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OREGON  
TRAFFIC SAFETY  
PERFORMANCE PLAN

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Fiscal Year 2012

*Federal Version*





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TRAFFIC SAFETY  
PERFORMANCE PLAN

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Fiscal Year 2012

FEDERAL VERSION

Produced: June 2011

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



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# Foreword

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This report has been prepared to satisfy federal reporting and provide documentation for the 2012 federal grant year.

The 2012 Performance Plan will be approved by the Oregon Transportation Safety Committee (OTSC) on July 12, 2011 and subsequent approval by the Oregon Transportation Commission (OTC) will be requested on August 18, 2011. The majority of the projects will occur from October 2011 through September 2012.

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

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.
2. Problem statements are presented for each topical area.
3. Data tables have been updated to reflect the latest information available and provide previous years' averages where possible.
4. Goal statements are aimed at 2015 and performance measures for 2012.
5. Project summaries are listed by individual project, by funding source, at the end of the document. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2012 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through June 1, 2010):

Federal funds:	\$50,107,655
State/local match:	[\$6,984,015]
Grand Total	\$57,091,670

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

# Document Purpose

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

The plan represents a one-year look at the 2012 program including all of the funds controlled by the Transportation Safety Division. In addition, every year an Annual Evaluation report is completed that explains what funds were spent and how we fared on our annual performance measures.

We are looking forward to a successful 2012 program where many injuries are avoided and the fatality toll is dramatically reduced.



# Process Description

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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 2009 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

## **Process for Establishing Performance Goals**

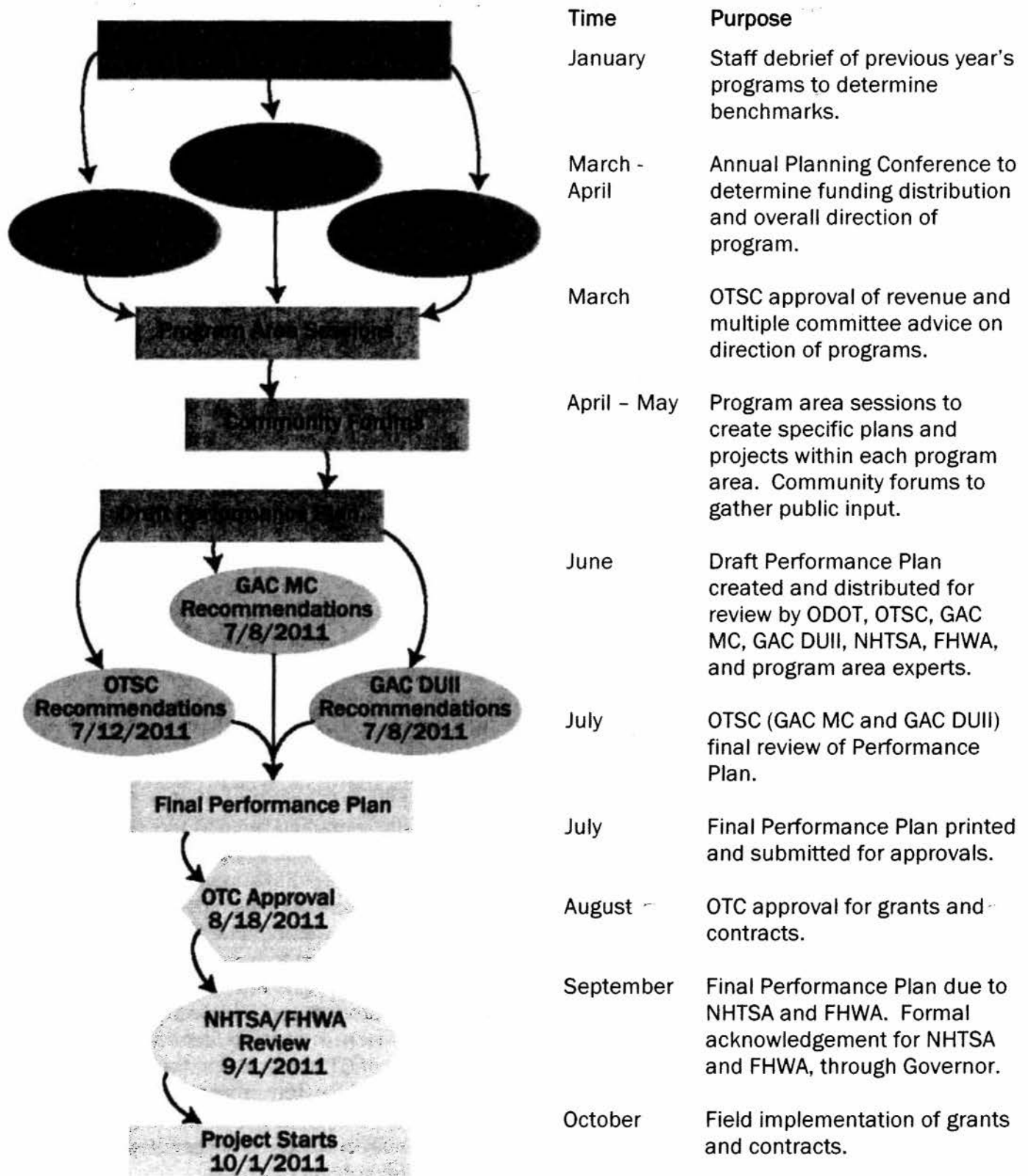
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action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

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

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

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

# Overview of Highway Safety Planning Process



# Performance Goals

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This report highlights traffic safety activities during the upcoming federal fiscal year 2012. The data contained in this report reflects the most current available.

The following performance measures satisfy NHTSA's required core outcome measures and one core behavior measure. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures will be reviewed in March 2011 as part of the 2012 planning process.

## Core Outcome Measures

### *Traffic Fatalities*

Decrease traffic fatalities from the 2007-2009 calendar base year average of 416 to 375 by December 31, 2012.

### *Serious Traffic Injuries*

Decrease serious traffic injuries from the 2007-2009 calendar base year average of 1,678 to 1,600 by December 31, 2012.

### *Fatalities/VMT*

Decrease fatalities per 100 million VMT from the 2007-2009 calendar base year average of 1.22 to 1.11 by December 31, 2012.

### *Rural Fatalities/VMT*

Decrease rural fatalities per 100 million VMT from the 2006-2008 calendar base year average of 2.12 to 1.98 by December 31, 2012.

### *Urban Fatalities/VMT*

Decrease urban fatalities per 100 million VMT from the 2006-2008 calendar base year average of 0.65 to 0.62 by December 31, 2012.

### *Unrestrained Passenger Vehicle Occupant Fatalities*

Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2007-2009 calendar base year average of 98 to 92 by December 31, 2012.

### *Alcohol- Impaired Driving Fatalities*

Decrease alcohol impaired driving fatalities from the 2007-2009 calendar base year average of 108 to 101 by December 31, 2012.

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

### *Speeding Related Fatalities*

Reduce the number of fatalities in speed-related crashes from the 2007-2009 average of 194 to 171 by December 31, 2012.

### *Motorcyclist Fatalities*

Decrease motorcyclist fatalities from the 2007-2009 calendar base year average of 51 to 49 by December 31, 2012.

### *Unhelmeted Motorcyclist Fatalities*

Decrease unhelmeted motorcyclist fatalities from the 2007-2009 calendar base year average of 3 to 2 by December 31, 2012.

### *Drivers Age 20 or Younger Involved in Fatal Crashes*

Reduce the number of drivers age 20 and under involved in fatal crashes from the 2007-2009 calendar base year average of 51 to 46 by December 31, 2012.

### *Pedestrian Fatalities*

Reduce the number of pedestrian fatalities from the 2007-2009 average of 47 to 44 by December 31, 2012.

## **Core Behavior Measure**

### *Seat Belt Use Rate*

Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2007-2009 calendar base year average usage rate of 97 percent to 98 percent by December 31, 2012.

## **Activity Measures**

### *Seat Belt Citations*

Number of seat belt citations issued during grant-funded enforcement activities.  
During the 2010 federal grant year, there were 12,732 grant funded seat belt citations issued.

### *Impaired Driving Arrests*

Number of impaired driving arrests made during grant-funded enforcement activities.  
During the 2009 calendar base year, there were 5,736 impaired driving arrests.

### *Speeding Citations*

Number of speeding citations issued during grant-funded enforcement activities.  
During the 2009 calendar base year, there were 13,689 speeding citations issued.

## **Public Opinion Measures**

*Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?*

Seventy percent (70%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Fourteen percent (14%) believe the transportation system has become less safe compared with one year ago and ten percent (10%) believe it has become safer. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?*

The average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is less than one (0.72). Almost nine in 10 (87 percent) of those surveyed report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?*

Three out of five (60 percent) survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (66 percent) and/or newspaper (51 percent) as the primary sources. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?*

The average perceived chance of getting arrested for driving after drinking is 44 percent. Fifty-six percent (56%) of respondents believe there is at least a one in five chance of getting arrested if they drive after drinking (21 percent or higher), while 27 percent believe the chances are 20 percent or less. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?*

Almost all respondents (98 percent) report that they "always" (95 percent) or "almost always" (3 percent) wear a safety belt when driving. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?*

Twenty-eight percent (28%) of those surveyed indicate they have read, seen or heard information about seat belt law enforcement by police within the past 60 days. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding seat belt law enforcement by police most often mention television (41 percent), roadway signs (30 percent), newspaper (25 percent) and/or radio (15 percent) as the primary sources. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt - that is, how many times out of 100 would you be ticketed?*  
The average perceived chance of getting a ticket for not wearing a safety belt is 37 percent. An equal number of respondents believe the chances of getting a ticket for not wearing a safety belt are 20 percent or less (38 percent) or over 20 percent (39 percent). Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

*On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour - most of the time, half of the time, rarely, or never?*  
An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-five percent (75%) report that they rarely (52%) or never (23%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

*On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour - most of the time, half of the time, rarely, or never?*  
Eighty-one percent (81%) report that they rarely (46%) or never (34%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

*In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*  
Twenty-nine percent (29%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

*Where did you see or hear these messages?*  
Respondents who are aware of messages regarding speed enforcement by police most often mention television (40%), newspaper (31%), police/giving tickets (21%), roadway signs (18%) and/or radio (10%) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

*What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?*  
The average perceived chance of getting a ticket for driving over the speed limit is 34%. Almost one-half (48%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are over 20%, while 38% believe the chances are 20% or less. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

# Acronyms and Definitions

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

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



# Statewide

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## Link to the Transportation Safety Action Plan:

### 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 2009, 377 people were killed and 28,153 were injured in traffic crashes in Oregon.
- In 2009, 14 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.

## Oregon Traffic Crash Data and Measures of Exposure, 2006 - 2009

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

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

## Fatal and Injury Crash Involvement by Age of Driver, 2009

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

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

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

### Goals

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

### Performance Measures

- Increase the number of zero fatality days from the 2007-2009 average of 134 to 151 by December 31, 2012.
- Reduce the fatality rate from the 2007-2009 year average of 1.22 to 1.11, 375 fatalities, through December 31, 2012.
- Reduce the traffic injury rate from the 2007-2009 year average of 81.17 per hundred million miles traveled to 80.00, 23,182 injuries, through December 31, 2012.
- Decrease traffic fatalities from the 2007-2009 calendar base year average of 416 to 375 by December 31, 2012.
- Decrease serious traffic injuries from the 2007-2009 calendar base year average of 1,678 to 1,600 by December 31, 2012.
- Decrease fatalities per 100 million VMT from the 2007-2009 calendar base year average of 1.22 to 1.11 by December 31, 2012.
- Decrease rural fatalities per 100 million VMT from the 2007-2009 calendar base year average of 2.07 to 1.98 by December 31, 2012.

- Decrease urban fatalities per 100 million VMT from the 2007-2009 calendar base year average of 0.55 to 0.50 by December 31, 2012.

### Public Opinion Measures

*Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?*

Seventy percent (70%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Fourteen percent (14%) believe the transportation system has become less safe compared with one year ago and ten percent (10%) believe it has become safer. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

### Strategies

- A comprehensive transportation safety public information and education program that is designed to impact a change in the public's behavior concerning the issues of safe driving, DUII, safety belts, child safety seats, speed, motorcycle safety, bicyclist safety, equipment standards, driver education and traffic laws.
- An annual transportation safety grantee orientation designed to educate grantees on program guidelines and grant responsibilities.
- Implement 2010-11 law changes.
- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2011-12 law changes.
- Continue the development of a revised Transportation Safety Action Plan, the long-range planning document for addressing the "4-E"'s in transportation safety issues in Oregon, and implement actions in the current safety action plan.
- Raise awareness of the safety actions advocated in the Transportation Safety Action Plan through a published document available in print and electronic form.
- Make effective use of Internet, direct mail, and news media channels to raise awareness of the Transportation Safety Action Plan, or the issues and actions identified by the Action Planning process.
- Advocate for a transportation system that is self-educating and self-enforcing for its users.
- Continue to operate with adequate powers, be suitably equipped and organized to carry out a state highway safety program.



# Bicyclist Safety

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## Link to the Transportation Safety Action Plan:

### Action #66

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

### Action #67

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

## The Problem

- In 2009, 497 bicyclists age 20+ years were injured in motor vehicle crashes compared to 400 in 2007.
- In 2009, motorists failed to yield right-of-way to bicyclists in 353 crashes compared to 305 in 2007.
- In 2009, 18 percent of all bicyclist crashes were at dusk, dawn or low light conditions.
- From 2002-2009, 5,942 bicyclists were involved in motor vehicle crashes. Of the 81 total bicyclist fatalities, 51 percent were not wearing bike helmets; 32 percent of the 538 with incapacitating injuries; 27 percent of the 3,060 non-incapacitating injuries; and 19.5 percent of the 2,808 with a possible injury were not wearing helmets.
- According to the 2009 Intercept Bicycle Helmet Usage Observational Study, 38 percent of middle school students were observed to have no helmet present, which is consistent with the past five years.
- A review of crash data from 2000 to 2009 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

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

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

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

## Goals

- Reduce bicyclists killed and injured in motor vehicle crashes from the 2007-2009 average of 726 to 663 by 2015.

## Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2007-2009 average of 715 to 662 by December 31, 2012.
- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2007-2009 average of 188 to 175 by December 31, 2012.
- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2007-2009 average of 469 to 432 by December 31, 2012.

## Strategies

- Continue to inform and educate adult bicyclists concerning riding behaviors and safety.
- Continue to promote bicyclist safety education programs for youth to encourage development and practice of safe bicycling habits and behaviors.
- 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 that they are drivers of a vehicle on the roadway.

# Community Traffic Safety

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[Link to the Transportation Safety Action Plan:](#)

## Action #32

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

## Jurisdictional Data for Oregon Counties, 2009

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

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

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

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

\*\* Local Traffic Safety Group

I= Safe Community Site

#= City/County Group



## The Problem

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

## Goals

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

## Performance Measures

- Reduce the per-capita fatal and injury crash rate in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 193 persons by December 31, 2012.
- Maintain or increase the number of local transportation safety committees in Oregon from 54 in 2009 to 54 or above by December 31, 2012.
- Maintain or increase the number of active Safe Community programs by December 31, 2012. (As of federal fiscal year 2010, there were nine Safe Community programs in Oregon: Baker County, Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Umatilla County, Union County, and City of Portland.)
- Increase the number of documented neighborhood associations addressing traffic safety from 130 in 2009 to 140 by December 31, 2012.

## Strategies

- Continue the development and maintenance of Safe Communities Programs, addressing both fatal and injury crash prevention and cost issues in targeted communities.
- Continue Comprehensive Community Traffic Safety Programs, emphasizing projects in targeted communities.

- Expand the number of Oregonians who participate in transportation injury prevention at the community level, through projects that create innovative opportunities for citizens to become involved. Track these individuals by increasing the number of documented traffic safety groups.
- Include region representatives in community-level traffic safety programs by providing opportunity to have substantive input into Safe Community and other projects, including grants management and on-site assistance of local groups.
- Provide print materials and technical tools designed to foster community-level approaches to traffic safety issues.
- Encourage local level partnerships that cross traditional program, group, and topical divisions through training and hands-on technical assistance provided by both region representatives and centralized offerings. Develop activities that act as a catalyst for expanded safety activity.
- Evaluate opportunities to increase employer participation in traffic safety programs. Implement at least one employer based strategy.
- Encourage local innovative approaches to traffic safety that fosters long term local initiatives.
- Encourage the development of local transportation safety plans by providing assistance, training, and guidance to local governments and communities. Identify and implement ways to improve coordination of safety efforts among local land use, transportation, and EMS/FIR/Law Enforcement plans.

# Driver Education

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## Link to the Transportation Safety Action Plan:

### **Action #10**

improve and expand the delivery system for driver education in Oregon. Consider the following in designing a model program:

- Consider legislation to make driver education mandatory for new drivers under age 18.
- Evaluate the possibility of funding the increased cost of providing this additional training by raising learning permit fees.
- If feasible, by the year 2015 extend this requirement to all persons seeking their first driver license.
- Establish new and improved standards to support quality driver and traffic safety education programs.
- Establish a definition of what a model driver is in terms of knowledge, skill, behavior and habits. Once the definition is established, design a curriculum that is aligned with the expectations of a model driver. The curricula should address content, methods, and student assessments.
- Establish standards for teacher preparation programs that fully prepare instructors to model and teach the knowledge, skill behavior and habits needed. These standards should include specific requirements for ongoing professional development.
- Evaluate the possibility of establishing a licensing process that measures driver readiness as defined by the model driver, and employs a process that facilitates the safety means to merge the learning driver into mainstream driving.
- Establish program standards that apply to every driver education/training program/school.
- Develop oversight and management standards that hold the driver education system accountable. These standards should encourage quality and compel adherence to program standards.
- Identify and promote strategies that establish a driver and traffic safety education system. This system should promote life long driver learning, and foster a commitment to improve driver performance throughout the driver's life span.
- Create partnerships to support driver education. Identify and promote best practices for teaching and learning among and between parents, educators, students and other citizens.

### The Problem

- There is a need to increase the number of teens who participate in an approved program.
- There is a need to continue to eliminate inconsistencies in the various driver education public/private providers by establishing a model statewide program with standards proven to reduce risk factors of teen driver crashes.
- There is a need to provide more consistent support to the program coordinators and providers in the area of information and feedback to the driver education program.

- There is the need to adopt graduated penalties. When deficiencies are identified, the only recourse currently available is to deny reimbursement and/or remove the program from its approved status.
- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom based on National Standards. A need exists to provide this training in the ODOT's five regional areas, particularly in areas outside the Willamette Valley. Additionally, a refresher course needs to be provided for those instructors out in the field two or more years.
- There is a need to increase, through SB 125, 2009, the number of private commercial driving schools available to provide services.
- There is a need to measure citations, crashes and convictions of students that have completed approved driver education and a need to be able to identify the approved provider.
- There is a need to update the videos in the curriculum guide.

## Driver Education in Oregon, 2006-2010

	2006	2007	2008	2009	2010 Projected
DMV licenses issued (Age 16-17)	27,688	29,500	27,500	24,922	25,000
Students completing Driver Education	9,327	8,679	8,654	8,053	8,500
Students that did not complete an ODOT-TSD approved DE program before licensing	17,804	18,511	18,241	16,922	16,500
Number of instructors completing two courses or more	57	71	68	48	43

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

### Goals

- Increase student participation in education of newly licensed teens under the age of eighteen from 8,000 in 2009 to 10,876 by 2015.
- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2013.

### Performance Measures

- Increase the number of students completing driver education from the 2007-2009 average of 8,462 to 9,000 by December 31, 2012.
- Increase the number of driver education instructors who complete training (two courses or more) from the 2007-2009 average of 62 to 122 by December 31, 2012.

## Strategies

- Develop a marketing plan to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Continue to promote best practices through quality professional development and maintain/improve a tracking system and database to collect information on driver education program providers as well as instructors as they complete courses and continuing education.
- Continue development of standardized forms for monitoring and reporting of driver education providers.
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue development of procedures and rule language for the law changes for commercial providers receiving student reimbursement.
- Continue monitoring and tracking implementation for DHS reimbursements for the “parent” cost.
- Update the state curriculum guide and related video segments by December 31, 2012
- Work toward a centralized instructor certification process.
- Improve the system for which student certification is accomplished and secured.



# Emergency Medical Services (EMS)

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## [Link to the Transportation Safety Action Plan:](#)

### **Action #26**

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

### **Action #27**

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

### **Action #28**

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

## **The Problem**

- Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. The Oregon economy has caused many larger hospitals to make cuts and their foundations have reduced support as well. Smaller and rural community hospitals often face even more severe budgetary constraints, impacting their ability to get the required training and equipment. This is further problematic due to the Oregon Administrative Rules governing the continuing education and recertification requirements for EMTs of all levels.
- A cohesive EMS system is essential to ensuring positive patient outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the health and financial impact of these injuries. Rural crashes are often the worst of crashes because they often involve higher rates of speed.
- Trauma remains the leading cause of morbidity and mortality among pediatric patients within the state of Oregon and nationwide. Highway motor vehicle crashes are the single most common mechanism of death and serious injury among children after the first year of life.
- Pre-hospital providers are often inadequately prepared to deal with the unique medical needs of pediatric trauma victims from these and other motorized crashes. A lack of pediatric specific training and education as well as appropriately sized equipment contribute to the less than optimal care of children outside of pediatric trauma centers. Pediatric trauma patients are of particular concern for rural counties where motor vehicle crash patients can require a higher level of care than what the rural hospital or trauma facility can provide. In Oregon, EMTs are also required to receive specific pediatric continuing education hours.

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

### Goals

- Collaborate with the Oregon Health Authority's EMS and Trauma Program and other partners such as the Oregon EMS Advisory Committee, the Oregon State Trauma Advisory Board, the Oregon Emergency Medical Services for Children Advisory Committee and the Oregon Office of Rural Health to improve transportation safety related medical care and associated EMS/Trauma programs throughout Oregon.
- Improve the knowledge base and skills of EMS providers, hospital staff and physicians in the treatment and transport of motor vehicle crash victims, especially in rural areas and for injured children.
- Stay apprised of the "Next Generation 9-1-1" Initiative, a national initiative to establish the infrastructure for transmission of voice, data, and photographs from different types of communication devices to the Public Safety Answering Points and on to emergency responder networks. Look for opportunities from the national initiative to improve Oregon's 9-1-1 system. Target improvement implementation for 2015.

### Performance Measures

- Partner with agencies to conduct six rural two-day simulation-based trainings with EMS providers, hospital staff and physicians in the care of pediatric and adult trauma victims from motor vehicle crashes by December 31, 2012.
- Continue providing mini-grant funding for rural EMS training/certifications, equipment and outreach statewide by December 31, 2012.
- Continue quarterly participation in EMS-C Advisory Board, EMS Advisory Board, State Trauma Advisory Board committees and the National EMS Advisory Committee (NEMSAC) meetings by December 31, 2012.
- Continue to work towards implementing the National EMS Education Agenda statewide in Oregon by December 31, 2012.

### Strategies

- Work in coordination with Oregon Health Authority's EMS and Trauma Program and other EMS partners to continue to improve Oregon's EMS system.
- Provide mini-grant funding to hospitals and/or EMS providers throughout Oregon to improve statewide EMS (i.e., training, equipment, outreach, etc.)
- Stay involved and be available for EMS opportunities as they arise.



# Equipment Safety Standards

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

## Automobile Vehicle Defect Crashes on Oregon Highways, 2006-2009

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

Source: Crash Analysis and Reporting, Oregon Department of Transportation, DMV

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

## Goals

- To reduce the number of vehicle defect-related injuries and fatalities from the 2007-2009 average of 440 to 394 by 2015.

## Performance Measures

- Reduce the number of vehicle defect-related injuries and fatalities from the 2007-2009 average of 440 to 426 by December 31, 2012.
- Reduce the number of people killed or injured due to tire-failure from the 2007-2009 average of 127 to 123 by December 31, 2012.
- Reduce the number of people killed or injured due to defective brakes from the 2007-2009 average of 182 to 176 by December 31, 2012.
- Reduce the number of people killed or injured due to mechanical defects from the 2007-2009 average of 464 to 450 by December 31, 2012.

## Strategies

- Educate auto parts retailers and their professional organizations about street-legal vehicle equipment standards.
- Disseminate information about safety standards to RV and auto dealers.
- Disseminate information about proper tire pressure monitoring to tire retailers and the general public.
- Update Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.
- Educate the public, law enforcement and judicial officials about vehicle equipment codes through the use of TSD's website, flyers, news releases, verbal communications and publications.
- Disseminate information to the public on safe trailer operation.
- Gather data about commercial truck equipment violations and determine if they are a precursor to equipment issues with passenger vehicles.

# Highway Safety Investment Program (HSIP)

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## Link to the Transportation Safety Action Plan:

### **Action #24**

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

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

### **Action #36**

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

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

## The Problem

- The purpose of the Highway Safety Investment Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on public roads.
- HSIP is a stand-alone core federal-aid highway safety program with a renewed call for data-driven, strategic highway safety programs focusing on results, and provides increased flexibility in state funding for safety.
- City and county roads account for half of the fatal and serious injury crashes in the state but these crashes are spread over 43,000 miles of roadway.
- State highways have the highest rate of fatal and serious injury crashes per mile and city streets have the highest rate per Vehicle Mile Traveled (VMT).

## Oregon Highways, Fatal and Serious Injury Crashes, 2009

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

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

## Goals

- Focus on using the safety funds to address high priority sites with the objective of reducing the number of fatal and serious injuries from 1,608 in 2009 by an average of 20 every year by 2015.
- Expand the use of safety funds for systematic low cost improvements and improve roadside safety features, advocate providing additional funding specifically for systematic improvements to address safety emphasis areas by 2015.
- Incorporate the latest safety methodologies and techniques (Highway Safety Manual) for analyzing and diagnosing the safety of roadways by 2015.

## Performance Measures

- Develop an annual report of the top 5 percent hazardous sites for all roads in Oregon by December 31, 2012.
- Develop an annual report of all safety projects evaluating and assessing results (number of projects by type, number of crashes reduced, dollars spent on safety projects) by December 31, 2012.

- Develop list of highway safety projects for draft 2012-2015 Statewide Transportation Improvement Program (STIP) and provide concurrence from the State Traffic Engineer's office by December 31, 2012.
- Evaluate the use of the Highway Safety Manual and associated software (SafetyAnalyst) within ODOT; identify any impediments to implementation, research needs or further development of tools by December 31, 2012.
- Work with one or more cities, counties or MPOs to evaluate use of Highway Safety Manual techniques within their jurisdiction by December 31, 2012.
- Continue to emphasize systematic improvement strategies for safety emphasis areas:
  - Evaluate the Roadway Departure program by December 31, 2012.
  - Develop an implementation plan for Intersections by December 31, 2012.
  - Evaluate HSM methods for systematic improvements and strategies for Pedestrians and Bicycles by December 31, 2012.

### Strategies

- Develop a discussion with local and state stakeholders on the implementation of the Highway Safety Manual in Oregon.
- Share and broadcast results of research, data needs and developments of the Highway Safety Manuals with local and state stakeholders.
- Research and evaluate the use of funding for the entire system and make recommendations on the most effective use of safety funding.
- Develop performance measures for evaluating and assessing the results of safety projects.
- Improve qualification criteria for selection of safety projects.
- Improve tools for diagnosing and selecting safety projects in Oregon.
- Expand the availability of information about crash data, roadway data and effective crash reduction strategies.
- Research new methods and strategies of crash reductions.
- Implement proven safety strategies for crash reduction into ODOT standards (i.e., safety edge).



# Impaired Driving – Alcohol

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## 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 and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

### **Action #2**

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

### **Action #4**

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

### **Action #37**

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

## The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2009, 38 percent of all traffic fatalities were alcohol-related. 116 of the fatalities involved only alcohol; 37 involved only other drugs; and 28 were a combination of both alcohol and other drugs.
- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes. Although, there have been great strides in the drop in alcohol-only fatalities from 172 in 2004 to the current 2009 level of 116.
- Between 2005 and 2009, of the 16 children age 0-14 killed in alcohol-involved crashes, 10 (or 63 percent) were passengers in a vehicle operated by a driver who had been drinking.
- Mental health providers and law enforcement indicate that they are seeing evidence that more people are "self-medicating," or abusing over-the-counter or prescription drugs.

## Impaired Driving in Oregon - Alcohol, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Fatal & Injury Crashes	19,115	20,275	19,031	18,409	19,384	-2.2%
Nighttime F&I Crashes*	2,612	3,012	2,846	2,722	2,711	-10.0%
Percent Nighttime F&I Crashes	13.7%	14.9%	15.0%	14.8%	14.0%	-6.0%
Fatalities	476	478	455	416	377	-21.1%
Alcohol Only Fatalities	n/a	146	155	120	116	-20.5%
Combination Alcohol & Other Drugs	n/a	33	26	51	28	-15.2%
Total Alcohol-Related Fatalities	174	179	181	171	144	-19.6%
Percent Alcohol- Related Fatalities	36.6%	37.4%	39.8%	41.1%	38.2%	2.1%
Alcohol Related Fatalities per 100 Million VMT	0.50	0.50	0.52	0.51	0.42	-16.0%
Drivers in Fatal Crashes with BAC .08 & above	n/a	114	122	107	96	-15.8%
DUI Offenses	24,684	25,091	25,618	24,080	21,443	-14.5%
DUI Enforcement Index**	9.48	8.33	9.00	8.85	7.91	-5.0%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	92%	89%	91%	88%	90%	1.1%

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

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

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

### Goals

- Reduce the total number of alcohol-related fatalities from the 2007-2009 average of 165 to 125 by 2015.
- Increase the number of DUI courts from six to ten by 2015.

### Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from the 2007-2009 average of 165 to 158 by December 31, 2012.
- Return the DUI enforcement index to 9.48, the 2001-2005 average, or above by December 31, 2012.
- Provide two DUI-related training opportunities for prosecutors and judges by December 31, 2012.
- Provide a minimum of one cross-professional, multi-disciplinary, DUI-related training opportunity for all DUI partners by December 31, 2012.
- Conduct five NHTSA high visibility saturation patrols by December 31, 2012.



- Decrease alcohol impaired driving fatalities from the 2007-2009 calendar base year average of 108 to 101 by December 31, 2012.  
\*Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater.
- Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2009 calendar base year of 5,736 to 6,000 by December 31, 2012.

### Public Opinion Measures

*In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?*

The average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is less than one (0.72). Almost nine in 10 (87 percent) of those surveyed report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?*

Three out of five (60 percent) survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (66 percent) and/or newspaper (51 percent) as the primary sources. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?*

The average perceived chance of getting arrested for driving after drinking is 44 percent. Fifty-six percent (56%) of respondents believe there is at least a one in five chance of getting arrested if they drive after drinking (21 percent or higher), while 27 percent believe the chances are 20 percent or less. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

### Activity Measure

*Number of impaired driving arrests made during grant-funded enforcement activities.*

During the 2010 federal grant year, there were 7,238 grant funded impaired driving arrests.

## Strategies

- Promote and support the use of current technology, such as video cameras and automated DUII citation processes, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.
- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.
- Create public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Media products for these activities include print, radio, television, and other possible innovative digital mediums.
- Develop public information and education campaigns targeting specific law changes that will occur during the 2011 Legislative Session.
- Explore the opportunity for new drug/alcohol courts similar to the Multnomah County Court DISP program.
- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all prosecutors, particularly for cases that may set a state precedent.
- Gain information through research to provide new and innovative ways to prevent impaired driving through education and enforcement.

# Impaired Driving – Drugs

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## 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 and City Police Departments. The plan should be developed with assistance from a high level, broadly based Task Force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities.

### **Action #2**

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

### **Action #4**

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

### **Action #37**

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

## The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2009, 17 percent of all traffic fatalities were drug-related. 116 of the fatalities involved only alcohol; 37 involved only other drugs; and 28 were a combination of both alcohol and other drugs.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 844 in 2008. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- Mental health providers and law enforcement are seeing evidence indicating that more people are "self-medicating," or abusing prescription or over-the-counter drugs.
- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get DUIIs and are therefore not referred to treatment.
- DUII courts significantly reduce recidivism. There are currently two full time DUII Courts and four hybrid DUII Courts in Oregon. There needs to be more.

## Impaired Driving in Oregon – Other Drugs, 2006-2009

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

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

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

### Goals

- Reduce the total number of drug-related fatalities from the 2007-2009 average of 82 to 40 by 2015.
- Increase the number of DUI courts from six to ten by 2015.

### Performance Measures

- Increase the number of certified DREs from 198 in 2009 to 210 by December 31, 2012.
- Increase the number of DRE evaluations from 1,179 in 2009 to at least 1,200 by December 31, 2012.
- Conduct five NHTSA high visibility saturation patrols by December 31, 2012.

### Strategies

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

- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Create public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Media products for these activities include print and electronic media, as well as classrooms.
- Create public information and education campaigns targeting specific law changes that will occur during the 2011 Legislative Session.
- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.
- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.
- Support a statewide TSRP who is available to all prosecutors, particularly for DRE cases.
- Seek support and insight from the GAC on DUII on emerging issues relating to driving under the influence of drugs other than alcohol.
- Create public information and education regarding prescription drugs, impairment and driving while under the influence of them.



# Judicial Outreach

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## Link to the Transportation Safety Action Plan:

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

## **Judicial Outreach, 2007-2010**

	2007	2008	2009	2010	% Change 2007-2010
No. of Judges trained during offered training sessions	100	90	100	100	0.0%
No. of Court Staff/Administrators trained	27	18	70	113	318.5%
No. of Prosecutors or staff trained	120	153	260	138	15.0%
Combined total of CLE Credits Approved	49.75	27.50	40.00	51.00	2.5%

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

## Goals

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from 100 annually, the 2007 level, to 130 annually by 2015.
- Increase the number of Court Administrators participating in transportation safety related judicial education programs delivered by TSD from 27 annually, the 2007 level, to 60 annually by 2015.

- Increase the number of prosecutors/staff participating in transportation safety related judicial education programs delivered by TSD from 120 annually, the 2007 level, to 150 annually by 2015.
- Increase the number of DUII courts from six to ten by 2015.

### Performance Measures

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from 100 annually, the 2007 level, to 110 annually by December 31, 2012.
- Increase the number of Court Administrators participating in transportation safety related judicial education programs delivered by TSD from 27 annually, the 2007 level, to 40 annually by December 31, 2012.
- Increase the number of prosecutors or staff participating in education programs from the 2007-2009 average of 178 to 220 by December 31, 2012.
- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from the 2007-2009 average of 39 to 80 by December 31, 2012.

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

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



## Strategies

- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon judges. Invite court administrators to attend.
- Participate and/or assist in providing additional training opportunities to judges, district attorneys, city prosecutors and court administrators at requested conferences.
- Work directly with courts to enhance traffic court processes and policies related to implementation of electronic citation data for criminal and traffic offenses.
- Work with OJD and local records management system provider (MAJIC) to automate OSP and local submitted e-citations into system electronically for state and local courts.



# Motorcycle Safety

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## Link to the Transportation Safety Action Plan:

### Action #9

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

### The Problem

- Fatal motorcycle crashes represented 14.8 percent of the fatal crashes in 2009 while only representing 4.1 percent of the total vehicles registered in 2009.
- Alcohol was involved in 36.5 percent of motorcycle fatalities in 2009.
- Non-endorsed motorcyclists were involved in 34.6 percent of motorcycle fatalities in 2009.
- Speed is over-represented in fatal crashes. Seventeen of 51 in 2009 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 48 in 2009.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non-DOT helmets by motorcyclists endangers the health of the wearer in a motorcycle crash. The 2009 observational helmet use survey reflected a five percent decrease in their usage from 2008.

## Motorcycles on Oregon Highways, 2006-2009

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

## Motorcycles on Oregon Highways, 2006-2009 (continued)

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Registered Motorcycles	86,759	108,958	118,052	131,204	133,796	22.8%
Percent of registered vehicles	2.2%	2.7%	2.8%	3.2%	3.0%	11.1%
Motorcycle fatalities per registered motorcycle (in thousands)	0.44	0.41	0.44	0.37	0.39	-11.4%
Percent Helmet Use	94.6%	97%	95%	94%	100%	3.1%
Percent Motorcyclists wearing non-DOT helmet	5.2%	3%	5%	6%	4%	66.7%
TEAM Oregon Students Trained	5,796	7,651	7,957	9,972	8,778	14.7%

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

### Goals

- Reduce the fatal traffic crashes that involve motorcycles from the 2007-2009 average of 48 to 42 by 2015.
- Reduce the number of people killed and seriously injured in motorcycle crashes from the 2007-2009 average of 223 to 213 by 2015.

### Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2007-2009 average of 19 to 17 by December 31, 2012.
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2007-2009 average of 14 to 12 by December 31, 2012.
- Reduce the number of fatal speed-related motorcycle crashes from the 2007-2009 average of 24 to 21 by December 31, 2012.
- Reduce the number of motorcyclist injury crashes from the 2007-2009 average of 673 to 652 by December 31, 2012.
- Decrease motorcyclist fatalities from the 2007-2009 calendar base year average of 51 to 49 by December 31, 2012.
- Decrease unhelmeted motorcyclist fatalities from the 2007-2009 calendar base year average of 3 to 2 by December 31, 2012.

## Strategies

- Collaborate with the Governor's Advisory Committee on Motorcycle Safety, law enforcement, and motorcycle groups to educate riders on the effects of drinking and riding.
- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 25 different locations throughout the state.
- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education Program, focusing on separating drinking and riding, correct licensing, proper protective riding gear, speed, and rider training for all riders, including riders over the age of 40 that are over represented in fatal and injury crashes.
- Continue educating the general driving public to be aware of motorcycles in the traffic stream.
- Insure motorcycle training courses are located within reasonable travel distance of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all locations.



# Occupant Protection

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## 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

- **Non-use of Restraints:** According to the 2010 Oregon observed use survey, three percent of passenger car drivers, six percent of pickup truck drivers and fourteen percent of sports car drivers did not use restraints. During 2009, Oregon crash reports (FARS) indicate forty-five percent of motor vehicle occupant fatalities were unrestrained and 8% were of unknown restraint use status.
- **Improper Use of Safety Belts:** Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual), or placing a child into a belt system before it fits correctly.
- **Improper Use of Child Restraint Systems:** According to the 2010 Oregon observed use survey, forty percent of children aged five to eight were not riding in booster seats as required by Oregon law. Drivers are confused by the multitude of child restraint models, changing laws and changing "best practice" recommendations. Drivers often place children into adult belt systems too soon. Instead, children must graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt.
- **Affordability of Child Restraint Systems:** Low income families and caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

## NHTSA Observed Use Survey, 2007 - 2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
<b>Front Seat Outboard Use</b>						
Passenger car	91.7%	95.3%	96.3%	96.6%	97.0%	1.8%
Pickup truck	85.7%	92.7%	93.7%	94.3%	95.4%	3.0%

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

## Oregon Observed Use Survey Results, 2007 - 2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
<b>Total Occupant Use</b>	94%	97%	96%	96%	97%	0.0%
<b>Driver Use</b>						
Passenger car	92%	97%	97%	96%	97%	0.0%
Pickup truck	86%	94%	93%	91%	94%	0.0%
Sports car	n/a	88%	89%	85%	86%	-2.3%
<b>Child Restraint Use</b>						
Under one year of age	88%	96%	96%	94%	99%	3.1%
Under four years of age	97%	99%	99%	99%	99%	0.0%
Booster seat use, ages five to eight *	36%	62%	57%	58%	60%	-3.2%
<b>Child Seat Present</b>						
Under one year of age (rear-facing) *	n/a	95%	96%	94%	99%	4.2%
Age one to four years (forward-facing) *	n/a	94%	94%	97%	94%	0.0%
<b>Child Position in Vehicle</b>						
Child seat/booster in rear of vehicle	95%	96%	96%	96%	96%	0.0%
Children 12 and under in rear of vehicle *	n/a	85%	85%	85%	86%	1.2%

Source: Oregon Occupant Protection Observation Study, Intercept Research Corporation

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

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

## Occupant Use Reported in Crashes, 2006 - 2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
<b>Percent of Fatales Restrained</b>	56.4%	56.8%	52.2%	56.9%	55.4%	-2.5%
Total occupant fatalities	n/a	352	318	294	269	-23.6%
<b>Percent of Nighttime Fatales Unrestrained</b>	n/a	n/a	32.4%	34.0%	43.7%	n/a
Total nighttime occupant fatalities	n/a	n/a	57	52	62	n/a
<b>Percent of Injured Restrained</b>	n/a	92.8%	92.5%	91.5%	90.8%	-2.2%
Total injured occupants	n/a	27,014	25,592	24,252	25,513	-5.6%
<b>Injured &lt; Age 8, in Child Restraint</b>	n/a	61.7%	65.3%	61.5%	66.0%	7.0%
Total injured occupants under age eight	n/a	849	836	751	728	-14.3%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Includes only those coded as "Belt Used" or "Child Restraint Used." Does not include improper or unknown use.

## Belt Enforcement Contacts During Grant Funded Activities, 2007 - 2010

	01-05 Average	2007	2008	2009	2010	% Change 2007-2010
Seat belt citations issued	n/a	20,931	15,679	15,178	12,732	-39.2%

Source: Transportation Safety Division, Oregon Department of Transportation



## Goals

- To increase proper safety belt use among passenger vehicle front seat outboard occupants from 97% to 98%, as reported by the NHTSA post-mobilization observed use survey, by 2015.
- To reduce the percentage of unrestrained occupant fatalities from the 2007-2009 average of 45 to 35 percent, as reported by FARS, by 2015.
- To increase proper child restraint use from 66% to 75% among injured child occupants under eight years old, as reported by FARS, by 2015.

## Performance Measures

- Increase total proper occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 97 percent to 98 percent by December 31, 2012.
- Increase use of booster seats, as determined by the statewide Oregon Occupant Protection Observation Study, from 60 percent to 70 percent by December 31, 2012.
- Decrease the number of nighttime occupant fatalities reported as “unrestrained” from the 2007-2009 calendar base year average of 62 to 56 by December 31, 2012.
- Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2007-2009 calendar base year average of 98 to 92 by December 31, 2012.
- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2007-2009 calendar base year average usage rate of 97 percent to 98 percent by December 31, 2012.

## Public Opinion Measures

*How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?*

Almost all respondents (98 percent) report that they “always” (95 percent) or “almost always” (3 percent) wear a safety belt when driving. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?*

Twenty-eight percent (28%) of those surveyed indicate they have read, seen or heard information about seat belt law enforcement by police within the past 60 days. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding seat belt law enforcement by police most often mention television (41 percent), roadway signs (30 percent), newspaper (25 percent) and/or radio (15 percent) as the primary sources. Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

*Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt -that is, how many times out of 100 would you be ticketed?* The average perceived chance of getting a ticket for not wearing a safety belt is 37 percent. An equal number of respondents believe the chances of getting a ticket for not wearing a safety belt are 20 percent or less (38 percent) or over 20 percent (39 percent). Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.

### Activity Measure

*Number of seat belt citations issued during grant-funded enforcement activities.*

During the 2010 federal grant year, there were 12,732 grant funded seat belt citations issued.

### Strategies

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- Target marketing and enforcement campaigns to high-risk and low-use rate populations.
- Improve the effectiveness of educational programs by actively seeking new partners and utilizing new technologies to reach high-risk occupants.
- Provide funding for overtime enforcement of safety belt/child restraint laws.
- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, safety belt/child seat inspections, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.
- Promote correct use of child restraint systems among the general public, parents, child care providers, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- Provide funding for statewide coordination of child passenger safety training, technician certification, recertification, child seat fitting station, and seat distribution programs.
- Maintain statewide pool of Certified Child Passenger Safety Technicians (CPSTs) who can routinely provide child safety seat check-ups to meet demand within their local communities.
- Subsidize purchase of child safety seats for no or low-income families as conditions of federal funding allow.

- Support and promote nationally recognized “best practice” recommendations.
- Foster cooperative relationships and resource sharing with Oregon partner agencies and with other states’ occupant protection programs.



# Pedestrian Safety

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## Link to the Transportation Safety Action Plan:

### **Action #65**

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

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

### **Action #67**

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

## The Problem

- In 2009, 680 pedestrians were involved in fatal or injury motor vehicle crashes compared to 603 in 2007.
- In 2009, 374 pedestrians were killed or injured at intersections or in a crosswalk compared to 330 in 2007.
- In 2009, 44 percent of all pedestrian crashes occurred at dusk, dawn or in low light .
- In 2009, 60 pedestrians aged 65+ were killed or injured compared to 53 in 2008.
- In 2009, 78 pedestrians aged 0-14 were killed or injured compared to 62 in 2008.
- A review of crash data from 2000 to 2009 shows the highest number of fatalities being those in the 45 to 54 year old age group of which the larger percentage were males.

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

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
<b>Injuries</b>						
Number	593	654	553	576	636	-2.8%
Percent of total Oregon injuries	2.1%	2.2%	2.0%	2.1%	2.3%	4.5%
Number injured Xing in crosswalk or intersection	314	382	330	350	374	-2.1%
Percent Xing in crosswalk or intersection	52.9%	58.4%	59.7%	60.8%	58.8%	0.7%
<b>Injuries by Severity</b>						
Major Injury	94	129	104	91	89	31.0%
Moderate Injury	315	332	272	254	313	5.7%
Minor Injury	177	193	157	220	234	-21.2%
<b>Fatalities</b>						
Number	50	48	50	53	38	-20.8%
Percent of total Oregon fatalities	10.6%	10.0%	11.0%	12.7%	10.1%	1.0%
Number of fatalities Xing in crosswalk or intersection	11	13	16	14	10	-23.1%
Percent Xing in crosswalk or intersection	22.0%	27.1%	32.0%	26.4%	26.3%	-3.0%

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

### Goals

- To reduce the number of pedestrian fatalities from the 2007-2009 average of 47 to 38 by 2015.
- To reduce the number of pedestrian injuries from the 2007-2009 average of 588 to 456 by 2015.

### Performance Measures

- Reduce the number of pedestrian fatalities from the 2007-2009 average of 47 to 44 by December 31, 2012.
- Reduce the number of pedestrian injuries from the 2007-2009 average of 588 to 553 by December 31, 2012.
- Reduce the number of crashes where the most significant driver error is "fail to yield to pedestrian", from the 2007-2009 average of 258 to 235 by December 31, 2012.
- Reduce the number of pedestrians killed crossing in crosswalk or intersection from the 2007-2009 average of 13 to 12 by December 31, 2012.
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2007-2009 average of 351 to 330 by December 31, 2012.

## Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaign.
- Conduct pedestrian safety and traffic law training workshops to Oregon law enforcement personnel.
- Collaborate with local and community partners to enhance and reinforce educational efforts.
- Continue to collaborate with Transportation Safety Division program managers in combining efforts around pedestrian safety and other transportation safety issues like speed, impairment, youth and elderly representation.
- Continue to support and provide efforts to increase driver, pedestrian and parent awareness of safety issues, particularly that of pedestrians being visible.





# Police Traffic Services

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## 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 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 1.44 officers per 1,000 population in 2009.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar/lidar), Crash Investigation Training, distance between cars technology training and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement, therefore training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.
- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Many county and city police departments lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

## Police Traffic Services, 2006-2009

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

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

## Annual Total Traffic Stops by Oregon State Police, 2001-2009

Year	Number of Traffic Stops	% Change from Previous Year
2001	310,738	N/A
2002	306,994	-1.2%
2003	241,864	-21.2%
2004	202,858	-16.1%
2005	203,211	0.2%
2006	197,183	-3.0%
2007	207,592	5.3%
2008	230,045	10.8%
2009	277,460	20.6%

Source: Oregon State Police

## Goals

- Provide training to at least 300 police officers annually (5 percent of the total police population) in speed enforcement, crash investigations, police supervisory courses, distance between cars technology and provide support to enhance police motorcycle training in Oregon by 2015.

## Performance Measures

- Provide radar and lidar training to 100 police officers statewide through online courses in order to increase the number of police officers who can utilize speed equipment to enforce speeding laws in Oregon by December 31, 2012.
- Provide training and certification to at least 40 police officers in crash investigations by December 31, 2012.
- Coordinate delivery of police supervisor training to 150 officers prior to December 31, 2012.
- Provide three-day regional crash investigations training to a total of 80 police officers in two training conferences by December 31, 2012.

## Strategies

- Send out two statewide announcements offering the online lidar and radar training.
- Announce and coordinate Distance Between Cars Technology Certification. Provide certification to 40 police officers.
- Provide one three-day regional crash investigations training course to at least 40 police officers.
- Analyze Data Driven Approaches to Crime and Traffic Safety (DDACTS) programs and software. Identify best practices in data analysis and reporting and co-develop a Data Driven Approaches to Crime and Traffic Safety (DDACTS) training program for Oregon agencies. Work closely with TSD to begin reviewing the dataset from Oregon agencies involved in eCrash and eTicketing projects.



# Region 1

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## 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 ODOT and local transportation safety agencies and programs.

## Region 1 Overview

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

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

## The Problem

- Despite our best efforts over the past twenty years, speed and alcohol/drugs are still major contributing factors to deaths and injuries on the roads in Region 1 (see data charts). Highway safety risks losses due to complacency and competition for public attention.
- There is a lack of consistent integration between transportation safety programs and other region level highway work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting/construction.
- The current "Top 10% List" for hazardous crash locations has about 3,000 qualifying entries - too many to guarantee more than a brief review of each site. Many locations are not addressable without major investments (\$5-10 million) and so are beyond the scope of ODOT safety funds. Region 1 has over half of all top 10 percent locations in the state.
- Media attention and political interest in specific locations or problems is often not related to the statistical "size" of that crash problem. In addition, the local media market is expensive and competitive. These issues make it more difficult to design and implement a solution acceptable to the community of interest and appropriate to the problem.

## Region 1, Transportation Safety Related Information

### Statewide Fatalities vs. Region 1

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

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

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

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

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

## 2009 Region 1, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Clackamas County	379,845	29	11	1,765	4.65	258
Columbia County	48,410	7	2	158	3.26	12
Hood River County	21,725	6	0	96	4.42	18
Multnomah County	724,680	42	22	4,984	6.88	726
Washington County	527,140	20	11	2,291	4.35	283
<b>Region 1 Total</b>	<b>1,701,800</b>	<b>104</b>	<b>46</b>	<b>9,294</b>	<b>5.46</b>	<b>1,297</b>
<b>Statewide Total</b>	<b>3,823,465</b>	<b>377</b>	<b>144</b>	<b>19,384</b>	<b>5.07</b>	<b>2,711</b>
<b>Percent of State</b>	<b>44.51%</b>	<b>27.59%</b>	<b>31.94%</b>	<b>47.95%</b>	<b>N/A</b>	<b>47.84%</b>

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

### Goals

- To decrease the number of annual fatalities in Region 1 from the 2007-2009 average of 109 to 85 by 2015.
- To decrease the number of annual fatal and injury crashes from the 2007-2009 average of 8,834 to 6,691 by 2015.

### Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2007-2009 average of 60 fatalities to 52 by December 31, 2012.
- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2007-2009 average of 59 to 48 by December 31, 2012.
- Evaluate at least 3,000 "Top 10% Sites" for possible safety projects to reduce fatal and "A" injury crashes within the limits of the various ODOT safety funds using 2007-2009 data by December 31, 2012.
- Identify and develop at least four local transportation safety projects on state or local roads targeting the reduction of speed, alcohol/drug or pedestrian related serious crashes (those crashes involving fatality or "A" injury). These projects could be enforcement, education, system improvements (like case management) or some combination of tactics. Projects to be completed by December 31, 2012.

### Strategies

- Continue work to capture historical data and make projections in other crash causes which should be considered for following years' Performance Plans, such as:
  - Distracted Driving (including cell phone use)
  - Elderly Driver
  - School route related (to support Safe Routes to School)

- Partnerships: Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids Oregon and Metro Injury Prevention Professionals include hospitals, EMS providers, fire services, health educators, health programs, enforcement and other players. These should be continued. Means should be considered to make up for budget shortfalls and unfunded mandates. Attempt to tie specific efforts of these partnerships to crash reductions in target populations, though there may be additional partnership goals.
- Media outreach: Consider developing regional media events in support of specific TSD funded enforcement activities like DUII crackdowns, Safety Belt use, Speed patrols, School Zone speed and others. For each event, form a support coalition of interested parties including (but not limited to) enforcement agencies, courts, prosecutors, media, victims, EMS / health providers and others. Work with affected jurisdictions and organizations to improve media purchases and better saturate the information market.
- Training: Increase the number of opportunities for safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineering and managers, and community volunteers who are coordinating or managing pieces of local traffic safety efforts. The type of training should relate to deficiencies that we may have noted in areas like evaluation, data analysis, "leading edge" programs and partnering with the media.
- Data sharing: Increase the opportunities to provide state data (like crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Encourage matching local data with state data (state or local level) and working on multi-disciplinary teams to identify traffic safety problems, detect emerging trends and draft possible safety responses to those conditions.



# Region 2

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## 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 3,718 miles of state highways. There are four Maintenance Districts and four Area Management Offices with approximately 485 employees.

### *The Northwest Region includes:*

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

## The Problem

- Lack of full awareness and incorporation of Transportation Safety Division programs, such as work zone safety, safety corridors, occupant protection, drivers education, safe routes to school, speed, DUII, and motorcycle safety, into ODOT Region 2 and its communities.
- Need for identification of changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.
- In 2009, speed accounted for 40 percent of the fatalities in Region 2.
- In 2009, alcohol accounted for 35 percent of the fatalities in Region 2.

## Region 2, Transportation Safety Related Information

### Statewide Fatalities vs. Region 2

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

### Statewide Speed Involved Fatalities vs. Region 2

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

### Statewide Alcohol Involved Fatalities vs. Region 2

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

## 2009 Region 2, County Fatal and Injury Crash Data

County	Population	Fatalities	Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Benton County	86,725	5	0	347	4.00	44
Clatsop County	37,840	6	4	214	5.66	27
Lane County	347,690	40	15	1,487	4.28	200
Lincoln County	44,700	7	0	248	5.55	18
Linn County	110,865	18	5	707	6.38	94
Marion County	318,170	25	10	1,691	5.31	207
Polk County	68,785	10	5	322	4.68	48
Tillamook County	26,130	3	3	154	5.89	19
Yamhill County	95,250	6	0	396	4.16	39
<b>Region 2 Total</b>	<b>1,136,155</b>	<b>120</b>	<b>42</b>	<b>5,566</b>	<b>4.90</b>	<b>696</b>
<b>Statewide Total</b>	<b>3,823,465</b>	<b>377</b>	<b>144</b>	<b>19,384</b>	<b>5.07</b>	<b>2,711</b>
<b>Percent of State</b>	<b>29.72%</b>	<b>31.83%</b>	<b>29.17%</b>	<b>28.71%</b>	<b>N/A</b>	<b>25.6%</b>

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

### Goals

- Decrease the number of region fatalities from the 2007-2009 average of 138 to 109 by 2015.
- Decrease the number of region fatal and all injury crashes from the 2007-2009 average of 5,558 to 4,314 by 2015.

### Performance Measures

- To decrease the number of speed related fatalities from the 2007-2009 average of 59 to 56 by December 31, 2012.
- To decrease the number of alcohol involved fatalities from the 2007-2009 average of 49 to 46 by December 31, 2012.
- To provide education to local traffic safety committees on the "4-E," which includes Education, Engineering, Enforcement and Emergency Medical Systems, approach to transportation safety by December 31, 2012. Attend every Region 2 local traffic safety committee at least once per year sharing information and resources.
- To develop and administer an annual plan for Region 2 Safety Corridors by December 31, 2012. To decommission safety corridors if warranted and stakeholder agreement can be reached by December 31, 2012.
- To create a Region 2 survey for awareness and understanding of the Region Transportation Safety Coordinator position and programs by December 31, 2012.

## Strategies

- Coordinate and/or provide resources for local transportation safety events.
- Focus education and enforcement resources on speed, impaired driving and occupant protection.
- Work with existing transportation safety committees and safety advocate groups to enhance programs and provide resources and information.
- Provide mini-grants to local jurisdictions for transportation safety activities, equipment and enforcement.
- Partner with Region 2 Traffic to bring the 4-E approach to traffic issues and site specific traffic investigations.
- Partner with Region 2 Traffic and all Region 2 managers, bringing transportation safety topic information and the 4-E approach to safety to all programs in Region 2.

# Region 3

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

## The Problem

- Traffic fatalities are over-represented with 15.92 percent of total state traffic fatalities compared with 12.57 percent of the state's population.
- In 2009, speed was a factor in 33.33 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 41.64 percent. While the Region total is lower than the statewide average at this time, this is still a serious problem with a third of the fatalities being speed related.
- In 2009, alcohol was involved in 46.67 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 38.20 percent.
- In 2009, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of child passenger safety and proper use of restraint systems.
- Although Region 3 has 15 traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Glendale (currently on hiatus), Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County), there continues to be a need to support and be a resource to the present committees. There is also a need for additional traffic safety committees in other communities.

## Region 3, Transportation Safety Related Information

### Statewide Fatalities vs. Region 3

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

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

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

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

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

### 2009 Region 3, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Coos County	63,065	10	4	240	3.81	41
Curry County	21,340	1	1	58	2.72	11
Douglas County	105,395	14	6	568	5.39	95
Jackson County	207,010	14	6	989	4.78	126
Josephine County	83,665	21	11	450	5.38	62
<b>Region 3 Total</b>	<b>480,475</b>	<b>60</b>	<b>28</b>	<b>2,305</b>	<b>4.80</b>	<b>335</b>
<b>Statewide Total</b>	<b>3,823,465</b>	<b>377</b>	<b>144</b>	<b>19,384</b>	<b>5.07</b>	<b>2,711</b>
<b>Percent of State</b>	<b>12.57%</b>	<b>15.92%</b>	<b>19.44%</b>	<b>11.89%</b>	<b>N/A</b>	<b>12.36%</b>

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

## Goals

- To decrease the number of traffic fatalities in Region 3 from the 2007-2009 average of 75 to 63 or below by 2015.
- To decrease the number of Injury A (serious) injuries in Region 3 from the 2007-2009 average of 207 to 178 by 2015.

## Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2007-2009 average of 31 to 27 by December 31, 2012.
- To decrease the number of alcohol related fatalities in Region 3 from the 2007-2009 average of 37 to 34 by December 31, 2012.
- To coordinate, participate in, provide resources to, or provide technical expertise to at least 20 child safety seat trainings, public CPS clinics, and County CPS Tech meetings in Region 3 through December 31, 2012.
- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 30 fairs, events and other transportation safety activities to educate and inform the public on transportation safety issues through December 31, 2012.
- To coordinate with and provide equipment and/or materials (possibly refresher trainings) to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2012.

## Strategies

- Coordinate and/or provide resources for traffic safety events. Advocate transportation safety programs and awareness to all agency partners and to all of the communities in Region 3.
- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and plan appropriate measures to impact identified problems within Region 3.
- Provide mini-grants to local jurisdictions for traffic safety activities, improvements, equipments, or overtime law enforcement.
- Coordinate quarterly meetings with certified CPS Technicians, by county in Region 3 to plan CPS clinics, trainings, and to help them grow their programs and stay current on CPS recertification requirements, paperwork, and reporting requirements.
- Work with the existing traffic safety committees to enhance programs and to provide resources and information. Include ACTS Oregon in efforts and partner with them when able to help

stabilize struggling committees. Work with communities that have a need, or have expressed interest in, forming new traffic safety committees.



# Region 4

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## [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 has a total population as of 2009 of 324,085. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters. Region 4 has one safety corridor on Highway 270 (OR Route 140 W) Lake of the Woods from MP 29 to MP 47.

### The Problem

- Alcohol involved fatalities in Region 4 decreased from 19 in 2008 to 17 in 2009. However, in Region 4 the running average from 2006 -2008 is 29 fatalities. Any fatality with alcohol as a contributing factor is unacceptable. Crook (3), Deschutes (4) and Wasco (6) had the highest alcohol involved fatalities in Region 4 in 2009.
- "Speed Too Fast For Conditions" continues to be the number one primary cause for all crashes in Region 4. Based on 2009 crash data, 31 percent (or 14) of the total fatalities in Region 4 had speed as the primary contributing factor in the fatal crash. While this is a significant drop from 2008 for fatalities, speed is still an issue in regards to all crashes in Region 4. Deschutes, Klamath and Wasco counties had the highest amount of speed involved fatalities.
- Occupant Protection - Booster seat usage statewide is at 60 percent per the Oregon Occupant Protection Observation Study in August of 2010 for children 4 to 8 years of age. Booster seat usage in Region 4 is at 61.66 percent based on an average of Bend, Klamath Falls and The Dalles. Bend is at 58 percent; The Dalles is 63 percent and in Klamath Falls it is 64 percent for 2010. Total occupant safety belt use and child safety seat use in Region 4 closely reflects the statewide average. However, in regards to no seat belt use in Region 4 - 13 of our total fatalities in 2009 had no seat belt use. In Region 4 in regards to child safety seat proper use, Region 4 still shows 90 percent of seats checked at safety events are not installed properly. Poverty levels in Region 4 show a need for child safety seats for low/no income families.

## Region 4, Transportation Safety Related Information

### Statewide Fatalities vs. Region 4

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

### Statewide Speed Involved Fatalities vs. Region 4

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

### Statewide Alcohol Involved Fatalities vs. Region 4

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

## 2009 Region 4, County Fatal and Injury Crash Data

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

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

### Goals

- To decrease the number of traffic fatalities in Region 4 from the 2007-2009 average of 53 to 50 by 2015.
- To decrease the number of fatal and injury crashes in Region 4 from the 2007-2009 average of 1,414 to 1,206 by 2015.

### Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2007-2009 average of 25 to 21 by December 31, 2012.
- To coordinate or provide a minimum of 25 child safety seat clinics in Region 4 by December 31, 2012.
- To decrease the number of alcohol related fatalities in Region 4 from the 2007-2009 average of 22 to 20 by December 31, 2012.
- To increase use of booster seats in Region 4, as determined by the Oregon Occupant Protection Observation Study (Aug. 2009), from the 2007-2009 average of 56 percent to 59 percent by December 31, 2012.

### Strategies

- Work with local agencies (OLCC, police agencies, etc.) to help reduce speed and alcohol-related fatalities in Region 4.
- Advocate for transportation safety in Region 4 by providing information and education on all aspects of traffic safety, coordinating traffic safety activities, work with community organizations and local traffic safety committees.

- Work with ACTS Oregon and/or Oregon Safe Kids to keep current safety groups apprised of all the resources needed to keep their programs running efficiently and growing.
- Work with ODOT, Oregon State Police, County Sheriff (Klamath and Jackson) law enforcement agencies and local communities on safety efforts for the safety corridor established in April 2005 on Highway 270 (Oregon Route 140 W) Lake of the Woods from mile point 29 to mile point 47.

# Region 5

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## [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 180,705 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

Seven of the eight counties in Region 5 (Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa) have established local traffic safety committees or similar organizations. Wallowa County is working to re-establish a traffic safety committee through their county commissioners.

### **The Problem**

- In 2009, traffic fatalities continued to be a major issue in Region 5 with 48 deaths compared to 34 deaths in 2008, a 41 percent increase and represents 12.7 percent of total state fatalities compared with 4.8 percent of the state's population.
- In 2009, speed-involved traffic fatalities in Region 5 were slightly under-represented with 17 deaths. That is 35.5 percent of speed-involved fatalities compared to the statewide speed-involved rate of 41.62 percent.
- In 2009, alcohol was involved in 11 deaths in Region 5, down from 17 in 2008, a decrease of 36 percent.
- Total occupant safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.

## Region 5, Transportation Safety Related Information

### Statewide Fatalities vs. Region 5

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

### Statewide Speed-Involved Fatalities vs. Region 5

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

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

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

## 2009 Region 5, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	16,450	7	0	95	5.78	16
Grant County	7,525	3	1	30	3.99	3
Harney County	7,715	4	0	42	5.44	9
Maiheur County	31,720	8	5	145	4.57	18
Morrow County	12,540	5	0	55	4.39	15
Umatilla County	72,430	14	4	308	4.25	71
Union County	25,470	6	1	135	5.30	22
Wallowa County	7,100	1	0	17	2.39	5
<b>Region 5 Total</b>	<b>180,950</b>	<b>48</b>	<b>11</b>	<b>827</b>	<b>4.57</b>	<b>159</b>
<b>Statewide Total</b>	<b>3,823,465</b>	<b>377</b>	<b>144</b>	<b>19,384</b>	<b>5.07</b>	<b>2,711</b>
<b>Percent of State</b>	<b>4.73%</b>	<b>12.73%</b>	<b>7.64%</b>	<b>4.27%</b>	<b>N/A</b>	<b>5.86%</b>

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

### Goals

- To reduce the number of traffic related fatalities in Region 5 from the 2007-2009 average of 41 to 26 by 2015.
- To decrease the number of Injury A (serious) injuries in Region 5 from the 2007-2009 average of 90 to 77 by 2015.

### Performance Measures

- To reduce the number of speed-involved fatalities in Region 5 from 19 in 2007-2009 to 17 by December 31, 2012.
- To reduce the number of alcohol-involved fatalities in Region 5 from 13 in 2007-2009 to 10 by December 31, 2012.
- Maintain 47 certified safety seat technicians in Region 5 and increase one technician each in Wallowa and Harney counties by December 31, 2012.
- Identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, engineering and emergency services solutions ("4-E") by December 31, 2012.

### Strategies

- Coordinate and/or provide resources for transportation safety events with a focus on speed, impaired driving, distracted driving, winter driving, motorcycle safety and occupant protection.
- Work with the seven existing local transportation safety committees to enhance programs and to provide resources and information. Major focus on re-establishing a traffic safety committee in Wallowa County.

- Work with Region 5 Traffic Unit to identify the top five SPIS sites within Region 5. Work with regional law enforcement to increase patrols in those areas through overtime enforcement dollars. Work with local traffic safety committees and Region 5 Traffic Unit to find possible engineering fixes for those high crash sites.
- Work with regional law enforcement and traffic safety committees to identify areas with high DUII and speed related, specifically around winter conditions, citation and crash sites. Work to reduce the violations and crashes through enforcement and education.
- Work with the 47 certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage community members in Wallowa and Harney counties to become certified child safety seat technicians.



# Roadway Safety

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## Link to the Transportation Safety Action Plan:

### **Action #17**

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

### **Action #21**

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

### **Action #28**

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

## The Problem

- There's not a statewide "All Roads" conversation related to roadway safety (engineering) focusing on annual data findings, trends, countermeasures identification, etc.
- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility, legal requirements, and identification of safety projects.
- State and local public works along with local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.
- There's not a general acceptance of the Highway Safety Manual or an identified set of trainings for its potential implementation for Oregon state and local public works agencies as a whole.
- Lack of data available on local roads in order to use the Highway Safety Manual methods.
- There's a lack of funding available to provide current and enhanced trainings such as Road Safety Audits, Human Factors, Highway Safety Manual, etc.
- There's a lack of funding available to conduct the number of traffic control device assessments in various cities and counties in Oregon.
- Re-evaluation of the current Oregon Safety Corridor Program and consistency in its statewide implementation is under discussion within ODOT at this time.
- There's a lack of a blended "4 E" (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide.

## Traffic Rates in Oregon, 2006-2009

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

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

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

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

### Goals

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

### Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from 821 in 2008, 632 in 2009, and 670 in 2010 to the average for the past three years of 708 by December 31, 2012.
- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and transportation safety related topics from 31 in 2008, 25 in 2009, and 31 in 2010 to the average for the past three years of 29 by December 31, 2012.
- Increase the number of safety corridors having received a Roadway Safety Audit from 0 in 2008, 1 in 2009, and 0 in 2010 to 1 by December 31, 2012.

## Strategies

- Participate on ODOT's:
  - Highway Safety Engineering Committee (HSEC) to evaluate and integrate the SAFETEA Highway Safety Initiative Program (HSIP) and to promote roadway safety initiatives within the Department.
  - ODOT Pavement Management Committee to assure safety is maintained as a part of preservation projects.
  - Participate on various ODOT Research Projects to assist in the identification of research findings that confirm applicable safety countermeasures to be implemented by ODOT and local agencies.
  - Participate on the ODOT Informal Safety Committee to communicate the latest strategies and projects being used within TSD and share that information with other ODOT, OSP, and federal agency staff.
  
- Fund overtime enforcement on the worst ranked safety corridors annually.
  
- Coordinate discussions and input on training topics to be provided within the state. Seek comments and input from local agencies, FHWA and ODOT staff.
  
- Continue to promote the understanding of the Highway Safety Manual in an effort to identify its benefits to the state.



# Safe Routes to School

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## Link to the Transportation Safety Action Plan:

### **Action #65**

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

### **Action #66**

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

### **Action #67**

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

## Safe Routes to School Overview

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

## The Problem

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

## Oregon Modes of School Commute by Children Who Live within 1 Mile of School, by Grade Group, 2002, 2006, and 2007\*

	1 <sup>st</sup> to 3 <sup>rd</sup> Grade			4 <sup>th</sup> to 5 <sup>th</sup> Grade			6 <sup>th</sup> to 8 <sup>th</sup> Grade			9 <sup>th</sup> to 12 <sup>th</sup> Grade			Total		
	2002	2006	2007	2002	2006	2007	2002	2006	2007	2002	2006	2007	2002	2006	2007
<b>On a regular basis,</b>	n=166	n=80	n=121	n=146	n=56	n=61	n=221	n=69	n=70	n=73	n=99	n=533	n=278	n=351	
Child walks to school at least 3 days per week	23%	28%	35%	38%	42%	41%	50%	51%	69%	-	51%	64%	34%	43%	53%
Child bikes to school at least 3 days per week	4%	3%	5%	5%	16%	6%	12%	17%	9%	-	11%	7%	6%	12%	6%
Child rides the school or public bus to school at least 3 days per week	34%	33%	28%	28%	28%	27%	22%	17%	22%	-	11%	8%	29%	22%	20%
Child rides in a car or carpool to school at least 3 days per week	49%	51%	42%	44%	40%	40%	38%	37%	31%	-	56%	41%	45%	46%	39%

Source: Oregon Behavioral Risk Factor Surveillance System  
Data for 2006 include only the months April-December.

## Methods of Traveling to School, Grades K-8\*

Mode	2010
Car	49%
School Bus	40%
Walk	11%
Bike	1%
Other	3%

Source: Intercept Research Corporation, Public Opinion Survey, Summary and Technical Report, August 2010

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

## Goals

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

## Performance Measures

- Increase the number of children grades K-8 that walk to school from 11 percent in 2010 to 15 percent by December 31, 2012.
- Increase the number of children grades K-8 that bike to school from 1 percent in 2010 to 4 percent by December 31, 2012.

- Increase the number of schools that have a SRTS Action Plan from 71 in 2009 to 160 by December 31, 2012.
- Conduct at least 10 Safe Routes to School applicant trainings across the five ODOT Regions through December 31, 2012.

### Strategies

- Conduct statewide trainings on the Safe Routes to School funding program to schools, school districts, public works personnel, parents and others who may wish to partner with schools in increasing the ability of students to walk and bike to and from school.
- Provide educational materials in support of pedestrian and bicycling safety to schools and school districts.
- Create public awareness of SRTS efforts by schools and communities through statewide marketing campaign.
- Partner with Oregon Walk and Bike Committee to promote International Walk and Bike Day and associated activities that promote physical activity among students.
- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian and bicyclist safety and other transportation safety issues like speed and enforcement.
- Collaborate with others within state offices who work with school districts and local governments in transportation of students and who have road authority over the local streets around schools.
- Work with Oregon Health Authority, Public Health, to determine if update is available from the Oregon Behavioral Risk Factor Surveillance System on Oregon modes of school commute data.





# Speed

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

### The Problem

- In 2009, 42 percent of all traffic fatalities in Oregon involved speeding (157 of 377 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 2009.
- Over 72 percent of all 2009 traffic deaths in Oregon (including speed-related events) occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem.
- According to Intercept Research Corporation's "Public Opinion Survey, Summary and Technical Report" for August 2010, speeding was ranked number one as the most observed example of unsafe driving behavior (31%) by Oregon citizens.
- Speed-related crashes cost Oregonians an estimated \$685,000,000 in total economic costs in 2007.<sup>1</sup>
- Following are facts relative to increased speed:
  - The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400 percent greater chance at 70 mph than 50 mph.
  - Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).
  - The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph - a 69 percent increase in stopping distance.
  - Safety equipment in vehicles is tested at 35 mph - that same equipment loses the ability to work effectively at higher speeds.

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<sup>1</sup> *Estimating the Costs of Unintentional Injuries, 2006*; Statistics Department, National Safety Council

- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar, laser, and radar trailers or reader boards to assist them with traffic enforcement duties.
- FHWA repealed speed-monitoring reports in the early 1990's; therefore no valid speed report exists for Oregon.

## Speed in Oregon, 2006-2009

	01-05 Average	2006	2007	2008	2009	% Change 2006-2009
Total Number of Fatalities Statewide	476	478	455	416	377	-21.1%
Number of People Killed Involving Speed	244	227	216	210	157	-30.8%
Percent Involving Speed	51.3%	47.5%	47.5%	50.5%	41.64%	-12.3%
Total Number of Injuries Statewide	27,878	29,709	28,000	26,805	28,153	-5.2%
Number of People Injured Involving Speed	8,603	7,850	6,653	5,776	5,259	-33.0%
Percent Involving Speed	30.9%	26.4%	23.8%	21.5%	18.7%	-29.2%
Number of Speed Related Convictions	189,051	171,229	176,259	169,937	176,421	3.0%
Number of eCitations Issued	n/a	n/a	n/a	18,681	47,894	n/a
Number of eCrash Reports Issued	n/a	n/a	n/a	187	705	n/a

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

## Goals

- Reduce the number of fatalities in speed-related crashes from the 2007-2009 average of 194 to 156 by 2015.
- Reduce the number of injuries in speed-related crashes from the 2007-2009 average of 5,896 to 4,911 by 2015.

## Performance Measures

- Reduce the number of fatalities in speed-related crashes from the 2007-2009 average of 194 to 171 by December 31, 2012.
- Reduce the number of injuries in speed-related crashes from the 2007-2009 average of 5,896 to 5,381 by December 31, 2012.
- Increase the number of speeding citations issued during grant-funded enforcement activities from the 2009 calendar base year average of 13,689 to 14,960 by December 31, 2012.
- Increase the number of eCitations issued statewide from the 2008-2010 average of 45,525 to 80,000 by December 31, 2012.
- Increase the number of eCrash reports issued statewide from the 2008-2010 average of 697 to 1,500 by December 31, 2012.

- Increase the number of speed related eCitations issued from the 2008-2010 average of 29,800 to 35,000 by December 31, 2012.

### Public Opinion Measures

*On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour – most of the time, half of the time, rarely, or never?*

An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-five percent (75%) report that they rarely (52%) or never (23%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour – most of the time, half of the time, rarely, or never?*

Eighty-one percent (81%) report that they rarely (46%) or never (34%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*In the past 30 days, have you read, seen or heard anything about speed enforcement by police?*

Twenty-nine percent (29%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*Where did you see or hear these messages?*

Respondents who are aware of messages regarding speed enforcement by police most often mention television (40%), newspaper (31%), police/giving tickets (21%), roadway signs (18%) and/or radio (10%) as the primary sources. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

*What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?*

The average perceived chance of getting a ticket for driving over the speed limit is 34%. Almost one-half (48%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are over 20%, while 38% believe the chances are 20% or less. *Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2010.*

### Activity Measure

*Number of speeding citations issued during grant-funded enforcement activities.*

During the 2010 federal grant year, there were 7,526 grand funded speeding citations issued.

## Strategies

- Assist in creation of a Governors Advisory Committee on Speed and Aggressive Driving based on the current speed task force report. Ensure task force maintains focus on goals and develops effective countermeasures utilizing a variety of stakeholders to address speeding and aggressive driving issues in Oregon.
- Ensure that speed enforcement overtime dollars are used on the types of roadways in which the largest percentages of death and injuries are occurring. Priorities order is: Rural State Highways, County Roads, City Streets, and Interstate System.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number one contributing factor to traffic death and injury severity.
- Provide comprehensive statewide analysis of speed involved crashes by region annually. Work with Region Safety Coordinators to address specific problems in their areas. Provide funding if available.
- Provide annual public information and education on the issues of speed via media contractor, ODOT public information officers and other media outlets.
- Provide expertise and assistance to the management and growth of the eCrash and eCitation program in Oregon.
- Identify worst 10 historical speed-related problem locations from crash reconstruction reports, focus enforcement, engineering and educational efforts in order to make the biggest impact possible using limited funding and resources.
- Continue to monitor national DDACTS projects and latest information. Work with DPSST to review, research and create an Oregon model using existing eTicketing / eCrash agencies and database geo-code tools to create an emerging issues analysis, reporting and enforcement project training program for Oregon police agencies.

# Traffic Records

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## Link to the Transportation Safety Action Plan:

### Action # 35

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

### Action # 36

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

## The Problem

- Law enforcement agencies completed approximately 44 percent of the total crash reports filed with DMV in 2009 and only 58 percent of the fatal and injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).
- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS. Explore a web-based tool for use by crash involved drivers to complete the operator report.
- Continue to improve access to crash data online with user-friendly analytic tools supporting GIS mapping and non-spatial (e.g., cross-tabulated data aggregation) analysis through a single point of access. Continue to improve ODOT's TransGIS and Collision Diagram Tool and provide information to potential users about these tools.
- The software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. Pursue a unique identifier system that follows patients across multiple incidents, is shared among medical data applications, and can be used for linkage with crash and other data to support analysis of crash outcomes and driver characteristics. A pilot project was initiated in 2008, although permanent funding will need to be established to continue toward statewide implementation.
- There is a need for crash report training to be delivered at the enforcement conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.
- Roadway information is not available for all public roads in the state whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

## Statistics for Traffic Records, 2006-2009

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

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

### Goals

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

### Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from 43.9 percent in 2009 to 47.0 percent by December 31, 2012.
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from 57.9 percent in 2009 to 65.0 percent by December 31, 2012.
- Increase the number of law enforcement agencies using an electronic citation reporting system from 11.9 percent (21 out of 177 agencies) in 2009 to 14.1 percent (25 agencies) by December 31, 2012.
- Increase the number of law enforcement agencies using an electronic crash reporting system from 8.5 percent (15 out of 177 agencies) in 2009 to 14.1 percent (25 agencies) by December 31, 2012.
- Increase the number of traffic citations that are distributed from law enforcement agencies to local courts electronically per year from approximately 68,242 citations in 2010 to 80,000 by December 31, 2012.

## Strategies

- Revise and improve the Strategic Plan for Traffic Records Improvement through more targeted planning and continued cooperation among the data stakeholders.
- Continue crash report training delivered at law enforcement conferences and DPSST to improve the collection and error rate of crash reports.
- Create a single resource that lists the traffic records system components and contacts for each. Make this resource available on the TSD Traffic Records web page.
- Continue the development of the TransGIS system to support detailed analyses as needed by users.
- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.
- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.
- Resume production of the annual trauma registry report.
- Identify law enforcement agencies ready to pursue electronic field data collection for traffic citations and crash reports using software that allows the secure transfer of data from law enforcement agencies to local courts.
- Expand the existing Safety Priority Index System (SPIS).

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# Work Zone Safety

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## [Link to the Transportation Safety Action Plan:](#)

### **Action #7**

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

### **Action #28**

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

### **Action #34**

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

## **The Problem**

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average number of Oregon work zone crashes (2006-2010) is 8.2 in Oregon. This is a slight decrease from the 2005-2009 rolling average of 10.4.
- More drivers and their passengers are injured and killed than on-site workers.
- There is a general misperception that all work zone signing should be removed when workers are not present or visible to the public.
- There is a general misperception that work zone fines only double if workers are present.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of national work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP), American Recovery and Reinvestment Act (ARRA) and Oregon Jobs and Transportation Act (HB2001).

## Work Zones in Oregon, 2006-2009

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

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

### Goals

- Reduce work zone fatalities from 11, the average for 2007-2009, to 7 or below each year by 2015.
- Reduce work zone fatal and serious injury crashes from 31, the average for 2007-2009, to 25 or below by 2015.

### Performance Measure

- Reduce work zone injuries from 439, the average for 2005-2009, to 426 by December 31, 2012.
- Reduce work zone crashes from 517, the average for 2005-2009, to 501 by December 31, 2012.
- Maintain providing overtime work zone enforcement funds to 28 state and local police agencies from the 09-11 biennium to the 11-13 biennium by December 31, 2012.
- Maintain ODOT TSD Headquarters participation on 20 percent or more of the annual quality assurance work zone safety tour(s) by December 31, 2012.

### Strategies

- Participate in the Department's identification, development and promotion of new and existing work zone safety related trainings. Promote the "4-E" approach for ODOT staff, local agencies, consultants, contractors, police etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2011 and June 30, 2012. Identify best practices for work zone enforcement and placement of enforcement funds.
- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, police and state and national non profits.
- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works agencies, utility companies, city and county agencies, etc.

- Develop additional educational materials aimed at a broader audience such as utility workers, construction workers, business owners, etc.
- Develop an Oregon Work Zone Data Book to be updated annually.
- Complete the initial pilot of photo radar in ODOT work zones in coordination with ODOT Research and the Technical Advisory Team.
- Consult with ODOT Traffic on deployment of Smart Work Zones and other work zone safety strategies.



# Youth Transportation Safety (0-14)

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## 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.
- The highest priority safety issues related to Youth, ages 0-14, are the dissemination of public information and education messages to drivers of young children on the causes of high crash rates, the continuance of child passenger safety education, and the continuity of educational programs promoting bicycle safety and helmet use, pedestrian safety and specific traffic safety education to 'tweens' (ages 9-12) in preparation for their future driving years.
- When a child (age 0-14) is killed in an alcohol-related crash, more than half of the time the child is in the vehicle with the intoxicated driver.
- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.

## Oregon Crashes, 2006-2009

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

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

## Goals

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2005-2009 average of 16 to 12 by 2015.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2005-2009 average of 2,054 to 1,684 by 2015.

## Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2005-2009 average of 16 to 14 by December 31, 2012.
- Reduce the number of crash-related injuries of children ages 0-14 from the 2005-2009 average of 2,054 to 1,869 by December 31, 2012.

## Strategies

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in upcoming legislative session.
- Continue to provide a comprehensive and coordinated public information and education campaign on the causes of high motor vehicle crash rates for this age group. Additionally, continue to target occupant protection, education and parental responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.
- Encourage communication among youth transportation safety program providers and coalitions through the continued development of a youth task force.
- Collaborate with the Oregon Medical Association, the Oregon Health Division, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family education issues of youth aged 0-14 in transportation safety.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

# Youth Transportation Safety (15-20)

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## 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 2009, drivers age 20 and under were involved in fatal and injury crashes at approximately twice the rate of the population as a whole.
- In 2009, drivers age 20 and under represented 6.3 percent of total drivers, but also represented 11.2 percent of drivers involved in crashes. "Failure to Avoid a Stopped or Parked Vehicle Ahead," "Driving Too Fast For Conditions," and "Did Not Have the Right Of Way" were the three most common errors.
- In 2009, 28.3 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. The count of drinking drivers (ages 15-20) in fatal and injury crashes decreased approximately 15% from 2005 to 2009 (91 to 77). While male drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes decreased by only about 5% (64-61) from 2005 to 2009, female drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes decreased by about 41% from 2005 to 2009 (27 to 16).
- Of the ongoing high priority traffic safety issues related to Young Drivers ages 15-20, those that currently merit the most attention are distracted driving and Young Drivers in fatal crashes who were alcohol-involved. The National Highway Traffic Safety Administration has made distracted driving a major focus. In Oregon from 2005 to 2009 drivers age 16 to 18 reported to be using a cell phone at the time of the crash were involved in 179 crashes with a total of 5 people killed and 166 people injured. Additionally, in Oregon there were a total of 494 fatal and injury crashes where young drivers age 15 to 20 were alcohol-involved.

## Youth Drivers on Oregon Roadways, 2006-2009

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

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

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

### Goals

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from the 2005-2009 average of 2.07 to 1.72 by 2015.
- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2007-2009 average of 4,476 to 3,625 by 2015.

### Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from the 2007-2009 average of 4,476 to 4,073 by December 31, 2012.
  - Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from the 2007-2009 average of 1,313 to 1,195 by December 31, 2012.
  - Reduce the number of "Driving Too Fast for Conditions," age 15-20, driver errors from the 2007-2009 average of 917 to 835 by December 31, 2012.
  - Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from the 2007-2009 average of 802 to 730 by December 31, 2012.
- Reduce the number of drivers, age 15-20, that were alcohol-involved in fatal and injury crashes from the 2007-2009 average of 99 to 90 by December 31, 2012.
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2007-2009 average of 13 to 12 by December 31, 2012.
- Reduce the number of drivers age 20 and under involved in fatal crashes from the 2007-2009 calendar base year average of 51 to 46 by December 31, 2012.



## Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and transportation safety programs. Continue to generate discussion about secondary restrictions versus 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 programs that address high school and college campus impaired driving and other high-risk behaviors such as speeding.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.
- Partner with other program areas such as bicyclist safety, motorcycle safety, occupant protection, driver education, and impaired driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.
- Provide necessary information regarding youth transportation safety related issues impacting recent legislation.
- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 15-20 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

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# 2012 Anticipated Revenues Summary

Fund Sources	Area	FY 2011 Carry Forward	Anticipated FY 2012
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## USDOT Block Grants

FHWA Section 164	Impaired Driving and HSIP	\$ 35,631,886	\$ -
NHTSA Section 402	Discretionary Highway Safety	\$ 3,668,000	
NHTSA Section 405	Occupant Protection	\$ 390,000	\$ -
NHTSA Section 406	Discretionary Highway Safety	\$ 262,000	\$ -
NHTSA Section 408	Traffic Records	\$ 750,000	\$ 500,000
NHTSA Section 410	Impaired Driving	\$ 3,130,000	\$ -
FHWA Section 1404	Safe Routes to School	\$ 2,538,642	\$ 2,884,127
NHTSA Section 1906	Prohibit Racial Profiling	\$ 47,000	\$ -
NHTSA Section 2010	Motorcycle Safety	\$ 101,000	\$ -
NHTSA Section 2011	Child Passenger Safety	\$ 205,000	\$ -
<b>Subtotal</b>		<b>\$ 46,723,528</b>	<b>\$ 3,384,127</b>

## Other Revenues

ODOT	Youth Programs - TOF	\$ -	\$ 95,000
ODOT	School Zones	\$ -	\$ 111,000
ODOT	Work Zone Enforcement/Education	\$ -	\$ 1,873,015
\$28 per MC Endorsement	Motorcycle Safety	\$ -	\$ 1,050,000
\$6 per License	Driver Education (SDTF)	\$ -	\$ 3,005,000
ODOT DMV - Flat	State Match (Program Management)	\$ -	\$ 425,000
Highway Fund	Regional Match (Program Management)	\$ -	\$ 425,000
<b>Subtotal</b>		<b>\$ -</b>	<b>\$ 6,984,015</b>

	FY 2011	FY 2012
Federal Revenues	\$ 46,723,528	\$ 3,384,127
State/Other Revenues	\$ -	\$ 6,984,015
<b>Total</b>	<b>\$ 46,723,528</b>	<b>\$ 10,368,142</b>

	FY 2012
Federal Revenues	\$ 50,107,655
State/Other Revenues	\$ 6,984,015
<b>Total</b>	<b>\$ 57,091,670</b>

## 2012 Anticipated Revenues by Program Area

Fund	Program Area	FY 2012 Anticipated Revenues	
406	PS Bicycle Safety	\$ 72,000	\$ 72,000
402	DE DE Conference	\$ 15,000	
SDTF	DE Driver Education Reimbursement	\$ 2,000,000	
SDTF	DE Driver Education DHS Foster Kids	\$ 50,000	
SDTF	DE Driver Education WOU	\$ 400,000	
SDTF	DE Driver Education Statewide Services	\$ 300,000	\$ 2,765,000
402	EM Emergency Medical Services	\$ 50,000	\$ 50,000
164	HE HEP Projects (HSIP)	\$ 34,449,886	
402	RS Roadway Safety	\$ 450,000	
406	PT Chain Enforcement	\$ -	
ODOT	RS Workzone Enforcement/Education	\$ 1,873,015	\$ 36,772,901
164	AL Impaired Driving Projects	\$ 1,092,000	
410	AL Impaired Driving Projects	\$ 3,000,000	\$ 4,092,000
402	TC Judicial Information/Education	\$ 50,000	
402	DE Safe and Courteous Driving	\$ 120,000	
402	DE Employer Safety	\$ -	\$ 170,000
2010	MC Motorcycle Safety	\$ 101,000	
ODOT DMV-\$28	MC Motorcycle Safety	\$ 990,000	
402	CL Equipment	\$ 15,000	\$ 1,106,000
405	J2 Occupant Protection Projects	\$ 390,000	
2011	K3 CPS-Booster	\$ 205,000	
402	OP Occupant Protection Projects	\$ 475,000	\$ 1,070,000
402	PS Pedestrian Projects	\$ 153,000	\$ 153,000
1906	K10 Prohibit Racial Profiling	\$ 47,000	\$ 47,000
402	Regional Projects - Region 1	\$ 20,000	
402	Regional Projects - Region 2	\$ 20,000	
402	Regional Projects - Region 3	\$ 20,000	
402	Regional Projects - Region 4	\$ 20,000	
402	Regional Projects - Region 5	\$ 20,000	\$ 100,000
402	SA Safe Communities Projects	\$ 470,000	\$ 470,000
1404	Safe Routes to School	\$ 5,337,769	\$ 5,337,769
402	SC Speed Control Projects	\$ 640,000	\$ 640,000
408	TS Traffic Records	\$ 1,250,000	\$ 1,250,000
402	DE Youth Projects	\$ 110,000	
TOF	DE Youth Projects	\$ 95,000	
ODOT Highway	DE School Zone	\$ 18,000	
ODOT DMV	DE School Zone	\$ 93,000	\$ 316,000
164 PA	PA Planning and Administration	\$ 90,000	
164 Flex	RS Statewide Services	\$ -	
402	PA Planning and Administration	\$ 260,000	
402	DE Driver Education (Program Management)	\$ 760,000	
406	DE Driver Education (Program Management)	\$ 190,000	
410	AL Impaired Driving (Program Management)	\$ 130,000	
1404	Safe Routes to School (Program Management)	\$ 85,000	
ODOT DMV	PA State Match (Program Management)	\$ 150,000	
ODOT DMV-Flat	PA State Match (Planning and Administration)	\$ 275,000	
ODOT DMV-\$28	MC Motorcycles (Program Management)	\$ 60,000	
SDTF	DE Driver Education (Program Management)	\$ 255,000	
ODOT Highway	PA Regional Match (Program Management)	\$ 425,000	\$ 2,680,000
<b>Total</b>		<b>\$</b>	<b>\$ 67,091,670</b>

# Project Funding Narratives

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## Federal Revenue

### Section 164 (Current and Prior Year)

#### Impaired Driving

**DUII Statewide Services** **\$62,000**

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

**DUII Court 1 – City of Beaverton** **\$375,000**

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

**DUII Court 2 – XXXX County** **\$75,000**

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

**DUII Court 3 – XXXX County** **\$75,000**

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

**DMV** **\$75,000**

Database development as it relates to IID and legislative requirement.

**OLCC Inspector Training Impaired Driving Education** **\$10,000**

This project assists in providing funding for training of Oregon Liquor Control Commission inspectors in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. This grant is also to support the development of education for the liquor industry on the prevention of impaired driving and the impact of impaired driving on the State of Oregon.

**Law Enforcement Spokesperson – DPSST** **\$100,000**

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

**ODAA/Law Enforcement “Protecting Lives Saving Futures”** **\$100,000**

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

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

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

**Roadway Safety / Safety Corridor**

**TEA-21 HSEC 2007 Safety Initiatives** **\$923,516**  
This FFY 2012 grant provides the continuation of safety project implementation of projects previously selected by the Highway Safety Engineering Committee (HSEC) during the FFY 2007.

**TEA-21 HSEC 2008 Safety Initiatives** **\$1,797,427**  
This FFY 2012 grant provides continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008.

**TEA-21 HSEC 2009 Safety Initiatives** **\$6,465,000**  
This FFY 2012 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009.

**TEA-21 HSEC 2010 Safety Initiatives** **\$6,844,000**  
This FFY 2012 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010.

**TEA-21 HSEC 2011 Safety Initiatives** **\$7,990,943**  
This FFY 2012 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2011.

**TEA-21 HSEC 2012 Safety Initiatives** **\$8,629,000**  
This FFY 2012 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2012.

**TEA-21 HSEC 2012 Safety Initiatives** **\$1,800,000**  
This FFY 2012 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2012 in order to use up previous years under runs.

Planning and Administration

Planning and Administration \$90,000  
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.

Total Section 164 \$35,631,886

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Section 402

Driver Education

Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference \$15,000  
These funds are to provide support for both out-of-state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March each year.

Emergency Medical Services

EMS Statewide Services \$10,000  
This funding will assist in strengthening Oregon's EMS statewide. It will be used for outreach, recruitment, retention, training and possibly equipment as opportunities become available throughout the year.

Oregon EMS and Trauma Systems Rural Pediatric Simulation Education Project \$20,000  
This project conducts simulation-based trainings with pre-hospital and emergency department providers in the care of trauma victims from motor vehicle and ATV crashes, utilizing patient simulators. The goal of the project is to improve the skills of providers and the system of care for pediatric patients and those skills transferable to providers caring for adult patients. During the two-day trainings, rural providers throughout the state practice hands-on skills in a realistic environment from crash scene to hospital. This project includes an assessment of educational needs and resources for pre-hospital and hospital providers.

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

Equipment

Statewide Services – Equipment \$15,000  
This project will contribute to the annual division telephone survey that includes questions around Equipment Safety; update and reprint brochures, flyers and other resource materials; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of equipment safety issues.

## Judicial

**Judicial Education** **\$50,000**  
Provide traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges. Work with State Circuit Courts, Court Administrators, and District Attorneys by providing traffic law training, materials, or topical experts to assist in education delivery.

## Occupant Protection

**OSSA Safety Belt Overtime Enforcement** **\$229,000**  
Year-round overtime enforcement will be conducted by local sheriff's offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will conduct three (3) two-week enforcement blitzes, coordinate with media, and acquire related training as needed.

**Safety Belt Overtime Enforcement Training** **\$31,500**  
TSD staff will design and deliver safety belt overtime enforcement training. This grant covers costs of training facilities, meals, lodging, speakers, and materials.

**Statewide Services Project (Gard Communications/Intercept Research/TSD)** **\$195,500**  
This project will fund contracted and in-house design and distribution of public education materials. Three statewide observed use surveys will be conducted. Two of the surveys, required by NHTSA, will observe driver and right front seat occupants. New NHTSA regulations will also require major redesign of the front-seat survey methodology during this year. A third survey will observe occupants in all seating positions.

**Enhancement of Community Level CPS Programs, ODOT Region 4** **\$19,000**  
TSD Region 4 staff will coordinate the provision of scholarships for CPS technician and instructor candidates, car seats and booster purchases for families in need, and equipment or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs within Region 4.

## Pedestrian Safety

**Statewide Services** **\$65,000**  
Contribute to the annual TSD telephone citizen opinion survey that includes questions around Pedestrian Safety Enforcement awareness; update and reprint brochures, flyers and other resource materials; contribute to the Public Information and Education contract to continue a campaign around motorist awareness of pedestrians and pedestrian safety awareness.

**Pedestrian Safety Enforcement and Training** **\$88,000**  
Fund the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, to be administered by the Bicycle Transportation Alliance of Portland, Oregon.



## Police Traffic Services

### **DPSST Law Enforcement Training Grant \$87,000**

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

## Regional Services

### **Region 1 – Regional Services \$20,000**

- a. Prioritize 15 high crash locations from the state “Top 5%” list with significant speed, alcohol, or drug involvement. Develop countermeasures with three or more government, police or volunteer agencies for targeted crash reduction. Look for emerging crash causes for future investigations.
- b. Provide mini-grants or equipment to local agencies or multi-agency partnerships to address identified localized or multi-modal safety issues. Emphasize problems relating to alcohol/drug involved crashes, speed related crashes, partnerships and working with local media.
- c. Provide for safety training to Regional staff and leaders in the community in targeted safety areas, including data sharing, project management and media development. Provide outreach materials for public information and education for 15 events or approximately 40,000 contacts.

### **Region 2 – Regional Services \$20,000**

This project provides for the coordination of transportation safety services in all of our Region 2 communities, which include, Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties, as well as portions of Clackamas, Washington, Klamath, and Jefferson Counties. Outreach and education will be done through local Safety Fairs, Safety Committees, and Safety Presentations. Mini-grants will be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

### **Region 3 - Regional Services \$20,000**

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

### **Region 4 – Regional Services \$20,000**

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

**Region 5 – Regional Services** **\$20,000**

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

**Roadway Safety**

**Engineering Safety Short Courses and Distance Learning** **\$220,000**

Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of the following: Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Roundabout Design and Control; Traffic Signal Design; Safety Audit for Local Jurisdictions; Materials and Retro-Reflectivity for Signs and Markings; and Advanced Geometric Design.. Related materials will be posted to the Internet for easy access. Approximately four jurisdictions will receive on-site traffic control device and safety engineering reviews by several specialists to be documented within a written review.

**Statewide Services – Roadway Safety** **\$5,000**

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

**Safety Features for Local Roads and Streets** **\$150,000**

Provide traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. Update the electronic version of the Safety Handbook for Oregon's Local Roads and Streets and provide development of a Quick Reference Guide to the 2009 Manual on Uniform Traffic Control Devices.

**Safety Corridor Education and Enforcement** **\$75,000**

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

**Safe and Courteous Driving**

**Statewide Services – Driver Education** **\$120,000**

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

## Safe Communities

### **Portland Safe Community** **\$100,000**

This project will use the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities. The project will continue work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, further development and integrate safety plans, and implement projects identified through the Safe Community model for addressing transportation related injury and death. The project is focusing on improving and developing an approach to high crash corridors in the city, building on lessons learned on 82nd avenue. The project also will work on fostering the Safe Community model in the metropolitan region.

### **Clackamas County Safe Community** **\$75,000**

This project will continue to integrate the elements of the Safe Community concept within Clackamas County, and will encourage partnerships with cities within the county. The project will implement portions of a county level Safety Action Plan the county is developing, and is planned for adoption prior to grant startup.

### **Safe Community Mini-Grants** **\$50,000**

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

### **Innovative Community Projects** **\$1,000**

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

### **ACTS Oregon Safe Community Services** **\$120,000**

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

### **Malheur County Coordinator** **\$33,000**

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

**Grant County Coordinator** **\$30,000**

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

**Harney County Coordinator** **\$20,000**

This project will provide funds for a part time local safe community coordinator for the Harney County area. The coordinator position will complement the coalition in Harney County, and focus on providing organization which is will allowing greater output from the coalition. Project focus and direction will be to develop a business plan that is achievable and attainable in Harney County. Specific projects will be targeted at the highest crash causes.

**West Umatilla/North Morrow Safe Community** **\$40,000**

This project will provide for the ongoing process of establishing a Safe Community project in Hermiston and Umatilla County. The project will develop a business plan to guide the identification and implementation of promising projects that are appropriate for the Safe Community model. Project will additionally develop a plan for the coming year, with contingencies based on funding.

**Suburban Community Project** **\$1,000**

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

**Speed Control**

**Speed Enforcement, Public Information and Equipment** **\$453,000**

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

**OSP Rural State Highway Speed Enforcement** **\$100,000**

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

## Youth Program

### **Trauma Nurses Talk Tough – Train the Trainer** **\$20,000**

This project provides funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations address bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. TNTT also contacts Network members every quarter to provide support and offer assistance, sends updated information and statistics in the form of a newsletter and conducts trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

### **Bike Wheels to Steering Wheels** **\$20,000**

This project will provide family traffic safety awareness education for Middle School students in 7th and 8th grades and their parents in the Portland, Beaverton and other statewide Science and Health classrooms. The project will seek to provide proper exposure of basic traffic safety issues to youths prior to being licensed to drive and gives parents of these youths the opportunity to learn and use the tools for their involvement in the process.

### **Statewide Services - Youth** **\$70,000**

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

## Planning and Administration

### **Planning and Administration** **\$260,000**

**[\$275,000]**

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

## Program Management

### **Program Management** **\$760,000**

**[\$150,000]**

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

**\$3,668,000**  
**[\$425,000]**

### **Total Section 402 Funds**

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## Section 405

### Occupant Protection

**Enhancement of Community Level CPS Programs, ODOT Region 1 (ACTS Oregon) \$30,000**

This project may provide mentorship to child seat checkup and distribution programs towards independent operation. It may also provide scholarships for CPS technician and instructor candidates, car seats and booster purchases for families in need, and equipment and/or supplies, to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS component within ODOT Region 1 (Portland Metro area and surrounding areas).

**OSP Safety Belt Overtime Enforcement \$85,000**

Year-round overtime enforcement will be conducted by state police field units towards increasing compliance with safety belt/child restraint laws with coordination by OSP Patrol Division. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will conduct three (3) two-week enforcement blitzes, coordinate with media, and acquire related training as needed.

**OACP Safety Belt Overtime Enforcement \$275,000**

Year-round overtime enforcement will be conducted by local police departments towards increasing compliance with safety belt/child restraint laws with coordination by Oregon Association Chiefs of Police. Concurrent enforcement of speed and other traffic laws will be included. Participating agencies will conduct three (3) two-week enforcement blitzes, coordinate with media, and acquire related training as needed.

**Total Section 405 Funds \$390,000**

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## Section 406

### Bicycle Safety

**Statewide Services \$42,000**

These funds will be used for implementation of the May-June Annual Bicycle Helmet Observational Study; updates and reprints of existing informational resources such as, brochures and flyers; working with the TSD media contract creative team to continue to implement an informational campaign that encourages all roadway users to share the road.

**Bicyclist Safety Education Training \$30,000**

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

**Program Management**

**Program Management** **\$190,000**  
Salaries, benefits, travel, services and supplies and office equipment will be funded for program personnel.

**Total Section 406 Funds** **\$262,000**

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**Section 408**

**Traffic Records**

**Traffic Records Grant** **\$1,250,000**  
Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Evaluate the effectiveness of efforts to make such improvements. Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data. The Traffic Records Coordinating Committee (TRCC) will be selecting high priority projects that fit these criteria during FY2012.

**Total Section 408 Funds** **\$1,250,000**

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**Section 410**

**Impaired Driving**

**Statewide Services Program - DUII** **\$693,600**  
A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio will be aired. Surveys will be conducted.

**Blood Toxicology Pilot Project** **\$250,000**  
This project is to provide support to law enforcement for the attainment and testing of blood samples of drivers suspected of driving under the influence of drugs and alcohol involved in fatal crashes. Also to gather data to determine the depth of the driving impaired issue in Oregon surrounding impairment due to drugs, drugs and alcohol.

**Urine Toxicology Pilot Project** **\$50,000**  
To assist the Portland DISP program in the expansion of urine panels of participants in the Portland DISP program. This program will help offset the costs of existing members in the program by offsetting the costs of expanded panels. The information will also be used to better understand the drug use problem of participants in the program.

<b>DUII Prosecutor</b>	<b>\$166,400</b>
This project provides an expert DUII prosecutor who serves as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor will travel throughout Oregon to assist with complex DUII cases.	
<b>Drug Recognition Expert Training (DRE)</b>	<b>\$155,000</b>
Provide training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chief's of Police (IACP) and NHTSA guidelines and recommendations.	
<b>Drug Recognition Expert Overtime Enforcement Project</b>	<b>\$75,000</b>
Provides statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies.	
<b>DUII Enforcement – OSSA Departments</b>	<b>\$525,000</b>
Provides overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provides DUII overtime patrol in 30 counties throughout Oregon.	
<b>DUII Multi-Disciplinary Task Force Training Conference</b>	<b>\$60,000</b>
This project provides funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference will be held in April of 2010. Over 380 people are expected to attend.	
<b>OACP DUII Overtime Enforcement Project</b>	<b>\$525,000</b>
This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities will received overtime funds for 2010.	
<b>Statewide DUII Warrant Sweeps</b>	<b>\$500,000</b>
This grant proposes law enforcement activity and media coverage to conduct statewide “sweeps” to round up people with outstanding warrants.	
<b>Impaired Driving Program Management</b>	<b>\$130,000</b>
Salaries, benefits, travel, services and supplies and office equipment will be funded for administrative personnel.	
<b>Total Section 410 Funds</b>	<b>\$3,130,000</b>



Section 1404

Safe Routes to School

**2012 Safe Routes to School Grant Program**

Non-infrastructure \$1,203,127  
Infrastructure \$4,078,642

Funding for reimbursement to communities, based on a competitive award process, for the implementation of the Safe Routes to School Action Plan addressing education and encouragement, enforcement, engineering and evaluation.

**Safe Routes to School Statewide Services Program**

**\$56,000**

Providing statewide support to communities in development of Safe Routes to School programs and creation of Action Plans; assisting schools in gathering student and parent data on walking and biking to/from schools; creating public information and outreach support materials; providing and developing educational tools that promote safe walking and bicycling for grades K-8; supporting Safe Routes Advisory Committee with travel and meeting expenses.

**Safe Routes to School Program Management**

**\$85,000**

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

Total Section 1404 Funds

\$5,422,769

Section 1906

Racial Profiling Research

**Racial Profiling Research**

**\$47,000**

This project will be used to assist the Portland State University Criminal Justice Policy Research Institute (CJPRI) and the Law Enforcement Contacts Policy and Data Review Committee (LECC) in carrying out its duties of identifying, addressing issues and training surrounding racial profiling as it relates to traffic stops and Oregon Law-Enforcement. This will be the last year of funding for this project, as allocated from Congress. This year will also be used to finalize this project, conduct follow-up surveys and training, and continue to prepare and utilize the 15 trainers that attended advanced training sessions provided by the Simon Wiesenthal Museum of Tolerance in California last year to continue this project in the future using other funding sources.

Total Section 1906 Funds

\$47,000

## Section 2010

### Motorcycle Safety Program

**Motorcycle Safety Training Enhancement** **\$70,000**

This project will provide funding for new training locations by purchase or lease of land, buildings and improvements. The project may also fund curriculum improvement and development, development and enhancement of instructor recruitment and retention efforts, development and purchase of instructional materials, purchase of mobile training units and purchase or repair of training motorcycles.

**Motorist Awareness PI&E** **\$31,000**

This project will provide funding for Public Information and Education contract and materials to increase motorist awareness of motorcycles.

**Total Section 2010 Funds** **\$101,000**

## Section 2011

### Occupant Protection

**ACTS Oregon Child Safety Seat Resource Center** **\$150,000**

The Center will provide the following child restraint educational services statewide including the delivery of nationally standardized child passenger safety training for technicians/instructors; traffic safety newsletter, website and presentations; individualized assistance and referral services via 1-800 telephone line and website.

**Enhancement of Community Level CPS Programs, ODOT Regions 2, 3, & 5** **\$55,000**

TSD Region staff will coordinate the provision of scholarships for CPS technician and instructor candidates, car seats and booster purchases for families in need, and equipment and/or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs within their respective Region.

**Total Section 2011 Funds** **\$205,000**

## **Other Revenue**

### Student Driver Training Fund (SDTF)

**Driver Education Program Reimbursement** **[\$2,000,000]**

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

**Driver Education DHS Foster Kids** **[\$50,000]**  
These funds reimburse DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement is made to DHS based on the number of students completing the driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program.

**GDL Implementation - Information and Education** **[\$400,000]**  
These funds pay for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses and provide for trainer of trainers' development and workshops, Funds also provide for curriculum updates for ODOT-TSD through Western Oregon University.

**Statewide Services – Driver Education** **[\$300,000]**  
This grant supports the driver education advisory committee quarterly meetings and activities promoting “best practices” in driver education.

**Student Driver Training Fund Program Management** **[\$255,000]**  
Salaries, benefits, travel, services and supplies and office equipment will be funded for Driver Education staff.

**Total Section SDTF** **[\$3,005,000]**

Highway Fund

Region Program Management

**Region Program Management** **[\$425,000]**  
Salaries, benefits, travel, services and supplies and office equipment will be funded for region program personnel.

School Zone

**School Zone** **[\$18,000]**  
Local improvements at one or more school zones on a state highway.

**Total Highway Fund** **[\$443,000]**

## Statewide Transportation Improvement Program (STIP)

### Work Zone Safety

#### **Work Zone Education & Equipment Program** **[\$200,000]**

Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit ads, radio ads and television ads. Contractual services for portions of the annual TSD Telephone Survey. Possibly minor equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking information system or ITS equipment.

#### **Work Zone Enforcement to OSP** **[\$1,022,000]**

Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT and through its consultant Oregon Bridge Development Partners. Enforcement will be provided by OSP. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

#### **Work Zone Enforcement to Local Police Agencies** **[\$651,015]**

Provide special year-round enforcement patrols in work zones that meet federal design criteria for construction projects managed by ODOT and through its consultant Oregon Bridge Development Partners. Enforcement will be provided by various local police agencies statewide. Photo radar enforcement in work zones as an ODOT pilot project may also be included.

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**Total STIP Funds** **[\$1,873,015]**

## Transportation Operating Fund (TOF)

### Youth Safety

#### **Think First** **[\$47,500]**

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through Think First Injury Prevention programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. Project goals are accomplished by providing family education events, injury prevention resources for parents, teachers and youth, injury prevention curriculum for schools and community members, school presentations for grades 1 through 12, and community injury prevention activities at outreach events. An increased presence of the program throughout the state will be promoted.

#### **Trauma Nurses Talk Tough** **[\$47,500]**

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

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**Total TOF Funds** **[\$95,000]**

## State Funds

### Motorcycle Safety

**Motorcycle Safety Program Management** [\$60,000]

Salaries, benefits, travel, services and supplies and office equipment will be funded for the Motorcycle program manager.

\$1

**Statewide Services Motorcycle Safety** [\$80,000]

This project will provide funding for membership in the National Association of State Motorcycle Administrators, public information and education, equipment expenses for the TEAM OREGON Motorcycle Safety program and observation use survey. This project also supports projects prioritized by the Governor's Advisory Committee on Motorcycle Safety and includes committee member travel and meeting expenses.

**Oregon State University TEAM OREGON** [\$866,000]

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

**Motorcycle Safety Improvements** [\$44,000]

This project will provide funding for motorcycle safety training infrastructure by purchase of motorcycles, purchase or lease of land, buildings and improvements.

### School Zone

**School Zone** [\$93,000]

This funding will be granted to the Oregon Department of Education for the purpose of school bus safety education.

**Total State Funds** [\$1,143,001]

# Highway Safety Program Cost Summary

STATE: OREGON

NUMBER: 2012-01

REPORT DATE: 6/10/2011

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
164 AL Alcohol	\$ 1,092,000	\$ -	\$ -	\$ 1,092,000	\$ 1,092,000	\$ -
164 HE HEP Projects (HSIP)	\$ 34,449,886	\$ -	\$ -	\$ 34,449,886	\$ 34,449,886	\$ -
164 PA Planning & Administration	\$ 90,000	\$ -	\$ -	\$ 90,000	\$ 90,000	\$ -
164 RS Statewide Services (Flex)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>164 Subtotal</b>	<b>\$ 35,631,886</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 35,631,886</b>	<b>\$ 35,631,886</b>	<b>\$ -</b>
402 CL Equipment/Codes and Laws	\$ 15,000	\$ -	\$ -	\$ 15,000	\$ 15,000	\$ -
402 DE Conference	\$ 15,000	\$ -	\$ -	\$ 15,000	\$ 15,000	\$ -
402 DE Information/Education	\$ 120,000	\$ -	\$ -	\$ 120,000	\$ 120,000	\$ -
402 DE Driver Education (Prog Management)	\$ 760,000	\$ 743,667	\$ -	\$ 760,000	\$ 760,000	\$ -
402 EM Emergency Medical Services	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
402 OP Occupant Protection	\$ 475,000	\$ -	\$ -	\$ 475,000	\$ 475,000	\$ -
402 PA Planning & Administration	\$ 260,000	\$ 173,333	\$ -	\$ 260,000	\$ 260,000	\$ -
402 PS Pedestrian Safety	\$ 153,000	\$ -	\$ -	\$ 153,000	\$ 153,000	\$ -
402 Regional Projects	\$ 100,000	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ -
402 RS Roadway Safety	\$ 450,000	\$ -	\$ -	\$ 450,000	\$ 450,000	\$ -
402 SA Safe Communities	\$ 470,000	\$ -	\$ -	\$ 470,000	\$ 470,000	\$ -
402 SC Speed Control	\$ 640,000	\$ -	\$ -	\$ 640,000	\$ 640,000	\$ -
402 TC Judicial Information/Education	\$ 50,000	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ -
402 DE Youth Projects	\$ 110,000	\$ -	\$ -	\$ 110,000	\$ 110,000	\$ -
<b>402 Subtotal</b>	<b>\$ 3,668,000</b>	<b>\$ 917,000</b>	<b>\$ -</b>	<b>\$ 3,668,000</b>	<b>\$ 3,668,000</b>	<b>\$ -</b>
405 K2 Occupant Protection	\$ 390,000	\$ 1,170,000	\$ -	\$ 390,000	\$ 390,000	\$ -
<b>405 Subtotal</b>	<b>\$ 390,000</b>	<b>\$ 1,170,000</b>	<b>\$ -</b>	<b>\$ 390,000</b>	<b>\$ 390,000</b>	<b>\$ -</b>
406 PS Bicycle Safety	\$ 72,000	\$ -	\$ -	\$ 72,000	\$ 72,000	\$ -
406 PT Chain Enforcement	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
406 DE Driver Education (Prog Management)	\$ 190,000	\$ -	\$ -	\$ 190,000	\$ 190,000	\$ -
<b>406 Subtotal</b>	<b>\$ 262,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 262,000</b>	<b>\$ 262,000</b>	<b>\$ -</b>
408 TS Traffic Records	\$ 1,250,000	\$ 312,500	\$ -	\$ 1,250,000	\$ 1,250,000	\$ -
<b>408 Subtotal</b>	<b>\$ 1,250,000</b>	<b>\$ 312,500</b>	<b>\$ -</b>	<b>\$ 1,250,000</b>	<b>\$ 1,250,000</b>	<b>\$ -</b>
410 K8 Alcohol SAFETEA-LU	\$ 3,130,000	\$ 9,390,000	\$ -	\$ 3,130,000	\$ 3,130,000	\$ -
<b>410 Subtotal</b>	<b>\$ 3,130,000</b>	<b>\$ 9,390,000</b>	<b>\$ -</b>	<b>\$ 3,130,000</b>	<b>\$ 3,130,000</b>	<b>\$ -</b>
1404 Safe Routes to School Program	\$ 5,337,769	\$ -	\$ -	\$ 5,337,769	\$ 5,337,769	\$ -
1404 Safe Routes (Program Management)	\$ 85,000	\$ -	\$ -	\$ 85,000	\$ 85,000	\$ -
<b>(FHWA) 1404 Subtotal</b>	<b>\$ 5,422,769</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,422,769</b>	<b>\$ 5,422,769</b>	<b>\$ -</b>
1906 K10 Prohibit Racial Profiling	\$ 47,000	\$ 11,750	\$ -	\$ 47,000	\$ 47,000	\$ -
<b>1906 Subtotal</b>	<b>\$ 47,000</b>	<b>\$ 11,750</b>	<b>\$ -</b>	<b>\$ 47,000</b>	<b>\$ 47,000</b>	<b>\$ -</b>
2010 MC Motorcycle Safety	\$ 101,000	\$ -	\$ -	\$ 101,000	\$ 101,000	\$ -
<b>2010 Subtotal</b>	<b>\$ 101,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 101,000</b>	<b>\$ 101,000</b>	<b>\$ -</b>
2011 Child Seats	\$ 205,000	\$ 205,000	\$ -	\$ 205,000	\$ 205,000	\$ -
<b>2011 Subtotal</b>	<b>\$ 205,000</b>	<b>\$ 205,000</b>	<b>\$ -</b>	<b>\$ 205,000</b>	<b>\$ 205,000</b>	<b>\$ -</b>
<b>Total NHTSA</b>	<b>\$ 44,684,886</b>	<b>\$ 12,006,250</b>	<b>\$ -</b>	<b>\$ 44,684,886</b>	<b>\$ 44,684,886</b>	<b>\$ -</b>
<b>Total FHWA</b>	<b>\$ 5,422,769</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 5,422,769</b>	<b>\$ 5,422,769</b>	<b>\$ -</b>
<b>Total</b>	<b>\$ 50,107,655</b>	<b>\$ 12,006,250</b>	<b>\$ -</b>	<b>\$ 50,107,655</b>	<b>\$ 50,107,655</b>	<b>\$ -</b>

State Official Authorized Signature

Name: Troy E. Costales  
 Title: Governor's Highway Safety Representative  
 Agency: Oregon Department of Transportation  
 Date: June 26, 2011

Federal Official(s) Authorized Signature

NHTSA - Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_

FHWA - Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Effective Date: \_\_\_\_\_

# Highway Safety Plan

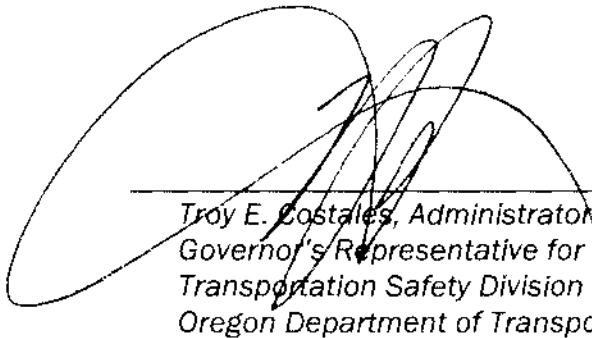
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Oregon's federal grant funds will be used to implement projects that are designed to respond to identified problems and impact performance goals. Federal funds will be used consistent with federal program guidelines, priority areas, and other federal funding requirements.

Since strategies designed to impact individual program areas are intimately related to specific problems and performance goals for that program, they are not included here. See specific program areas for the strategies planned for individual programs.

This *Performance Plan* has been formally approved and adopted by the Governor's Representative for Highway Safety.

8/23/11  
Date



Troy E. Costales, Administrator  
Governor's Representative for Highway Safety  
Transportation Safety Division  
Oregon Department of Transportation

# State Certifications and Assurances

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Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

## Certifications and Assurances Section 402 Requirements

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 percent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,



- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources. (23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(I)).

### Other Federal Requirements

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes 23 CFR 1200.21

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

### Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if— of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;
  - (i) the entity in the preceding fiscal year received—(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more

in annual gross revenues from Federal awards; and

- (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to:

- (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21);
- (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex;
- (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, et seq.; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27);
- (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age;
- (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
- (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as

amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism;

- (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
- (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing;
- (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made;
- (j) The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and,
- (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702);**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace.

2. The grantee's policy of maintaining a drug-free workplace.
  3. Any available drug counseling, rehabilitation, and employee assistance programs.
  4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
  - d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
    1. Abide by the terms of the statement.
    2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
  - e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
  - f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –
    1. Taking appropriate personnel action against such an employee, up to and including termination.
    2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

#### Buy America Act

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

#### Political Activity (Hatch Act)

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

#### Certification Regarding Federal Lobbying

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of

Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

### Restriction on State Lobbying

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

### Certification Regarding Debarment and Suspension

#### Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency

may terminate this transaction for cause or default.

Certification Regarding Debarment,  
Suspension, and Other Responsibility Matters-  
Primary Covered Transactions

1. The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

2. Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion – Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Policy to Ban Text Messaging While Driving

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

1. Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or -rented vehicles, or Government-owned, leased or rented vehicles; or

- b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.
- 2. Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as -
  - c. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - d. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

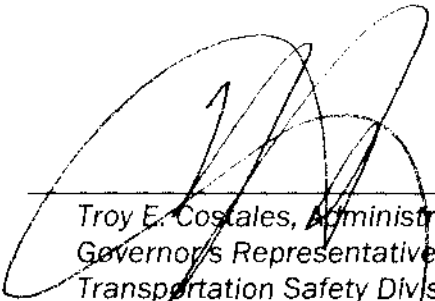
Environmental Impact

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Oregon  
State or Commonwealth

2012  
For Fiscal Year

8/23/11  
Date

  
\_\_\_\_\_  
Troy E. Costales, Administrator  
Governor's Representative for Highway Safety  
Transportation Safety Division  
Oregon Department of Transportation







Drive Safely. *The Way to Go.*