
OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2007

ANNUAL EVALUATION



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PERFORMANCE PLAN**

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Produced: December 2007

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

Foreword

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 the projects occurred from October 2006 through September 2007.

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

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. Performance Measures have been restated in their original form. The bolded entry contained within brackets [] directly following the performance measure supplies a response to the measure based on the latest data available (i.e., 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. **[In 2006, the traffic fatality rate was 1.35 and there were 478 fatalities.]**)
5. Project summaries are listed by individual project, by funding source, at the end of the specific program area page to which it correlates. The amounts provided on the program pages are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2007 fiscal year the following funds were expended (financial figures represent the latest grant and match expenses reported through December 1, 2007):

Federal funds:	\$ 16,069,403
State/local match:	[\$ 21,730,648]

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

Table of Contents

Foreword	i
Acronyms and Definitions	1
Process Description	3
Overview of Highway Safety Planning and Project Selection Process	4
Performance Goals	5
Statewide	7
Bicyclist Safety.....	11
Community Traffic Safety Programs.....	15
Driver Education	21
Emergency Medical Services	25
Equipment Safety Standards	27
Highway Safety Improvement Program.....	29
Impaired Driving – Alcohol.....	33
Impaired Driving – Drugs.....	39
Judicial Outreach	45
Motorcycle Safety	49
Occupant Protection	53
Pedestrian Safety.....	59
Police Traffic Services	63
Region 1, Transportation Safety.....	67
Region 2, Transportation Safety	73
Region 3, Transportation Safety.....	79
Region 4, Transportation Safety	83
Region 5, Transportation Safety.....	89
Roadway Safety.....	95
Safe Routes to School	99
Speed.....	105
Traffic Records.....	109
Work Zone Safety	113
Youth Transportation Safety (0-14)	117
Youth Drivers (15-20)	121
Highway Safety Program Cost Summary	125

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
CDC	Centers for Disease Control and Prevention
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
SPIS	Safety Priority Index 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

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

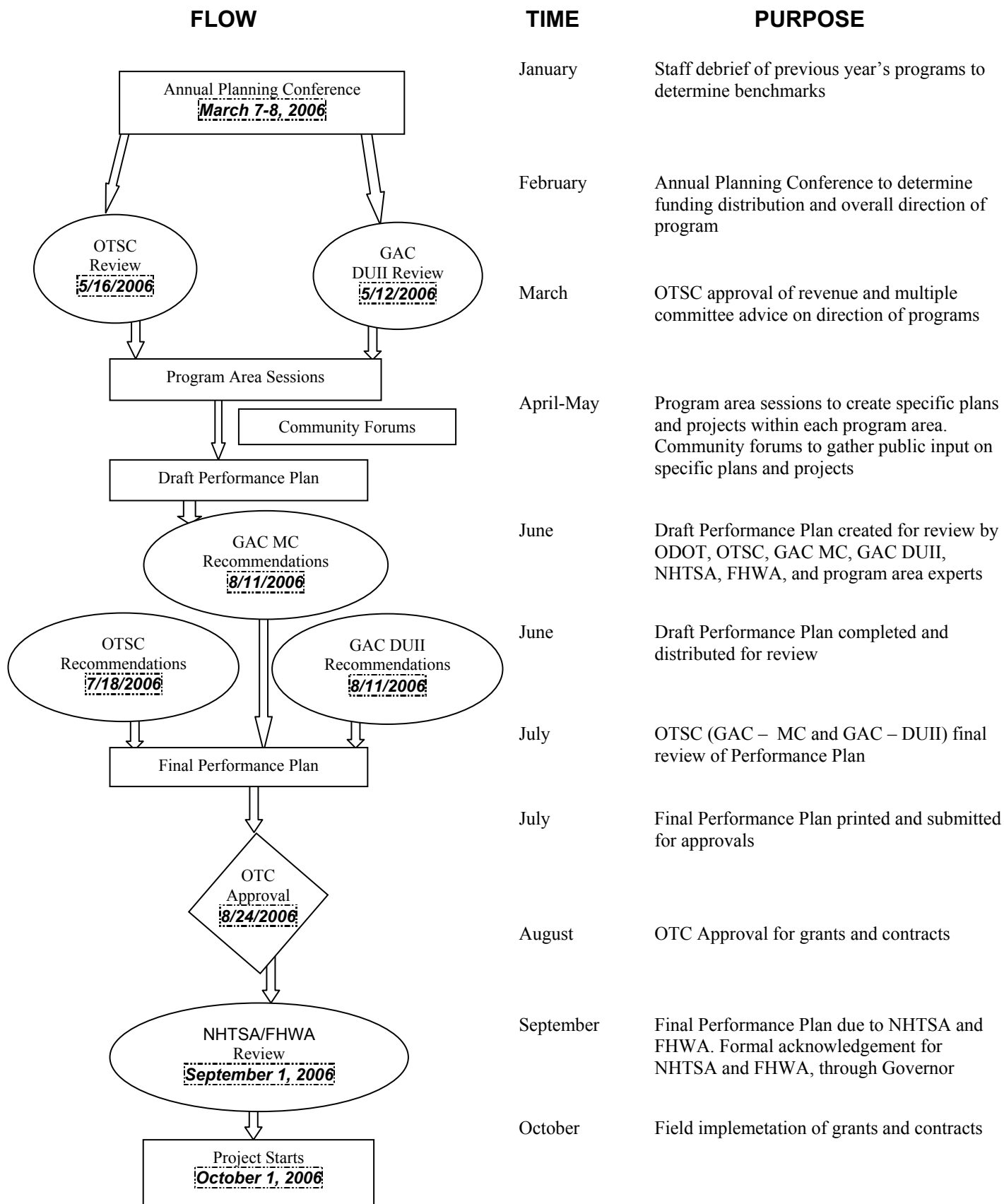
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, *Oregon Transportation Safety Action 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 2006 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.
[In 2006, the traffic fatality rate was 1.35 and there were 478 fatalities.]
- 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.
[In 2006, the traffic injury rate was 83.29 and there were 29,552 injuries.]

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.

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.
[In 2006, 746 bicyclists were injured in motor vehicle crashes.]
- 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.
[2006 data reflects this performance measure was met. In 2006, 196 bicyclists age 0-19 were injured in motor vehicle crashes.]
- 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.
[In 2006, 466 bicyclists age 20+ were injured in motor vehicle crashes.]
- Increase correct bicycle helmet use by children to 60% from the level of 58% (a 3% increase) by December 31, 2007.
[In 2006, 47% of the bicyclists observed were correctly wearing a helmet.]

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 bicyclist 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 \$29,633

These funds were used for implementing the Annual Bicycle Helmet Observational Study, a portion of the TSD telephone citizen opinion survey conducted in May and August, reprints of existing brochures, a contract with Gard and Gerber to continue the "See and Be Seen" transit advertising, and for a mini-grant with Legacy Emanuel Hospital's Trauma Nurses Talk Tough Program to develop and implement a bicyclist safety enforcement program and diversion class.

157-PS-07-68-06 Bicyclist Safety Mini-Grant Program \$42,696

This grant, administered by the Community Cycling Center of Portland, provided 11 agencies funding to create or improve their bicycle safety programs. Approximately 2,500 children received bike safety education and services through this program.

157-PS-07-68-08 Bicyclist Safety Education Training \$45,000

Provided funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue the institutionalization of its Bicycle Safety Education Program in Oregon. This program has well over 50 percent match funds, logged a total of 2,544 volunteer hours, served 25 schools in the City of Portland's Safe Routes to School pilot program, partnered with Giant Bicycles for a third year to coordinate resources and implement a group purchase of bicycles, provided their program in 70 schools across the state and took the lead as the statewide promoter and organizer of Walk and Bike to School Day for a fourth year.

157PS-07-68-09 Community Cycling Center Safety Clinics \$9,840

Provided funding to the Community Cycling Center of Portland, Oregon to continue its Bicycle Safety Clinics and Bike Resource Center at Marysville Elementary School. The Community Cycling Center refurbished 30 bicycles for participating youth, 25 of which were successfully earned by the participants. They conducted Fall and Spring Bike Safety Clubs for low-income participants. In addition, Community Cycling Center partnered with Portland State University's Center for Science Education to develop and administer pre/post program evaluations. Portland State University analyzed data from the Spring Bike Safety Club and provided a report.

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.
[As of December 31, 2007 there are 54 recorded 'active' Safety Committees in Oregon, as identified by polling information. There are eight additional groups considered inactive.]
- To increase the number of documented neighborhood associations addressing traffic safety from 130 to 140 by December 31, 2007.
[As of December 31, 2007 there are 140 or more neighborhood associations identified as addressing traffic safety in Oregon.]
- 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.
[In 2005 the per-capita fatal and injury crash rate in cities with a traffic safety group was one crash per 182 persons, and the per-capita fatal and injury crash rate in counties with a traffic safety group was one crash per 163 persons.]
- 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.)
[At the end of federal fiscal year 2007, there were 12 Safe Community programs in Oregon encompassing 16 geographic areas: City of Eugene, 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, Umatilla County, Union County, Wallowa County, and City of Portland, for a total increase of one program.]

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.

SA-07-25-22 Innovative Community Projects \$0

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

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

SA-07-25-20 ACTS Oregon Safe Community Services \$117,164

ACTS Oregon provided extensive in person training, mentoring, technical assistance and special project work at the local level. The project developed and deployed a successful mini-grant program, and offered a weekday technical assistance 800 line for use by volunteers and professionals. ACTS Oregon provided a regular e-mail newsletter to over 1700 individuals. ACTS provided significant assistance in staging the annual GHSA conference and in arranging for volunteers to attend/work the conference.

SA-07-25-04 Malheur County Coordinator \$29,763

Malheur County has hired a program coordinator and has begun the process of collecting data, building a coalition, and working on initial simple projects to demonstrate early success.

SA-07-25-06 Harney County Coordinator \$18,400

Harney County has maintained a part time coordinator who provided support and assistance with coalition work. The coalition has identified specific problems, and began work on identified traffic safety problems such as child safety system use, and pedestrian safety issues.

SA-07-25-07 Wallowa County Coordinator \$0

This project will provide funds for a part time local safe community coordinator for the Wallowa county area. The coordinator position will complement the existing coalition in Wallowa County, and provide further organization allowing greater output from the existing coalition. The project will allow the coordinator to provide technical assistance to the Union County Safe Communities Coalition from time to time. Project focus and direction will be determined by problem identification process.

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

SA-07-25-21 Union County Traffic School \$4,951

Union County has instituted a traffic school for first time offenders. A course curriculum has been developed, materials prepared, and classes continue to be offered.

SA-07-25-23 New Safe Community Project \$0

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

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

SA-07-25-24 Grant County Coordinator \$26,887

Established the youth (teen driver) coalition, with more than 100 students participating in a variety of activities and projects. Major activities included the "Driver Sober, Save Lives" campaign at Gresham Union High School and "Above the Influence" campaign, contest, and mural in downtown John Day for Mt Vernon Middle School.

[The Performance Plan was amended during the fiscal year to include this project summary.]

Driver Education

Link to the Transportation Safety Action Plan – Action #10

Action #10

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

The Problem

- Pursuant to an audit of the use of state highway funds, the Office of the Attorney General requested changes in the criteria for determining which students would qualify public schools to receive reimbursement from the Student Driver Training Fund.
- There is a need to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training 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 three-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.
[There was a decline of 500 students participating in driver education.]
- Complete training of 175 private and public driver education instructors by December 31, 2007.
[More than 198 driver educators completed at least one of the courses through Western Oregon University (WOU) and the ODOT-TSD Non WOU training.]
- 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.
[The Transportation Safety Division is continuing to distribute the \$210 per student to all the approved public providers. ODOT Information System verified 8,000 students with provider records and DMV records for driver education reimbursement. Reimbursement is pending for 20 providers.]
- Revise Oregon Administrative Rule that governing the driver education program requirements in Division 15, 737-015-0010- by December 31, 2007.
[The Division 15 rules governing the ODOT-TSD driver education program were adopted April 1, 2007.]

Strategies

- Develop and implement strategies to disseminate messages that encourage parents to enroll their teenager in an 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 Oregon's Driver Education Program.

Project Summaries

SECTION 163 INCENTIVE

HN1-07-24-17 Driver Education Training – Private Schools \$13,564
Provided training to private school instructors to meet driver educator training requirements.

OREGON STUDENT DRIVER TRAINING FUND

07DRVSED-001 Driver Education Program Reimbursement [\$1,429,332]
These funds were used to reimburse public school programs for their cost in providing driver education to students. Reimbursement was made to each institution based on the number of students completing the course, not to exceed \$210 per pupil or maximum allowed by law. Standards and practices were identified and met before reimbursement dollars were provided.

07DRVSED-002 Information and Education – GDL Implementation [\$227,148]
Provided technical support to the Trainer of Trainers workshops and developed curriculum for ODOT approved driver education course. Supported the Driver Education Advisory Committee. Provided a new Parent Guide to Teen Driving. Provided members' expenses to attend the Driver Education Advisory Committee 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.
[Department of Human Resources continues to reference the Assessment and request needed changes.]
- DHS to develop a comprehensive statewide EMS plan by December 31, 2007.
[Several meetings were held to create a bill for the 2007 legislative session to assist in the development of the comprehensive statewide EMS plan. This bill was not passed. DHS was without an EMS Director during this period.]
- 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.
[No funds were made available by the 2007 Legislature.]

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** **\$0**
 Assisted with data collection, problem identification, training, public education, workshops and community interest sessions.
[This project was not initiated during the grant year.]

157EM-07-24-02 **Hospital Mini-Grants** **\$6,388**
 Funding was provided to two hospitals/EMS agencies in Oregon, Morrow County Ambulance and Southern Coos Health District. The projects included the purchases of two EZ Matts and related equipment and training materials necessary to teach two TEAM and one TNCC training course.
[The Performance Plan was amended during the fiscal year to include this project summary.]

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.
[97% of calls for information and/or data were returned within two working days.]
- Update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.
[There were no legislative changes that affect vehicle and equipment safety standards rules during the 2007 Legislative session.]
- 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.
[Information flyers were distributed and information posted on the equipment web page.]

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

\$570

This project funded the purchase of a current copy of the SAE equipment standards to ensure Oregon's statutes are current with established standards. Tire safety brochures were added to the ODOT storeroom. Towing safety and tow truck safety were not implemented as a part of this project.

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.
[In October of 2007, developed Oregon's annual report on the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads Program (HRRRP), which documents the effectiveness and implementation of the HSIP and HRRRP programs and includes an assessment of all safety projects.]
- Develop an annual report of the top 5% percent hazardous sites, identifying potential remedies, estimated costs and impediments to implementation.
[In August of 2007, developed the Oregon's annual report describing 5 percent of our state highway locations, which exhibit the most severe safety needs for 2007 using the Safety Priority Index System (SPIS) program as required under Sections 148(c)(1)(D) and 148(g)(3)(A), of Title 23 of the United States Code.]

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)

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 are alcohol-involved from 162, the 2005 level, to 160 by December 31, 2007.
[In 2006, there were 179 alcohol-involved fatalities.]
- To maintain the DUII enforcement index at 9.97 or above by December 31, 2007.
[In 2006, the DUII enforcement index was 8.38.]
- To provide a minimum of two DUII-related training opportunities for prosecutors and judges by December 31, 2007.
[In 2006, there were two DUII-related training sessions provided for prosecutors and judges.]
- To provide 3,000 hours of training for law enforcement relating to DUII equipment and updated impairment procedures by December 31, 2007.
[In 2006, 26 Standard Field Sobriety Testing (SFST) courses were provided to 942 officers. This represented 10,380 training hours.]
- To provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2007.
[The DUII Multi-Disciplinary Task Force Conference was held April 20-21, 2007 and 389 people attended.]

Strategies

- Promote and support the use of current technology, such as video cameras and automated DUII citation processes, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.
- Comprehensive Community DUII Prevention Projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.
- Public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Venues for these activities include print, radio, television, and other possible innovative digital mediums.
- Public information and education campaigns targeting specific law changes that will occur during the 2007 Legislative Session.
- Explore the opportunity for a new drug/alcohol court to complement the Multnomah County Programs.
- Explore the potential of a statewide TSRP, Transportation Safety Resource Prosecutor that is available to all District Attorney Offices, particularly for cases that may set a state precedent.
- Provide training opportunities for laboratory technicians, law enforcement and prosecutors on use of new breath testing equipment.

Project Summaries

SECTION 164 IMPAIRED DRIVING

164AL-07-14-01 **DUII Statewide Services** **\$93,827**

In conjunction with two separate grants, referenced under grant project J8-07-12-01, this grant funded the purchase of cameras to be utilized in high fatal crash locations throughout the state. All officers using the cameras must have had in-car video camera training prior to their use. On-going training is available.

164AL-07-14-02 **OACP DUII Overtime Enforcement Project** **\$325,000**

Seventy-six cities participated in the DUII Overtime Enforcement Project during this grant period. Participating officers complied with the requirement to have taken basic or refresher SFST classes within three years of working the DUII overtime grant.

164AL-07-14-09 **DUII Overtime Enforcement Program - OSP** **\$119,976**

OSP, in all 36 counties, participated in the DUII Overtime Enforcement Project during this grant period. Participating officers complied with the requirement to have taken basic or refresher SFST classes within three years of working the DUII overtime grant.

164AL-07-14-10 **Clackamas County Court** **\$87,628**

This court project, while activated, has had 27 participants and one graduation since inception.

164AL-07-14-13 **OSP – Mobile Impaired Driving Processing Center** **\$196,538**

The MIDPC was purchased, outfitted and has been active since it rolled out. It was used at Oktoberfest, the Pauline Rodeo, Operation Trucker Check XIII as well as at the national Governor's Highway Safety Association held in Portland. Officers are confirming that precious time is being saved in not having to transport offenders to jail, particularly in remote areas.

164AL-07-14-14 **DUII Prosecutor – OR Dept. of Justice** **\$119,610**

The TSRP continues to be a resource to prosecutors in Oregon. Of particular value is the listserv which provides training opportunities to all members as universal questions are asked and answered. Also, the TSRP's ability to immediately respond to questions, mid-trial, or even assist in a trial is a valuable asset.

164AL-07-14-18 **ODAA/Law Enforcement "Protecting Lives Saving Futures"** **\$15,108**

March 6-8, 2007, marked the dates of this very popular prosecutor/law enforcement class. There were a total of 50 students and 11 instructors. Evaluations indicated that the "downside" was that there was so much information and not enough time.

164AL-07-14-19 **DPSST/OLCC Inspector Training Project** **\$0**

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.

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

164AL-07-14-20 **Law Enforcement Spokesperson – DPSST** **\$70,240**

A huge statewide SFST project of training, or providing refresher training, to all law enforcement officers working overtime DUII grants was completed. New SFST instructors were trained. Additionally, DUII Video training in the use of in-car cameras for DUII enforcement and training new DUII Mobile Video in-car camera instructors was completed.

164AL-07-14-21 **DUII Enforcement – OSSA Departments** **\$323,501**

Twenty-nine counties participated in the DUII Overtime Enforcement Project during this grant period. Participating officers complied with the requirement to have taken basic or refresher SFST classes within three years of working the DUII overtime grant. Some counties objected to the SFST training requirement and elected not to participate in the overtime enforcement grant.

SECTION 410 - 1

J8-07-12-01 **Statewide Services Program – DUII** **\$706,134**

This project was split into two separate grants J8-07-12-10 for OSP, 53 cameras, and J8-07-12-20 for OSSA and OACP combined camera count of 106. A total of 159 cameras were purchased with these funds to be utilized in high fatal crash locations throughout the state. All officers using the cameras must have had in-car video camera training prior to their use. On-going training is available.

SECTION 410 – 2

K8-07-12-01 **Statewide Services Program – DUII** **\$107,652**

The DUII public service campaign focused on educating the public that it is possible to get a DUII even if their BAC is below a .08. DUII related public service announcements in the form of billboards, print, water closet, television and radio were aired. The new court was not established during this grant period however the survey was completed.

K8-07-12-12 **DUII Multi-Disciplinary Task Force Training Conference** **\$49,972**

The DUII Multi-Disciplinary Task Force Conference was held April 20-21, 2007 at the Embassy Suites in Tigard. There were 389 people in attendance and the appeal to multi-disciplinary DUII professions continues to grow.

K8-07-12-36 **MADD - Computerized DUII Citation Process** **\$0**

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.

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

K8-07-12-37 **OSP Forensic Lab Intoxilyzer Training** **\$4,942**

Minimal use of this grant was utilized in this grant period because the bulk of the Intoxilyzer 8000 training was completed in FFY 2006.

Private Donation

07C105332 **DUII Multi-Disciplinary Task Force Conference** **\$0**

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

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

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.
[There are currently 199 DRE's.]
- To increase the number of DRE evaluations from 1,367 in 2004 to 1,380 in 2007.
[The number of DRE evaluations received for this grant period through September 30, 2007 was 1,179. Given the lag time in reporting, this number could increase by the end of 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.

164AL-07-14-16 **DRE Training** **\$55,000**

One DRE school was held this year, May 1-11, 2007. Twenty-six officers were certified May 30-June 2 and June 6-9, 2007.

164AL-07-14-18 **ODAA/Law Enforcement "Protecting Lives Saving Futures"** **\$15,108**

March 6-8, 2007, marked the dates of this very popular prosecutor/law enforcement class. There were a total of 50 students and 11 instructors. Evaluations indicated that the "downside" was that there was so much information and not enough time.

164AL-07-14-19 **DPSST/OLCC Inspector Training Project** **\$0**

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 DUUI related issues. OLCC inspectors will undergo a four week training held at DPSST.

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

164AL-07-14-20 **Law Enforcement Spokesperson – DPSST** **\$70,240**

A huge statewide SFST project of training, or providing refresher training, to all law enforcement officers working overtime DUUI grants was completed. New SFST instructors were trained. Additionally, DUUI Video training in the use of in-car cameras for DUUI enforcement and training new DUUI Mobile Video in-car camera instructors was completed.

164AL-07-14-21 **DUUI Enforcement – OSSA Departments** **\$323,501**

Twenty-nine counties participated in the DUUI Overtime Enforcement Project during this grant period. Participating officers complied with the requirement to have taken basic or refresher SFST classes within three years of working the DUUI overtime grant. Some counties objected to the SFST training requirement and elected not to participate in the overtime enforcement grant.

164AL-07-14-23 **DRE Overtime Enforcement Project** **\$52,000**

There were 359 DRE call outs made possible by this additional resource to law enforcement agencies throughout Oregon. This is an enormous help to those agencies who might otherwise have to pick up the personnel costs themselves and allows more officers to deal with drug impaired drivers.

SECTION 410 - 1

J8-07-12-01 **Statewide Services Program – DUUI** **\$706,134**

This project was split into two separate grants J8-07-12-10 for OSP, 53 cameras, and J8-07-12-20 for OSSA and OACP combined camera count of 106. A total of 159 cameras were purchased with these funds to be utilized in high fatal crash locations throughout the state. All officers using the cameras must have had in-car video camera training prior to their use. On-going training is available.

SECTION 410- 2

K8-07-12-01 **Statewide Services Program – DUUI** **\$107,652**

The DUUI public service campaign focused on educating the public that it is possible to get a DUUI even if their BAC is below a .08. DUUI related public service announcements in the form of billboards, print, water closet, television and radio were aired. The new court was not established during this grant period however the survey was completed.

K8-07-12-12 **DUUI Multi-Disciplinary Task Force Training Conference** **\$49,972**

The DUUI Multi-Disciplinary Task Force Conference was held April 20-21, 2007 at the Embassy Suites in Tigard. There were 389 people in attendance and the appeal to multi-disciplinary DUUI professions continues to grow.

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.
[Provided education to 105 Judges, 17 Court Administrators and three District Attorneys during the annual training conference.]
- Continue to operate as Judicial Liaison between DMV and the Judicial when issues arise or when requested.
[The TSD Law-Enforcement Program Manager is a member of the Chief Justices Committee on Local Courts, Judicial Education and Court Technology Subcommittees and Chair of the Legislative Sub-Committee. DMV is also represented on the committee.]
- Continue to expand the number of DUII courts throughout the state.
[Clackamas County DUII court makes the second DUII court in Oregon.]
- Continue to heighten awareness of the DUII educational opportunities as provided by the TSRP, Transportation Safety Resource Prosecutor, throughout Oregon.
[The TSRP, Transportation Safety Resource Prosecutor, has established a valuable listserv whereby prosecutors have the opportunity to ask questions and learn from either the TSRP or each other, the answers. Additionally, the TSRP has participated in numerous classes and conferences and assisted with complex DUII trials.]

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."

OREGON PRIVATE DONATIONS

07C105332

DUII Multi-Disciplinary Task Force Conference

\$0

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

[These funds were not provided during the grant year.]

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. ***[There were 43 motorcycle fatalities in 2006.]***
- 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.
[There were 40 fatal motorcycle crashes involving riders over 20 years of age in 2006. The average age for fatally involved rider in 2006 was 45.]
- To reduce the number of injury crashes that involved motorcycles from 535, the 2005 level, to 425 by December 31, 2007. ***[There were 622 injury crashes in 2006.]***
- To reduce the percent 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.
[The percent of fatal motorcycle crashes that involved alcohol impairment in 2006 was 41 percent.]
- To reduce the number of fatal motorcycle crashes that involved speed from 23, the 2004 level, to 20 by December 31, 2007. ***[There were 16 fatal motorcycle crashes that involved speed in 2006.]***
- 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.
[Motorcycle helmet use was 100% for 2006.]
- To reduce the number of motorcyclists using non-DOT helmets from 2.0 percent in 2004 to 1.0 percent by December 31, 2007. ***[Motorcyclists using non-DOT helmets was 5% for 2006.]***
- 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.
[The BRT, IRT and RSP have all been finalized and approved by the OTSC.]
- To continue the 19 present TEAM OREGON Motorcycle Safety Program training site locations and maintain course offerings statewide at 400 in 2007.
[Training courses were conducted at 20 locations. As of 9/30/07, 431 statewide courses were conducted training 6,698 students. This project closes 12/31/07 so more courses and students trained will be achieved.]

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.

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.
[According to the 2007 Oregon Occupant Protection Observation Study, 95% of children under one year of age are being transported rear-facing in child safety seats.]
- 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.
[According to the 2007 Oregon Occupant Protection Observation Study, 94% of children ages one to four years, are being transported in child safety seats.]
- 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.)
[According to the 2006 and 2007 Oregon Occupant Protection Observation Studies, booster seat use increased ten percentage points, from 52% to 62%.]
- 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.)
[According to the 2006 and 2007 Oregon Occupant Protection Observation Studies, rear seating by children aged twelve and under increased by two percentage points, from 83% to 85%.]

averaging 92.7% at the beginning of the year and 95.2% following the last of three blitzes. Total contacts are tabulated by type below.

Enf Contacts:	Belts	Child	DUII	Speed	Susp/Rev	Felony	Other	TOTALS
Overtime	11,549	776	386	7,554	1,540	197	14,946	36,948
ST/Match	17,428	581	8,617	66,802	23,116	1,708	215,134	333,386
Observed Use:								
Starting	92.7%							
Ending	95.2%							

SECTION 406

K4-07-45-06 OSSA Safety Belt Overtime Enforcement \$350,527

Oregon State Sheriffs Association administered and monitored overtime enforcement grants to County Sheriff’s offices for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating Offices conducted three two-week “Three Flags” enforcement blitzes, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to the Association. Twenty-seven counties expended 6,709 overtime hours to obtain 7,989 safety belt contacts (cites and warns). These departments reported area belt use rates averaging 91.9% at the beginning of the year and 94.8% following the last of three blitzes. Total contacts are tabulated by type below.

Enf Contacts:	Belts	Child	DUII	Speed	Susp/Rev	Felony	Other	TOTALS
Overtime	7,989	NR	92	3,522	632	140	6,915	19,290
ST/Match	8,310	NR	2,980	39,723	7,327	602	48,867	107,809
Observed Use:								
Starting	91.9%							
Ending	94.8%							

K4-07-45-03 OSP Safety Belt Overtime Enforcement \$86,697

The Patrol Services Division of Oregon State Police General Headquarters coordinated and monitored overtime enforcement among their Area Commands for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating Commands conducted two-week “Three Flags” enforcement blitzes, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to Patrol Services Division. Twenty-four Area Commands expended 1,412 overtime hours to obtain 1,393 safety belt/child restraint contacts (cites and warns). OSP Commands reported area use rates averaging 92.0% at the beginning of the year and 95.0% following the last of three blitzes. Total contacts are tabulated by type below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp/Rev	Felony	Other	TOTALS
Overtime	1,393	60	32	538	NR	NR	1,331	3,354
ST/Match	No Match Required							
Observed Use:								
Starting	92.0%							
Ending	95.0%							

K4-07-45-04 Occupant Protection Law Enforcement Training \$89,235

TSD staff designed and delivered two Three Flags Campaign pre-blitz training workshops to 332 law enforcement officers representing 101 county and city traffic enforcement agencies plus the state police. Covered costs included conference facilities, participant food/lodging, speakers, announcements/follow-up mailings, meeting materials, and program awards/ incentives.

K4-07-45-01 Statewide Services Project (Gard and Gerber/TSD) \$100,740

Promoted restraint use laws, systems, and proper use through TV ads (“Good Friends” – 2,259 airings), billboards (“Keep Kids in Booster Seats until They’re 4’9” and “Half-Buckled = Whole Ticket” – 24 postings each), and print ads (“Belt or Booster?”, “Two Simple Tips”). All existing materials were updated with information on Oregon’s new child seat law. A new “Comfort Tips” card was developed to help improve belt fit, and various posters, brochures, and videos were purchased for public distribution upon request. Special efforts were focused on educating medical professionals regarding booster seats and elderly drivers regarding “proper belt fit.”

K4-07-45-05 ACTS Oregon Child Safety Seat Resource Center \$167,000

During the year, ACTS trained 72 new CPS technicians and one instructor, assisted 138 techs with recertification, and delivered public presentations to a total audience of 3,442. They have initiated web site improvements that will allow on-line reporting and class registration in FY2008. Assistance and support was provided to community level seat distribution programs through coordinated purchase of 1,392 child seats/boosters and ongoing maintenance of a web-based calendar of seat check clinics statewide. ACTS child seat Helpline fielded over 5,162 calls for information and published nine editions of Traffic Safety Connection newsletter for 1,752 subscribers.

K4-07-45-07 Statewide Services Project (Intercept Research) \$83,245

Funded research contractor to perform and publish three statewide observed use surveys and provide final reports to TSD. Oregon’s observed belt use rates for 2007 are 95.27% (front-seat, “NHTSA” survey) and 97% (total occupant, “Oregon” survey).

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

HN1-07-60-04

Pedestrian Safety Enforcement and Training

\$83,404

Funded the pedestrian safety enforcement (PSE) mini-grant program that included operations, training and evaluation administered by the Willamette Pedestrian Coalition and the Bicycle Transportation Alliance of Portland, Oregon.

Police Traffic Services

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

Action # 1

Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, County Sheriff'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 departments 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.
[In 2007, 362 officers received radar training, 280 received lidar training. These were provided in all five ODOT regions.]
- 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.
[Announcements were sent out via the Law Enforcement Data System (LEDS) on several occasions statewide.]

Strategies

- Radar and Lidar courses will also be offered via the internet training tool developed by DPSST.
- Allow some motor officers to travel and attend the Annual NAMOA Symposium.
- Participate in identifying and promoting a dedicated funding source for law enforcement training in Oregon.
- Promote enforcement alternatives such as photo radar and red light cameras, in order to utilize existing staff in the most effective manner.
- Work with DPSST to provide traffic law enforcement training to Oregon law enforcement agencies. Emphasize enforcement of traffic laws and regulations in all areas of transportation safety.
- In cooperation with DPSST and TEAM Oregon, provide motor officer training, updates and Instructor Development training.
- To assist finalizing the pilot for Electronic Traffic Citation issuance and electronic transfer to the primary court. Identify and secure funding to purchase equipment and software to support project. Work directly with State and Local Courts to implement. Develop annual progress report identifying status, cost savings, implementation timelines and project summary supplemental to PDFE.
- To initiate the development of a statewide Traffic Law-Enforcement Strategic plan to complement the OSP GAP Study as outlined in the TSAP. Implement developed elements.
- To help develop and certify training curriculum that supports the use of following too close enforcement technologies. Develop and deliver a training course that will provide training to at least 100 officers.
- Follow the Governor's Cooperative Police Agreement in all funding of enforcement programs.
- Promote cooperation with neighboring states including outreach to tribal governments.

Project Summaries

SECTION 163 INCENTIVE

HN1-07-30-03 **DPSST Law Enforcement Training Grant** **\$55,560**
This grant was used to provide various traffic law-enforcement training and outreach on a regional basis based on Law-Enforcement identified traffic safety needs. Radar, Lidar and Tailgating Technologies training was provided. Additionally, Police Supervisory Training was held which trained approximately 150 Police Supervisors. DPSST represented TSD from a Law-Enforcement perspective at approximately 117 different events and agency visits throughout the year. Motor Officers were provided training via scholarship to NAMOA.

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.
[The regional high crash location (SPIS) review suggested at least 100 possible safety projects. These were narrowed down to a dozen, and five of those were programmed as safety projects for the Region, possibly exceeding \$3 million in non-402 program spending. In addition, Clackamas County and Portland Police cooperated on three other safety projects during the year.]
- 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.
[Completed the SPIS review on time, which gave detailed information on 300 top crash locations. Five of those were programmed as safety projects for the Region, possibly exceeding \$3 million in non-402 program spending. In addition, ten more high crash sites will be scoped as part of Regional Pavement Preservation projects during the next year.]
- 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.***[Shared the SPIS review list of top crash locations with state, county and local police as well as Community Safety programs in Portland and Clackamas County. Results contributed to improved speed, pedestrian and work zone enforcement patrols and better attended safety fairs.]***
- 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.
[Funded public safety events including Big Truck Day, Washington County Fair, Clackamas County Safe Kids, and Mt. Hood Safety Corridor. Funded a Clackamas County demonstration project and a Washington County demonstration project.]

- 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.
[Provided for regional and district staff to help staff and participate in GHSA meeting in Portland. Also, provided for an on-site training in SPIS location review and data analysis for six to eight staff.]

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).
- Identify and assist in development of at least four Local Traffic Safety projects. Provide mini-grants or loaner equipment (such as radar) to local agencies to address identified safety problems. Provide means for these projects to access and develop media relationships with Regional ODOT staff and local media. Promote projects which target one or more of:
 - (a) formation and vitalization of local traffic safety committees;
 - (b) multi-modal safety, including pedestrian, bicycle and vehicles sharing the road;
 - (c) cooperative projects among several adjoining jurisdictions.
- Identify and develop partnerships with at least four governmental, professional or volunteer organizations. These partnerships will share skills, services, or other non-monetary resources in promoting or implementing transportation safety efforts. These efforts should include media support and could be used to complement Local Traffic Safety projects or other Regional safety efforts.
- Bring ODOT non-safety professional staff, such as Project Leaders and employees in other disciplines to TSD conference events and training. Provide to prospective attendees better information on training elements, class leaders and types of training sessions available.

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. [During 2007, communication with all the local traffic safety committees was completed.]*
- 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. *[Nearly 80% of the local traffic safety committees in the region were visited.]*
- 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. *[Incorporated the 4 E safety approach in all projects involving the Region Traffic Safety Coordinator.]*
- 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. *[All Annual Safety Corridor Plans*

HN1-07-24-12

Region Engineering Services – Region 2

\$24,179

This project coordinated with Region 2 Traffic and area maintenance to provide minor engineering fixes for safety issues on local streets in our area. One engineering project was completed this year allowing for safer condition on county connections to State Highways.

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.
[In 2007, ten of the 15 committees have been communicated with in person, one additional attended by an ODOT employee, and all committees were communicated with in some way.]
- To coordinate or participate in a least fifteen child safety seat trainings and public clinics in Region 3 through December 31, 2007.
[In 2007, there were 26 total CPS events in Region 3, 12 participated in by the RTSC.]
- 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.
[In 2007, there were no project scopings attended.]
- 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.
[In 2007, there were 43 fairs, events, or other traffic safety activities that resources were provided to.]
- 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.
[In 2007, one minor engineering project was completed in the City of Talent.]
- 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.
[In 2007, equipment was provided to 11 agencies in need of resources.]

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 157 INCENTIVE

157RS-07-75-03 Region 3 Safety Corridor Enforcement \$3,792

This grant provided US199 Redwood Highway Safety Corridor with safety corridor overtime enforcement from Grants Pass Police Department and Josephine County Department of Public Safety. Multiple agency enforcement efforts were coordinated and deployed in cooperation with Oregon State Police.

[The Performance Plan was amended during the fiscal year to include this project summary.]

SECTION 163 INCENTIVE

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

In 2007, this project provided transportation safety coordination and services throughout ODOT's Region 3 by providing information and education on a variety of transportation safety issues, coordinating traffic safety activities, and working with local traffic safety organizations. Small mini-grants were provided to local jurisdictions and equipment was provided to law enforcement agencies.

HN1-07-24-13 Regional Engineering Projects - ODOT Region 3 \$36,290

In 2007, this project provided funding for a pedestrian safety project in the City of Talent. The project completed a necessary section of sidewalk getting pedestrians out of the narrow, busy roadway.

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 Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
		Fatalities	Fatalities			
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.

Performance Measures

- Communicate with and serve as a resource for the three (3) currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2007.
[Region 4 communicated and worked with all three currently established local traffic safety committees.]
- Maintain or reduce the number of crash related fatalities by 5% or 3 from 60 to 57 and reduce the number of fatal/injury crashes by 5% from 1,448 to 1,375 based on 2004 data by December 31, 2007. ***[Fatalities continued to rise in 2006 to 90 from 60 in 2004. The main reason was Region 4 had nine different multiple fatality crashes, which accounted for 25 more deaths. Unfortunately, the fatal/injury crash count also rose 8% to 1,566 from 1,448. Side note – fatality count for 2007 is down to 45 through 11/6/07.]***
- Coordinate or provide a minimum of 15 child safety seat clinics in Region 4 by December 31, 2007. ***[Region 4 had a minimum of 40 child safety seat check up events during the 2006/2007 grant period, including monthly fitting stations at two locations.]***
- Coordinate and/or provide resources for safety fairs, county fairs, schools and other traffic safety activities to educate and inform the public on traffic safety issues. Reach 165,000 people (60 percent of the population of Region 4 based on 2004 data) by December 31, 2007. ***[Reached 60% of the population through community events - county fairs, safety days, child safety seat check up events, etc. School events - five MADD presentations and utilizing the Team Safety Crash Car at high schools. Provided educational items (brochures, helmets and educational giveaways) to communities. Use of Speed Radar Trailer by ODOT and local law enforcement agencies. Also, theatre slides with DUII, See Red and Stay Awake were shown at Pilot Butte 6 and Old Mill 16, which averages 30,000 moviegoers a week.]***

HN1-07-24-14

Engineering Services – ODOT Region 4

\$39,909

Two minor engineering grants were awarded. A mini-grant to City of Condon for putting down thermoplastic crosswalk markings on the local streets by the elementary school and high school. A mini-grant to Powell Butte Elementary for paving a student path and fencing off parking.

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.
[Region 5 participated in 44 traffic safety committees throughout the 2006-07 grant year. The Region was active in all seven traffic safety committees throughout Region 5.]
- Provide traffic safety information to approximately 107,000 people or 60 percent of the population in Region 5 in by December 31, 2007.
[Approximately 30% or 54,000 people were individually reached. This included 10 driver education classes, six seat belt diversion classes, 12 bike rodeos, 14 county/safety fairs, presentations on crossing guards, and pedestrian safety. This does not include the outreach that the traffic safety coordinators in Grant, Harney, and Malheur counties participated in which reached a large majority of Region 5. Several individuals were reached through billboards and slides in theaters, but there is no way to determine the amount of outreach.]
- Coordinate and/or provide 20 child safety seat trainings and public clinics in Region 5, a 25 percent increase, by December 31, 2007.
[The Region participated in 25 car seat clinics and trainings throughout the 2006-07 grant year.]

- Maintain the 39 certified safety seat technicians in Region 5 and increase by 1 technician in Baker, Harney and Wallowa counties.
[Region 5 maintained the 39 certified technicians, increased two in Union County, and increased three in Wallowa County. Baker County was unsuccessful in increasing their technician base due to the deputy planning on getting certified took an early medical retirement.]
- 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.
[The top five SPIS sites were identified, but only two sites received dollars for enforcement and education. The engineering funds earmarked for inexpensive fixes for cities and counties were used for striping materials for the La Grande School District and school zone signs for the City of Ontario.]

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 DUII Victims Panels. Reach out to the entire community through education, by utilizing the safety wheel at two County fairs, three major county events and other traffic safety activities.
- Work with existing local traffic safety committees to enhance programs and to provide resources and information. Work closely with the newly formed traffic safety committee in the City of Umatilla by providing direction and resources.
- Work with Region Traffic Unit to identify the top five SPIS sites within Region 5. Work with regional law enforcement to increase patrols in those areas through overtime enforcement dollars. Work with local traffic safety committees and Region Traffic to find possible engineering fixes for those high crash sites.
- Work with Regional law enforcement and traffic safety committees to identify areas with high DUII and speed related citations and crash sites. Work to reduce the violations and crashes through overtime enforcement.
- Work with the 39 certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage traffic safety committee members in Wallowa, Baker and Harney Counties to become certified child safety seat technicians.

Project Summaries

SECTION 163 INCENTIVE

HN1-07-24-16

Regional Services – ODOT Region 5

\$39,833

This project provided traffic safety coordination and services throughout Region 5, which encompassed the eight most eastern counties in the State of Oregon. This project provided education and enforcement information and resources to a variety of community-based traffic safety programs. This project worked closely with law enforcement to provide data, equipment and education on traffic safety

issues. This project coordinated activities throughout the region as an outreach for traffic safety education.

H08-07-24-16

Regional Services – ODOT Region 5

\$4,335

This grant coordinated with local communities to provide traffic safety materials or equipment for minor engineering projects such as signing, striping or other engineering related projects.

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.

[In 2007, there were 447 participants trained and 21 trainings offered. This is a combination of the courses provided by both Oregon State University (OSU) and the workshops provided by University of Portland (U of P).]

	<u># of Trainings</u>	<u>Attendees</u>
<i>OSU, Various Engineering Related Courses</i>	<i>8</i>	<i>172</i>
<i>U of P, Improving Safety Features for Local Roads and Streets</i>	<i>11</i>	<i>243</i>
<i>U of P, Traffic Law Enforcement for the 21st Century</i>	<i>2</i>	<i>32</i>
	<i>21</i>	<i>447</i>

- 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.

[In 2007, there were 447 participants trained and 21 trainings offered. This is a combination of the courses provided by both Oregon State University (OSU) and the workshops provided by University of Portland (U of P).]

	<u># of Trainings</u>	<u>Attendees</u>
<i>OSU, Various Engineering Related Courses</i>	<i>8</i>	<i>172</i>
<i>U of P, Improving Safety Features for Local Roads and Streets</i>	<i>11</i>	<i>243</i>
<i>U of P, Traffic Law Enforcement for the 21st Century</i>	<i>2</i>	<i>32</i>
	<i>21</i>	<i>447</i>

- 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.

[In 2007, the intersection safety and rural safety initiatives continued to be Traffic and Roadway Engineering Section’s identified safety initiatives. Tool and methodology identification continued. The TSD continued to promote and assist this effort as possible.

In 2007, the safety corridor program continued to update its data summary used for safety corridor analysis. Safety Corridor analysis and release of the Annual Safety Corridor Data and Recommendations Report is completed in a more timely manner to allow overtime enforcement grants to state and police agencies to the very worst safety corridors on the state system to begin earlier in the federal fiscal year. Various ODOT initiatives, including the establishment of the Safety Investigations Group, will identify additional tools and methodologies available to better analyze roadway segments and potential safety countermeasures.]

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 OSP Safety Corridor Enforcement and Education \$104,580

This statewide grant provided six of the worst ranked safety corridors in the state safety corridor overtime enforcement provided by the Oregon State Police. Oregon State Police also developed and distributed press releases on each of these safety corridors, multiple times during the year. Multiple agency enforcement efforts were coordinated and deployed in some of these locations.

SECTION 163 INCENTIVE

HN1-07-77-01 Engineering Safety Short Courses and Distance Learning \$179,392

This grant was with the Oregon State University Kiewit Center. In 2007, there were 447 participants trained and 21 trainings offered. This is a combination of the courses provided by both Oregon State University (OSU) and the workshops provided by University of Portland (U of P).

	# of Trainings	Attendees
OSU, Various Engineering Related Courses	8	172
U of P, Improving Safety Features for Local Roads and Streets	11	243
U of P, Traffic Law Enforcement for the 21st Century	<u>2</u>	<u>32</u>
	21	447

HN1-07-77-02 Statewide Services – Roadway Safety \$610

This grant provided for a portion of printing costs for the previously developed Rural Road Safety brochure. This brochure was originally created and printed in partnership between TSD and the Oregon Farm Bureau.

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. ***[Two baseline datasets were established: motor vehicle crashes in school zones involving pedestrians 5-14 for 2001-2006; motor vehicle crashes in school zones involving bicyclists 5-14 for 2001-2006.]***
- 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?" ***[Six state agency partnerships were fostered in development of SRTS Program: ODOT Transportation Safety Division Bicycle and Pedestrian Safety Program; ODOT Bicycle and Pedestrian Program, Highway; ODOT Transportation Enhancement (TE); Department of Education, Pupil Transportation; Department of Human Services, Physical Activity and Nutrition; Transportation Growth Management (TGM).]***
- Create baseline for number of school districts, schools, and students that have been reached through the SR2S Program by December 31, 2007. ***[Baseline being built consisting of grantees, workshop attendees, email contacts.]***
- Build baseline data on number of and how students go to and from school by December 31, 2007. ***[Student Hand Tally data and Parent Survey data submitted with Action Plans for SRTS funding in Oregon are currently being consolidated to produce a preliminary baseline profile. Data to be available 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.
- Raise awareness of the Oregon Safe Routes to School Program through webpage.
- Provide public information and education on Safe Routes to School Program.
- Develop partnerships that facilitate the planning, development and implementation of projects and activities that lead to improved safety of children walking and bicycling to school, encouragement of a healthy and active lifestyle from an early age, reduction of traffic, fuel consumption and air pollution in the vicinity of schools.
- Develop statewide crash database of pedestrian injuries and fatalities for children 5-14 years of age with emphasis on school zone data.
- Develop statewide crash database of bicyclist injuries and fatalities for children 5-14 years of age with emphasis on school zone data.
- Provide technical services and advice to communities implementing a Safe Routes to School program that focuses on education, enforcement, engineering and evaluation.
- Provide assistance to communities in developing a plan described in ORS 195.115 to reduce barriers and hazards to K-8 children when walking and bicycling within 2 miles of the school.
- Develop a competitive grant process to award funding to communities for the implementation of the Safe Routes to School Plan for projects focusing on education, enforcement, engineering and evaluation.

Project Summaries

SECTION 1404

HU-07-10-07

Safe Routes to School Grant Program

\$1,409

Twelve \$1000 meeting assistance mini-grants were awarded to communities statewide for Action Plan development, with the requirement of a completed Action Plan by June 30, 2008. The Oregon SRTS website was developed to provide information online on the Oregon Action Plan Template and assessment tools and to announce the first call for applications for non-infrastructure activities and for infrastructure projects, with a deadline of July 30, 2007. Two Action Plan Assistance mini-grantees completed the Oregon Action Plan in time to apply for non-infrastructure and infrastructure projects. Ten school districts/communities were awarded non-infrastructure awards for education and enforcement activities to begin in the 2009 federal grant year, benefiting a total of 28 elementary and middle schools. The infrastructure applications had not yet been awarded.

HU-07-20-06

Statewide Services

\$58,988

Provided statewide outreach to promote and support the Safe Routes to School Program. With the guidance of the Safe Routes Advisory Committee, the SRTS Program created the Oregon Action Plan template, providing it on the ODOT SRTS web page in February, along with assessment tools and resources. Seven free trainings were offered in April and May to communities in the five ODOT Regions on establishing a Safe Routes to School Program at schools, following the Oregon Action Plan template and focusing on Education and Encouragement, Enforcement, Engineering and Evaluation. "I brake for kids," a transit poster campaign was released to coincide with the start of the school year, with 44 transit postings in Portland, Eugene, Salem, Corvallis, Roseburg and Medford from August through October. The campaign included a print PSA (Give kids a brake) and an ODOT statewide news release to all daily and weekly newspapers on back-to-school and traffic safety information. SRTS promoted Oregon Walk and Bike to School Day, Oct. 3, providing traffic safety education materials, bike helmets to raffle-winning students and their parents, and other giveaway items promoting bike and pedestrian visibility to 84 registered k-8 schools plus 10 late-registering schools.

[The Performance Plan was amended during the fiscal year to include this project summary.]

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.
[In 2006, there were 227 speed-related deaths (48%).]
- 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.
[In 2006, there were 7,841 people injured in speed-related crashes.]

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 \$568,483
 \$250,000 was spent specifically to target the worst roadways in Oregon using the Multi-Agency STEP program. Numerous partnerships were developed and high level, multiple contact law-enforcement operations were conducted. \$100,000 was provided to assist regional staff in purchasing speed equipment in their Regions. Some funds were used to support the expansion of the Electronic Citation and Reporting programs. Police Supervisors were trained at the annual Police Supervisors Conference. Over 600 people were trained in Radar Operation, Lidar Operation and Distance Between Cars Technology to target tailgaters. Brochures, billboards, posters, radio ads, in addition to numerous press releases, went out regarding speeding, following too close, and fail to maintain safe distance from an emergency vehicle.

157SC-07-35-06 OSP Rural State Highway Speed Enforcement \$130,870
 Oregon State Police was awarded funds for Overtime Enforcement and some equipment to support aggressive driving vehicle programs.

OREGON PRIVATE DONATIONS

07OTSCPED Speed Outreach \$0
 This money is to be used for speed related purchases.
[This project was not funded during the grant year.]

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. ***[The application was submitted on June 13, 2007. Although late for this measure, the application was submitted prior to the June 15 deadline and granted.]***
- 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. ***[The TRCC met seven times during 2007 and has used the Assessment and Strategic Plan to develop projects and provide a focus for the Committee.]***
- 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. ***[In 2007, the TRCC has used the Strategic Plan to guide decision making and develop projects.]***
- To disperse dedicated Traffic Record funds by December 31, 2007. ***[Within the grant year, 3% of Traffic Records funds were liquidated.]***

K9-07-54-02-GPS GIS and Map-Based Location Coding - TDD

This grant is to fund GIS and map-based location coding tools in pilot projects for electronic crash data collection and will result in improved location data collection and access. Currently projects are funded through ODOT's Transportation Development Division.

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

K9-07-54-02-LCP Location Coding Protocols - TDD

This grant is to promote a system-wide standard for location coding protocols for use in field data collection to improve location data collection and access and provide training on those standards.

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

K9-07-54-02-EFD Electronic Field Data Collection - TSD

This grant is to identify law enforcement agencies with (or ready to pursue) electronic field data collection for citations and other reports and will improve efficiency of data collection and management for crashes and citations and improve data capture, storage, and linkage. This grant is a continuation grant from previous years that utilized NHTSA 411 funds.

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

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.
[In 2007, partnered, coordinated and provided overtime work zone enforcement to thirteen state and local police agencies.]
- 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.
[In 2007, developed and released a new 30 second television PSA, re-released radio PSA, re-released billboard and transit PSA's, re-released billboard at two locations on the Interstate, developed and released a new Print PSA and Poster PSA.]
- 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.
[In 2007, provided press releases, National Work Zone Memorial Wall event, National Work Zone Awareness Week poster distribution, educational materials and public presentations on the seriousness of work zone crashes.]

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 year's 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 \$242,655

This statewide grant provided printing and distribution of promotional materials; developed and released PSA's (30 second TV, re-released radio, re-released billboard and transit, re-released billboard at two locations on the Interstate, a new print ad and poster. Additionally this grant provided police work zone enforcement incentives, ODOT and police work zone related equipment, telephone research surveys, conference registrations, usage of the Work Zone Memorial Wall, and an ODOT curtain truck trailer wrap.

050707WKZN-421 Work Zone Enforcement Program \$1,243,543

This statewide grant provided 15 overtime work zone enforcement grants to 13 state and local police agencies. These agencies produced a total of 25,252 citations, 28,489 warnings, during their 29,722 total hours of dedicated overtime and regular time work zone enforcement.

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.
[In 2006, there were 5,338 drivers age 20 and under in fatal and injury crashes.]
- 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.
[In 2006, there were 1,756 “Failure to Avoid Stopped or Parked Vehicle Ahead” errors, age 15-20.]
- 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.
[In 2006, there were 1,082 “Driving Too Fast for Conditions” errors, age 15-20.]
- 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.
[In 2006, there were 1,007 “Did Not Have Right of Way” errors, age 15-20.]
- 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.
[In 2006, there were 14 alcohol-involved drivers age 15-20 in fatal crashes.]
- To reduce the number of unrestrained, age 15-20, passenger and driver fatalities from 24 in 2005 to 23 by December 31, 2007.
[In 2006, there were 16 unrestrained auto occupant fatalities age 15-20.]

Strategies

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

Highway Safety Program Cost Summary

STATE: OREGON

NUMBER: 2007-01

REPORT DATE: 12/06/2007

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
157 DE - Driver Education	\$ 588,573	\$ 20,000	\$ 224,327	\$ -	\$ 224,327	\$ -
157 EM - Emergency Medical Services	\$ 60,000	\$ 15,306	\$ 6,388	\$ (0)	\$ 6,388	\$ 6,328
157 PS - Pedestrian/Bicycle Safety	\$ 130,000	\$ 272,569	\$ 127,169	\$ (1)	\$ 127,168	\$ 89,753
157 RS - Roadway Safety	\$ 160,000	\$ 126,055	\$ 131,267	\$ (4,933)	\$ 126,334	\$ 36,384
157 SC - Speed Control	\$ 1,315,000	\$ 827,195	\$ 699,356	\$ (1)	\$ 699,355	\$ 699,355
157 Subtotal	\$ 2,253,573	\$ 1,261,125	\$ 1,188,507	\$ (4,934)	\$ 1,183,573	\$ 831,820
163 DE - Driver Education	\$ 13,564	\$ -	\$ 13,564	\$ -	\$ 13,564	\$ -
163 MC - Motorcycle Safety	\$ 10,093	\$ -	\$ 10,093	\$ -	\$ 10,093	\$ -
163 PS - Pedestrian/Bicycle Safety	\$ 147,586	\$ 83,582	\$ 147,586	\$ -	\$ 147,586	\$ -
163 PT - Police Traffic Services	\$ 84,510	\$ 215,096	\$ 84,510	\$ -	\$ 84,510	\$ -
163 RS - Roadway Safety	\$ 370,881	\$ 132,908	\$ 370,881	\$ -	\$ 370,881	\$ -
163 SA - Safe Communities	\$ 126,901	\$ 30,220	\$ 126,901	\$ -	\$ 126,901	\$ -
(FHWA) 163 Subtotal	\$ 753,536	\$ 461,806	\$ 753,536	\$ -	\$ 753,536	\$ -
164 AL - Alcohol	\$ 2,064,266	\$ 1,128,648	\$ 1,458,431	\$ (3)	\$ 1,458,428	\$ 1,154,109
164 HE - Hazard Elimination	\$ 23,836,052	\$ 75,000	\$ 8,765,139	\$ -	\$ 8,765,139	\$ -
164 PA - Planning & Administration	\$ 80,423	\$ 10,000	\$ 44,864	\$ -	\$ 44,864	\$ -
164 Subtotal	\$ 25,980,741	\$ 1,213,648	\$ 10,268,434	\$ (3)	\$ 10,268,431	\$ 1,154,109
402 CL - Codes and Laws	\$ 10,000	\$ 10,000	\$ 570	\$ (0)	\$ 570	\$ 456
402 DE - Driver Education	\$ 3,333,176	\$ 1,462,762	\$ 470,476	\$ (2)	\$ 470,475	\$ 141,660
402 MC - Motorcycle Safety	\$ 1	\$ 1,597,581	\$ 1	\$ -	\$ 1	\$ -
402 PA - Planning & Administration	\$ 263,046	\$ 160,394	\$ 219,520	\$ -	\$ 219,520	\$ -
402 SA - Safe Communities	\$ 562,450	\$ 561,902	\$ 400,929	\$ (0)	\$ 400,929	\$ 400,928
402 Subtotal	\$ 4,168,673	\$ 3,792,640	\$ 1,091,497	\$ (2)	\$ 1,091,494	\$ 543,043
405 J2 - Occupant Protection	\$ 411,969	\$ 1,697,301	\$ 84,350	\$ -	\$ 84,350	\$ 41,948
405 K2 - OP SAFETEA-LU	\$ 819,213	\$ 1,119,213	\$ 276,807	\$ 48,066	\$ 324,873	\$ 242,724
405 Subtotal	\$ 1,231,182	\$ 2,816,514	\$ 361,157	\$ 48,066	\$ 409,223	\$ 284,671
406 OP - Occupant Protection	\$ 3,995,422	\$ 5,303,393	\$ 1,024,205	\$ (29,236)	\$ 994,969	\$ 638,880
406 Subtotal	\$ 3,995,422	\$ 5,303,393	\$ 1,024,205	\$ (29,236)	\$ 994,969	\$ 638,880
408 TS - Traffic Records	\$ 989,575	\$ 247,394	\$ 31,292	\$ (1)	\$ 31,291	\$ -
408 Subtotal	\$ 989,575	\$ 247,394	\$ 31,292	\$ (1)	\$ 31,291	\$ -
410 J8 Alcohol	\$ 950,000	\$ 4,668,398	\$ 756,172	\$ -	\$ 756,172	\$ 706,134
410 K8 Alcohol SAFETEA-LU	\$ 2,706,902	\$ 1,438,228	\$ 217,925	\$ -	\$ 217,925	\$ 129,667
410 Subtotal	\$ 3,656,902	\$ 6,106,627	\$ 974,097	\$ -	\$ 974,097	\$ 835,801
Safe Routes to School Program	\$ 2,755,418	\$ -	\$ 60,397	\$ -	\$ 60,397	\$ -
(FHWA) 1404 Subtotal	\$ 2,755,418	\$ -	\$ 60,397	\$ -	\$ 60,397	\$ -
1906 Prohibit Racial Profiling	\$ 1,181,965	\$ 295,491	\$ 237,183	\$ -	\$ 237,183	\$ -
1906 Subtotal	\$ 1,181,965	\$ 295,491	\$ 237,183	\$ -	\$ 237,183	\$ -
2010 MC - Motorcycle Safety	\$ 200,000	\$ 110,000	\$ 65,209	\$ (1)	\$ 65,208	\$ -
2010 Subtotal	\$ 200,000	\$ 110,000	\$ 65,209	\$ (1)	\$ 65,208	\$ -
2011 Child Seats	\$ 366,069	\$ 122,011	\$ -	\$ -	\$ -	\$ -
2011 Subtotal	\$ 366,069	\$ 122,011	\$ -	\$ -	\$ -	\$ -
Total NHTSA	\$ 44,024,102	\$ 21,268,842	\$ 15,241,582	\$ 13,888	\$ 15,255,470	\$ 4,288,323
Total FHWA	\$ 3,508,954	\$ 461,806	\$ 813,933	\$ -	\$ 813,933	\$ -
Total	\$ 47,533,056	\$ 21,730,648	\$ 16,055,515	\$ 13,888	\$ 16,069,403	\$ 4,288,323

State Official Authorized Signature

Name: Troy E. Costales
 Title: Governor's Highway Safety Representative
 Agency: Oregon Department of Transportation
 Date: December 17, 2007

Federal Official(s) Authorized Signature

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

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