
OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2007

PUBLIC VERSION



**OREGON
TRAFFIC SAFETY
PERFORMANCE PLAN**

Fiscal Year 2007

PUBLIC VERSION

Produced: September 2006

Updated: November 2006

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

Forward

This report has been prepared to satisfy federal reporting and provide documentation for the 2007 federal grant year.

The 2007 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 18, 2006 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 24, 2006. The majority of these projects will occur from October 2006 through September 2007.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 1. A detailed flow chart of the grant program planning process is offered on page 5.

Each program area page consists of four different parts.

1. Problem statements are restated in context as contained in the original FY 2007 Performance Plan.
2. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.
3. Goal statements remain the same as stated in the original Performance Plan.
4. Project summaries are listed by individual project, by funding source, at the end of the specific program area page to which it correlates. The amounts provided on the program pages are federal dollars, unless in brackets, which denotes state/other funding sources.

During the 2007 fiscal year, the following funds are expected to be expended (financial figures represent the latest grant and match revenues reported through September 1, 2006):

Federal funds:	\$ 22,385,898
State/local match:	[\$ 6,795,655]

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

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Acronyms and Definitions

AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
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.
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
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
OSSOM	Oregon Student Safety On the Move, a youth empowerment program administered through Oregon State University
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	Standard Field Sobriety Testing
SHSP	State Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
STIP	Statewide Transportation Improvement Program
TRCC	Traffic Records Coordinating Committee
TSD	Transportation Safety Division, Oregon Department of Transportation
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

Process Description

Process Description

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

Process for Identifying Problems

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2005 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

Process for Establishing Performance Goals

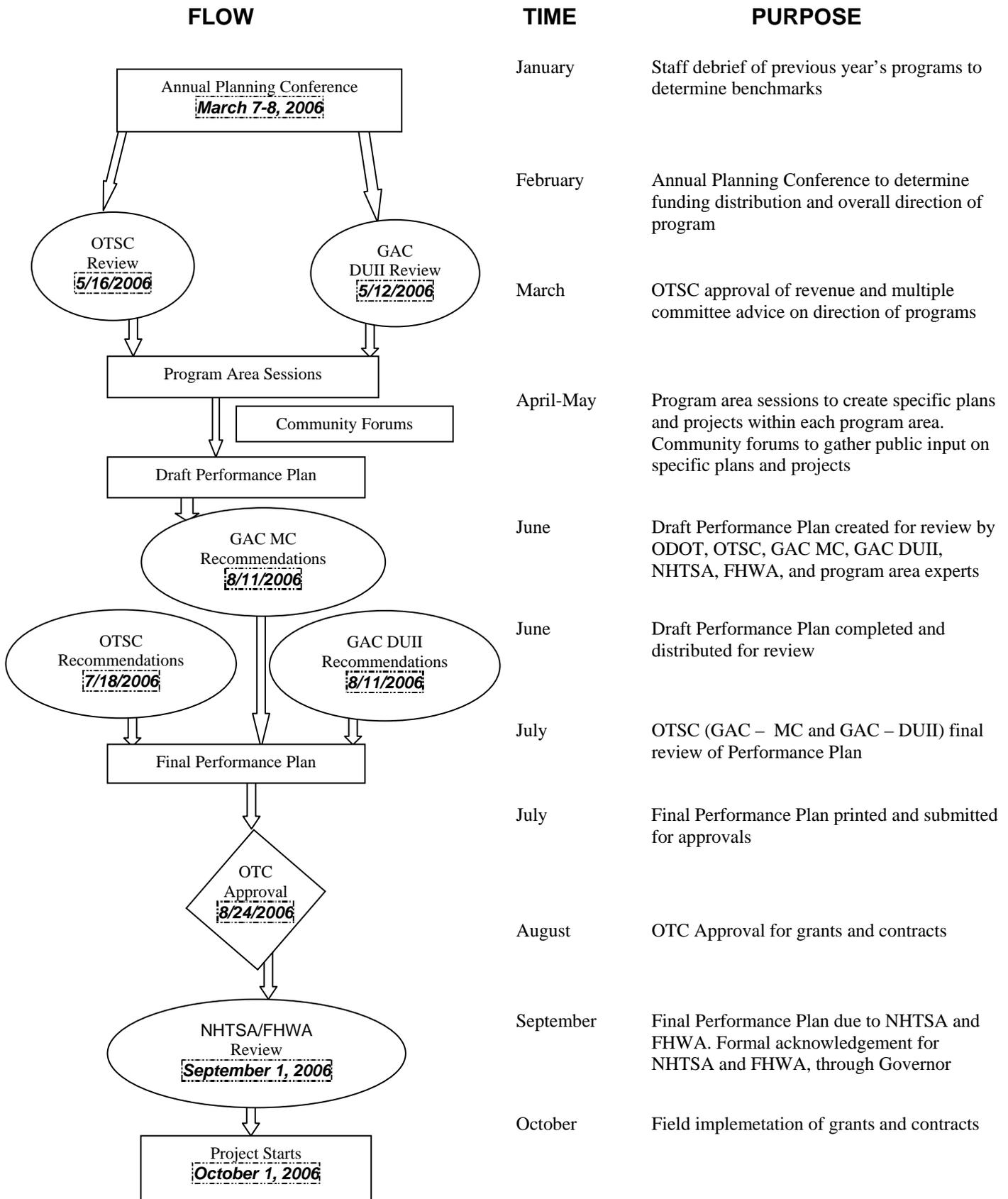
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, *Oregon Transportation Safety Action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

Process for Developing Programs and Projects

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

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

Overview of Highway Safety Planning And Project Selection Process



Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2007. The data contained in this report reflects the most current available. Due to the time frame within which statewide records are compiled, transportation statistics for 2005 were not always available.

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 2005, 488 people were killed and 29,022 were injured in traffic crashes in Oregon.
- In 2005, the VMT increased approximately 2.3% compared to 2004.
- In 2005, 28% of Oregon's citizens do not believe the transportation system is safe or as safe as the prior year, the smallest percentage ever received for this question.

Oregon Traffic Crash Data and Measures of Exposure, 2002- 2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Total Crashes	48,986	48,138	48,282	51,707	44,878	-7.1%
Fatal Crashes	429	388	429	384	444	14.4%
Injury Crashes	19,714	18,679	19,101	18,264	19,446	4.1%
Property Damage Crashes	28,842	29,215	32,177	22,746	24,988	-14.5%
Fatalities	483	436	512	456	488	11.9%
Fatalities per 100 Million VMT	1.43	1.26	1.46	1.31	1.38	9.7%
Injuries	30,142	27,791	28,256	27,314	29,022	4.4%
Injuries per 100 Million VMT	89.62	80.37	80.50	78.63	82.26	2.4%
Population (in thousands)	3,339	3,505	3,542	3,583	3,631	3.6%
Vehicle Miles Traveled (in millions)	33,813	34,578	35,103	34,739	35,280	2.0%
No. Licensed Drivers (in thousands)	2,667	2,853	2,887	2,909	2,955	3.6%
No. Registered Vehicles (in thousands)	3,637	3,893	3,980	3,943	4,005	2.9%
% Who Think Transportation System is Safe or Safer than Last Year	68.2%	71.0%	71.0%	75.0%	72.0%	1.4%

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

Fatal and Injury Crash Involvement by Age of Driver, 2005

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	9	0.03%	N/A	0.00%	0.00
15	47	0.13%	15,332	0.50%	0.26
16	656	1.84%	28,332	0.93%	1.99
17	999	2.80%	34,484	1.13%	2.49
18	1,299	3.64%	39,057	1.28%	2.85
19	1,167	3.27%	43,307	1.42%	2.31
20	1,043	2.93%	46,988	1.54%	1.90
21	993	2.79%	49,183	1.61%	1.73
22-24	2,637	7.40%	166,228	5.44%	1.36
25-34	7,213	20.23%	571,495	18.69%	1.08
35-44	6,397	17.94%	539,246	17.63%	1.02
45-54	6,285	17.63%	562,860	18.40%	0.96
55-64	3,841	10.77%	433,940	14.19%	0.74
65-74	1,668	4.68%	236,249	7.72%	0.61
75 & Older	1,399	3.92%	291,637	9.54%	0.41
Total	35,653	100.00%	3,058,329	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
 Federal Highway Administration
 Center for Population Research and Census, School of Urban and Public Affairs, Portland State University
 Traffic Safety Attitude Survey, Intercept Research Corporation

Goal

- To reduce the traffic fatality rate to 0.99 per hundred vehicle miles traveled, 350 fatalities, by the year 2010.

Performance Measures

- To reduce the fatality rate of 1.38 per hundred million vehicle miles traveled, the 2005 level, to 1.23 per hundred million vehicles miles traveled, 423 fatalities, through December 31, 2007.
- To reduce the traffic injury rate of 82.26 per hundred million miles traveled, the 2005 level, to 72.0 per hundred million vehicle miles traveled, 25,400 injuries, through December 31, 2007.

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 2006 law changes.
- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2006 law changes.

SECTION 1404

HU-07-20-90 **Planning and Administration Grant (NHTSA)** **\$100,000**
Salaries, benefits, travel, services and supplies, and office equipment will be funded for administrative personnel.

OTHER FUNDS – ODOT OPERATIONS

07DRVSED-920 **Program Management** **[\$200,000]**
Salaries, benefits, travel, services and supplies, and office equipment will be funded for TSD staff.

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 Problems

- In 2005, 475 bicyclists age 20+ were injured in motor vehicle crashes compared to 376 in 2004.
- In 2005, motorist failed to yield right-of-way to bicyclists in 328 crashes compared to 322 in 2004.
- In 2005, 20% of all bicyclist crashes were at dusk, dawn or low light conditions.
- In 2005, correct helmet use decreased to 50%, compared to 58% in 2004.
- A review of crash data shows that the most common errors in bicyclists vs. motor vehicle crashes are the errors at intersections: failure to yield, turning in front of oncoming traffic, disregarding a traffic sign or signal. Data shows that responsibility for these errors are equally shared between bicyclists and motorists.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Injuries (crashes w/ motor vehicles)						
Number	661	658	685	678	779	18.4%
Percent of total Oregon injuries	2.2%	2.4%	2.4%	2.5%	2.7%	13.4%
Fatalities (crashes w/ motor vehicles)						
Number	10	6	8	9	11	83.3%
Percent of total Oregon fatalities	1.9%	1.4%	1.6%	2.0%	2.3%	63.8%
Percent Helmet Use (children)	48.0%	38.0%	48.0%	58.0%	50.0%	31.6%

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

Goals

- Reduce bicyclists killed or injured in motor vehicle crashes to 519 by 2010.

Performance Measures

- Reduce bicyclists injured in motor vehicle crashes to 587 or fewer, by December 31, 2007.
- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2003 level of 213 to 202 (a reduction of 5%) or fewer by December 31, 2007.
- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2003 level of 393 to 381 (a reduction of 3%) or fewer, by December 31, 2007.
- Increase correct bicycle helmet use by children to 60% from the level of 58% (a 3% increase) by December 31, 2007.

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, bicyclists 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.

SECTION 157 INCENTIVE

157PS-07-68-01 Statewide Services Bicyclist Safety \$30,000

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 develop and implement an informational campaign that encourages motorists to share the road with bicyclists; collaboration with a community (to be identified) in development and implementation of a bicyclist safety enforcement program and diversion class.

157-PS-07-68-06 Bicyclist Safety Mini-Grant Program \$40,000

Provide funding for implementation of a statewide bicyclist safety mini-grant program to be administered by the Community Cycling Center of Portland, Oregon.

157-PS-07-68-08 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 starting on a three-year transition from 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, Rogue Valley, and Salem.

157PS-07-68-09 Community Cycling Center Safety Clinics \$15,000

Provide funding to the Community Cycling Center of Portland, Oregon, to finalize the institutionalization of its Bicycle Safety Clinics and Bike Resource Centers at Lent, Earl Boyles, Woodmere elementary schools, and HB Lee Middle School. Using City of Portland Traffic Investigations data, CCC will identify school locations where data indicates youth bicyclists at risk and work with at least two of these schools to implement the safety clinics using the previous schools as models

Community Traffic Safety Programs

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

Key Link: 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, 2005

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes	
Baker	*	16,500	11	6	87	5.27	24
Benton		82,835	4	2	373	4.50	37
Clackamas	*	361,300	41	16	1,867	5.17	257
Clatsop		36,640	12	4	229	6.25	29
Columbia	*	46,220	9	2	183	3.96	27
Coos		62,695	10	3	238	3.80	41
Crook		22,775	4	1	78	3.42	9
Curry		21,190			58	2.74	11
Deschutes		143,490	19	6	787	5.48	103
Douglas	*	102,905	31	10	651	6.33	105
Gilliam	#	1,890	4		21	11.11	5
Grant	!	7,685			35	4.55	4
Harney		7,660	5		37	4.83	6
Hood River		21,180	3	1	68	3.21	14
Jackson	!	194,515	32	13	1,103	5.67	144
Jefferson		20,600	14	5	88	4.27	12
Josephine	*	79,645	13	6	541	6.79	82
Klamath	*	65,055	24	4	395	6.07	54
Lake	*	7,505	4		45	6.00	4
Lane		336,085	35	12	1,300	3.87	181
Lincoln		44,405	11	4	210	4.73	32
Linn		107,150	27	6	699	6.52	104
Malheur	*	31,800	9	2	186	5.85	39
Marion		302,135	34	12	1,935	6.40	283
Morrow		11,945			26	2.18	5
Multnomah		692,825	40	16	4,475	6.46	648
Polk		65,670	10	4	377	5.74	51
Sherman	#	1,880	3	1	25	13.30	5
Tillamook	*	25,205	12	3	133	5.28	22
Umatilla		72,395	10	3	322	4.45	49
Union	!	24,950			68	2.73	17
Wallowa	*	7,130	1	1	16	2.24	5
Wasco	#	23,935	5	1	113	4.72	15
Washington		489,785	30	15	2,630	5.37	296
Wheeler	#	1,550	2	1	12	7.74	1
Yamhill		90,310	19	2	479	5.30	62
Statewide Total		3,631,440	488	162	19,890	5.48	2,783

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

*= Local Traffic Safety Group

!= Safe Community Site

#= Multi-County Group

Jurisdictional Data for Oregon Cities over 10,000 Population, 2005

City	Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	* 45,360	2	0	266	5.86	29
Ashland	* 20,880	3	2	73	3.50	12
Beaverton	* 83,095	6	4	741	8.92	83
Bend	! 70,330	4	2	369	5.25	38
Canby	* 14,385	0	0	38	2.64	6
Central Point	15,640	0	0	46	2.94	2
Coos Bay	* 15,850	0	0	46	2.90	5
Cornelius	10,585	0	0	30	2.83	0
Corvallis	53,165	0	0	215	4.04	19
Dallas	14,040	2	0	39	2.78	3
Eugene	! 146,160	7	2	661	4.52	80
Forest Grove	19,565	1	1	51	2.61	6
Gladstone	* 12,170	0	0	64	5.26	6
Grants Pass	26,085	2	0	289	11.08	31
Gresham	95,900	1	0	453	4.72	68
Hermiston	15,025	1	0	40	2.66	1
Hillsboro	82,025	1	1	516	6.29	65
Keizer	* 34,735	0	0	100	2.88	8
Klamath Falls	* 20,400	5	0	98	4.80	16
La Grande	* 12,525	0	0	17	1.36	0
Lake Oswego	* 36,075	1	0	116	3.22	15
Lebanon	13,940	0	0	59	4.23	7
McMinnville	30,020	3	1	110	3.66	8
Medford	* 70,855	5	4	502	7.08	45
Milwaukie	* 20,655	3	0	90	4.36	13
Newberg	* 20,565	0	0	71	3.45	9
Ontario	* 11,245	1	0	59	5.25	6
Oregon City	28,965	0	0	186	6.42	20
Pendleton	17,025	0	0	48	2.82	4
Portland	* 556,370	35	16	3,765	6.77	546
Redmond	* 20,010	3	0	124	6.20	12
Roseburg	20,790	2	0	185	8.90	20
Salem	* 147,250	7	4	1,177	7.99	146
Sherwood	14,940	2	0	54	3.61	3
Springfield	55,855	2	2	213	3.81	33
St. Helens	11,795	0	0	29	2.46	2
The Dalles	* 12,505	1	0	47	3.76	2
Tigard	45,500	0	0	333	7.32	30
Troutdale	14,880	0	0	55	3.70	6
Tualatin	25,465	1	1	182	7.15	25
West Linn	24,075	1	1	81	3.36	7
Wilsonville	16,510	0	0	72	4.36	10
Woodburn	22,110	1	0	88	3.98	10
	2,045,320	103	41	11,798	5.77	1,457

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

*= Local Traffic Safety Group

!= Safe Community Site

#= Multi-County Group

The Problems

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

Goal

- To increase the number of Oregonians represented by a community-level transportation safety program to 70 percent by 2010 compared to 61 percent, the 2002 figure.

Performance Measures

- To increase the number of local transportation safety committees in Oregon from 54 to 60 by December 31, 2007.
- To increase the number of documented neighborhood associations addressing traffic safety from 130 to 140 by December 31, 2007.
- To reduce the per-capita fatal and injury crash rate, in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 175 persons by December 31, 2007.
- To maintain or increase the number of active Safe Community programs by December 31, 2007. (As of federal fiscal year 2005, there were eleven Safe Community programs in Oregon encompassing 14 geographic areas: Clackamas County, Grant County, Harney County, Jackson County, Lower John Day Partnership [Gilliam, Sherman, Wasco, and Wheeler Counties and Warm Springs Tribe], Malheur County, Tillamook County, Union County, Wallowa County, City of Eugene, and City of Portland.)

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.

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 driver education program and creating a delivery system to increase 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 on a regional basis and to monitor the delivery of these driver education instructor preparation courses.
- Private Driver Education vendors do not teach from the same curriculum, nor is it required. However, just like the public curriculum, covering the items to reduce the risk factors is critical. Private vendors teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for pre-approval on a two-year cycle. There is a need to identify the number of students completing an approved private driver education program.

Driver Education in Oregon 2003-2006

	03-04	04-05	05-06	% Change 2003-2006
Sophomores enrolled in Oregon Schools	46,661	47,000	47,000	7.3%
Public Schools Teaching Driver Education	94	90	90	-4.3%
Community Colleges Teaching Driver Education	8	8	8	0.0%
Commercial Vendors Teaching Driver Education	14	16	16	14.3%
Public School Driver Education Students	9,770	9,542	11,000	12.6%
Students that did not complete an approved Driver Education Program before licensing	36,737	37,458	36,000	-2.0%

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

Goal

- Develop a driver education system that results in students completing driver education that have fewer crashes and fatalities by 2010.
- Implement consistent, statewide program standards with content, outcomes and habit formation for the driver education providers by 2010.

- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2010.

Performance Measures

- Expand the delivery system for driver education in Oregon by increasing the number of students completing driver education by five percent by December 31, 2007.
- Complete training of 175 private and public driver education instructors by December 31, 2007.
- 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, 2007.
- Revise Oregon Administrative Rule that governing the driver education program requirements in Division 15, 737-015-0010- by December 31, 2007.

Strategies

- Develop and implement strategies to disseminate messages that encourage parents to enroll their teenager in ODOT approved driver education program.
- Develop a driver education administrative manual supporting program coordinators
- Develop a monitoring plan and conduct 20 on site audits of driver education programs.
- Continue implementation of statewide curriculum standards and teacher qualification updates.
- 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 required by September of 2004, as stated in Oregon Administrative Rules.
- Develop database to track Trainer of Trainer activities as they provide training for front line teachers throughout the state.
- Continue to work with NHTSA and ODOT Research Division to conduct a research study to review the elements of the Oregon's Driver Education Program.

Project Summaries

SECTION 163 INCENTIVE

HN1-07-24-17	Training	\$40,000
Provide training to private schools instructors to meet driver educator training requirements.		

OREGON STUDENT DRIVER TRAINING FUND

07DRVSED-001 Driver Education Program Reimbursement [\$2,400,000]

These funds will be used to reimburse public school programs for their cost in providing driver education to students. Reimbursement will be made to each institution based on the number of students completing the course, not to exceed \$210/pupil or maximum allowed by law. Standards and practices have been identified and must be met before reimbursement dollars will be provided.

07DRVSDED-002 Information & Education – GDL Implementation [\$400,000]

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

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 as required.

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

- EMS in the State of Oregon enjoys a great heritage. 9-1-1 was implemented early in Oregon. One of the earliest statewide trauma systems was developed in Oregon. One of the top medical schools for the training of Emergency Physicians and Trauma Surgeons is in Oregon.
- The lack of EMS leadership from the State has put the citizens of Oregon at risk. If the remarkably committed local EMS professionals and agencies are unable to continue to hold their systems together, the death toll will only increase. The Technical Assistance Team (TAT) heard repeated testimony that, in many of the communities, simply caring for the citizens...let alone improving their care...is becoming more and more difficult.
- Since specific recommendations were made in 1992 regarding the absence of meaningful EMS data, it was expected that robust data systems would now be available to evaluate whether the extant EMS system has an impact on patient outcomes. On the contrary, there remains no statewide data collection system that would allow evaluation of outcomes for the ill and injured of Oregon.

Goal

- The Governor should appoint a transition advisory team of key EMS and Trauma stakeholders to facilitate the transition from Public Health to Homeland Security. This team should include representation from groups such as the Oregon Hospital Association, fire based EMS, a trauma surgeon from the State Trauma Advisory Board, an emergency physician from the State EMS Committee, leaders of rural and urban EMS agencies, the legislature, the public, and the State EMS Director. Representatives from the Office of Homeland Security, the Oregon Department of Transportation- Transportation Safety Division, the Board of Medical Examiners, the Department of Education, the Office of Public Health, and Department of Administrative Services should also be assigned to the transition advisory team to provide technical assistance as necessary.
- All EMS related functions currently held by other State agencies should be moved to the EMS and Trauma System Office.

- The EMS Director in conjunction with the transition advisory team should lead an effort to construct contemporary legislation and administrative rules to reflect the broad enabling authority necessary to plan, implement, and regulate a system of emergency medical and trauma care.

Performance Measures

- Track the expectations from the March 2006 EMS related statutes with the goal of developing an effective and integrated EMS system for the state of Oregon, reporting on progress by December 31, 2007.
- DHS to develop a comprehensive statewide EMS plan by December 31, 2007.
- Use the 2006 EMS Reassessment findings and the results of SAFETEA-LU Sections 2014 and 10202 for Oregon’s EMS Program once funds are available by December 31, 2007.

Strategies

- Work in coordination with DHS and other partners to develop a comprehensive and integrated EMS system for Oregon.
- Participate in the EMS Transition Advisory Team to provide technical assistance as necessary.
- Provide mini-grant funding to hospitals throughout Oregon to improve statewide EMS; i.e., outreach, assistance within communities, training, ambulance equipment, etc.

Project Summaries

SECTION 157 INCENTIVE

157EM-07-80-01	Statewide Services	\$10,000
This grant is to assist with data collection, problem identification, training, public education, workshops and community interest sessions.		

Equipment Safety Standards

Link to the Transportation Safety Action Plan – 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

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

Automobile Vehicle Defect Crashes on Oregon Highways, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Total Vehicle Defect Crashes						
Number	651	470	583	486	514	9.4%
Property Damage Crashes						
Number	367	276	333	239	234	-15.2%
Non-fatal & Injury Crashes						
Number	279	188	239	239	268	42.6%
Number of persons injured	440	297	391	393	449	51.2%
Fatal Crashes						
Number	5	6	11	8	12	100.0%
Number of persons killed	6	8	12	12	15	87.5%

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 decrease the number of vehicle-defect crashes to 450 or lower by the year 2010.
- To establish 50 partnerships with equipment manufactures and retailers for public education programs by the year 2010.

Performance Measures

- Track and return calls for information and data on vehicle and safety equipment issues within two working days.
- Update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.
- Design and develop information sheets, brochures, flyers, web pages, press releases, etc., for continued or emerging vehicle safety issues and post the information on the TSD Web site and disseminate to automobile dealerships, automobile parts and after-market equipment retailers by December 31, 2007.

Strategies

- Update Oregon Revised Statutes (Vehicle Codes) on equipment to reflect current federal law or clarify current law.
- To educate the public, the auto industry, the after-market equipment retailers, law enforcement and judicial officials about the equipment vehicle codes through use of TSD's website, flyers, news releases and verbal communications.
- Explore statewide standards requiring public motor pool cars to meet or exceed national crash standards.

Project Summaries

SECTION 402

CL-07-80-01

Vehicle Safety Equipment

\$10,000

This project will be part of the agency wide Statewide Services program for public information and education. The project will design, print and distribute information on vehicle safety equipment, towing safety, and tow truck safety.

HSIP (Highway Safety Investment Program)

Link to the Transportation Safety Action Plan – Action # 16, 24, 36

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.

Action 24

Investigate the usefulness and impact of advance signing, transverse rumble strips and other devices as countermeasures for rural intersection crashes. Raise local government awareness of identified improvement opportunities.

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 Problem

- The purpose of the Highway Safety Investment Program is to achieve a significant reduction in fatalities and serious injuries on public roads.
- The new Federal legislation, SAEFTEA-LU, elevates the HSIP to 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.
- SAFETEA-LU require implementation of a Strategic Highway Safety Plan (SHSP), currently Oregon has a comprehensive statewide safety plan, the Transportation Safety Action Plan (TSAP) that nearly meets all the requirement of SAFETEA-LU. With a few amendments Oregon will be in compliance.
- It expands the types of projects that can be defined as a highway safety improvement projects.
- Higher funding levels are provided, with HSIP amounts increased from approximately \$1.5 million annually under the previous Hazardous Elimination Program (HEP) to about \$15 million annually in HSIP and High Risk Rural Road Program (HRRRP).

Oregon Highways – Fatal and Serious Crashes - 2004

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Miles on System
State Highways	861	1,108	8,061
City Streets	440	491	10,011
County Roads	432	526	33,328
Other Roadways	31	39	14,461
Total (All Public Roads)	1,764	2,164	65,861

Goals

- Use the funds to address high priority sites with the objective of reducing the number of fatalities and serious injuries.
- Improve the identification and analysis of highway safety problems and opportunities.

Performance Measures

- Develop an annual report evaluating the analyzing and assessing results of safety projects.
- Develop an annual report of the top 5% percent hazardous sites, identifying potential remedies, estimated costs and impediments to implementation.

Strategies

- Analyze prevalent crash types on Oregon roads in order to establish three to five key emphasis areas for engineering.
 - For each emphasis area, identify possible countermeasures (including educational and enforcement approaches) to address crashes.
 - Develop methods for identification of problem locations or segments with prevalent crash types.
- Improve crash analysis tools to assist in identifying high priority fatal and serious injury sites for all public roads in Oregon.
- Amend Transportation Safety Action Plan (TSAP) to meet the requirement of SAFETEA-LU for implementing a Strategic Highway Safety Plan (SHSP), primarily including more engineering elements and strategies.
- Establish HSIP Guidance for:
 - Highway Safety Investment Projects
 - High Risk Rural Road Program (HRRRP)

Project Summaries

SECTION 164 HEP

164HE-07-73-11

TEA-21 Repeat Offender Transfer to HEP

\$5,192,649

Carry Forward Obligated

This FFY 2007 Section 164 program grant consists of several safety enhancement projects selected from eligible Oregon Hazard Elimination Program projects. The projects are part of the FFY 2006 program that was not completed in FFY 2006 thus will be continued in FFY 2007.

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 '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.

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 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

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2005, 41.2 percent of all traffic crashes were alcohol and/or drug-related. 151 of the fatalities were alcohol-only related; 36 were other drug-only related; and 14 were both alcohol and drug-related for a total of 201 Impaired Driving fatalities in 2005.
- 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 192 in past years to the current 2005 level of 151, there seems to be a stall in the reduction of alcohol-only fatalities.
- Between 2000 and 2004 of the 27 children age 00-14, killed in alcohol-involved crashes, 22 (or 81.5%) 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" due to the downturn in the economy and world unrest.

Impaired Driving in Oregon 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Fatal & Injury Crashes	20,143	19,067	19,530	18,648	19,890	4.3%
Nighttime F&I Crashes*	2,622	2,541	2,661	2,596	2,783	9.5%
Percent Nighttime F&I Crashes	13.0%	13.3%	13.6%	13.9%	14.0%	5.0%
Fatalities	483	436	512	456	488	11.9%
Alcohol Only Fatalities	134	147	168	176	151	2.7%
Combination Alcohol & Other Drugs	22	16	16	11	14	-12.5%
Total Alcohol-Related Fatalities	192	174	163	187	162	-0.6%
Percent Alcohol- Related Fatalities	39.7%	37.4%	35.9%	41.0%	33.2%	-11.2%
DUII Offenses	24,509	25,342	24,949	24,525	23,455	-7.4%
DUII Enforcement Index**	9.45	9.97	9.38	9.45	8.43	-15.5%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	N/A	93%	91%	92%	90%	-3.2%

* 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
 Traffic Safety Attitude Survey, Intercept Research Corporation

Goal

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

Performance Measures

- To continue the reduction of traffic fatalities that is alcohol-involved from 162, the 2005 level, to 160 by December 31, 2007.
- To maintain the DUII enforcement index at 9.97 or above by December 31, 2007.
- To provide a minimum of two DUII-related training opportunities for prosecutors and judges by December 31, 2007.
- To provide 3,000 hours of training for law enforcement relating to DUII equipment and updated impairment procedures by December 31, 2007.
- To provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2007.

Strategies

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

164AL-07-14-10 **Clackamas County Court** **\$75,000**

This project funds the position of Program Coordinator for the DUII Intensive supervision Program. This position will act as administrative support for the Honorable Ron D. Thom, adding 40 hours per week of program coordination, facilitation and gathering of statistics, program development and evaluation. Judge Thom sentences and acts as the probation judge for all offenders in the DISP program.

164AL-07-14-13 **OSP – Mobile Impaired Driving Processing Center** **\$200,000**

This project provides funds to purchase, equip and supply a Mobile Impaired Driving Processing Center and for the training of law enforcement officers and partners in the use of new breath testing equipment. The processing center will contain holding cells, breath testing equipment and all supplies necessary to complete DUII intake processes on site. It can be moved from to provide a visible presence, event to event throughout the state or to a location where law enforcement and/or prosecutors receive training.

164AL-07-14-14 **DUII Prosecutor – OR Dept. of Justice** **\$140,000**

This project provides funding to hire 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-07-14-18 **ODAA/Law Enforcement "Protecting Lives Saving Futures"** **\$35,000**

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

164AL-07-14-19 **DPSST/OLCC Inspector Training Project** **\$50,000**

This project provides funding for training of Oregon Liquor Control Commission inspectors at the police academy in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. OLCC inspectors will undergo a four week training held at DPSST.

164AL-07-14-20 **Law Enforcement Spokesperson – DPSST** **\$80,000**

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.

164AL-07-14-21 **DUII Enforcement – OSSA Departments** **\$350,000**

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

SECTION 410 - 1

J8-07-12-01 **Statewide Services Program – DUII** **\$800,000**

This project will provide DUII digital in-car cameras to OSP, OSSA and OACP for use in high DUII crash sites throughout Oregon.

SECTION 410 - 2

K8-07-12-01 **Statewide Services Program – DUII** **\$989,935**

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 public service announcements in the form of billboards, print, water closet, television and radio will be aired. Surveys will be conducted. A significant amount of this funding will eventually be transferred to new grant to be used to establish new DUII courts, statewide.

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'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.

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 and evaluate the effectiveness of these techniques and approaches.

Action # 37

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

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2005, 41.2 percent of all traffic crashes were alcohol and/or drug-related. 151 of the fatalities were alcohol-only related; 36 were other drug-only related; and 14 were both alcohol and drug-related for a total of 201 Impaired Driving fatalities in 2005.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to over 1,100 in 2004. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.
- Mental health providers and law enforcement indicate that they are seeing evidence indicating that more people are "self-medicating" due to the downturn in the economy and world unrest.

Other Drugs Impaired Driving in Oregon 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Fatal & Injury Crashes	20,143	19,067	19,530	18,667	19,890	4.3%
Nighttime F&I Crashes*	2,622	2,541	2,661	2,598	2,783	9.5%
Percent Nighttime F&I Crashes	13.0%	13.3%	13.6%	13.9%	14.0%	5.0%
Fatalities	483	436	512	456	488	11.9%
Other Drug Only Fatalities	N/A	36	23	31	36	0.0%
Combination Other Drug and Alcohol	N/A	16	16	11	14	-12.5%
Other Drug-Related Fatalities	N/A	52	39	42	50	-3.8%
Percent Other Drug-Involved Fatalities	N/A	11.9%	7.6%	9.2%	10.2%	-14.1%
DUII Arrests (drugs other than Alcohol)	658	1,029	1,243	1,367	1,255	22.0%

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

Goal

- To reduce drug-related traffic fatalities to 32, or by 8 percent, by the year 2010.

Performance Measures

- To increase the number of certified DRE's from 208, in 2003, to 230 by December 31, 2007.
- To increase the number of DRE evaluations from 1,367 in 2004 to 1,380 in 2007.

Strategies

- To promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DRE's).
- Comprehensive Community DUII Prevention Projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Venues for these activities include print and electronic media, as well as classrooms.

- Public information and education campaigns targeting specific law changes that will occur during the 2007 Legislative Session.
- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.
- Explore ways to enhance other drug related reporting in the citation process which would include LEDS, the citation form itself, DMV, and citation tracking.
- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.
- Seek support and insight from the GAC on DUII on 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 IMPAIRED DRIVING

164AL-07-14-01

DUII Statewide Services

This project specifically addresses a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses are offered statewide on Drug Recognition Expert (DRE), enforcement of underage impaired laws, and use of in-vehicle video cameras. A separate grant is created to provide for prosecutor and judges training.

164AL-07-14-02

OACP DUII Overtime Enforcement Project

This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities will received overtime funds for 2007.

164AL-07-14-09

DUII Overtime Enforcement Program - OSP

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

164AL-07-14-10

Clackamas County Court

This project funds the position of Program Coordinator for the DUII Intensive supervision Program. This position will act as administrative support for the Honorable Ron D. Thom, adding 40 hours per week of program coordination, facilitation and gathering of statistics, program development and evaluation. Judge Thom sentences and acts as the probation judge for all offenders in the DISP program.

164AL-07-14-13

OSP – Mobile Impaired Driving Processing Center

This project provides funds to purchase, equip and supply a Mobile Impaired Driving Processing Center and for the training of law enforcement officers and partners in the use of new breath testing equipment. The processing center will contain holding cells, breath testing equipment and all supplies necessary to complete DUII intake processes on site. It can be moved from to provide a visible

K8-07-12-12

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

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 2007. Over 380 people are expected to attend.

K8-07-12-36

MADD - Computerized DUII Citation Process

This project provides for the second phase of funding for implementation of an automated DUII citation process for law enforcement. Grantee intends to pursue in 2006 FFY.

K8-07-12-37

OSP Forensic Lab Intoxilyzer Training

This project provides funding to trainers from the OSP Forensic Laboratory to conduct classes with law enforcement, prosecutors, and court personnel on the use of new breath testing equipment.

Private Donation

07C105332

DUII Multi-Disciplinary Task Force Conference

This project will provide funding for scholarships for professionals involved in the DUII process to attend the annual conference.

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 Influence of Intoxicants (DUII), in particular, needs to be addressed, in addition to other programs such as speed and occupant protection.

Judicial Outreach, 2002-2004

	2002	2003	2004	% Change 2002-2004
No. of Judges trained during offered training sessions	61	75	150	145.9%
No. of Court Staff/Administrators trained	2	2	30	14.0%
No. of District Attorneys or staff trained	44	65	56	27.3%
Combined total of CLE Credits Approved	51.75	67.50	86	66.2%

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

Goal

- To increase the number of judges and prosecutors participating in judicial education programs delivered by TSD from 150, the 2004 level, to 210 by December 31, 2007.
- To increase the number of prosecutors or staff participating in education programs from 56, the 2004 level, to 70 by December 31, 2007.
- To increase the number of Court Staff/Administrators receiving traffic safety education from 30, the 2004 level, to 90 by December 31, 2007.

- To increase the combined number of approved CLE credits from 68, the 2004 level, to 75.00 by December 31, 2007.

Performance Measures

- Deliver educational opportunities in traffic safety related topics to at least 200 judges, prosecutors and court staff (from 150 in 2004). Include items such as: Delivering Annual Judicial Education Conference, speaking at judicial functions as requested by the judges, providing topical and program expertise via phone and in person when requested.
- Continue to operate as Judicial Liaison between DMV and the Judicial when issues arise or when requested.
- Continue to expand the number of DUII courts throughout the state.
- Continue to heighten awareness of the DUII educational opportunities as provided by the TSRP, Transportation Safety Resource Prosecutor, throughout Oregon.

Strategies

- Manage all aspects and deliver the Annual TSD Judicial Education Conference to Oregon Municipal, Justice and Circuit Court Judges. Expand partnerships with OJD to continue to increase numbers of circuit court judges that hear violation and criminal traffic cases.
- Continue efforts and outreach to Oregon County, City and State court managers by providing key training on requested topics that specifically relate to traffic law, legislative changes, automation assistance, e-citation support and other related topics.
- Invite judges, district attorneys, and court staff to attend the TSD Annual Conference, the Annual DUII Conference.
- Provide a DUII/DWS desk manual for Oregon courts.
- Attend other judicial association conferences (OMJA, OJPA) as requested and provide requested information or updates and also provide information on date, time, and location of the next "Transportation Safety Judicial Education Workshop".
- Work with OJD to provide traffic safety education to circuit court judges.
- Train district attorneys and judges on Drug Recognition Expert (DRE) Program and process.
- Train new district attorneys and law-enforcement on DUII Process "Protecting Lives, Saving Futures".
- Support DUII Intensive Supervision Program for DUII repeat offenders.
- Support OJD DUII Specific Conference/Training.
- Support the Governor's Advisory Committee on DUII in legislative efforts/judicial process input.

OREGON PRIVATE DONATIONS

07C105332 **DUII Multi-Disciplinary Task Force Conference** **[\$25,000]**
This project will provide funding for scholarships for professionals involved in the DUII process to attend the annual conference.

Motorcycle Safety

Link to the Transportation Safety Action Plan – Action # 9

Make motorcycle rider education mandatory to age 21 and fund the increase 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 represent 10.6 percent of the fatal crashes while only representing 2.5 percent of the total vehicles registered in 2005.
- Alcohol and/or other drugs were involved in 37.5 percent of motorcycle fatalities in 2005
- Non-endorsed motorcyclists were involved in 13.5 percent of motorcycle fatalities in 2004.
- Speed is over-represented in the fatal crashes. Eighteen (18) of Thirty-eight (38), 2004 numbers, occur on corners where the motorcyclist came into the corner too fast to make it safely around the corner. Eight (8) other crashes were caused by motorcyclist traveling too fast for conditions and crashing into other vehicles or fixed objects in 2004.
- The average age of the fatally involved rider dropped from 45 in 2001 to 43 in 2004.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non-DOT helmets by motorcyclists endangers the health of the wearer, if involved in a motorcycle crash. The 2004 observational helmet use survey reflected a 2% reduction in their usage from 2003.

Motorcycles on Oregon Highways, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Fatal Crashes						
Number	28	29	41	34	47	62.1%
Percent of fatal crashes	6.5%	8.0%	7.5%	9.6%	10.6%	51.6%
Number of motorcyclists killed	28	33	28	44	47	67.9%
Fatalities						
Percent alcohol-involved fatalities	47.2%	53.6%	38.6%	31.8%	37.5%	-30.0%
Percent non-endorsed fatalities	23.9%	14.3%	15.9%	13.5%	N/A	N/A
Injury Crashes						
Number	319	345	422	454	535	55.1%
Percent of injury crashes	1.6%	1.8%	2.2%	2.5%	2.8%	51.6%
Registered Motorcycles						
Number	68,119	80,699	86,040	92,158	98,802	22.4%
Percent of registered vehicles	1.9%	2.1%	2.2%	2.3%	2.5%	19.0%
Percent Helmet Use						
Percent Motorcyclists wearing non-DOT helmet	99.8%	99%	99%	99%	98%	-1.0%
TEAM Oregon Students Trained	3,862	5,492	5,621	5,970	N/A	N/A

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

Goal

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

Performance Measures

- To reduce the fatal traffic crashes that involves motorcycles from 47, the 2005 level, to 40 by December 31, 2007.
- To reduce the number of estimated fatal motorcycle crashes involving riders over 20 years of age from 42 in 2004, to 35 by December 31, 2007.
- To reduce the number of injury crashes that involved motorcycles from 535, the 2005 level, to 425 by December 31, 2007.
- To reduce the number of fatal motorcycle crashes that involved impairment (alcohol and/or other drugs) from 37.5 percent, the 2005 level, to 30 percent by December 31, 2007.
- To reduce the number of fatal motorcycle crashes that involved speed from 23, the 2004 level, to 20 by December 31, 2007.
- To increase the percentage of helmet use, as measured by both State and Federal Observation Use Surveys, from 99.9 percent, the 2004 level, to 100 percent by December 31, 2007.
- To reduce the number of motorcyclists using non-DOT helmets from 2.0 percent in 2004 to 1.0 percent by December 31, 2007.
- Finalize the completion and adoption of the TEAM OREGON Motorcycle Safety Program Beginning Rider Training (BRT), Intermediate Rider Training (IRT) and Rider Skills Practice (RSP) Curriculums by December 31, 2007
- To continue the 19 present TEAM OREGON Motorcycle Safety Program training site locations and maintain course offerings statewide at 400 in 2007

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 19 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 the older riders that have been showing up in fatal and injury crashes.
- Ensure courses are located within 50 miles of 97 percent of Oregon's motorcycling 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.

Occupant Protection

Link to the Transportation Safety Action Plan – Action # 50

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

The Problem

- **Nonuse of Restraint:** During 2005 in Oregon, eleven percent of pickup truck occupants and four percent of passenger car occupants did not use restraints. Eighteen percent of child passengers under age four and sixty-six percent of booster-seat aged children (age four to six) were not riding in age-appropriate restraint systems. Thirty-six percent of motor vehicle occupant fatalities were reportedly unrestrained at the time of their crashes.
- **Improper Use of Restraints:** Some occupants inadvertently compromise the effectiveness of their belt systems and put themselves at severe risk of unnecessary injury by using safety belts improperly—placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual). Incompatibilities among restraint systems, auto interiors and children’s physical development exacerbate the likelihood of misuse when child restraints are in use.
- **Affordability of Child Restraint Systems:** Many low income families and caregivers have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This leads to non-use or to reuse of second-hand seats which may be unsafe for various reasons.
- **Changing Legal Requirements and “Best Practice” Recommendations:** Parents and caregivers are confused about how to best protect child passengers. They do not understand Oregon laws and have conflicting information about “best practice” recommendations from various sources.

Occupant Protection in Oregon, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
TOTAL OCCUPANT USE	88.2%	90.0%	91.0%	94.0%	96.0%	6.7%
Driver	87.2%	90.0%	92.0%	94.0%	96.0%	6.7%
Front Right Passenger 4 years and older	85.4%	88.0%	88.0%	93.0%	95.0%	8.0%
Rear Passenger 4 years and older	88.2%	87.0%	87.0%	92.0%	94.0%	8.0%
Passengers 4-15 year old	90.8%	92.0%	94.0%	95.0%	97.0%	5.4%
Passengers 4 years and older	86.6%	88.0%	87.0%	92.0%	95.0%	8.0%
USAGE BY SEX:						
Driver: Male	83.6%	88.0%	89.0%	93.0%	94.0%	6.8%
Female	91.2%	93.0%	94.0%	96.0%	97.0%	4.3%
Passenger: Male	83.0%	87.0%	84.0%	92.0%	93.0%	6.9%
Female	86.4%	88.0%	89.0%	92.0%	95.0%	8.0%
CHILD SAFETY SEAT USE: (Under Four Years Old)						
Safety Seat Present in Vehicle	63.2%	74.0%	73.0%	76.0%	82.0%	10.8%
Safety Seat Correctly Used ² – Inspection Station	N/A	14.0%	9.0%	14.0%	N/A	N/A
Safety Seat in Rear Seat of Vehicle	74.3%	93.0%	93.0%	94.0%	96.0%	3.2%

Occupant Protection in Oregon, 2002-2005 (cont.)

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
CHILDREN RESTRAINED: (Includes Those Restrained by Safety Belts)						
Under One Year Old	79.2%	81.0%	81.0%	88.0%	97.0%	19.8%
One to Four Years Old	94.6%	97.0%	97.0%	98.0%	99.0%	2.1%
All Children Under Four Years Old	94.0%	96.0%	96.0%	97.0%	98.0%	2.1%
Booster Seat Usage	N/A	29.0%	20.0%	44.0%	34.0%	17.2%
# TOTAL MV OCCUPANT FATALITIES	384	345	400	364	361	4.6%
FATAL MOTOR VEHICLE OCCUPANT USE	54.3%	49.6%	57.6%	N/A	60.3%	21.5%
FATALS AGED FOUR & UNDER	8	2	5	8	2	0.0%
Properly Restrained in Safety Seat	43.4%	100.0%	100.0%	66.5%	50.0%	-50.0%

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

1/ ODOT – TSD 2004 Occupant Protection Observation Study, Intercept Research Corporation. This Study employs trained surveyors to examine, from outside the vehicle, safety belt use (lap & shoulder) and three child seat installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.

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

Goals

- Increase the statewide average of the general population using vehicle safety restraints, as determined by the statewide Oregon Occupant Protection Observation Study, from 96% to 98% by the year 2010.

Performance Measures

- Increase the percentage of children under one year of age who are being transported in vehicles equipped with child safety seats (rear-facing) by five percentage points by December 31, 2007.
- Increase the percentage of children, ages one to four years old, who are being transported in vehicles equipped with child safety seats (forward-facing) from 82% to 85% by December 31, 2007.
- Increase the percentage of children, ages five to eight years old, who are being transported in vehicles equipped with booster seats by eight percentage points by December 31, 2007. (This is a new category for data collection beginning with the 2006 survey. It complements national “best practice” age criteria for booster seat use.)
- Increase the percentage of children age twelve and under, who are being transported in rear seating positions, by five percentage points by December 31, 2007. (This is a new category for data collection beginning with the 2006 survey. It complements national “best practice” age criteria for rear seating.)
- Increase public awareness of child safety seat/booster seat laws and awareness of reliable sources of information on proper child seat/booster use, as determined by ODOT TSD’s annual public attitude survey.

Strategies

- Continue public education efforts aimed at increasing proper and consistent use of safety belts and child restraint systems and expand outreach to “new” audiences.

- Provide for law enforcement agencies to conduct overtime, intensified enforcement of safety belt/child restraint laws and to heighten enforcement visibility through news media contacts, safety belt/child seat inspections, and other promotional activities.
- Provide for statewide coordination of: child passenger safety technician training and certification, child seat inspections, and child safety seat distribution to low income families.
- 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.
- Maintain a statewide pool of Certified Child Passenger Safety Technicians (CPST's) who can routinely provide child safety seat check-ups to meet demand within their local communities.
- Increase the availability of child safety seats for low-income families.
- Target marketing and enforcement campaigns to low-use rate or nonuser populations identified through analysis of available data.
- Support efforts to keep Oregon restraint laws compatible with national "best practice" recommendations.

Project Summaries

SECTION 405

J2-07-46-08 **OACP Safety Belt Overtime Enforcement** **\$411,969**
 Provides for year-round overtime traffic enforcement 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 DUUI laws will be included. Participating agencies will cooperate with Washington State and British Columbia law enforcement in conducting three ten-day "Three Flags" enforcement blitzes scheduled at approximately quarterly intervals during the year.

SECTION 406

K4-07-45-06 **OSSA Safety Belt Overtime Enforcement** **\$382,500**
 Provides for year-round overtime traffic enforcement 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 DUUI laws will be included. Participating agencies will cooperate with Washington State and British Columbia law enforcement in conducting three ten-day "Three Flags" enforcement blitzes scheduled at approximately quarterly intervals during the year.

K4-07-45-03 **OSP Safety Belt Overtime Enforcement** **\$85,000**
 Provides for year-round overtime traffic enforcement 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 DUUI laws will be included. Participating agencies will cooperate with Washington State and British Columbia law enforcement in conducting three ten-day "Three Flags" enforcement blitzes scheduled at approximately quarterly intervals during the year.

K4-07-45-04 **Occupant Protection Law Enforcement Training** **\$60,000**
 Funds for design and delivery of two (2) Three Flags Campaign pre-blitz training workshops. Covers costs of conference facilities, participant food/lodging, speakers, announcements/follow-up mailings, meeting materials, and program awards and incentives.

- K4-07-45-01 Statewide Services Project (Gard & Gerber/TSD) \$200,000**
 Provides contractor to design and distribute 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.
- K4-07-45-05 ACTS Oregon Child Safety Seat Resource Center \$167,000**
 This project will provide the following: Child safety seat training through the delivery of certification/refresher courses for technicians/instructors; customized presentations to groups who routinely transport child passengers; technical assistance to the general public via a 1-800 telephone line with translation service; statewide coordination and delivery of child safety seat inspection clinics; and assistance in obtaining appropriate child restraints for low-income families. These activities will emphasize diversity outreach and facilitate establishment of additional community "fitting stations"/child passenger safety coalitions.
- K4-07-45-07 Statewide Services Project (Intercept Research) \$90,500**
 Funds contractor to perform and publish statewide observed use surveys.
- K4-07-45-02 Child Restraints for Low-Income Families (DHS Oregon Public Health) \$15,000**
 Special project to identify existing and projected statewide demand for financial assistance with child restraint purchases, existing points of distribution, and existing funding streams culminating in final report with recommendations to improve ability to meet demand.

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 Problems

- In 2005, 674 pedestrians were involved in fatal or injury motor vehicle crashes, compared to 596 in 2004.
- In 2005, 262 pedestrians were killed or injured at intersections or in a crosswalk, compared to 287 in 2004.
- In 2005, 44% of all pedestrian crashes occurred at dusk, dawn or in low light conditions, compared to 38% in 2004.
- In 2005, 53 pedestrians aged 65+ were killed or injured, compared to 59 in 2004.
- In 2005, 112 pedestrians (17% of total) aged 0-14 were killed or injured, compared to 94 (16% of total) in 2004.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Injuries						
Number	624	595	618	552	625	5.0%
Percent of total Oregon injuries	2.1%	2.1%	2.2%	2.0%	2.2%	2.8%
Number injured Xing in crosswalk or Intersection						
	315	325	335	277	317	-2.5%
Percent Xing in crosswalk or intersection	50.5%	54.6%	54.2%	50.2%	50.7%	-7.2%
Fatalities						
Number	57	48	49	45	49	2.1%
Percent of total Oregon fatalities	11.7%	11.0%	9.6%	10.0%	10.0%	-9.2%
Number of fatalities Xing in crosswalk or Intersection						
	12	8	10	10	15	87.5%
Percent Xing in crosswalk or intersection	22.0%	16.7%	20.4%	20.4%	30.6%	83.6%

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

Goals

- To reduce pedestrian fatalities to 45 by 2010.
- To reduce pedestrian injuries to 500 by 2010.

Performance Measures

- Reduce the number of pedestrian fatalities to 49 by December 31, 2007.
- Maintain or reduce the number of pedestrian injuries to 545 or less by December 31, 2007.
- Reduce the number of pedestrians killed crossing in crosswalk or intersection to 9 or less, a reduction of 3% from the average number of fatalities between 2000 and 2004, by December 31, 2007.
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2000-2003 average of 316 to 298 or less, a decrease of 6%, by December 31, 2007.

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 163 INCENTIVE

HN1-07-68-01 Statewide Services Pedestrian Safety \$30,000
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 create campaign around motorist awareness of pedestrians.

HN1-07-68-04 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 Willamette Pedestrian Coalition/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 '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.

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 1.50 officers per 1,000 population in 2003.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar/lidar), Crash Investigation Training, and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement therefore training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.
- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Currently, the Oregon State Police have reduced their patrol and crime lab positions due to budget cuts and the failure of Ballot Measure 28 and 30. The sworn-trooper positions in the patrol division have been reduced to 329 from 464 in less than one year. The 2005-2007 budget will likely be 20 FTE lower to 309.
- Many county and city police department's lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

Police Traffic Services, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Total Fatal Traffic Crashes	429	388	429	384	444	14.4%
Total Injury Crashes	19,714	18,679	19,101	18,264	19,446	4.1%
Total Fatalities	483	436	512	456	488	11.9%
Total Injuries	30,142	27,791	28,256	27,314	29,022	4.4%
Top 10 Driver Errors in Total Crashes:						
Failed to Avoid stopped or parked vehicle ahead other than school bus	13,769	14,670	17,007	13,424	13,424	-16.8%
Did not have right-of-way	7,709	6,902	9,225	7,436	6,936	0.5%
Driving too fast for conditions	5,787	6,162	7,670	7,477	5,237	-15.0%
Left turn in front of oncoming traffic	2,900	2,729	2,916	2,463	1,862	-31.8%
Disregarded traffic signal	2,420	2,156	2,264	1,882	1,824	-15.4%
Improper change of traffic lanes	2,531	2,283	2,761	2,059	1,918	-16.0%
Backing improperly (Not parking)	1,459	1,575	1,735	848	N/A	N/A
Failed to decrease speed for slower moving vehicle	1,287	942	956	753	1,273	35.1%
Disregarded stop sign or flashing red	1,262	1,514	767	807	N/A	N/A
Turned from wrong lane	159	841	858	509	N/A	N/A
Driving on wrong side of road	1,103	1,013	551	490	N/A	N/A
Ran off Road	--	--	5,742	4,486	934	N/A
Inattention	--	--	4,408	2,757	1,595	N/A
Failed to Maintain Lane	--	--	2,602	1,960	1,858	N/A
Number of Speed Related Convictions	209,838	191,785	199,259	167,183	--	--
No. of Law Enforcement Officers	5,424	5,528	5,321	--	--	--
Officers per 1,000 Population	1.63	1.58	1.50	--	--	--
Percent Who Say More Enforcement Needed	19.0%	14.0%	16.0%	15.0%	18.0%	28.6%

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

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

Goals

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

Performance Measures

- To increase training of officers statewide through regional courses. Provide at least one course in each of the five ODOT regions prior to December 31, 2007.
- To provide at least three statewide announcements to all law enforcement agencies outlining the availability of the online radar and lidar certification course by December 31, 2007.

Region 1, Transportation Safety

Link to the Transportation Safety Action Plan – 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 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.
- Eleven Cities, three counties and two unincorporated areas have established Local Traffic Safety Committees or similar action groups.
- There are three currently active Safety Corridors and two Truck Safety Corridors within the Region.

The Problem

- There is a lack of consistent integration between Transportation Safety programs and other Region level work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting/construction.
- The current "Top 10% List" for hazardous crash locations has about 3,000 qualifying entries – too many to guarantee even a cursory look at each site. Many locations in the top 10 percent are not addressable without major investments (\$5-10 million), and are therefore beyond the scope of ODOT safety funds in all categories. Region 1 has over half of all top 10% locations in the State.
- Media attention and political interest in specific locations is often not related to the statistical "size" of the crash problem at that location, making it more difficult to design and find funds for a solution acceptable to the community of interest. We need better communication and education for decision makers so we can achieve common goals among highway, traffic, community and political leaders.

Region 1, Transportation Safety Related Information

Statewide Fatalities vs. Region 1

	2002	2003	2004	2005	% Change 2001-2004
Clackamas County	31	40	23	41	-32.3%
Columbia County	5	3	4	9	80.0%
Hood River County	3	4	7	3	0.0%
Multnomah County	46	56	46	40	-13.0%
Washington County	37	27	31	30	-18.9%
Region 1 Total	122	130	111	123	-0.8%
Statewide Fatalities	436	512	456	488	11.93
Region 1 Fatalities Percent of State	27.98%	25.39%	24.34%	25.20%	-9.9%
Region 1 Fatalities per 100,000 Population	7.88	8.28	6.99	7.63	-20.7%

Statewide Alcohol-Involved Fatalities vs. Region 1

	2002	2003	2004	2005	% Change 2002-2005
Clackamas County	10	12	8	16	60.0%
Columbia County	4	1	3	2	-50.0%
Hood River County	0	3	6	1	100.0%
Multnomah County	23	24	23	16	-30.4%
Washington County	6	6	10	15	150.0%
Region 1 Alcohol-Involved Fatalities	43	46	50	50	16.3%
Statewide Total Fatalities Alcohol-Involved	163	184	187	162	-0.6%
Alcohol-Involved Fatalities Percent of Region 1	35.25%	35.38%	45.08%	40.65%	15.3%
Alcohol-Involved Fatalities Percent of State	26.38%	25.00%	26.74%	30.86%	17.0%
Statewide Fatalities Alcohol-Involved % Total	37.39%	35.94%	41.01%	33.20%	-11.2%

Statewide Speed-Related Fatalities vs. Region 1

	2002	2003	2004	2005	% Change 2002-2005
Total Number of Fatalities Statewide	436	512	456	488	11.9%
Total Statewide Speed-Related Fatalities	225	273	264	263	17.0%
Percent Involving Speed	51.6%	53.3%	56.4%	54.0%	4.4%
Region wide Data					
Speed-Related Fatalities	55	54	66	--	--
Speed-Related Fatalities on State Highways	20	19	29	--	--
Speed-Related Fatalities on County Roads	20	16	14	--	--
Speed-Related Fatalities on City Streets	15	19	23	--	--

2005 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	361,300	41	16	1,876	5.17	227
Columbia County	46,220	9	2	183	3.96	28
Hood River County	21,180	3	1	68	3.21	5
Multnomah County	692,825	40	16	4,475	6.46	668
Washington County	489,785	30	10	2,630	5.37	288
Region 1 Total	1,611,310	123	50	9,232	5.73	1,216
Statewide Total	3,631,440	488	162	19,890	5.48	2,783
Percent of State	44.37%	25.20%	30.86%	46.42%	N/A	43.69%

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 2002-2005 average of 121.5 to 100 by the year 2010.
- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2002-2005 average of 47.25 to 40 by the year 2010.
- To decrease the number of speed related fatalities to 55 or less by the year 2010.

Performance Measures

- To evaluate and prioritize 20 sites from the state's "Top 10% Sites" list that could benefit from targeted enforcement and/or education campaigns by December 31, 2007. Share that information with the appropriate state or local enforcement and engineering agencies.
- Evaluate 100 percent of the 3,100 "Top 10% Sites" for possible safety projects within the limits of the various ODOT safety funds (STIP Safety, Safety Improvement Program, SIP, HEP, or the new federal programs which may replace these funding sources) using 2002-2004 data by March 1, 2007.
- Identify, and assist in development of at least four Local Traffic Safety projects based on locally identified priorities. Projects, to be completed by December 31, 2007. Projects may target but will not be not limited to:
 1. Speed and/or alcohol traffic law enforcement;
 2. Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road;
 3. Cooperative projects among several adjoining jurisdictions including government and media partners.
- Communicate with and serve as a resource for 20 unique events offered by the 10 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2007.
- Provide at least two 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 by December 31, 2007.

Strategies

- Identify high crash locations (using the Safety Priority Index System, Hazard Elimination Program and reports from ODOT Districts). Nominate projects where spending non-TSD funds or limited TSD funds will be most effective in reducing crashes and injuries. Break out crash information by type if possible to improve project planning. Using experienced traffic investigators, manage Regional analysis of over 3,000 " Top 10% " locations. Become familiar with new federal funding categories to see which may be applicable to these high-crash locations.
- Identify the top sites from the list above 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. Give priority to innovative efforts to target and stage directed patrols. Promote and reward efforts to use educational programs to boost or replace enforcement efforts (when possible).

Region 2, Transportation Safety

Link to the Transportation Safety Action Plan – 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 3718 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 1 million Oregonians.
- 5 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.
- 4 maintenance districts.
- 860 miles of railroad.
- 7 deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- 3 Area Commissions on Transportation (ACT's).
- 6 formally established Safety Corridors.
- Approximately 23 city, 2 county official and many unofficial Local Traffic Safety Committees with several other similarly related committees.
- 6 SAFE KIDS Chapters.
- Approximately 60 School Districts.

The Problem

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

- High frequency of policy makers, press, and community perceptions involved with many crash locations thus focus on the highest crash locations can be difficult.

Region 2, Transportation Safety Related Information

Statewide Fatalities vs. Region 2

	2002	2003	2004	2005	% Change 2002-2005
Benton County	10	4	5	4	-60.0%
Clatsop County	5	3	9	12	140.0%
Lane County	32	46	37	35	9.4%
Lincoln County	16	10	5	11	-31.3%
Linn County	14	27	18	27	92.9%
Marion County	28	36	37	34	21.4%
Polk County	10	17	11	10	0.0%
Tillamook County	10	9	12	12	20.0%
Yamhill County	10	6	7	19	90.0%
Region 2 Total	135	158	141	164	21.5%
Statewide Fatalities	436	512	456	488	11.9%
Region 2 Fatalities Percent of State	30.96%	30.86%	30.92%	33.61%	8.54%
Region 2 Fatalities per 100,000 Population	12.74	14.78	13.06	14.64	14.89%

Statewide Speed-Related Fatalities vs. Region 2

	2002	2003	2004	2005	% Change 2002-2005
Total Number of Fatalities Statewide	436	512	456	488	11.93%
Total Statewide Speed-Related Fatalities	225	273	257	263	16.89%
Percent Involving Speed	51.6%	53.3%	56.4%	53.89%	4.43%
Region wide Data					
Speed-Related Fatalities	68	91	85	--	--
Speed-Related Fatalities on State Highways	28	38	48	--	--
Speed-Related Fatalities on County Roads	36	45	29	--	--
Speed-Related Fatalities on City Streets	4	8	8	--	--

Statewide Alcohol Involved Fatalities vs. Region 2

	2002	2003	2004	2005	% Change 2002-2005
Benton County	1	1	2	2	100.0%
Clatsop County	2	1	2	4	100.0%
Lane County	15	11	9	12	-20.0%
Lincoln County	8	2	1	4	-50.0%
Linn County	5	6	8	6	20.0%
Marion County	12	14	20	12	0.0%
Polk County	3	7	5	4	33.3%
Tillamook County	3	5	5	3	0.0%
Yamhill County	3	2	1	2	-33.3%
Region 2 Alcohol-Involved Fatalities	52	49	53	49	-5.8%
Statewide Total Fatalities Alcohol-Involved	163	184	187	162	-0.6%
Alcohol-Involved Fatalities Percent of Region 2	38.52%	31.01%	37.60%	29.88%	-22.4%
Alcohol-Involved Fatalities Percent of State	31.90%	26.63%	28.34%	30.25%	-5.2%
Statewide Fatalities Alcohol-Involved % Total	37.39%	35.94%	41.01%	33.20%	-11.2%

2004 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	82,835	4	2	373	4.50	37
Clatsop County	36,640	12	4	229	6.25	29
Lane County	366,085	35	12	1300	3.55	181
Lincoln County	44,405	11	4	210	4.73	32
Linn County	107,150	27	6	699	6.52	104
Marion County	302,135	34	12	1,935	6.40	283
Polk County	65,670	10	4	377	5.74	51
Tillamook County	25,205	12	3	133	5.28	22
Yamhill County	90,310	19	2	479	5.30	62
Region 2 Total	1,120,435	164	49	5,735	5.12	522
Statewide Total	3,631,440	488	162	19,890	5.48	2,783
Percent of State	30.85%	33.61%	30.25%	28.83%	N/A	18.76%

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

Goal

- To decrease the number of region fatalities from 164, in 2005, to 130 by 2010.
- To decrease the number of region fatal and all injury crashes from 5,735 in 2005 to 4,500 by 2010.
- To decrease the number of region speed related fatalities from 85 in 2004 to 75 in 2010.
- To reduce the number of region alcohol-involved fatalities from 49, in 2005, to 45 by 2010.
- To reduce all Region 2 counties' fatal and injury crashes per 1,000 population below the statewide average by the year 2010.

Performance Measures

- Communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2007.
- Communicate with and/or meet in-person with 75 percent of the currently established local traffic safety committees or similarly functioning groups by December 31, 2007, in addition to other Region contacts.
- Incorporate transportation safety "4 E" approaches (education, engineering, enforcement and emergency medical services) into Region safety project scoping trips, SPIS site investigations, community planning efforts and special projects as possible by December 31, 2007.
- Develop and administer annual Safety Corridor Plans per statewide guidelines for the six Region 2 existing safety corridors by December 31, 2006. Decommission safety corridor(s) if warranted and stakeholder agreement is reached, by December 31, 2007.

Region 3, Transportation Safety

Link to the Transportation Safety Action Plan – 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 a sprawling network of valleys stretching from the California state line to south of Eugene. Serving as a link between the Cascades and the Coast Range, southwest Oregon has far more in common with the mountainous Northern California territory than it has with the rest of Oregon. The region is dominated by the Siskiyou Mountains, one of five mountain passes that Interstate 5 crosses in southwest Oregon.

The Problem

- Traffic fatalities are over-represented with 17.62 percent of total state traffic fatalities compared with 12.69 percent of the state's population.
- In 2004 speed is a factor in 56.2 percent of Region 3 traffic fatalities compared with the statewide involvement rate of 51.61
- In 2004 alcohol was involved in 42.59 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 41.01 percent.
- In 2004 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 booster seats and proper use of seat belts.
- Although Region 3 has fifteen traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Glendale, 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.
- There is a lack of incorporation of traffic safety elements into ODOT Regional work.

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

	2002	2003	2004	2005	% Change 2002-2005
Coos County	10	16	14	10	0.0%
Curry County	4	6	4	0	-100.0%
Douglas County	24	26	29	31	29.2%
Jackson County	20	28	44	32	60.0%
Josephine County	10	20	17	13	30.0%
Region 3 Total	68	96	108	86	26.5%
Statewide Fatalities	436	512	456	488	11.9%
Region 3 Fatalities Percent of State	15.60%	18.75%	23.68%	17.62%	12.97%
Region 3 Fatalities per 100,000 Population	15.10	21.18	23.68	18.66	24.9%

Statewide Alcohol-Involved Fatalities vs. Region 3

	2002	2003	2004	2005	% Change 2002-2005
Coos County	5	7	3	3	-40.0%
Curry County	1	4	2	0	-100.0%
Douglas County	8	11	15	10	25.0%
Jackson County	11	16	23	13	18.2%
Josephine County	6	9	3	6	0.0%
Region 3 Alcohol-Involved Fatalities	31	47	46	32	3.2%
Statewide Total Fatalities Alcohol-Involved	163	184	187	162	-0.6%
Alcohol-Involved Fatalities Percent of Region 3	45.59%	48.96%	42.59%	37.21%	-18.4%
Alcohol-Involved Fatalities Percent of State	19.02%	25.54%	23.68%	19.75%	3.9%
Statewide Fatalities Alcohol-Involved % Total	37.39%	35.94%	41.01%	33.20%	-11.2%

Statewide Speed-Related Fatalities vs. Region 3

	2002	2003	2004	2005	% Change 2002-2005
Total Number of Fatalities Statewide	436	512	456	488	11.93%
Total Statewide Speed-Related Fatalities	225	273	257	263	16.89%
Percent Involving Speed	51.6%	53.3%	31.8%	53.89%	4.44%
Region wide Data					
Speed-Related Fatalities	48	49	53	--	--
Speed-Related Fatalities on State Highways	25	21	32	--	--
Speed-Related Fatalities on County Roads	22	27	18	--	--
Speed-Related Fatalities on City Streets	1	1	3	--	--

2005 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	62,695	10	3	238	3.80	41
Curry County	21,190	0	0	58	2.74	11
Douglas County	102,905	31	10	651	6.33	105
Jackson County	194,515	32	13	1,103	5.67	144
Josephine County	79,645	13	6	541	6.79	82
Region 3 Total	460,950	86	32	2,591	5.62	383
Statewide Total	3,631,440	488	162	19,890	5.48	2,783
Percent of State	12.69%	17.62%	19.75%	13.03%	N/A	13.76%

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

Goal

- To decrease the number of traffic fatalities in Region 3 to 60 or lower by the year 2010.
- To decrease the number in Injury A (serious) injuries in Region 3, by 5 percent of the 2000-2002 three-year average of 230 to 219 by the years 2010.
- To decrease the number of speed related fatalities to 44 or below by the year 2010.

Performance Measures

- To communicate with and serve as a resource for the 15 currently established local traffic safety committees, a minimum of once, in person, by December 31, 2007.
- To coordinate or participate in a least fifteen child safety seat trainings and public clinics in Region 3 through December 31, 2007.
- To incorporate transportation safety and the 4-E approach (education, engineering, enforcement, and emergency medical services) into a regional project scoping by December 31, 2007.
- 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, 2007.
- To identify at least one safety related engineering project within Region 3 and work with the necessary agencies to fix the identified problem by December 31, 2007.
- 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, 2007.

Strategies

- Focus primary educational efforts on Speed, Impaired Driving, and Occupant Protection. Include education in other program areas whenever possible.
- Collaborate with other agencies/groups on injury prevention strategies statewide and plan appropriate measures to impact identified traffic safety problems in Region 3. Partner with these same/agencies groups to reduce fatalities and injuries through engineering, education, and enforcement.
- Work with existing local 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.
- Provide assistance to local jurisdictions for traffic safety activities, minor engineering improvements, equipment, or overtime law enforcement.
- Coordinate, participate in, and/or provide resources for traffic safety events, child passenger safety seat trainings and clinics, safety presentations, county and safety fairs

Project Summaries

SECTION 163 INCENTIVE

H08-07-24-13 Regional Services - ODOT Region 3 \$40,000

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 non-profit organizations to address identified problems.

HN1-07-24-13 Regional Engineering Projects - ODOT Region 3 \$5,000

This project provides funding for coordination with local communities to provide traffic safety materials or equipment for minor engineering projects such as signing, striping or other engineering related projects.

Region 4, Transportation Safety

Link to the Transportation Safety Action Plan – 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 one of the fastest growing counties in the state. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters. 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-related fatalities in Region 4 are at 48 percent (29 fatalities) of the total fatalities based on 2004 data. Klamath County had 15 fatalities with alcohol as the primary contributing factor. Deschutes County and Gilliam County had 3 and Jefferson County had 5.
- Crash data indicates a need for a safety corridor on Highway 270 (OR 140 W) Lake of the Woods from milepoint 29 to milepoint 47.
- Deschutes and Klamath counties have a higher total fatality rate than the rest of the counties within Region 4. Klamath County is at 38 percent (23 fatalities) and Deschutes County is at 28 percent (17 fatalities). Total fatalities for Region 4 in 2004 were 60.
- Speed-related fatalities are continuing to rise in the region. 60 percent (or 36) of the total fatalities had speed as the primary contributing factor in the crash based on 2004 crash data. Deschutes and Klamath had the highest with 12 fatalities in Deschutes County and 11 fatalities in Klamath County.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

	2002	2003	2004	2005	% Change 2002-2005
Crook County	4	4	2	4	0.0%
Deschutes County	16	22	17	19	18.75%
Gilliam County	0	2	3	4	100.0%
Jefferson County	14	14	7	14	0.0%
Klamath County	22	20	23	24	9.1%
Lake County	9	0	2	4	-55.6%
Sherman County	8	7	2	3	-62.5%
Wasco County	5	9	3	5	0.0%
Wheeler County	0	3	1	2	100.0%
Region 4 Total	78	81	60	79	1.3%
Statewide Fatalities	436	512	456	488	11.9%
Region 4 Fatalities Percent of State	17.89%	15.82%	13.16%	16.19%	-9.5%
Region 4 Fatalities per 100,000 Population	29.15	29.82	21.59	27.37	-6.12%

Statewide Alcohol Involved Fatalities vs. Region 4

	2002	2003	2004	2005	% Change 2002-2005
Crook County	2	1	0	1	-50.0%
Deschutes County	6	8	3	6	0.0%
Gilliam County	0	1	3	0	0.0%
Jefferson County	5	9	5	5	0.0%
Klamath County	8	5	15	4	-50.0%
Lake County	1	0	0	0	-100.0%
Sherman County	1	3	2	1	0.0%
Wasco County	2	0	1	1	-50.0%
Wheeler County	0	1	0	1	100.0%
Region 4 Alcohol-Involved Fatalities	25	28	29	19	-24.0%
Statewide Total Fatalities Alcohol-Involved	163	184	187	162	-0.6%
Alcohol-Involved Fatalities Percent of Region 4	32.05%	34.57%	48.33%	24.05%	-25.0%
Alcohol-Involved Fatalities Percent of State	15.34%	15.22%	15.51%	11.73%	-23.5%
Statewide Fatalities Alcohol-Involved % Total	37.39%	35.94%	41.01%	33.20%	-11.2%

Statewide Speed-Related Fatalities vs. Region 4

	2002	2003	2004	2005	% Change 2002-2005
Total Number of Fatalities Statewide	436	512	456	488	11.93%
Total Statewide Speed-Related Fatalities	225	273	257	263	16.89%
Percent Involving Speed	51.6%	53.3%	56%	53.89%	4.44%
Region wide Data					
Speed-Related Fatalities	30	37	36	--	--
Speed-Related Fatalities on State Highways	22	21	21	--	--
Speed-Related Fatalities on County Roads	6	14	15	--	--
Speed-Related Fatalities on City Streets	2	2	0	--	--

2004 REGION 4, COUNTY FATAL AND INJURY CRASH DATA

County	Population	Alcohol Involved		Fatal and Injury	F&I Crashes	Nighttime Fatal and
		Fatalities	Fatalities	Crashes	/1,000 Pop.	Injury Crashes
Crook County	22,775	4	1	78	3.42	9
Deschutes County	143,490	19	6	787	5.48	103
Gilliam County	1,890	4	0	21	11.11	5
Jefferson County	20,600	14	5	88	4.27	12
Klamath County	65,055	24	4	395	6.07	54
Lake County	7,505	4	0	45	6.00	4
Sherman County	1,880	3	1	25	13.30	5
Wasco County	23,935	5	1	113	4.72	15
Wheeler County	1,550	2	1	12	7.74	1
Region 4 Total	288,680	79	12	1,564	5.42	208
Statewide Total	3,631,440	488	162	19,890	5.48	2,783
Percent of State	7.95%	16.19%	11.73%	7.86%	N/A	7.47%

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 alcohol-related as a contributing factor in fatalities to 20 and speed-related as a contributing factor in fatalities to 30 by 2010.

HN1-07-24-14

Engineering Services – ODOT Region 4

\$5,000

Minor traffic safety projects (i.e., striping, signing, illumination) will be initiated through the Region 4 Traffic Safety office. Coordinator will work with local communities and/or local agencies on safety needs. Priority will be based on regional need and prior grants awarded.

Region 5, Transportation Safety

Link to the Transportation Safety Action Plan – 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 178,100 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

All eight counties in Region 5: Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa have established Local Traffic Safety Committees or similar organizations along with a newly established traffic safety committee in the City of Umatilla

The Problem

- Region 5 currently has one active safety corridor located the last four miles to the Washington border on OR Route 11 (Highway 8) Milton-Freewater, designated in January 1995. The local fatality and serious injury crash rate has been consistently above the state rate since designation. Data indicates this rate has lowered in the past two years. A major construction project completed in 2005 will hopefully make a positive impact on reducing the fatalities and serious injuries.
- The second safety corridor in Region 5 is located on US 395 (highway 54), Hermiston north city limits to Highway 730, designated in February 1997. This safety corridor has been consistently problematic with local crash and fatal crashes in the past 10 of the 13 year data history. Recent data indicates local fatality rates lower than the statewide average. Recommendation is to decommission this safety corridor after monitoring for the next year.
- The third safety corridor was designated in May 2003. It is a six-mile stretch of highway between the east city limits of Irrigon at mile point 176.6 to the west city limits of Umatilla at mile point 182.6. Six of the eight years of data collected shows the local crash rate higher than the State rate. Currently fatalities and serious injury crashes data is more than two times the statewide average..
- Total Occupant Safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.
- Speed is on the increase in fatal crashes and serious injury crashes in Region 5. In 2004, speed involved fatalities and serious injuries increased in three counties, with six of the eight county fatalities having speed as a major contributor.

Region 5, Transportation Safety Related Information

Statewide Fatalities vs. Region 5

	2002	2003	2004	2005	% Change 2002-2005
Baker County	8	4	4	11	37.5%
Grant County	1	2	4	0	-100.0%
Harney County	3	5	3	5	66.7%
Malheur County	6	17	6	9	50.0%
Morrow County	3	2	1	0	-100.0%
Umatilla County	10	11	11	10	0.0%
Union County	2	6	5	5	150.0%
Wallowa County	0	0	2	1	100.0%
Total Region 5	33	47	36	41	24.2%
Statewide Fatalities	436	512	456	488	11.9%
Region 5 Fatalities percent of State	7.57%	8.18%	7.89%	8.40%	11.0%
Region 5 Fatalities per 100,000 Population	18.53	26.39	20.02	22.81	23.1%

Statewide Alcohol-Involved Fatalities vs. Region 5

	2002	2003	2004	2005	% Change 2002-2005
Baker County	2	0	3	6	200.0%
Grant County	0	0	0	0	0.0%
Harney County	0	0	2	0	0.0%
Malheur County	2	9	0	2	0.0%
Morrow County	1	2	0	0	-100.0%
Umatilla County	6	2	4	3	-50.0%
Union County	1	1	0	0	-100.0%
Wallowa County	0	0	0	1	100.0%
Region 5 Alcohol Involved Fatalities	12	14	9	12	0.0%
Statewide Total Fatalities Alcohol-Involved	163	184	187	162	-0.6%
Alcohol-Involved Fatalities Percent of Region 5	36.36%	29.79%	25.00%	29.27%	-19.5%
Alcohol-Involved Fatalities Percent of State	7.36%	7.61%	7.89%	7.41%	0.6%
Statewide Fatalities Alcohol-Involved % Total	37.39%	35.94%	41.01%	33.20%	-11.2%

Statewide Speed-Related Fatalities vs. Region 5

	2002	2003	2004	2005	% Change 2002-2005
Total Number of Fatalities Statewide	436	512	456	488	11.93%
Total Statewide Speed-Related Fatalities	225	273	257	263	16.89%
Percent Involving Speed	51.60%	53.30%	31.80%	53.89%	4.44%
Region wide Data					
Speed-Related Fatalities	48	49	53	--	--
Speed-Related Fatalities on State Highways	25	21	32	--	--
Speed-Related Fatalities on County Roads	22	27	18	--	--
Speed-Related Fatalities on City Streets	1	1	3	--	--

2005 REGION 5, COUNTY FATAL AND INJURY CRASH DATA

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	16,500	11	6	87	5.27	24
Grant County	7,685	0	0	35	4.55	4
Harney County	7,660	5	0	37	4.83	6
Malheur County	31,800	9	2	186	5.85	39
Morrow County	11,945	0	0	23	2.18	5
Umatilla County	72,395	10	3	322	4.45	49
Union County	24,650	5	0	49	1.99	6
Wallowa County	7,130	1	1	13	2.24	5
Region 5 Total	179,765	41	12	758	4.22	138
Statewide Total	3,631,440	488	162	19,890	5.48	2,783
Percent of State	4.95%	8.40%	7.41%	3.81%	N/A	4.96%

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

Goal

- To maintain or reduce the number of traffic related fatalities to 28 by the year 2010.
- To maintain or reduce the number of serious injuries to 750 by the year 2010.
- To maintain or reduce the number of alcohol-involved fatalities to 8 or below by the year 2010.

Performance Measures

- Communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2007.
- Provide traffic safety information to approximately 107,000 people or 60 percent of the population in Region 5 in by December 31, 2007.
- Coordinate and/or provide 20 child safety seat trainings and public clinics in Region 5, a 25 percent increase, by December 31, 2007.
- Maintain the 39 certified safety seat technicians in Region 5 and increase by 1 technician in Baker, Harney and Wallowa counties.
- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement and engineering solutions (4-E) by December 31, 2007.

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 Sober Graduation programs. Contact adults by speaking at two civic groups, 6 seatbelt diversion classes and DUUI 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.

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/implementation.

Action # 21

Continue to conduct research on driver behavior and roadway engineering issues.

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 2003 decreased in most categories as compared to 2001. This is an improvement over the 2000/2001 comparison. The overall crash rate for 2003 for all state highways again were the lowest ever recorded.
- Public works and local officials continue to express a need for safety engineering training due to new employees, turnover and changes in accepted practices.
- Approximately 50 percent of all crashes in Oregon occur at intersections.
- An overwhelming percentage of crashes occur in rural areas.

Traffic Fatality Rate in Oregon, 2002-2005

	96-00 Average	2002	2003	2004	2005	% Change 2001-2004
National Traffic Fatality Rate ¹	1.60	1.51	1.48	1.44	1.46	-2.7%
Oregon Traffic Fatality Rate ¹	1.50	1.26	1.46	1.28	1.38	-9.8%
Highway System, Non-freeway Crash Rate ²	1.68	1.49	1.46	1.13	N/A	N/A
Hwy System Rural-Secondary Non-freeway Crash Rate	1.16	0.98	0.87	0.72	N/A	N/A
Highway System, Freeway Crash Rate	0.43	0.44	0.42	0.37	N/A	N/A
County Roads/City Streets Crash Rate	2.24	1.99	2.08	N/A	N/A	N/A

N/A = Data Unavailable at time of Publication

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

¹ Deaths per 100 million vehicle miles traveled

² Crashes per million vehicle miles traveled

Goals

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

Performance Measures

- Train at least 1,000 state and local public works employees on various engineering and traffic safety related topics including Safety Management System, Traffic Engineering Fundamentals for the non Engineer etc. by December 31, 2007.
- Conduct a minimum of 20 local workshops on roadway safety, new Manual on Uniform Traffic Control Devices (MUTCD) and traffic safety benefits of traffic law enforcement by December 31, 2007 to state and local agency staff.
- Based on ODOT multi-division conversations and FHWA initiatives identify and implement “4-E” components to an intersection safety, rural roadway safety initiative and safety corridor program by December 31, 2007.

Strategies

- Coordinate and evaluate engineering and traffic safety related courses/workshops statewide including evaluation of trainings available on intersection and rural roadway safety.
- Participate in statewide Highway Safety Engineering Committee (HSEC) to evaluate and integrate the SAFETEA Highway Safety Initiative Program (HSIP). Including the revision and integration of the existing Hazard Elimination Program (HEP), Safety Investment Program (SIP) and Roadway Safety Initiatives (RSI).
- Fund overtime enforcement in the top five problem safety corridors through December 31, 2006. Continue to provide up to date safety corridor data and program guidelines.
- Assist in distribution of the NCHRP Guideline to state and local public works agencies.

Project Summaries

SECTION 157 INCENTIVE

**157RS-07-75-01 Safety Corridor Education, Enforcement and
Equipment and Chain Enforcement on Priority Mtn Passes \$110,000**
Purchase State and Local overtime enforcement, education materials and equipment for priority safety corridors statewide. Continue annual planning process for all safety corridors maintaining designation. Identify priority mountain passes for overtime enforcement.

SECTION 163 INCENTIVE

HN1-07-77-01 Engineering Safety Short Courses and Distance Learning \$180,000

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 Engineer Fundamentals, Traffic Signal Design, Traffic Signal Timing, Designing Streets for Bicyclists, Designing Streets for Pedestrians, Design & Control for the Older Driver, Uniform Traffic Control Devices, Geometric Design & Urban Street Design.

Alternatives may consist of Legal Aspects, Access Management, School Zones, Illumination and Lighting, Site Planning and Development, Safety Countermeasures and/or other safety related courses. Additionally, safety related materials for some of these sessions are being posted to the internet for easy access.

HN1-07-77-02 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.

HN1-07-77-04 Safety Features for Local Roads and Streets \$140,000

Provide traffic safety engineering training to local officials of smaller jurisdictions by holding workshops at various locations around the state for public works staff, local officials, and local traffic safety committees. Finalization of the Traffic Practices Handbook updates along with the revised 2003 Manual on Uniform Traffic control Devices (MUTCD) information. Finalize the Development of the Quick Reference Guide to the 2003 Manual on Uniform Traffic control Devices. Law Enforcement Training modules will be enhanced and training sessions will be held.

HN1-07-77-05 Safety Corridor Education, Enforcement and \$65,000 Equipment and Chain Enforcement on Priority Mtn Passes

Purchase State and Local overtime enforcement, education materials and equipment for priority safety corridors statewide. Continue annual planning process for all safety corridors maintaining designation. Identify priority mountain passes for overtime enforcement.

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 Oregon Safe Routes to School Program is just getting established. It was created by 2005 Federal legislation (SAFETEA-LU) and by 2005 State legislation, House Bill 2742. The SR2S program goal is to increase bicycling and walking by children. The State SR2S program targets school-ages K-12. The Federal SR2S program appropriates funds for school ages K-8, within 2 miles of the school.

The Problem

In 2005, 49 pedestrians were killed in motor vehicle crashes in Oregon.

- 6 were children 5-14 years of age (12% of total). In 2004, 8 were killed.
 - Fifty percent were boys and fifty percent were girls. In 2004, all 8 were boys (100%).

In 2005, 625 pedestrians were injured in motor vehicle crashes in Oregon.

- 86 were children 5-14 years of age (14% of total)
 - 41 of the 86 were boys and 45 were girls. In 2004, 52 of the 72 5-14 year olds were boys (60%)

In 2005, 674 pedestrians were killed and injured in Oregon.

- Almost 40% of these pedestrians (262) were hit while crossing at a crosswalk.
 - 31 were children 5-14 years of age who were hit while crossing in an intersection or crosswalk (12% of the 287)
- Over one quarter of these pedestrians (173) were hit while NOT crossing at an intersection.
 - 42 were children 5-14 years of age who were hit while crossing NOT at an intersection (24% of the total 173)

In 2005, bicyclists 5-14 years accounted for 16% (126) of the 779 total Oregon bicyclist injuries.

In 2005, bicyclists 5-14 years accounted for 1 of the 11 total Oregon bicyclist fatalities.

In 2005, for motor vehicle crashes involving non-fatally injured children ages 0-14, driver errors included:

- Failed to yield right-of-way to pedestrian
- Did not have right-of-way over bicyclist
- Driving too fast for conditions (not excessive speed)
- Driver inattention

Pedestrians 0-14 yrs old in Motor Vehicle Crashes on Oregon Roads, 2002-2005

	2002	2003	2004	2005	% Change 2002-2005
Injuries, children 14 years and younger					
Number	100	107	83	105	5.0%
Percent of total Oregon pedestrian injuries	16.8%	17.3%	15.0%	16.8%	0.0%
Fatalities, children 14 years and younger					
Number	2	6	11	7	250.0%
Percent of total Oregon pedestrians killed	4.2%	12.2%	24.4%	14.3%	240.5%
Number killed and injured Xing in crosswalk or Intersection	37	44	36	36	-2.8%
Percent Xing in crosswalk or intersection	12.1%	12.8%	12.5%	10.8%	-10.7%
Number killed and injured Xing not at intersection	29	45	39	52	79.3%
Percent Xing not at intersection	22.8%	25.6%	25.8%	30.1%	32.0%

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

Bicyclists 14 years or younger involved in Motor Vehicle Crashes on Oregon Roadways, 2002-2005

	2002	2003	2004	2005	% Change 2002-2005
Injuries for bicyclists 14 years or younger					
Number	134	125	130	128	-4.5%
Percent of total Oregon bicyclist injuries	20.3%	18.2%	19.2%	16.1%	-20.7%
Fatalities for bicyclists 14 years or younger					
Number	3	0	2	1	-66.7%
Percent of total Oregon bicyclist fatalities	50%	0%	22.2%	9.1%	-81.8%
Percent Helmet Use (children)	38.0%	48.0%	58.0%	50.0%	31.6%

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

**Modes of School Commute by Children Who Live within 1 Mile of School,
by Grade Group, 2002***

On a regular basis,	1st to 3rd Grade	4th to 5th Grade	6th to 8th Grade
Child walks to school at least 3 days per week	28.7%	38.3%	47.0%
Child bikes to school at least 3 days per week	3.4%	7.0%	10.3%
Child rides the school or public bus to school at least 3 days per week	30.9%	30.7%	23.8%
Child rides in a car or carpool to school at least 3 days per week	45.1%	39.2%	43.4%

* 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%

Source: Oregon Behavioral Risk Factor Surveillance System

Goals

- Increase the number of children **(5-14 years)** walking safely to and from school, within two miles of the school, in Oregon according to the guidelines set forth in the Federal program.
- Increase the number of children **(5-14 years)** safely bicycling to and from school, within two miles of the school, in Oregon according to the guidelines set forth in the Federal program.

Performance Measures

- Establish baseline datasets and tracking for program standards and direction by December 31, 2007.
- Determine what partnerships have been created as a result of Safe Routes to School Program by December 31, 2007. The results of this Performance Measure will lead to a baseline for future question, “How many new partnerships have been created as result of SR2S Program?”
- Create baseline for number of school districts, schools, and students that have been reached through the SR2S Program by December 31, 2007.
- Build baseline data on number of and how students go to and from school by December 31, 2007.

Strategies

- Establish a Safe Routes to School Advisory Committee and have this committee operational by December 31, 2006.
- Adoption of an Oregon Administrative Rule identifying the criteria used in award of grants as required by ORS 184.741 and the elements of a Safe Routes to School Plan as described in ORS 195.115.*

Speed

Link to the Transportation Safety Action Plan – 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 Problem

- In 2004, 57.0 percent of all traffic fatalities in Oregon involved speeding (257 of 451 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 2004.
- According to Intercept Research's "Transportation Safety Opinion Survey – Executive Summary" for 2004, speeding was ranked number one as the most observed traffic safety issue (41%) by Oregon citizens.
- Speed-related crashes cost Oregonians \$851,276,000 in total economic costs in 2000(1).
- Following are little know facts relative to increased speed:
 - The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph – this equates to a 400% greater chance at 70 mph than 50 mph.
 - Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40% increase in speed, while kinetic energy increases 96%).
 - The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph--a 69% increase in stopping distance.
 - Safety equipment in vehicles is tested at 35 mph – that same equipment loses the ability to work effectively at higher speeds.
- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar, laser, and radar trailers/reader boards to assist them with traffic enforcement duties.
- FHWA repealed speed-monitoring reports in the early 1990's; therefore no valid speed report exists for Oregon.

Speed in Oregon, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2001-2004
Total Number of Fatalities Statewide	483	436	512	451	488	11.9%
Number of People Killed Involving Speed	221	225	273	257	263	16.9%
Percent Involving Speed	45.7%	51.6%	53.3%	57.0%	53.9%	4.4%
Total Number of Injuries Statewide	30,142	27,791	28,256	27,314	29,022	4.4%
Number of People Injured Involving Speed	8,326	8,724	9,131	8,975	8,512	-2.4%
Percent Involving Speed	27.6%	31.4%	32.3%	32.9%	29.3%	-6.6%
Number of Speed Related Convictions	209,838	191,785	199,259	167,183	--	--

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

¹ NHTSA "Economic Impact of Motor Vehicle Crashes - 2000-State Costs"

Goal

- Reduce the number of people killed in speed-related crashes from 257, the 2004 number to 209 or below by the year 2010.
- Reduce the number of people injured in speed-related crashes from 8,975, the 2004 number to 8,000 or below by the year 2010.
- To elevate the seriousness and consequences of speeding behavior in the public eye as Oregon's Number 1 contributing factor to traffic deaths and injury severity. Work toward criminalizing speeding behavior at or over 100 miles per hour and change speed statutes that make curve speed signs enforceable as maximum speed limits to minimize the most significant events of run off road on corner into fixed object crashes by the year 2010

Performance Measures

- Reduce the number of people killed in speed-related crashes from 257, the 2004 level, to 233 (50 percent of 2010 goal) by December 31, 2007.
- Reduce the number of people injured in speed-related crashes from 8,975, the 2004 level, to 8,500 (50% of 2010 goal) by December 31, 2007.

Strategies

- Identify top 10 most dangerous roads (Speed-Related Issues) in the State of Oregon and assemble a team of multi-faceted experts to analyze and address problems found from a variety of angles to determine potential of significant fatal and injury reduction.
- Encourage state, county, and city speed enforcement efforts after speed-related problem identification of rural state highways, county roads and city streets. Work closely with those agencies to ensure success.
- Work directly with TSD Regional staff to focus on their individual speed fatal and injury problems to support the statewide speed fatal and injury reduction performance measure.

- Provide public information and education on the effects of excessive vehicle speed.
- Train officers in speed measurement, both radar and lidar through DPSST.
- Include speed enforcement as part of other enforcement programs (i.e., DUII and occupant protection).
- Cooperate with city, county, tribal and state police agencies to promote and support the development of traffic teams and/or multi-agency partnerships for multi-jurisdictional traffic saturations that provide primary focus to traffic law violations in connected communities within the same county.
- Assist in regional/statewide promotion of multi-agency traffic team partnerships and develop a discussion agenda with regular updates during Law Enforcement for Traffic Safety (LETS) committee meetings.
- Cooperate with DMV and police agencies to assist in the development of automated police forms to create efficiencies in the paperwork process for police throughout Oregon.
- Provide support to Oregon Motor Officer training programs.
- Determine potential for enforcing curve speeds via VBR rule and enforcement tactic training. Develop a curve speed enforcement pilot project in most problematic identified areas.

Project Summaries

SECTION 157 INCENTIVE

157SC-07-35-05 Speed Enforcement Public Information/Equipment \$625,000

This project will be used to fund police overtime, equipment for speed enforcement to city and county 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.

157SC-07-35-06 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.

OREGON PRIVATE DONATIONS

07OTSCSPED-000 Speed Outreach [\$3,655]

This money is to be used for speed related purchases.

Traffic Records

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

Develop and implement a comprehensive and coordinated transportation records and crash (accident) reporting program to manage and evaluate transportation safety.

Action # 35

Continue implementation of a traffic records system that will adequately serve the needs of state and local agencies.

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 Problems

- Roadway information should be available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear consistent linear referencing system for highways in Oregon – the same road may have multiple numbers and duplicate milepost numbers which causes confusion for emergency responders.
- Currently, law enforcement agencies complete less than 35 percent of the crash reports filed with DMV. Primary reliance for crash reports is placed on the drivers directly involved in the crashes, which brings the validity of the reports into question.
- Development of electronic system for automated court/driver conviction and suspension reporting to DMV with all levels of court systems needs to be pursued.
- There is currently no statewide citation tracking system with the capability to monitor a citation from issuance to final disposition to better quantify Oregon's traffic violation experience.
- No statewide data collection system exists for patients transported by EMS or for patients encountered by non-transporting services. Currently there is only a Trauma Registry system in place statewide.
- Currently there is no statewide Injury Surveillance System utilizing healthcare and highway safety constituents.
- Although, ODOT has an award winning Safety Management System, there could be more human factor tools developed that may provide assistance in identifying crash causality and provide human factor countermeasures and related percent reductions.

Statistics for Traffic Records, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Total Crashes	48,986	48,282	51,707	41,394	44,878	-7.1%
Fatal Crashes	429	388	429	384	444	14.4%
Injury Crashes	19,714	17,995	18,679	19,101	19,446	4.1%
Property Damage Crashes	28,842	17,995	18,679	19,101	24,988	-14.5%
Fatalities	483	436	512	456	488	11.9%
Fatalities per 100 Million VMT	1.43	1.26	1.46	1.31	1.38	9.7%
Injuries	30,142	27,791	28,256	27,314	29,022	4.4%
Injuries per 100 Million VMT	89.62	80.37	80.50	78.63	82.26	2.4%
Population (in thousands)	3,339	3,505	3,542	3,583	3,631	3.6%
Vehicle Miles Traveled (millions)	33,813	34,395	35,103	34,739	35,280	2.0%
# of Licensed Drivers (in thousands)	2,667	2,853	2,887	2,909	2,955	3.6%
# of Registered Vehicles (thousands)	3,637	3,893	3,980	3,943	4,005	2.9%
% Who Think Transportation System is Safe or Safer Than Last Year	68.2%	71.0%	71.0%	75.0%	72.0%	1.4%

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

Goals

- Develop, implement and promote a statewide traffic records system that connects independent data systems to the extent possible by 2010.
- Implement to the extent possible the Traffic Records Strategic Plan as approved and adopted by the TRCC by 2010.

Performance Measures

- Complete SAFETEA-LU 408 Subsequent Year Funding application and have to NHTSA by June 1, 2007.
- Convene the Traffic Records Coordination Committee (TRCC), at least bi-monthly, to review the 2006 Traffic Records Assessment and Strategic Plan and determine process for implementation of Plan and processes by December 31, 2007.
- Develop and implement processes based on the 2006 Oregon State Traffic Records Strategic Plan and track and report on resultant changes by December 31, 2007.
- To disperse dedicated Traffic Record funds by December 31, 2007.

Strategies

- Complete SAFETEA-LU 408 First Year Funding application in cooperation and through regular, frequent contact with Traffic Records Coordination Committee (TRCC) and State and Local partners.

Work Zone Safety

Link to the Transportation Safety Action Plan – Action #'s 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.

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 contributing factor.
- The five-year rolling average number of Oregon work zone deaths (2000-2004) is 6.2 in Oregon. This is an increase from the 1999-2003 rolling average of 5.6
- In 2003, the national figure for traffic related work zone deaths decreased by thirteen percent from 2002 while Oregon's work zone fatalities decreased by 60 percent for the same period. Oregon's work zone fatalities then increased from 2 in 2003 to 12 in 2004.
- More drivers and their passengers are injured and killed than on-site workers.
- Work Zone signing present when workers are not is the primary complaint drivers report with work zone operations.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and 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, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
All Work Zone Traffic Crashes						
Number	388	421	515	493	511	52.6%
Total Oregon Fatalities	483	436	512	456	488	-6.6%
Work Zone Fatalities						
Number	11	5	2	12	20	140.0%
Percent of all fatalities	2.3%	1.1%	0.4%	2.6%	4.1%	160.0%
Work Zone Injuries						
Number	198	290	353	415	442	52.4%
Percent of all injuries	0.7%	1.0%	1.2%	1.5%	1.5%	43.7%

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

Goal

- Focus efforts on keeping work zone fatalities at or below ten through the year 2010
- Focus efforts on keeping work zone injuries at or below 350 through the year 2010.
- Focus efforts to reduce work zone crashes at or below 500 through the year 2010.

Performance Measure

- Partner, coordinate and provide overtime work zone enforcement funds from 6 to 8 state and local police agencies by December 31, 2007.
- Provide greater awareness of work zone safety statewide through development of new public information campaign(s) from current billboard and transit to billboard, transit, radio and television by December 31, 2007.
- Further educate state and local public works, police agencies and private contactors of the seriousness of work zone crashes and the need for work zone signing to be removed in a timely manner when work zones are no longer operating or a safety concern by December 31, 2007.

Strategies

- Identify critical work zone safety education needs for state and local public works agencies and their consultants/contractors e.g. use of work zone enforcement, proper signing, flagger inattention and visibility, sign removal, employee training etc. to promote safer work zones.
- Complete 13,000 patrol hours in work zones between July 1, 2005, and June 30, 2006. (Target match effort is 3,700 hours.) Continue coordination with state and local law enforcement and grants for special patrols in work zones. Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce transition zone and other work zone crashes through liaison efforts with Traffic Control Plans engineers, Construction Project Managers, Safety Managers etc.
- Participate in statewide multi-agency work zone review.

- Continue either “My Mommy and Daddy Works Here” and/or new public information/education campaign(s). Provide public information through transit, billboard, radio and television ads.
- Distribute to citizens, tourists, public works’ agencies, city and county agencies etc. at least 10,000 work zone safety promotional materials by December 31, 2006.
- Identify top work zone causalities using most recent and previous years crash data. Identify number of work zones within ODOT historically and planned for the future.
- Provide work zone overtime enforcement grants with state and local police agencies. Further identify processes, scope of work, etc. for police agencies and ODOT staff.

Project Summaries

OREGON STATE WORK ZONE ENFORCEMENT FUNDS

050707WKZN-000 Work Zone Education & Equipment Program [\$100,000]

Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboard, transit ads, radio ads and television ads. Equipment purchases will consist of necessary work zone related patrol equipment needed for state and local agencies providing work zone enforcement.

050707WKZN-421 Work Zone Enforcement Program [\$1,600,000]

Provide special year-round enforcement patrols in work zones that meet federal design criteria. Allows for local enforcement should Oregon State Police not be able to provide resources. For the State 2005-2007 biennium there are approximately 180 work zones identified so far that will require work zone enforcement. There is 56,125 overtime enforcement hours requested statewide for these projects to date.

Youth Transportation Safety (0-14)

Link to the Transportation Safety Action Plan – 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.
 - Greatest cause of crashes involving fatalities and injuries is overwhelmingly, speed too fast for conditions.
 - When a child is killed in an alcohol-related crash, 81.5% of the time the child is in the vehicle with the intoxicated driver.
- The Healthy Kids Learn Better Partnership has included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.
- A draft Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing a comprehensive and coordinated Youth Traffic Safety Plan. Priority issues addressing Youth 0-14 include motorized scooters, helmet use, children riding adult size all terrain vehicles, etc.

Oregon Crashes, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
Fatalities, ages 0-4	9	4	9	11	4	0.0%
Fatalities, ages 5-9	9	6	8	11	6	0.0%
Fatalities, ages 10-14	13	11	11	11	9	-18.2%
Total	31	21	28	33	19	-9.5%
Injuries, ages 0-4	716	467	476	519	537	15.0%
Injuries, ages 5-9	869	770	748	739	735	-4.5%
Injuries, ages 10-14	1,168	998	963	871	996	-9.5%
Total	2,754	2,235	2,187	2,129	2,268	1.5%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Goal

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2005 level of 19 to 16 by 2010.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2005 level of 2,268 to 1,948 by 2010.

Youth Drivers (15-20)

Link to the Transportation Safety Action Plan –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 2005, drivers age 20 and under were involved in fatal and injury crashes at over twice the rate of the population as a whole.
- In 2005, drivers age 20 and under, made up 6.78 % of total drivers, but made up 14.3% 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 2005, 17.9 percent of youth driver crashes (ages 15-20) resulting in fatalities involved alcohol.
- A 2002 Youth Program Assessment identified 68 recommendations for improving and/or strengthening the program. Although state/local youth funding should continue to correlate with the top priority areas of Assessment, other youth priority areas recommended may be addressed as well.
- A draft Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing a comprehensive and coordinated Youth Traffic Safety Plan. Priority issues addressing Youth Drivers 15-20 include GDL, peer courts, parental involvement, School Resource Officer training, etc.

Youth Drivers on Oregon Roadways, 2002-2005

	97-01 Average	2002	2003	2004	2005	% Change 2002-2005
<i>Involvement in Crashes:</i>						
Age 15-20, % of Total Licensed Drivers	N/A	7.52%	7.39%	7.19%	6.78%	-9.8%
Overrepresentation of Drivers Age 15-20**	N/A	2.09	1.97	1.99	2.15	2.9%
Total 15-20 Drivers in Fatal Crashes	83.4	68	84	75	84	23.5%
Total 15-20 Drivers Alcohol-Involved	20.8	8	16	17	15	87.5%
Percent Alcohol-Involved	24.9%	11.8%	19.2%	22.7%	17.9%	51.7%
15-20 Auto Occupant Fatalities	65.2	59	70	59	59	0.0%
15-20 Unrestrained Auto Occupant Fatalities	29.6	24	21	14	24	0.0%

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

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

Goal

- To reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2005 level of 2.15 to 1.95 by the year 2010.
- To reduce the number of drivers age 20 and under in fatal and injury crashes from 5,220 in 2005 to 4,482 by the year 2010.

Performance Measures

- To reduce the number of drivers age 20 and under in fatal and injury crashes from 5,220 in 2005 to 4,911 by December 31, 2007.
 - To reduce the number of “Failure to Avoid Stopped or Parked Vehicle Ahead”, age 15-20, errors from 1,835, in 2005, to 1,726 by December 31, 2007.
 - To reduce the number of “Driving Too Fast For Conditions”, age 15-20, errors from 1,093 in 2005, to 1,028 by December 31, 2007.
 - To reduce the number of “Did Not Have Right of Way”, age 15-20, errors from 1105 in 2005, to 1040 by December 31, 2007.
- To reduce the number of fatalities where the driver, age 15-20, was alcohol-involved from 15 in 2005 to 14 by December 31, 2007.
- To reduce the number of unrestrained, age 15-20, passenger and driver fatalities from 24 in 2005 to 23 by December 31, 2007.

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 2005 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 Draft Youth Plan.

Project Summaries

SECTION 402

DE-21-21-04 Youth Community Policing Project \$30,000

This project will provide extensive risk-focused traffic safety education and injury prevention for youths at the elementary and middle school level addressing safe walking and bicycling information, helmet use and safety around school zones. Community involvement will include law enforcement, parents, grandparents, business owners, state agencies, and potentially schools. The project will begin the implementation of a priority initiative in the 2005-2006 Youth Plan, made by the Core Youth Advisory Group, to promote volunteerism among the community and peer participation regarding youth-related traffic safety issues.

DE-07-21-05 School Resource Officer Training \$30,000

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 15-10. Also addressed may be legislative updates on other youth related laws and traffic safety issues relating to elementary and middle school age children.

OTHER FUNDS – ODOT

07CRIMFEE-961 Think First [\$48,750, \$97,500 for biennium]

A balance of past Oregon State Criminal Assessment Fee funds, originally provided to OHSU's Think First Program and the Trauma Nurses Talk Tough Program of Legacy Emanuel Hospital, will further support the statewide work of Think First.

07CRIMFEE-962 Trauma Nurses Talk Tough [\$48,750, \$97,500 for biennium]

A balance of past Oregon State Criminal Assessment Fee funds, originally provided to OHSU's Think First Program and the Trauma Nurses Talk Tough Program of Legacy Emanuel Hospital, will further support the statewide work of TNTT.