idaho
Montana
Alaska

Statewide

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

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

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

The Problem

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

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

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

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

Fatal and Injury Crash Involvement by Age of Driver, 2008

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

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

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

Goal

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

Performance Measures

- Reduce the fatality rate of 1.31 per hundred million vehicle miles traveled, the 2007 level, to 1.23 per hundred million vehicles miles traveled, 436 fatalities, through December 31, 2010.

- Reduce the traffic injury rate of 80.26 per hundred million miles traveled, the 2007 level, to 76.0 per hundred million vehicle miles traveled, 23,182 injuries, through December 31, 2010.

Strategies

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

- An annual traffic safety conference designed to reach 250 citizens and professionals with up-to-date information on various traffic safety issues.

- Implement 2009 law changes.

- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2009 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.

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

Project Summaries

Section 164

164PA-10-91-90 Planning and Administration $80,000

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

164PA-10-91-90 Statewide Services $600,000

Provides for enhanced safety initiatives identified in the Transportation Safety Action Plan in Roadway Safety, Bicyclist Safety, Motor Carrier, and Public Transit with an emphasis on training.

Section 402

PA-10-91-90 Planning and Administration $250,000 [$475,000]

Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

PA-10-20-90 Program Management $750,000 [$300,000]

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

Section 406

K4-10-25-01 Statewide Services $125,000

A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages.

K4-10-45-90 Program Management $200,000
Salaries, benefits, travel, services and supplies and office equipment will be funded for program personnel.

Section 410

K8-10-12-90 Impaired Driving Program Management $120,000
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Student Driver Training Fund (SDTF)

10DRVSED-920 Student Driver Training Fund Program Management [$425,000]
Salaries, benefits, travel, services and supplies and office equipment will be funded for Driver Education staff.

Highway Fund

10REGPM-920 Region Program Management [$400,000]
Salaries, benefits, travel, services and supplies and office equipment will be funded for region program personnel.

Bicyclist Safety

Link to the Transportation Safety Action Plan: Action #66, 67

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

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

The Problem

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

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

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

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

Goals

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

Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2003-2007 average level of 697 to 655, a reduction of 6 percent per year by December 31, 2010. This includes all reported bicyclists injured where an age was not stated.

- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2007 level of 166 to 156, a reduction of 6 percent by December 31, 2010.

- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2007 level of 395 to 371, a reduction of 6 percent by December 31, 2010.

Strategies

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

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

- Continue working with communities to institutionalize the Bicycle Safety Education program.

- Continue to help identify and engage schools with at risk youth bicyclists in the implementation of Bicycle Safety Clinic and Resource Center Program.

- Identify a community with high bicyclists' exposure and collaborate with enforcement, traffic management, bicyclist advocates and the traffic safety community to develop and implement a bicyclist safety enforcement program with a diversion element for both motorists and bicyclists.

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

- Develop and implement strategies to disseminate messages that encourage motorists to share the road with bicyclists as well as to remind bicyclists to be visible.

Project Summaries

Section 402

PS-10-60-01 Statewide Services $90,000

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

PS-10-60-06 Bicyclist Safety Mini-Grant Program $43,000

Provide funding for implementation of a statewide bicyclist safety mini-grant program to be administered by the Alliance for Community Traffic Safety, Oregon.

PS-10-60-08 Bicyclist Safety Education Training $45,000

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

Community Traffic Safety

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

Action #32

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

Jurisdictional Data for Oregon Counties, 2008

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

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

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

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

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

The Problem

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

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

Goal

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

Performance Measures

- Reduce the per-capita fatal and injury crash rate, in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 193 persons by December 31, 2010.

- Maintain or increase the number of local transportation safety committees in Oregon from 54 in 2008 to 54 or above by December 31, 2010.

- Maintain or increase the number of active Safe Community programs by December 31, 2010. (As of federal fiscal year 2009, there were nine Safe Community programs in Oregon: Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Tillamook County, Union County, Wallowa County, and City of Portland.)

- Increase the number of documented neighborhood associations addressing traffic safety from 130 in 2008 to 140 by December 31, 2010.

Strategies

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

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

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

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

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

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

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

Project Summaries

Section 402

SA-10-25-01 Statewide Services – Driver Education $150,000

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

SA-10-25-07 Employer Education Project $20,000

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

SA-10-25-05 Portland Safe Community $98,000

This project will use the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities. The project will continue work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, further development and integrate safety plans, and implement projects identified through the Safe Community model for addressing transportation related injury and death. The project is focusing on implementing the plan developed for improvement of the 82nd Avenue high crash corridor.

SA-10-25-08 Clackamas County Safe Community $75,000

This project will continue to integrate the elements of the Safe Community concept within Clackamas County, and will encourage partnerships with cities within the county. The project will allow work to develop and expand the work of the Safe Community coalition, develop data gathering and sharing processes, further development and integration of safety plans, and implementation of projects identified through the Safe Community model for addressing transportation related injury and death.

SA-10-25-15 Safe Community Mini-Grants $50,000

Often described as the mini-grant program, this project encourages local activity by offering small-scale grants to local traffic safety commissions. The dual goals are to initiate special projects that have the potential to make a real impact on identified local problems, and to stimulate increased activity and health of local traffic safety groups. The project will seek to focus on speed, teen girls, and motorcycles where possible.

SA-10-25-22 Innovative Community Projects $1,000

This project will offer small mini-grants or partnership dollars to communities that team local traffic safety committees and other local groups in new and/or innovative ways to address traffic safety behaviors. A portion of the funds may be used to provide materials or products that are identified by the local groups.

SA-10-25-20 ACTS Oregon Safe Community Services $126,000

The project will provide in-person training, mentoring, technical assistance, special projects, and advocacy through access to a community traffic safety specialist. The project will provide deployment and monitoring of mini-grant program(s). This project will offer local traffic safety advocates access to additional technical assistance via weekday 1-800 telephone line, and newsletters. This project will provide for scholarships to the annual transportation safety conference. This project will also assist communities in involvement projects to promote volunteerism.

SA-10-25-04 Malheur County Coordinator $30,000

This project will provide funds for a part time local safe community coordinator for the Malheur county area. The coordinator position will complement the existing coalition in Malheur County, and provide further organization allowing greater output from the existing coalitions. Project focus and direction will be to implement the business plan prepared in the prior year.

SA-10-25-24 Grant County Coordinator $30,000

This project will provide funds for a project activity in Grant County. Grant County has developed an active Safe Community coalition, and has identified new projects to improve traffic safety in the county. Project focus and direction will be to implement the business plan prepared in the prior year.

SA-10-25-06 Harney County Coordinator $20,000

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

SA-10-25-25 Union County Community Project $20,000

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

SA-10-25-26 Suburban Community Project $50,000

This project will provide for establishing a Safe Community project in a suburban high crash area of the state. The project provides for a coordinator to identify and gather coalition partners, data sources, and establish a data set. The project will perform a problem identification process, and develop a business plan for the Safe Community group. The project will identify promising projects that are appropriate for the Safe Community model. If time and resources allow, the project will begin developing projects in this first year grant.

Driver Education

Link to the Transportation Safety Action Plan: Action #10

Action #10
Driver education is highlighted as one of the nine key actions in the Transportation Safety Action Plan. Improving the quality of the driver education program and creating a delivery system to increase the number of teens completing an approved driver education course is critical to reduce teen crashes and injuries.

The Problem

- Pursuant to an audit of the use of state highway funds, the Office of the Attorney General requested changes in the criteria for determining which students would qualify public schools to receive reimbursement from the Student Driver Training Fund.

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

- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training in the ODOT's five regional areas.

- Not all private driver education commercial schools teach from the same curriculum, nor is it required. However, just like the public curriculum, covering concepts to reduce the risk factors is critical. ODOT-TSD approved private commercial drive schools teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for approval on a three-year cycle. There is a need to identify the number of students completing an approved private driver education program. Only 7 out of the 25 private commercial driving schools offer approved TSD driver education programs.

Driver Education in Oregon, 2004-2008

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

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

*2005: Drop in public providers due to local districts outsourcing DE service to a community colleges and ESDs -Example- One ESD provides 25 school districts with DE Services in 13 counties in fifty-two high school areas -One district had site base management changes and went from five providers into to one provider with no reduction in students reached.
2006: Increase in enrollment due to increase reimbursement from $150 to 210
There are 25 private commercial driving schools registered with DMV for driver training.

Goal

- Develop a driver education system that results in increased student participation in driver education of newly licensed teens under the age of eighteen from 8,989 to 10,876 (21 percent increase) by 2015.

- Implement consistent, statewide program standards with content, outcomes and habit formation for the driver education providers by 2015.

- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2012.

Performance Measures

- Promote the importance of driver education and expand the delivery system for driver education in Oregon by increasing the number of students completing driver education from 8,989 in 2007 to 9,259 by December 31, 2010.

- Complete training of private and public driver education instructors from 189 in 2007 to 275 by December 31, 2010.

- Complete on site inspections/audits of approved Driver Education providers that include reviewing instructor's qualifications, curriculum and reimbursement from 30 in 2007 to 75 by December 31, 2010.

- Distribute Driver Education Reimbursement funds and update web tool for Transportation Safety Division and provider use supporting changes in student qualification in reimbursement process by December 31, 2010.

Strategies

- Develop and maintain a mailing database for all providers teaching Driver Education.

- Develop a marketing plan to increase access and completion of quality Driver Education in Oregon.

- Continue implementation of statewide curriculum standards and instructor training.

- Develop web tool that integrates DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.

- Develop tracking system and database to collect and maintain information on driver education program providers as well as instructors as they complete courses.

- Develop a plan to work with selected driver education providers and National Institute of Driver Behavior (NIDB) to create a model driver risk prevention pilot project utilizing the Computer Activity Program and the ADTSEA/NIDB standards.

- Develop assessment/inspection form for monitoring driver education providers.

- Develop database to track Trainer of Trainer activities as they provide training for front line instructors throughout the state.

- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.

- Continue to promote best practices through quality professional development.

- Create procedures and rule language for the law change for commercial providers receiving student subsidies.

- Create procedures and rule language for foster teens and the DHS reimbursements for the "parent" cost.

Project Summaries

Student Driver Training Fund (SDTF)

10DRVSED-001 Driver Education Program Reimbursement [$2,000,000]
These funds reimburse public and private providers for their cost in providing driver education to students. Reimbursement is made to each public or private provider based on the number of students completing the driver education course, not to exceed $210 per student, the maximum allowed by law. Curriculum standards and delivery practices are met before reimbursement dollars are provided.

10DRVSED-004 Driver Education DHS Foster Kids [$100,000]
These funds reimburse DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement is made to DHS based on the number of students completing the driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program.

10DRVSED-002 GDL Implementation - Information and Education [$300,000]
These funds provide for trainer of trainers' workshops and curriculum updates for ODOT-TSD. Funds also pay for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses. Funds also support the driver education advisory committee quarterly meetings and support activities promoting "best practices" in driver education.

10DRVSED-003 Statewide Services – Driver Education [$300,000]

This grant is split funded along with Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety (these other areas contribute additional funds over and above the Driver Education funding portion). This grant funds 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.

Emergency Medical Services (EMS)

Link to the Transportation Safety Action Plan: Action #26, 27, 28

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

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

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

The Problem

- Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. The Oregon economy has caused many larger hospitals to make cuts and their foundations have reduced support, as well. Smaller and rural community hospitals often face even more severe budgetary constraints. Pre-hospital stabilization and long-distance transport of patients to facilities that can provide the appropriate level of care is critical in reducing the health and financial impact of injuries and fatalities.

- Many states, including Oregon, still do not have comprehensive trauma system legislation that provides for a comprehensive system of trauma care as part of the EMS system. It is well recognized that comprehensive EMS and trauma legislation is paramount to the success of an effective EMS system.

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

Goal

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

- Collaborate with Department of Human Services (DHS) EMS toward achieving comprehensive trauma system legislation that provides for a comprehensive system of trauma care as part of Oregon's EMS system. Have necessary legislation in place by the 2015 Legislative Session.

- Collaborate with the EMS Directors to ensure Transportation Safety Division's involvement in the implementation of the 2006 NHTSA EMS Reassessment of Oregon recommendations. Develop an effective and integrated EMS system for the state of Oregon by 2015.

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

- Establish formal presence for EMS and other medical related programs in the overall highway safety programs by 2015, stressing the importance of the 4-E's: engineering, enforcement, education and EMS.

Performance Measures

- Identify and collaborate with hospitals, emergency medical services agencies and EMS advisory board committees in their transportation safety related medical care and programs by December 31, 2010.

- Encourage and collaborate with the EMS Directors to develop a comprehensive statewide EMS plan for Oregon by December 31, 2010.

- Identify and established formal presences of EMS in highway safety programs by December 31, 2010.

Strategies

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

- Work in coordination with DHS EMS Directors, EMS committees, and other partners to develop a comprehensive and integrated EMS system for Oregon.

- Continue participation in EMS committees to ensure TSD's involvement in the implementation of the 2006 NHTSA EMS Reassessment of Oregon recommendations.

- Use the 2006 NHTSA EMS Reassessment findings and recommendations for guidance to develop and integrate Oregon's EMS system.

Project Summaries

Section 402

EM-10-24-03 EMS Statewide Services $10,000
This project will assist in development and implementation of Oregon's EMS Statewide Plan.

EM-10-24-02 Oregon EMS and Trauma Systems Pediatric Simulation Education Project $20,000
This project conducts simulation-based trainings with pre-hospital and hospital providers in the care of trauma victims from motor vehicle and ATV crashes, utilizing patient simulators. During the training, rural providers throughout the state practice hands-on skills in a realistic environment from scene to hospital. This project includes an assessment of educational needs and resources for pre-hospital and hospital providers.

EM-10-24-01 Governor John A. Kitzhaber, MD, Community Hospital Traffic Safety Grant $20,000
The purpose of the grant is to fund community hospitals and/or their EMS providers for projects that affect the treatment and outcome of traffic-related injuries. EMS agencies need to have the education, skills, and equipment necessary for both those responding to crashes and those in the emergency room to provide optimum care for trauma victims due to traffic crashes. This is important for all EMS staff throughout Oregon, especially in rural/frontier Oregon where long response times and difficult access can rapidly use up the "Golden Hour."

Equipment Safety Standards

Link to the Transportation Safety Action Plan: Action #15

Action #15

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

The Problem

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

Automobile Vehicle Defect Crashes on Oregon Highways, 2005-2008

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

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

Goal

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

Performance Measures

- Reduce the number of vehicle-defect related crashes from 507 in 2007 to 494 by December 31, 2010.
- Reduce the number of crashes due to tire-failure from 97 in 2007 to 94 by December 31, 2010.
- Reduce the number of crashes due to defective brakes from 178 in 2007 to 172 by December 31, 2010.
- Reduce the number of crashes due to mechanical defects from 106 in 2007 to 102 by December 31, 2010.

Strategies

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

Project Summaries

Section 402

CL-10-80-01 Statewide Services – Equipment $20,000

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

Highway Safety Investment Program (HSIP)

Link to the Transportation Safety Action Plan: Action #24 and 36

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

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

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

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

The Problem

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

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

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

- State highways have the highest rate of fatal and serious injury crashes per mile.

Oregon Highways, Fatal and Serious Injury Crashes, 2008

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

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Goals

- Focus efforts on using the safety funds to address high priority sites with the objective of reducing the number of fatal and serious injury crashes from 1,929 in 2007 by an average of 20 every year by 2015.

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

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

Performance Measures

- Develop expanded system for identifying the top 5 percent high crash sites on all public roads along with associated tools for accessing crash data information and diagnosing sites by January 30, 2010.

- Develop expanded procedure for reporting top 5 percent high crash sites for all public roads by September 30, 2010.

- Develop an annual report of the top 5 percent hazardous sites (to include all public roads), identifying potential remedies, estimated costs and impediments to implementation by December 31, 2010.

- Develop an annual report for the HSIP program evaluating and assessing results (# of projects by type, # of crashes reduced, $ spent on safety projects) by September 30, 2010.

- Develop list of highway safety projects for draft 2012-2015 Statewide Transportation Improvement Program (STIP) and provide concurrence from the State Traffic Engineer's office by June 2010.

- Evaluate new Highway Safety Manual and associated software (SafetyAnalyst) for use within ODOT; at a minimum: determine data shortfalls and needs for software, pilot new software and perform research on calibrating intersection safety performance functions by December 31, 2010.

Strategies

- Develop and implement new Safety Priority Index System utilizing a Geographic Information System and geo-location codes to expand identification of high crash locations to all public roads.

- Develop tools such as crash reports, collision diagramming, and crash graphing for evaluating and diagnosing high crash locations.

- Work with Crash Data Unit to develop better availability of crash data via the internet for city streets and county roads.

- Complete the Safety Investigation Manual providing guidance and procedures for safety investigators evaluating high crash locations.

- Develop a procedure for cities and counties to provide input to the top 5 percent high crash locations and report potential remedies, estimated costs and impediments to implementation.

- Evaluate data needs for the new Highway Safety Manual methodology (and associated software, SafetyAnalyst). Determine missing data or data inconsistencies.

- Complete research into calibrating Safety Performance Functions for intersections in order to assist with implementation of the Highway Safety Manual.

- Develop methodology for ranking and prioritizing replacement of roadside safety hardware (guardrail, bridge connections, impact attenuators).

Project Summaries

Section 164

164HE-10-73-12 TEA-21 Lane Departure Initiative $818,943

This FFY 2010 Section 164 grant provides continuation of the project implementation for projects previously selected by the Highway Safety Engineering Committee (HSEC) during FFY 2006. These projects focus on the Lead State Initiative for Lane Departure Crashes.

164HE-10-73-13 TEA-21 HSEC 2007 Safety Initiatives $2,692,376

This FFY 2010 grant provides the continuation of safety project implementation of projects previously selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007.

164HE-10-73-14 TEA-21 HSEC 2008 Safety Initiatives $6,992,973

This FFY 2010 grant provides continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008.

164HE-10-73-15 TEA-21 HSEC 2009 Safety Initiatives $6,000,000

This FFY 2010 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009.

Impaired Driving – Alcohol

Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37

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

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

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

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

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2008, 41.1 percent of all traffic fatalities were alcohol-related. 120 of the fatalities involved only alcohol; 62 involved only other drugs; and 51 were a combination of both alcohol and other drugs.

- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes. Although, there have been great strides in the drop in alcohol-only fatalities from 172 in 2004 to the current 2008 level of 120.

- Between 2004 and 2008 of the 19 children age 0-14 killed in alcohol-involved crashes, 11 (or 58 percent) were passengers in a vehicle operated by a driver who had been drinking.

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

Impaired Driving in Oregon - Alcohol, 2005-2008

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

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

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

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

Goal

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

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from 179, the 2007 level, to 158 by December 31, 2010.
- Reduce the number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above from 122 in 2007 to 111 by December 31, 2010.
- Return the DUII enforcement index to 9.97, the 1999-2003 average, or above by December 31, 2010.
- Provide two DUII-related training opportunities for prosecutors and judges by December 31, 2010.
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2010.

- Conduct five NHTSA high visibility saturation patrols by December 31, 2010.

Strategies

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

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

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

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

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

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

- Develop public information and education campaigns targeting specific law changes that will occur during the 2009 Legislative Session.

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

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

- Continue to provide training opportunities for laboratory technicians, law enforcement and prosecutors on use of new breath testing equipment.

Project Summaries

Section 164 (Current and Prior Year)

164AL-10-14-01 DUII Statewide Services $66,600

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

164AL-10-14-02 DUII Court 1– XXXX County $75,000
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

164AL-10-14-03 DUII Court 2– XXXX County $75,000
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

164AL-10-14-04 DUII Court 3– XXXX County $75,000
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

164AL-10-14-24 DUII Prosecutor $166,400
This project provides an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with complex DUII cases.

164AL-10-14-19 OLCC Inspector Training Project $2,000
This project assists in providing funding for training of Oregon Liquor Control Commission inspectors in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues.

164AL-10-14-09 DUII Overtime Enforcement Program - OSP $150,000
Oregon State Police continue to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas are selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP works with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provides DUII overtime patrol in all 36 counties throughout Oregon.

164AL-10-14-17 DISP – Portland Police Bureau $70,000
This project will fund the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This would provide direct law enforcement capability to the court based probation program. The primary function of the officers would be to conduct warrant sweeps.

Section 410

K8-10-12-01 Statewide Services Program – DUII $1,102,000
A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio will be aired. Surveys will be conducted.

K8-10-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures" $50,000
This project funds a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving.

K8-10-12-20 Law Enforcement Spokesperson – DPSST $100,000
This project provides funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training is held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies.

K8-10-12-21 DUII Enforcement – OSSA Departments $353,000
Provides funding for overtime patrol hours for enforcement of DUII laws on roadways throughout Oregon. OSSA provides DUII overtime patrol in 29 of the 36 Oregon counties.

K8-10-12-12 DUII Multi-Disciplinary Task Force Training Conference $50,000
This project provides funding for the annual DUII Conference. All participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference will be held in April of 2010. Over 380 people are expected to attend.

K8-10-12-38 OACP DUII Overtime Enforcement Project $325,000
This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities will received overtime funds for 2010.

Impaired Driving – Drugs

Link to the Transportation Safety Action Plan: Action #1, 2, 4, 37

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

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

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

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

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2008, 27.2 percent of all traffic fatalities were drug-related. 120 of the fatalities involved only alcohol; 62 involved only other drugs; and 51 were a combination of both alcohol and other drugs.

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

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

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

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

Impaired Driving in Oregon – Other Drugs, 2005-2008

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

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

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

Goal

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

Performance Measures

- Increase the number of certified DREs from 198 in 2008 to 210 by December 31, 2010.
- Increase the number of DRE evaluations from 1,179 in 2008 to at least 1,200 by December 31, 2010.
- Conduct five NHTSA high visibility saturation patrols by December 31, 2010.

Strategies

- Revise statute to change the definition of intoxicants to include “any substance that impairs to a noticeable or perceptible degree.”
- Promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).

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

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

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

- Create public information and education campaigns targeting specific law changes that will occur during the 2009 Legislative Session.

- Explore the opportunity for new DUII courts.

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

- Explore ways to enhance other drug related reporting in the citation process which would include LEDS, the citation form itself, DMV, and citation tracking.

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

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

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

- Solicit the GAC on DUII's suggestions and support on implementing related plans.

Project Summaries

Section 164 (Current and Prior Year)

164AL-10-14-01 DUII Statewide Services $0

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

164AL-10-14-02 DUII Court 1– XXXX County $0

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

164AL-10-14-03 DUII Court 2– XXXX County $0

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

164AL-10-14-04 DUII Court 3– XXXX County $0

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

164AL-10-14-24 DUII Prosecutor $0

This project provides an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with complex DUII cases.

164AL-10-14-19 OLCC Inspector Training Project $0

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

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

Provide 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.

164AL-10-14-23 Drug Recognition Expert Overtime Enforcement Project $60,000

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

164AL-10-14-09 DUII Overtime Enforcement Program - OSP $0

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

164AL-10-14-17 DISP – Portland Police Bureau $0

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

Section 410

K8-10-12-01 Statewide Services Program – DUII $0

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

K8-10-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures" $0

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

K8-10-12-20 Law Enforcement Spokesperson – DPSST $0

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

K8-10-12-21 DUII Enforcement – OSSA Departments $0

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

K8-10-12-12 DUII Multi-Disciplinary Task Force Training Conference $0

This project provides funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference will be held in April of 2010. Over 380 people are expected to attend.

K8-10-12-38 OACP DUII Overtime Enforcement Project $0

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

Judicial Outreach

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

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

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

The Problem

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

Judicial Outreach, 2005-2008

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

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

Goal

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

Performance Measures

- Increase the number of prosecutors or staff participating in education programs from 120, the 2007 level, to 140 by December 31, 2010.

- Increase the number of Court Staff/Administrators receiving traffic safety education from 27 annually, the 2007 level, to 100 annually by December 31, 2010.

- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from 49.75 annually, the 2007 level, to 100 annually by December 31, 2010.

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

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

Strategies

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

- Participate as a member of the Chief Justice Advisory Committee on Local Courts. Staff the Sub Committee on Court Technology, Judicial Education and Chair the Legislative Sub Committee as appointed by order the Supreme Court Chief Justice Order # 07-012.

- Participate and/or assist in providing additional training opportunities to Judges, District Attorneys, City Prosecutors and Court Administrators in needed traffic safety related topics.

- Provide one DUII multi-disciplinary cross functional training for prosecutors, judges, law enforcement, parole and probation officers, as well as OLCC and DMV staff to enhance adjudication of the crime of DUII.

- Provide two DUII related classes: "Protecting Lives/Saving Futures" for prosecutor and law enforcement teams, and the "Prosecuting the Drugged Driver" class for prosecutors.

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

Project Summaries

Section 164AL

164AL-10-14-02 DUII Court 1– XXXX County $0
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

164AL-10-14-03 DUII Court 2– XXXX County $0
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

164AL-10-14-04 DUII Court 3– XXXX County $0
Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program.

164AL-10-14-24 DUII Prosecutor $0
This project provides an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with complex DUII cases.

Section 402

TC-10-24-08 Judicial Education $50,000
To provide traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges. To work with State Circuit Courts, Court Administrators, and District Attorneys by providing traffic law training, materials, or topical experts to assist in education delivery.

Section 410

K8-10-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures" $0
This project funds a three-day training for new law enforcement and new prosecutors in the processes involved in a DUII arrest and conviction and encourages partnerships in dealing with the incidence of impaired driving.

K8-10-12-12 DUII Multi-Disciplinary Task Force Training Conference $0
This project provides funding for the annual DUII Conference. All participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference will be held in April of 2010. Over 380 people are expected to attend.

Section 1906

K10-09-10-10 Racial Profiling Research $443,000
This project will be used to assist the Portland State University Criminal Justice Policy Research Institute Oregon Criminal Justice Commission in carrying out its' duties of identifying and addressing issues surrounding racial profiling as it relates to traffic stops and Oregon Law-Enforcement.

Motorcycle Safety

Link to the Transportation Safety Action Plan: Action #9

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

The Problem

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

Motorcycles on Oregon Highways, 2005-2008

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

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

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

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

Goal

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

Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from 15, the 2007 level, to 14 by December 31, 2010.
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from 17, the 2007 level, to 13 by December 31, 2010.
- Reduce the number of fatal speed-related motorcycle crashes from 13, the 2007 level, to 11 by December 31, 2010.
- Reduce the number of fatal motorcycle crashes involving riders between ages 40-55 from 19 in 2007, to 16 by December 31, 2010.
- Reduce the number of motorcyclist injury crashes from 601, the 2007 level, to 583 by December 31, 2010.
- Maintain the percentage of helmet use, as measured by both State and Federal Observation Use Surveys, at 100 percent by December 31, 2010.
- Reduce the number of unhelmeted motorcyclist fatalities from 3 in 2007 to 0 by December 31, 2010.

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 22 different locations throughout the state.

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

- Insure courses are located within 50 miles of 90 percent of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all course locations, with most locations offering at least one course per month. Site locations in communities with higher populations offer anywhere from two to twelve courses per month.

- Encourage motorcycle riders to get TEAM OREGON training and be properly endorsed, disseminate information using public information and education campaigns and public outreach by the Governor's Advisory Committee on Motorcycle Safety.

Project Summaries

Section 2010

K6-10-50-02 Motorcycle Safety Training Enhancement $70,000
This project will provide funding for a new training location by purchase or lease of land. The project will also provide funding for curriculum improvements needed to prepare for implementation of Senate Bill 546 (mandatory training).

K6-10-50-01 Motorist Awareness Public Information & Education $30,000
This project will provide funding for Public Information and Education contract and materials to increase motorist awareness of motorcycles.

State Funds

MC-10-80-90 Motorcycle Safety Program Management [$50,000]
Salaries, benefits, travel, services and supplies and office equipment will be funded for the motorcycle program manager.

$1
MC-10-80-02 Statewide Services Motorcycle Safety [$114,000]
This project will provide funding for membership in the National Association of State Motorcycle Administrators, public information and education, equipment expenses for the TEAM OREGON Motorcycle Safety program and observation use survey. This project also supports projects prioritized by the Governor's Advisory Committee on Motorcycle Safety and includes committee member travel and meeting expenses.

MC-10-80-03 Oregon State University TEAM OREGON [$866,000]

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

MC-10-80-04 Motorcycle Safety Training Site [$220,000]

This project will provide funding for a new training location by purchase or lease of land, buildings and improvements.

Occupant Protection

Link to the Transportation Safety Action Plan: Action #50

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

The Problem

- **Non-use of Restraints:** According to 2008 observed use surveys, four percent of passenger car drivers, seven percent of pickup truck drivers and eleven percent of sports car drivers did not use restraints. During 2007, Oregon crash reports (FARS) indicate thirty-three percent of motor vehicle occupant fatalities were unrestrained and 14% were of unknown restraint use status.

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

- **Improper Use of Child Restraint Systems:** According to 2008 observed use surveys, forty-three percent of children aged five to eight were not riding in booster seats as required by Oregon law. Drivers are confused by the multitude of child restraint models, changing laws and changing "best practice" recommendations. Drivers often place children into adult belt systems too soon. Instead, children must graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt.

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

NHTSA Observed Use Survey, 2005 – 2008

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

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

Oregon Observed Use Survey Results, 2005 - 2008

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

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

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

Occupant Use Reported in Crashes, 2005 – 2008

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

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

Goals

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

Performance Measures

- To increase front seat outboard occupant belt use, as determined by the NHTSA-compliant observed use survey, from 96 percent to 97 percent by December 31, 2010.

- To increase total occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 96 percent to 97 percent by December 31, 2010.

- To increase use of booster seats, as determined by the statewide Oregon Occupant Protection Observation Study, from 57 percent to 67 percent by December 31, 2010.

- To increase the percentage of occupant fatalities reported as "restrained" from 52 percent to 57 percent by December 31, 2010.

Strategies

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.

- Target marketing and enforcement campaigns to high-risk and low-use rate populations.

- Improve the effectiveness of educational programs by actively seeking new partners and utilizing new technologies to reach high-risk occupants.

- Provide funding for overtime enforcement of safety belt/child restraint laws.

- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, safety belt/child seat inspections, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.

- Promote correct use of child restraint systems among the general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.

- Provide funding for statewide coordination of child passenger safety training, technician certification, recertification, child seat fitting station, and seat distribution programs.

- Maintain statewide pool of Certified Child Passenger Safety Technicians (CPSTs) who can routinely provide child safety seat check-ups to meet demand within their local communities.

- Subsidize purchase of child safety seats for no or low-income families as conditions of federal funding allow.

- Support and promote nationally recognized "best practice" recommendations.

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

Project Summaries

Section 402

OP-10-45-03 OSP Safety Belt Overtime Enforcement $85,000
Year-round overtime enforcement will be conducted by state police field units towards increasing compliance with safety belt/child restraint laws with coordination by OSP Patrol Division. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

OP-10-45-04 TSD - Occupant Protection Law Enforcement Training $84,000
TSD staff will design and deliver two (2) Three Flags Campaign pre-blitz training workshops. This grant covers costs of conference facilities, participant food/lodging, speakers, announcements, meeting materials, follow-up mailings, and program awards and incentives.

OP-10-45-01 Statewide Services Project (Gard & Gerber/Intercept Research/TSD) $220,000
This project will fund contracted design and distribution of public information/education campaign materials. This grant also provides in-house development of public information/education campaign materials including design, adaptation, translation/diversity outreach, reproduction and distribution of printed or taped media -- primarily for ODOT Storeroom distribution to public upon request.
Three statewide observed use surveys will be conducted and reported to TSD. Two of the surveys, required by NHTSA, will be conducted surrounding the "Click It or Ticket" enforcement and will observe driver and right front seating. A third survey will observe all seating positions.

OP-10-45-08 OACP Safety Belt Overtime Enforcement $450,000
Year-round overtime enforcement will be conducted by local police departments towards increasing compliance with safety belt/child restraint laws with coordination by Oregon Association Chiefs of Police. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

OP-10-45-12 TSD Regions - Enhancement of Community Level CPS Programs $140,000
This project will provide scholarships for CPS technician and instructor candidates, car seats and boosters for low income families, and equipment, supplies, and/or technical training to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS component.

OP-10-45-05 Evaluation of CSS Distribution Programs $21,000
The project will determine how well Section 2011 funds expended in 2008 and 2009 satisfied the statewide needs for car seat subsidies and distribution program improvements as identified in an assessment performed by Oregon Department of Human Services, Public Health Division in 2007.

Section 405

K2-10-46-06 OSSA Safety Belt Overtime Enforcement $400,000

Year-round overtime enforcement will be conducted by local sheriff's offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will attend pre-blitz training, coordinate with media, and conduct three (3) two-week enforcement blitzes.

Section 2011

K3-10-45-05 ACTS Oregon Child Safety Seat Resource Center $180,000

The Center will provide the following ongoing services using a demand-based, first-come first-served approach to annual programming: nationally standardized child passenger safety training for technicians/instructors; informational presentations to parent, civic and other groups; technical assistance and referral services via 1-800 telephone line and website; and assistance with local inspection station staffing/coordination/advertising.

K3-10-45-11 ACTS Oregon Child Safety Seat Resource Center – Low Income Assistance $70,000

This project provides funding for purchase and distribution of child seats and booster seats to low-income families within ODOT Region 1 (Portland Metro area and surrounding areas.)

K3-10-45-02 Improved Fitting Station Reporting $20,000

This project would extend Safe Kids Buckle Up checkup and data collection procedures initiated in 2009 throughout Oregon to improve how CPS education is provided to parents at fitting stations and check up events. Outcomes would measure increases in the number of Senior Checkers, completeness of check up forms, comparison of number of families and children served at CPS clinics and distribution events statewide from 2009 to 2010, misuse rates, and identification/ranking of key misuses.

Pedestrian Safety

Link to the Transportation Safety Action Plan: Action #65, 67

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

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

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

The Problem

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

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

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

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

Goals

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

Performance Measures

- Reduce the number of pedestrian fatalities from the 2007 level of 50 to 47, a 6 percent reduction by December 31, 2010.
- Reduce the number of pedestrian injuries from 600, the five-year average from 2003-2007, to 564, a 6 percent reduction, by December 31, 2010.
- Reduce the number of pedestrians killed crossing in crosswalk or intersection to 10, a reduction of 20 percent from the average number of fatalities of 13 between 2003 and 2007, by December 31, 2010.
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2003-2007 average of 324 to 305, a decrease of 6 percent, by December 31, 2010.

Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaign.
- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.
- Collaborate with local and community partners to enhance and reinforce educational efforts.

- Continue to collaborate with Transportation Safety Division program managers in combining efforts around pedestrian safety and other traffic safety issues like speed, impairment, youth and elderly representation.

- Continue to support and provide efforts to increase driver, pedestrian and parent awareness of safety issues, particularly being seen in low-light conditions.

Project Summaries

Section 402

PS-10-68-01 Statewide Services $72,000

Contribute to the annual division telephone survey that includes questions around Pedestrian Safety Enforcement awareness; update and reprint brochures, flyers and other resource materials; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of pedestrians.

PS-10-68-02 Pedestrian Safety Enforcement and Training $100,000

Fund the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, to be administered by the Bicycle Transportation Alliance of Portland, Oregon.

Police Traffic Services

Link to the Transportation Safety Action Plan: Action #1, 5

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

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

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.

- Oregon is well below the national rate of 2.2 officers per 1,000 population with 1.43 officers per 1,000 population in 2008.

- There is a need for increased training for police officers in the use of speed measurement equipment (radar / lidar), Crash Investigation Training, distance between cars technology training and traffic law changes from the recent legislative sessions.

- Due to retirements and promotions, there is a new group of supervisors in law enforcement, therefore training on managing or supervising traffic units would be timely.

- There is a need to increase the available training to certified motorcycle officers in Oregon.

- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.

- Currently, the Oregon State Police have received budget authority for 100 new troopers yet this will not allow for 24 hour coverage for all stations.

- Many county and city police departments lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

Police Traffic Services, 2005-2008

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

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

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

Goals

- Improve the enforcement of traffic safety laws and regulations intended to reduce death, injury and property damage by providing law enforcement training and education in key traffic safety areas as identified in top ten driver error codes for Oregon crashes in addition to fatal and injury crash data.

- Train at least 300 police officers annually (5 percent of the total police population) in Speed Enforcement, Crash Investigations, Police Supervisory Courses, Distance Between Cars Technology and provide support to enhance Police Motorcycle training in Oregon by 2015.

- Provide expertise and assistance to the Speed Management Task Force.

Performance Measures

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

- Provide training and certification to at least 100 police officers in distance between cars technology to assist in reducing the incidence of following too close crashes by December 31, 2010.

- Coordinate delivery of the Police Supervisors Conference and train a total of 300 officers during two training conferences prior to December 31, 2010.
- Provide 3-day regional crash investigations training to a total of 100 police officers in two training conferences by December 31, 2010.
- Provide at least 20 scholarships to Police Motor Officer training opportunities by December 31, 2010.

Strategies

- Send out two statewide announcements offering the online lidar and radar training.
- Announce and coordinate Distance Between Cars Technology Certification. Provide certification to 50 police officers.
- Begin planning process for 2010 Police Supervisors Conference.
- Participate as requested on the Speed Task Force.
- Provide one 3-day regional crash investigations training course to at least 40 police.
- Provide scholarship assistance to at least 10 Motor officers.

Project Summaries

Section 402

SC-10-35-03 DPSST Law Enforcement Training Grant $86,777

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

Section 406

K4-10-75-01 Chain Enforcement on Priority Mountain Passes $60,000

Identify priority mountain passes to provide State and Local police agency overtime enforcement to focus on commercial and passenger vehicle traction device compliance.

Region 1

Link to the Transportation Safety Action Plan: Action #31

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

Region 1 Overview

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

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

The Problem

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

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

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

- Media attention and political interest in specific locations or problems is often not related to the statistical "size" of that crash problem, making it more difficult to design and find funds for a solution acceptable to the community of interest and appropriate to the problem.

Region 1, Transportation Safety Related Information

Statewide Fatalities vs. Region 1

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

Statewide Speed-Related Fatalities vs. Region 1

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

Statewide Alcohol-Involved Fatalities vs. Region 1

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

2008 Region 1, County Fatal and Injury Crash Data

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

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

Goal

- To decrease the number of annual fatalities in Region 1 from the 2004-2007 average of 120 to 85 by 2015.

- To decrease the number of annual fatal and injury crashes from 8,470 in 2007 to 6,691 by 2015.

Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2004-2007 average of 63 fatalities to 52 by December 31, 2010.

- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2004-2007 average of 59 to 48 by December 31, 2010.

- Evaluate at least 3,000 "Top 10% Sites" for possible safety projects to reduce fatal and “A” injury crashes within the limits of the various ODOT safety funds using 2006-2008 data by December 31, 2010.

- Identify and develop at least four Local Traffic Safety projects targeting the reduction of speed and/or alcohol/drug related serious crashes (those crashes involving fatality or “A” injury). Projects to be completed by December 31, 2010.

Strategies

- Identify, develop and grow partnerships with at least four governmental, professional or volunteer organizations. These partnerships will share skills, services, or other resources in promoting or implementing transportation safety efforts. These efforts should include training, media support and events which complement Local Traffic Safety projects or other regional safety efforts.

- Communicate with and serve as a resource for 20 or more unique events offered by local traffic safety committees or other safety partner organizations, either in person or by utilizing other ODOT staff. Recruit additional volunteers for all traffic safety events.

- “Find locations such as Fire Stations, Health Departments, DMV Offices, Police stations, Schools or other government-related offices that would be willing to
  - Store safety giveaways such as booklets, brochures and bike helmets
  - Store and lend out safety equipment such as laptops, radar, lidar, etc.
  - Have at least one staff person agree to oversee the storage and lending process, and
  - Report on facility usage annually to TSD.

- Provide two or more training sessions or other opportunities to ODOT Project Leaders, city or county Traffic Managers and other state or local “traffic partners” to provide greater access to and understanding of Transportation Safety programs.

- Identify high crash locations (using the Safety Priority Index System, Hazard Elimination Program and reports from ODOT Districts). Identify those sites which could benefit from targeted enforcement and/or education campaigns as opposed to construction fixes. Give priority to those areas where speed, alcohol or other drug use may be a primary factor.

- Assist in development of Local Traffic Safety projects. Provide mini-grants or loaner equipment (such as radar) to local agencies. Provide means for projects to access and develop relationships with ODOT and local media. Promote projects which target speed and/or alcohol traffic law enforcement as well as one or more of:
  - Formation and vitalization of local traffic safety committees or partner groups;
  - Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and
  - Cooperative projects among several adjoining jurisdictions or partner groups.

Project Summaries

Section 402

DE-10-24-11 Region 1 – Regional Services $25,000

a. Prioritize 15 high crash locations from the state "Top 5%" list with significant speed, alcohol, or drug involvement. Develop countermeasures with three or more government, police or volunteer agencies for targeted crash reduction.
b. Provide mini-grants or equipment to local agencies to address identified local safety problems or multi-modal safety issues.
c. Provide for safety training to staff in the Regional office and to leaders in the community. Provide safety materials for public information and education for 15 events or approximately 40,000 contacts.

SA-10-25-05 Portland Safe Community $0

This project will use the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities. The project will continue work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, further development and integrate safety plans, and implement projects identified through the Safe Community model for addressing transportation related injury and death. The project is focusing on implementing the plan developed for improvement of the 82nd Avenue high crash corridor.

SA-10-25-08 Clackamas County Safe Community $0

This project will continue to integrate the elements of the Safe Community concept within Clackamas County, and will encourage partnerships with cities within the county. The project will allow work to develop and expand the work of the Safe Community coalition, develop data gathering and sharing processes, further development and integration of safety plans, and implementation of projects identified through the Safe Community model for addressing transportation related injury and death.

Region 2

Link to the Transportation Safety Action Plan: Action #31

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

Region 2 Overview

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

The Northwest Region includes:

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

The Problem

- Lack of full awareness and incorporation of Transportation Safety Division programs and topic areas into ODOT Region 2 and its communities.

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

- Need for more representation and availability of the Region Transportation Safety Coordinator (RTSC) within the Region.

- In 2008, speed accounted for 44% of the fatalities in the Region.

- In 2008, alcohol accounted for 32% of the fatalities in the Region.

Region 2, Transportation Safety Related Information

Statewide Fatalities vs. Region 2

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

Statewide Speed Involved Fatalities vs. Region 2

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

Statewide Alcohol Involved Fatalities vs. Region 2

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

2008 Region 2, County Fatal and Injury Crash Data

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

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

Goal

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

Performance Measures

- To decrease the number of speed related fatalities from the 2004-2007 average of 83 to 65 by December 31, 2010.
- To decrease the number of alcohol involved fatalities from the 2004-2007 average of 54 to 48 by December 31, 2010.
- To provide education to local traffic safety committees on the "4-E" approach to transportation safety by December 31, 2010. Attend every local traffic safety committee (23) at least once per year. The 4 E's are education, engineering, enforcement and emergency medical services.
- To develop and administer an annual plan for Region 2 Safety Corridors by December 31, 2010. To decommission safety corridors if warranted and stakeholder agreement can be reached by December 31, 2010.

Strategies

- Continue to distribute Transportation Safety topic information and education materials to all the many safety advocacy groups in Region 2.
- Continue to partner with transportation safety related advocacy groups such as local traffic safety committees and Safe Kids groups.
- Continue to partner with our traffic group to bring the 4-E approach to safety issues in Region 2.

- Continue to participate and promote Child Passenger Safety through local clinics and grants.
- Will continue to offer training opportunities that further the 4-E approach to safety in Region 2.
- Will focus on DUII and Speed issues in Region 2 through education and enforcement efforts.
- Will continue to partner with all of Region 2 bringing transportation safety topic information to various groups in the Region.

Project Summaries

Section 402

DE-10-24-12 Region 2 – Regional Services $25,000

This project provides for the dissemination of transportation safety education in all of our Region 2 communities. Outreach and education will be done through local Safety Fairs, Safety Committees, and safety presentations in local schools. We will partner with existing groups in our area to further the reach of transportation safety messages. This project will coordinate with Region 2 Traffic and area maintenance to ensure that safety is considered in all phases of project development.

Region 3

Link to the Transportation Safety Action Plan: Action #31

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

Region 3 Overview

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

The Problem

- Traffic fatalities are over-represented with 21.39 percent of total state traffic fatalities compared with 12.62 percent of the state's population.

- In 2008, speed is a factor in 51.69 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 50.48 percent.

- In 2008, alcohol was involved in 56.18 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 41.11 percent.

- In 2008, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of child passenger safety and proper use of restraint systems.

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

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

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

Statewide Speed-Involved Fatalities vs. Region 3

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

Statewide Alcohol-Involved Fatalities vs. Region 3

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

2008 Region 3, County Fatal and Injury Crash Data

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

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

Goal

- To decrease the number of traffic fatalities in Region 3, by 3 percent per year from the 2003-2007 five-year average of 89, to 63 or below by 2015.

- To decrease the number in Injury A (serious) injuries in Region 3, by 5 percent of the 2005-2007 three-year average of 296, to 282 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2004-2007 average of 39 to 32 by December 31, 2010.

- To decrease the number of alcohol related fatalities in Region 3 from the 2004-2007 average of 36 to 32 by December 31, 2010.

- To coordinate or participate in a least 15 child safety seat trainings and public CPS clinics in Region 3 through December 31, 2010.

- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 15 fairs, events and other traffic safety activities to educate and inform the public on traffic safety issues through December 31, 2010.

- To coordinate with and provide equipment to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2010.

Strategies

- Coordinate and/or provide resources for traffic safety events.

- Focus educational efforts on speed, impaired driving, and occupant protection.

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

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

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

- Coordinate quarterly meetings with CPS Technicians in Region 3 to plan CPS clinics and trainings.

Project Summaries

Section 402

DE-10-24-13 Region 3 - Regional Services $25,000

This project provides transportation safety coordination and services throughout ODOT's Region 3 by providing information and education on a variety of issues, coordinating traffic safety activities, and working with traffic safety organizations. Small mini-grants will be provided to local jurisdictions or nonprofit organizations to address identified problems.

Region 4

Link to the Transportation Safety Action Plan: Action #31

Action #31

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

Region 4 Overview

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

The Problem

- Alcohol involved fatalities in Region 4 decreased from 30 in 2007 to 19 in 2008. However, in Region 4 the running average from 2004 -2007 is 29 fatalities. Any fatality with alcohol as a contributing factor is unacceptable. Deschutes, Jefferson and Lake counties had the highest alcohol involved fatalities.

- Speed-related fatalities play a large role in Region 4 as the number one contributing factor in a fatal crash. Based on 2008 crash data, 57.89% (or 33) of the total fatalities in Region 4 had speed as the primary contributing factor in the fatal crash. Deschutes, Jefferson and Klamath counties had the highest amount of speed involved fatalities.

- Total occupant safety belt use and child safety seat use in Region 4 closely reflects the statewide average. However, in regard to child safety seat proper use, Region 4 still shows 90% of seats checked at safety events are not installed properly. Poverty levels in Region 4 show a need for child safety seats for low/no income families.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

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

Statewide Speed Involved Fatalities vs. Region 4

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

Statewide Alcohol Involved Fatalities vs. Region 4

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

2008 Region 4, County Fatal and Injury Crash Data

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

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

Goal

- To decrease the number of traffic fatalities in Region 4 from the 2004-2007 average of 71 to 50 by 2015.

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

Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2004-2007 average of 36 to 30 by December 31, 2010.

- To coordinate or provide a minimum of 25 child safety seat clinics in Region 4 by December 31, 2010.

- To decrease the number of alcohol related fatalities in Region 4 from the 2004-2007 average of 29 to 26 by December 31, 2010.

- To analyze safety projects within Region 4 approximately every biennium after construction is completed to see if safety improvements were met and have made a measurable difference.

Strategies

- Coordinate and/or provide resources for safety fairs, county fairs, schools and other traffic safety activities to educate and inform the public on all areas of traffic safety issues. Reach 187,000 people (60 percent of the population of Region 4 based on 2007 data) by December 31, 2010.

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

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

- Work with local agencies (Communities, OLCC, Police Agencies, etc.) to help reduce speed and alcohol-related fatalities in Region 4, with emphasis in Deschutes and Klamath counties.

Project Summaries

Section 402

DE-10-24-14 Region 4 – Regional Services $25,000

This project provides for traffic safety coordination and services throughout Region 4, which includes Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco and Wheeler counties and all communities within. This project provides transportation safety education, outreach and enforcement resources and information to a wide variety of community based traffic safety programs. This project works closely with local law enforcement to provide data, equipment and education on transportation safety issues. Small local education projects may also be included in this project based on community need.

Region 5

Link to the Transportation Safety Action Plan: Action # 31

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

Region 5 Overview

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

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

The Problem

- In 2008, traffic fatalities continued to be a major issue in Region 5 with 34 deaths compared to 28 deaths in 2006. That is 8.17% of total State fatalities compared with 4.8% of the State's population.

- In 2008, speed-involved traffic fatalities in Region 5 were over-represented with 18 deaths. That is 53% of speed-involved fatalities compared to the statewide speed-involved rate of 50%.

- In 2008, alcohol was involved in 17 deaths in Region 5, up from 11 in 2007, a 55% increase.

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

Region 5, Transportation Safety Related Information

Statewide Fatalities vs. Region 5

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

Statewide Speed-Involved Fatalities vs. Region 5

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

Statewide Alcohol-Involved Fatalities vs. Region 5

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

2008 Region 5, County Fatal and Injury Crash Data

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

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

Goal

- To reduce the number of traffic related fatalities in Region 5 from the 2003-2007 average of 37 to 26 by 2015.

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

Performance Measures

- To reduce the number of speed-involved fatalities in Region 5 from the 2004-2007 average of 22 to 18 by December 31, 2010.

- To reduce the number of alcohol-involved fatalities in Region 5 from the 2004-2007 average of 10 to 9 by December 31, 2010.

- Maintain the 42 certified safety seat technicians in Region 5 and increase technicians in Baker and Grant counties by December 31, 2010.

- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, engineering and emergency services solutions ("4-E") by December 31, 2010.

Strategies

- Provide traffic safety education materials and resources, coordinate and/or make presentations to 15 public/private elementary schools. Participate in 10 safety fairs for pre-school through junior high age students. Reach high school age students by speaking at 15 drivers training classes and Choices and Consequences programs. Contact adults by speaking at two civic groups, six seatbelt diversion classes and DUII Victims Panels. Reach out to the entire community through education, by utilizing the safety wheel at two County fairs, three major county events and other traffic safety activities.

- Work with the seven existing local traffic safety committees to enhance programs and to provide resources and information.

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

- Work with regional law enforcement and traffic safety committees to identify areas with high DUII and speed related citations and crash sites. Work to reduce the violations and crashes through overtime enforcement.

- Work with the 42 certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage traffic safety committee members in Baker and Grant Counties to become certified child safety seat technicians.

Project Summaries

Section 402

DE-10-24-15 Region 5 – Regional Services $25,000

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

SA-10-25-04 Malheur County Coordinator $0

This project will provide funds for a part time local safe community coordinator for the Malheur county area. The coordinator position will complement the existing coalition in Malheur County, and provide further organization allowing greater output from the existing coalitions. Project focus and direction will be to implement the business plan prepared in the prior year.

SA-10-25-24 Grant County Coordinator $0

This project will provide funds for a project activity in Grant County. Grant County has developed an active Safe Community coalition, and has identified new projects to improve traffic safety in the county. Project focus and direction will be to implement the business plan prepared in the prior year.

SA-10-25-06 Harney County Coordinator $0

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

SA-10-25-25 Union County Community Project $0

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

Roadway Safety

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

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

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

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

The Problem

- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility and legal requirements.

- Traffic crash rates(2) on the State Highway System in 2008 decreased slightly compared to 2007, however both 2007 and 2008 are still some of the lowest rates on record in recent years.

- State and local public works along with local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.

- In 2008, approximately 39 percent of all crashes in Oregon occurred at intersections.

- The fatal and serious injury state highway crash rates have been consistently higher on the rural state highway system compared to the urban state highway system.

Traffic Fatality Rate in Oregon, 2005-2008

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

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

[1] Deaths per 100 million vehicle miles traveled

[2] Crashes per million vehicle miles traveled

Goals

- Further establish roadway safety initiatives and trainings for the Department, e.g., roadway safety engineering techniques, human factors, intersection design, rural highway rumble strip applications, roadway safety audits or use of roundabouts, etc., by 2015.

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

Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and traffic safety related topics from 821 in 2008 to 821 by December 31, 2010.

- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and traffic safety related topics from 31 in 2008 to 31 by December 31, 2010.

- Increase the number of safety corridors having received an ODOT coordinated Roadway Safety Audit project from 0 in 2008 to at least 1 by December 31, 2010.

Strategies

- Participate on ODOT's:

    - Highway Safety Engineering Committee (HSEC) to evaluate and integrate the SAFETEA Highway Safety Initiative Program (HSIP).

    - ODOT Pavement Management Committee to assure safety is maintained as a part of preservation projects.

    - Participate on various ODOT Research Projects to assist in the identification of research findings that confirm applicable safety countermeasures to be implemented by ODOT and local agencies.

    - Participate on the ODOT Informal Safety Committee to communicate the latest strategies and projects being used within TSD and share that information with other ODOT, OSP, and Federal agency staff.

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

- Meet with Region Transportation Safety Coordinators to further implement a comprehensive Safety Corridor Program including use of more crash data and crash modification factors, development of boilerplate documents to be used statewide and use of weighted averages for annual data reviews.

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

Project Summaries

Section 164

164HE-10-73-12 TEA-21 Lane Departure Initiative $0

This FFY 2010 Section 164 grant provides continuation of the project implementation for projects previously selected by the Highway Safety Engineering Committee (HSEC) during FFY 2006. These projects focus on the Lead State Initiative for Lane Departure Crashes.

164HE-10-73-13 TEA-21 HSEC 2007 Safety Initiatives $0

This FFY 2010 grant provides the continuation of safety project implementation of projects previously selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007.

164HE-10-73-14 TEA-21 HSEC 2008 Safety Initiatives $0

This FFY 2010 grant provides continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008.

164HE-10-73-15 TEA-21 HSEC 2009 Safety Initiatives $0

This FFY 2010 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009.

Section 406

K4-10-77-01 Engineering Safety Short Courses and Distance Learning $210,000

Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of the following: Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Geometric Design; Legal Liability; Highway Capacity; and ODOT Access Management Best Practices. Related materials will be posted to the Internet for easy access. Approximately two plus local agencies will receive on-site traffic control device reviews by several specialists to be documented within a written review.

K4-10-10-02 Statewide Services – Roadway Safety $5,000

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

K4-10-77-04 Safety Features for Local Roads and Streets $150,000

Provide traffic safety engineering training to local officials of smaller jurisdictions by holding free workshops at various locations around the state for public works staff, local officials, and local traffic safety committees. Distribute the Traffic Practices Handbook and Quick Reference Guide to the 2003 Manual on Uniform Traffic Control Devices. Law enforcement training sessions will be held.

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

Provide State and possibly Local police agency overtime enforcement and education materials for priority safety corridors statewide. Continue annual planning process for all safety corridors maintaining designation.

Safe Routes to School

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

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

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

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

Safe Routes to School Overview

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

The Problem

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

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

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

Source: Oregon Behavioral Risk Factor Surveillance System

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

Goals

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

Performance Measures

- Increase the number of schools that have a SRTS Action Plan from 30 in 2008, to 45 by 2010, an increase of 50 percent.
- Establish baseline datasets for program standards and direction by December 31, 2010, focusing on crashes, injuries and fatalities in school zones.
- Establish baseline numbers and methodologies for determining partnerships that have been created as a result of Safe Routes to School Programs by December 31, 2010.
- Establish a baseline and goals for increasing the percentage of students who walk and bicycle as reported by schools using the National Clearinghouse for Safe Routes to School standardized Student Hand Tallies and Parent Surveys as adopted by the Safe Routes to School Advisory Committee.

Strategies

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

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

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

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

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

Project Summaries

Section 1404

HU-10-10-07 2007 Safe Routes to School Grant Program Non-infrastructure $0
Infrastructure $139,245

This is carry-over funding for reimbursement to communities, based on a competitive award process, for the implementation of the Safe Routes to School Action Plan addressing education and encouragement, enforcement, engineering and evaluation.

HU-10-10-07 2008 Safe Routes to School Grant Program Non-infrastructure $0
Infrastructure $902,471

This is carry-over funding for reimbursement to communities, based on a competitive award process, for the implementation of the Safe Routes to School Action Plan addressing education and encouragement, enforcement, engineering and evaluation.

HU-10-10-07 2009 Safe Routes to School Grant Program Non-infrastructure $319,544
Infrastructure $1,191,827

This is carry-over funding for reimbursement to communities, based on a competitive award process, for the implementation of the Safe Routes to School Action Plan addressing education and encouragement, enforcement, engineering and evaluation.

HU-10-20-90 Safe Routes to School Program Management $90,000

Salaries, benefits, travel, services and supplies and office equipment will be funded for the Safe Routes to School Coordinator.

2010 Non-Infrastructure Projects:

HU-10-10-09 Oakland School District $24,025
Two year program at Lincoln Elementary, providing teacher training on SRTS curricula, student education in class and on the road, parent/community education through a student community service project, creating a bike fleet for bike safety education.

HU-10-10-10 City of Portland $100,000
Two year program tracking 25 schools from the Portland Safer Routes to School program through innovative evaluation methodologies and providing individualized marketing of walking and biking safety information to 2nd and 5th graders' families.

HU-10-10-11 Corvallis School District Year 2 enabled
Year two of two-year project continuing to provide to five schools consistent training to each of the student cohort groups for sustainability; providing encouragement and support to change culture to safe foot-powered mobility when possible.

HU-10-10-12 Strengthening Rural Families Year 2 enabled
Year two of two-year project for three schools, increasing teacher support to utilize fleet of bikes for safety education, promote walking and bicycling and partnering with School Nurse.

HU-10-10-13 Lane County School District Year 2 enabled
Year two of two-year project taking the Roosevelt Middle School model to the feeder elementary schools to encourage walking and biking through organized activities including the Freiker program.

HU-10-10-14 West Tualatin View Elementary Year 2 enabled
Year two of two-year project promoting Walk & Bike to School Day in October and challenge month in May; walking campaign through year, promoting route map, encouraging other schools to look at safe routes through district advocacy and changes to policies.

HU-10-10-15 Commute Options for Central Oregon $94,300
One year project will further increase walking and bicycling at six participating schools building on best practices like establishing Walking School Buses, bike and pedestrian safety education, student involvement in creating learning tools.

HU-10-10-16 Greater Albany School District $38,000
One year project will influence travel mode choices at five schools by Walk and Bike events, pedestrian and bicycle safety education, encouragement through school and district newsletters and websites and partnering with other agencies.

HU-10-10-17 Hood River School District $2,105
One year project for overtime enforcement by Hood River PD to encourage helmet use, enforce speed and crosswalk laws in school zones around Hood River Middle School. School to promote pedestrian and bike safety education.

HU-10-10-18 Jefferson County Health Department $67,726
Two year program providing bicycle and pedestrian safety education, SRTS curricula in two district schools, Neighborhood Watch program implementation, cumulative challenges.

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

HU-10-10-20 Shasta Elementary, Klamath County Health Department $15,857
One year program creating Walking School Bus program and WSB events, parent night out program, bike rodeo, train the trainer for pedestrian/bike education, developing education video with students.

HU-10-10-21 Rogue Valley Transportation District, Walker Elementary $21,275
Expand and enhance encouragement, education and enforcement program at Walker; work with PTO and the pedestrian safety contractor to create Walking School Bus, bike, Train, and Park & Stride programs.

HU-10-10-22 Sisters School District $9,987
One year project provides SRTS Coordinator to raise awareness of both elementary and middle schools involvement with SRTS activities, instruct students 4-6th grades in bike and pedestrian safety, take on the May Walk and Bike Challenge.

HU-10-20-06 SRTS Statewide Services $70,000
This is funding to provide statewide outreach to communities in the promotion of Safe Routes to School activities focusing on education and encouragement, enforcement, engineering and evaluation.

HU-10-20-07 Walk and Bike to School Promotion $26,343
The BTA will build on Oregon's Walk + Bike to School Day and Walk+Bike Challenge Month to encourage children, youth and their families to walk and bike more to school and throughout their communities throughout the year. We will reach more schools than ever and build on existing Safe Routes to School partnerships to encourage more Oregon children and their families to be active and safe every time they travel to school.

Speed

Link to the Transportation Safety Action Plan: Action #1

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

The Problem

- In 2008, 51 percent of all traffic fatalities in Oregon involved speeding (210 of 416 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number one single contributing factor to fatal traffic crashes on Oregon roads in the year 2008.

- Over 72 percent of all 2008 traffic deaths in Oregon (including speed-related events) occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem.

- According to Intercept Research Corporation's "Transportation Safety Survey, Executive Summary" for August 2008, speeding was ranked number one as the most observed traffic safety issue (33%) by Oregon citizens.

- Speed-related crashes cost Oregonians an estimated $685,000,000 in total economic costs in 2007[1].

- Following are facts relative to increased speed:

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

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

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

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

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

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

Speed in Oregon, 2005-2008

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

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation
Crash Analysis and Reporting, Oregon Department of Transportation
Fatality Analysis Reporting System, U.S. Department of Transportation
[1]*Estimating the Costs of Unintentional Injuries, 2006;* Statistics Department, National Safety Council

Goal

- Reduce the number of fatalities in speed-related crashes from the 2006-2008 average of 218 to 185 by 2015.

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

Performance Measures

- Reduce the number of fatalities in speed-related crashes from the 2006-2008 average of 218 to 211 by December 31, 2010.

- Reduce the number of injuries in speed-related crashes from the 2006-2008 average of 6,760 to 6,557 by December 31, 2010.

- Participate as a member of the Speed Task Force to create effective countermeasures to addressing the complex speeding issues on Oregon roadways. Work with other task force members to ensure completed report is finalized and provided to the OTSC by December 31st, 2009.

- Identify worst 10 historical speed-related problem locations from crash reconstruction reports, focus enforcement, engineering and educational efforts in order to make the biggest impact possible using limited funding and resources.

- Identify worst 10 historical locations for tailgating related collisions. Focus enforcement, engineering and educational efforts in these identified areas in order to make the biggest impact possible on reductions of tailgating collisions in these areas using limited funding and resources.

Strategies

- Assist in the creation of a Speed Task Force. Ensure task force maintains focus on goals and develops effective countermeasures utilizing a variety of stakeholders to address speeding issues in Oregon.

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

- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's Number 1 contributing factor to traffic death and injury severity.

- Request research on drivers who have been convicted of speeding 100 mph or more. Use results to create counter-measures specifically targeting this group by December 31, 2009.

- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with Region Safety Coordinators to address specific problems in their areas. Provide funding if available.

- Provide annual public information and education on the issues of speed via media contractor, ODOT PIOs and other media outlets.

Project Summaries

Section 402

SC-10-35-05 Speed Enforcement, Public Information and Equipment $763,223

This project will be used to fund police overtime, equipment for speed enforcement to city, county and state police agencies, automation of police forms (such as crash reporting and citations to enhance the level of traffic law-enforcement and efficiencies). This project will also be used to fund focused police training courses in deficient areas in addition to Public Information and Education outreach in the areas of speed, following-too-closely and Fail to maintain safe distance from emergency vehicle issues. Additionally, funds will be used to support other priority Traffic Law-Enforcement related functions.

SC-10-35-06 OSP Rural State Highway Speed Enforcement $150,000

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

Private Donations

100TSCSPED-000 Speed Outreach [$3,000]
This money is to be used for speed related purchases.

Traffic Records

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

Action # 35
Continue implementation of recommendations from Traffic Records Assessment, which will create a traffic records system that will adequately serve the needs of state and local agencies.

Action # 36
Maintain responsibility for the continued implementation, enhancement, and monitoring of the Safety Management System (SMS) that serves the needs of all state and local agencies and interest groups involved in transportation safety programs.

The Problem

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS.

- Law enforcement agencies completed approximately 41 percent of the total crash reports filed with DMV in 2008 and only 58 percent of the fatal and injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).

- The current software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. Pursue a unique identifier system that follows patients across multiple incidents, is shared among medical data applications, and can be used for linkage with crash and other data to support analysis of crash outcomes and driver characteristics.

- There is a need for crash report training to be delivered at the Enforcement Conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.

- Roadway information is not available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

Statistics for Traffic Records, 2005-2008

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

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

Goals

- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic safety data in order to identify priorities for national, state, and local highway and traffic safety programs by 2015.

- Link the state traffic records data systems with other data systems within the state, such as systems that contain crash, vehicle, driver, enforcement/adjudication, and injury surveillance data by 2015.

Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from 39.3 percent in 2007 to 45.0 percent by December 31, 2010.

- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from 57.1 percent in 2007 to 65.0 percent by December 31, 2010.

- Increase the number of law enforcement agencies using an online crash data system for data retrieval and statistical reports from 10.2 percent (18 out of 177 agencies) in 2008 to 11.9 percent (21 agencies) by December 31, 2010.

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

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

Strategies

- Provide a survey to all law enforcement agencies in Oregon to address the barriers to full crash reporting and to improve data capture, storage, and linkage.

- Develop crash report training to be delivered at law enforcement conferences to improve the collection and error rate of crash reports.

- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.

- Identify law enforcement agencies ready to pursue electronic field data collection for traffic citations and crash reports using software that allows the secure transfer of data from law enforcement agencies to local courts.

- Develop and test procedures for changing the state highway reference system and associated data to eliminate multiple occurrences of the same mile marker on a single route.

- Expand the existing Safety Priority Index System (SPIS).

- Evaluate and pilot a collision diagramming tool that will expand current functionality for use by region traffic investigators, cities, and counties.

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

Project Summaries

Section 408

K9-10-54-01 Traffic Records Grant $339,100

Develop and implement a comprehensive transportation records and crash reporting program to manage and evaluate transportation safety. Identify barriers to full crash reporting and improve data capture, storage, and linkage. Encourage electronic field data collection for traffic citations and crash reports.

K9-10-54-02 Statewide Services – Traffic Records $5,000

Provide training, public information and education, Traffic Records Coordinating Committee travel and meeting expenses, and membership in the Association of Transportation Safety Information Professionals. Strengthen the Traffic Records Coordinating Committee and address the barriers to full crash reporting through outreach.

K9-10-54-04 Crash Report Evaluation and Training $75,000

Survey all Oregon law enforcement agencies in order to identify law enforcement needs, address the barriers to 100 percent law enforcement crash reporting, and to determine agencies' readiness for electronic data collection. Use the survey results to develop crash report training to be delivered at law enforcement conferences to improve the collection and error rate of crash reports.

K9-10-54-07 Pilot GIS-SPIS $80,420

This project will develop and pilot a program that will expand the existing Safety Priority Index System (SPIS) to be used state-wide based on a GIS platform for crash data storage, analysis and retrieval. Currently, ODOT can provide a network screening of all state highways producing a prioritized list of roadway segments, ranking the roadway segments by a safety priority index (SPIS). The goal is to expand this to all public roads. SAFETEA-LU requires each state to expand the capability of the crash data system to include analysis capability for all public roads and report the top 5% statewide.

K9-10-54-08 State Highway Referencing Study Part 2 $37,000

Oregon's current state highway referencing system is based on highway numbers and names rather than route numbers which are more familiar to the general public and emergency medical service providers. This can lead to confusion for the public and emergency responders when multiple occurrences of the same mile marker are present on a single route. This project studies the feasibility of converting the existing hwy numbering system to a route based system eliminating multiple occurrences of the same mile marker.

K9-10-54-09 TransViewer Internet Crash Reporting $50,000

The purpose of this project is to meet the safety needs of ODOT's external customers, local government, law enforcement, safety advocates and private firms through providing internet access to local and state road crash data. Access to the crash data will be provided through a series of canned queries by jurisdiction and a GIS map interface. Crash data coordinates will be improved to display local roadway crashes in addition to state highway spatial crash data.

K9-10-54-12 Crash Data and Analysis Tools User Training $75,000

Develop training for all crash data users to understand crash data collection and reporting, provide user training for the ODOT analysis tools available (TransViewer, TransGIS, CrashViewer, Collision Diagramming Tool, SPIS, Crash Graphing), and improve safety analysis.

K9-10-54-14 Highway Safety Manual Part B Data Assessment $45,000

This project will assess data needs and deficiencies to implement Part B of the first edition of the AASHTO Highway Safety Manual. In order to fully implement the advancements, tools and procedures in the HSM, current Oregon Department of Transportation data systems (crash, road inventory, traffic data, others) must be evaluated for compatibility with procedures and most importantly software tools. Part B of the HSM is expected to be implemented by SafetyAnalyst, an AASHTOware software tool.

K9-10-54-15 Traffic Records Assessment and Strategic Plan $50,000

A Traffic Records Assessment will be conducted, which will consist of a systematic review of Oregon's existing traffic records system components and interviews with collectors, managers, and users of these data in Oregon. The findings from the Assessment will be combined with the project staff's knowledge of traffic records concepts and contemporary approaches to traffic safety to produce a Strategic Plan. Deficiencies noted in the Strategic Plan will be addressed with a series of activities that will result in data improvements.

K9-10-54-16 Enhanced Crash Coding $90,000

Based on a recommendation from the Traffic Records Assessment, this project will fund a crash data technician position to enhance the ability of ODOT to deliver crash data in a timelier manner during FY2009-2010. An annual production expectation after completion of training will be 4,500 crashes coded. Geocoding updates to the statewide Crash Data System have added data elements and, in turn, more time is needed to complete annual crash coding. Quality assurance testing has been improved, also requiring more time for data analysts. This project will absorb some of the short-term costs associated with the backlog of crash coding during these changes.

K9-10-54-17 Crash (GIS) Locator Tool Enhancements $50,000

Improvements to the current GIS map interface tool will result in more roadway data that will be directly derived from OR-trans database and other roadway identifiers. This data will electronically populate the Crash Data System (CDS) during the data entry process and reduce coder look-up. It will increase the overall ease of use for crash coders, improve the capacity to assign coordinate points directly to roadway line work, reducing the need for contracted quality assurance work. In addition, it will reduce application server delays and improve overall network performance.

Work Zone Safety

Link to the Transportation Safety Action Plan – Action #7, 28, 34

Action #7
Continue and expand efforts to reduce traffic-related deaths and injuries in roadway work zones. Continue the work zone enforcement program and enhance public information programs such as Give 'Em a Brake. Review ODOT policies and procedures relating to crew activity in work zones. Review road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to implement photo radar in work zones.

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

Action #34
Continue to work with local government units, utility companies, and contractors to encourage improvements in the reliability of work zone signing.

The Problem

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

Work Zones in Oregon, 2005-2008

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

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

Goal

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

Performance Measure

- Maintain or reduce work zone injuries to 456, the average for 2005 to 2007, by December 31, 2010.
- Maintain or reduce work zone crashes to 545, the average for 2005 to 2007, by December 31, 2010.
- Partner, coordinate and provide overtime work zone enforcement funds from 15 state and local police agencies in 2009 to 16 or more state and local police agencies by December 31, 2010.
- Participate in the quality assurance work zone safety tour(s) from 20 percent of the tours in 2008 to 20 percent or more of the tours by December 31, 2010.

Strategies

- Participate in the Department's identification of new trainings and promotion of existing trainings related to work zone safety education, engineering, EMS and enforcement, the "4-E" approach, for ODOT staff, local agencies, consultants, contractors, etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2009 and June 30, 2010. Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, and state and national non profits.
- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, city and county agencies, etc.
- Develop an Oregon Work Zone Data Book to be updated annually and complete the initial pilot of photo radar in a work zone in coordination with ODOT Research.

Project Summaries

Statewide Transportation Improvement Program (STIP)

0911WKZN-000 Work Zone Education & Equipment Program [$200,000]
Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit ads, radio ads and television ads. Contractual services for portions of the annual TSD Telephone Survey. Possibly minor equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking or ITS equipment.

0911WKZN-421 MGAAA Work Zone Enforcement to OSP [$638,827]
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included. There's been a request of approximately 51,244 hours of overtime enforcement made by ODOT statewide for the 2009-2011 biennium.

0911WKZN-421 MGBBB OBDU/P Work Zone Enforcement to OSP [$161,173]
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT Oregon Bridge Delivery Unit through its consultant Oregon Bridge Development Partners. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included. There's been a request of approximately 51,244 hours of overtime enforcement made by ODOT statewide for the 2009-2011 biennium.

0911WKZN-421 MG (Various) Work Zone Enforcement to Local Police Agencies [$750,694]
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT. Enforcement will be provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT pilot project may also be included. There's been a request of approximately 51,244 hours of overtime enforcement made by ODOT statewide for the 2009-2011 biennium.

0911WKZN-421 G (Various) OBDU/P Work Zone Enforcement to Local Police Agencies [$170,327]
Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOTs Oregon Bridge Delivery Unit through its consultant Oregon Bridge Development Partners. Enforcement will be provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT pilot project may also be included. There's been a request of approximately 51,244 hours of overtime enforcement made by ODOT statewide for the 2009-2011 biennium.

Youth Transportation Safety (0-14)

Link to the Transportation Safety Action Plan: Action # 53

Action # 53
Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

The Problem

- The highest cause, on a whole, of death and injury to children ages 0-14 is motor vehicle crashes. To effect the greatest change, program areas that impact youth should be coordinated.

- When a child (age 0-14) is killed in an alcohol-related crash, more than half of the time the child is in the vehicle with the intoxicated driver.

- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.

- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth 0-14 include motorized scooters, helmet use, children riding adult size all terrain vehicles, etc.

Oregon Crashes, 2005-2008

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

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

Goal

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

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

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from 23, the five-year average from 2003-2007, to 21, a 6 percent reduction by December 31, 2010.

- Reduce the number of crash-related injuries of children ages 0-14 from 2,146, the five-year average from 2003-2007, to 2,017, a 6 percent reduction by December 31, 2010.

Strategies

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in upcoming legislative sessions.

- Continue to provide a comprehensive and coordinated public information and education campaign on the causes of high motor vehicle crash rates for this age group. Additionally, continue to target occupant protection education and parental responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.

- Encourage communication among youth traffic safety program providers and coalitions through the continued development of a youth task force.

- Collaborate with Oregon Medical Association, Oregon Health Division, and local physician offices and partner with school districts and “Safe Routes to School” organizations to address family education issues of youth aged 0-14 in traffic safety.

- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level, while also concentrating on addressing the Core Youth Advisory Group’s initiatives in the Youth Plan.

Project Summaries

Section 402

DE-10-21-02 Trauma Nurses Talk Tough – Train the Trainer $10,000
This project provides 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. TNTT also contacts Network members every quarter to provide support and offer assistance, sends updated information and statistics in the form of a newsletter and conducts trainings for schools and other community groups on how to hold helmet sales and eight hour trainings for child safety seat clinics.

DE-20-21-03 Bike Wheels to Steering Wheels $20,000
This project will provide family traffic safety awareness education for Middle School students in 7th and 8th grades and their parents in the Portland Public School District MESA Clubs and Science and Health classrooms. The project will seek to provide proper exposure of basic traffic safety issues to youths prior to being licensed to drive and gives parents of these youths the opportunity to learn and use the tools for their involvement in the process.

DE-10-21-01 Statewide Services - Youth $55,000
This project provides guidance, assistance and materials supporting efforts toward improving traffic safety for Oregon youth. Topic areas include speeding, seat belt use, underage drinking, substance abuse, increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, media messages for youth, driver education and graduated driver licensing media, and brochure creation.

Criminal Fines and Assessment

10-CRIMFEE-961 Think First [$2,750]
Funding to be used to further the efforts of this project through the distribution of helmets in low socioeconomic status communities.

10-CRIMFEE-962 Trauma Nurses Talk Tough [$2,750]
Funding to be used for the purpose of providing traffic safety education by this program to additional schools, participating in additional safety promotional events, and providing additional presentations to parents and youth.

Statewide Transportation Improvement Program (STIP)

10 SCHOOL-000 School Zone [$9,000]
Funding for local improvements at one or more school zones on a state highway distributed to four ODOT Regions.

Transportation Operating Fund (TOF)

10-TOFYOUTH-961 Think First [$23,500]

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

10-TOFYOUTH-962 Trauma Nurses Talk Tough [$23,500]

This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college, helps develop and participate in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats and works with other partners to provide safety information to high risk youth, including parents whenever possible.

Youth Transportation Safety (15-20)

Link to the Transportation Safety Action Plan: Action # 53

Action # 53
Implement the 2002 NHTSA Youth Assessment recommendations, focusing on the top ten chosen by the Youth Advisory Group. Continue to coordinate with the Advisory Group for completion and review or further direction.

The Problem

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

Youth Drivers on Oregon Roadways, 2005-2008

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

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

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

Goal

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

- Reduce the number of drivers age 20 and under in fatal and injury crashes from 4,770 in 2007 to 3,625, a 24 percent reduction by 2015.

Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2006-2008 average of 4,807 to 4,663, a 3 percent reduction, by December 31, 2010.

    - Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from 1,473 in 2007 to 1,386, a 6 percent reduction, by December 31, 2010.

    - Reduce the number of "Driving Too Fast for Conditions," age 15-20 driver errors from 1,055 in 2007 to 992, a 6 percent reduction, by December 31, 2010.

    - Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from 918 in 2007 to 864, a 6 percent reduction, by December 31, 2010.

- Reduce the number of drivers age 15-20 that were alcohol-involved in fatal and injury crashes from the 2006-2008 average of 109 to 105, a 3 percent reduction, by December 31, 2010.

- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2006-2008 average of 13 to 12, a 3 percent reduction, by December 31, 2010.

Strategies

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

- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.

- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.

- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.

- Partner with other program areas such as Bicycle, Motorcycle, Occupant Protection, Driver Education, and Impaired Driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.

- Provide necessary information regarding youth transportation safety related issues impacting 2007 Legislation.

- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 15-20 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

Project Summaries

Section 402

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

This project provides 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. TNTT also contacts Network members every quarter to provide support and offer assistance, sends updated information and statistics in the form of a newsletter and conducts trainings for schools and other community groups on how to hold helmet sales and eight hour trainings for child safety seat clinics.

DE-10-21-04 School Resource Officer Training $20,000

This project will provide funding for trainings for school resource officers on identifying and targeting areas of the leading traffic safety causes of injury and death for ages 15-20. Also addressed may be legislative updates on other youth related laws and traffic safety issues relating to elementary and middle school age children.

DE-10-21-01 Statewide Services - Youth $55,000

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

Criminal Fines and Assessment

10-CRIMFEE-961 Think First [$2,750]

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

10-CRIMFEE-962 Trauma Nurses Talk Tough [$2,750]

Funding to be used for the purpose of providing traffic safety education by this program to additional schools, participating in additional safety promotional events, and providing additional presentations to parents and youth.

Statewide Transportation Improvement Program (STIP)

10 SCHOOL-000 School Zone [$9,000]
Local improvements at one or more school zones on a state highway.

Transportation Operating Fund (TOF)

10-TOFYOUTH-961 Think First [$23,500]
This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through the deployment of Think First Injury Prevention programs. The Think First programs for grades kindergarten through 12th grade will be implemented in classrooms throughout Oregon. Presentations will be provided for participating school programs and a portion of the grant allows for participation in community outreach events. An increased presence of the program throughout the state will be promoted.

10-TOFYOUTH-962 Trauma Nurses Talk Tough [$23,500]
This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college, helps develop and participate in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats and works with other partners to provide safety information to high risk youth, including parents whenever possible.