OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2009

Annual Evaluation

Transportation Safety
Oregon Department of Transportation

OREGON

TRAFFIC SAFETY

PERFORMANCE PLAN

Fiscal Year 2009

ANNUAL EVALUATION

Produced: December 2009

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Foreword

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. This report has been prepared to satisfy federal reporting and provide documentation for the 2009 federal grant year.

The 2009 Performance Plan was approved by the GAC on DUII and the GAC on Motorcycle Safety on July 11, 2008, the Oregon Transportation Safety Committee (OTSC) on July 15, 2008 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 20, 2008. The majority of the projects occurred from October 2008 through September 2009.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 2. A detailed flow chart of the grant program planning process is offered on page 3, 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 2009. The bolded entry contained within brackets **[ ]** directly following the performance measure supplies a response to the measure based on the latest data available (i.e., Reduce the fatality rate of 1.31 per hundred million vehicle miles traveled, the 2007 level, to 1.23 per hundred million vehicles miles traveled, 436 fatalities, through December 31, 2009. ***[In 2008, the traffic fatality rate was 1.24 and there were 416 fatalities.]***)

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

Throughout the 2009 fiscal year the following funds are expected (financial figures represent the latest grant and match revenues available through December 11, 2009):

Federal funds:	$13,643,526
State/local match:	[$18,906,587]
Grand Total	$32,550,113

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

Process Description

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

Process for Identifying Problems

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2007 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

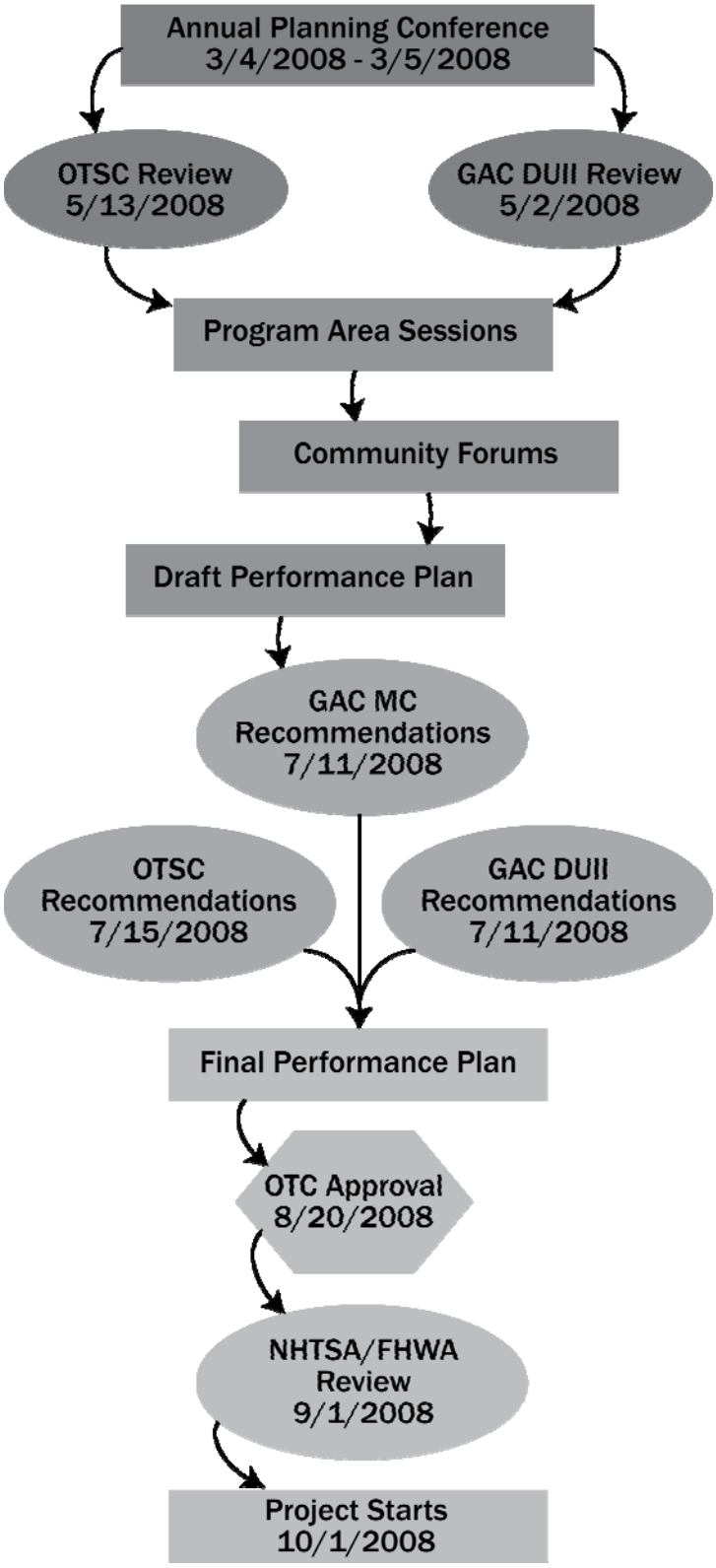
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action 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 includes: response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. Those projects ranked the highest are included in Oregon's funding plan.

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

Overview of Highway Safety Planning Process



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

Performance Goals

This report highlights traffic safety activities during the previous federal fiscal year 2009. The performance measure data contained in this report reflects the most current available. Due to the timeframe within which statewide records are compiled, transportation statistics for 2008 were not always available.

The following performance measures satisfy NHTSA's required activity related reporting requirement to set a baseline record. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures will be reviewed in February 2010 as part of the 2011 planning process.

Activity Measures

A-1) Number of seat belt citations issued during grant-funded enforcement activities (grant activity reporting).
[In 2009, there were 15,178 seat belt citations issued during grant-funded enforcement.]

A-2) Number of impaired driving arrests made during grant-funded enforcement activities (grant activity reporting).
[In 2009, there were 5,736 impaired driving arrests made during grant-funded enforcement.]

A-3) Number of speeding citations issued during grant-funded enforcement activities (grant activity reporting).
[In 2009, there were 13,689 speeding citations issued during grant-funded enforcement.]

Acronyms and Definitions

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

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

Statewide

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

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

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

The Problem

- In 2007, 455 people were killed and 27,850 were injured in traffic crashes in Oregon.
- In 2007, the VMT decreased approximately 2.1 percent compared to 2006.
- In 2007, 29 percent of Oregon's citizens do not believe the transportation system is safe or as safe as the prior year.

Oregon Traffic Crash Data and Measures of Exposure, 2004 – 2007

	1999-2003 Average	2004	2005	2006	2007	% Change 2004-2007
Total Crashes	48,708	41,440	44,881	45,072	44,163	6.6%
Fatal Crashes	403	388	443	418	411	5.9%
Injury Crashes	18,553	18,279	19,447	19,778	18,501	1.2%
Property Damage Crashes	29,751	22,773	24,991	24,876	25,251	10.9%
Fatalities	460	456	487	478	455	-0.2%
Fatalities per 100 Million VMT	1.32	1.28	1.38	1.35	1.31	2.4%
Fatalities per Population (in thousands)	0.13	0.13	0.13	0.13	0.12	-4.6%
Injuries	27,853	27,346	29,023	29,597	27,850	1.8%
Injuries per 100 Million VMT	80.11	76.82	82.26	83.42	80.14	4.3%
Injuries per Population (in thousands)	8.08	7.63	7.99	8.02	7.44	-2.6%
Population (in thousands)	3,451	3,583	3,631	3,691	3,745	4.5%
Vehicle Miles Traveled (in millions)	34,768	35,598	35,282	35,482	34,751	-2.4%
No. Licensed Drivers (in thousands)	2,764	2,911	2,955	3,031	3,167	8.8%
No. Registered Vehicles (in thousands)	3,807	3,986	4,005	4,063	4,153	4.2%
% Who Think Transportation System is as Safe or Safer than Last Year	70.6%	75.0%	72.0%	69.0%	71.0%	-5.3%

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, 2007

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	4	0.01%	N/A	0.00%	0.00
15	46	0.13%	14,322	0.46%	0.29
16	621	1.80%	27,278	0.88%	2.03
17	960	2.78%	35,176	1.14%	2.43
18	1,114	3.22%	40,103	1.30%	2.48
19	1,026	2.97%	43,673	1.42%	2.09
20	1,004	2.90%	45,931	1.49%	1.95
21	925	2.68%	49,437	1.60%	1.67
22-24	2,456	7.10%	165,673	5.37%	1.32
25-34	6,680	19.32%	603,028	19.56%	0.99
35-44	5,820	16.83%	553,344	17.95%	0.94
45-54	5,768	16.68%	569,218	18.46%	0.90
55-64	4,026	11.64%	478,835	15.53%	0.75
65-74	1,799	5.20%	259,668	8.42%	0.62
75 & Older	1,197	3.46%	197,511	6.41%	0.54
Unknown	1,132	3.27%	19	0.00%	0.00
Total	34,578	100.00%	3,083,216	100.00%	

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

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

Goal

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

Performance Measures

- Reduce the fatality rate of 1.31 per hundred million vehicle miles traveled, the 2007 level, to 1.23 per hundred million vehicles miles traveled, 436 fatalities, through December 31, 2009. *[In 2008, the traffic fatality rate was 1.24 and there were 416 fatalities.]*

- Reduce the traffic injury rate of 80.26 per hundred million miles traveled, the 2007 level, to 76.0 per hundred million vehicle miles traveled, 23,182 injuries, through December 31, 2009. *[In 2008, the traffic injury rate was 80.09 and there were 26,805 injuries.]*

Strategies

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

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

- Implement 2007 law changes.

- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2007 law changes.

- Continue the development of a revised Transportation Safety Action Plan, the long-range planning document for addressing the "4-E"'s in transportation safety issues in Oregon.

- Raise awareness of the safety actions advocated in the Transportation Safety Action Plan through a published document available in print and electronic form.

- Make effective use of Internet, direct mail, and news media channels to raise awareness of Transportation Safety Action Plan, or the issues and actions identified by the Action Planning process.

- Advocate for a transportation system that is self-educating and self-enforcing for its users.

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

Project Summaries

Section 164 (Current and Prior Year)

164PA-09-91-90 Planning and Administration $39,317
Salaries, benefits, travel, services and supplies and office equipment funded the administrative personnel related to alcohol programs.

Section 402

PA-09-91-90 Planning and Administration $204,345
Salaries, benefits, travel, services and supplies and office equipment funded administrative personnel.

DE-09-20-90 Program Management [$290,361]
Salaries, benefits, travel, services and supplies and office equipment funded program personnel.

09REGPM-920 Region Program Management [$436,037]
Salaries, benefits, instate travel, services and supplies and office equipment funded region program personnel.

Section 406

K4-09-25-01 Statewide Services $0
A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages.
[This project was not initiated during the grant year.]

K4-09-45-90 Program Management $143,416
Salaries, benefits, travel, services and supplies and office equipment funded program personnel.

Section 410

K8-09-12-90 Impaired Driving Program Management $121,643
Salaries, benefits, travel, services and supplies and office equipment funded administrative personnel.

State Funds

MC-09-80-90 Motorcycle Safety Program Management [$49,384]
Salaries, benefits, travel, services and supplies and office equipment were funded for the Motorcycle program manager.

Student Driver Training Fund (SDTF)

09Drvsed-920 Student Driver Training Fund Program Management [$264,973]
Salaries, benefits, travel, services and supplies and office equipment funded Driver Education staff.

Bicyclist Safety

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

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

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

The Problem

- In 2007, 395 bicyclists age 20+ years were injured in motor vehicle crashes compared to 466 in 2006.
- In 2007, motorists failed to yield right-of-way to bicyclists in 302 crashes compared to 339 in 2006.
- In 2007, 19 percent of all bicyclist crashes were at dusk, dawn or low light conditions.
- In 2007, correct helmet use increased to 53 percent, compared to 47 percent in 2006.
- A review of crash data shows that the most common errors in bicyclists versus motor vehicle crashes are the errors at intersections: failure to yield, turning in front of oncoming traffic, disregarding a traffic sign or signal. Data shows that responsibility for these errors are equally shared between bicyclists and motorists.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Injuries (crashes w/ motor vehicles)						
Number	644	677	779	726	617	-8.9%
Percent of total Oregon injuries	2.3%	2.5%	2.7%	2.5%	2.2%	-10.5%
Fatalities (crashes w/ motor vehicles)						
Number	7	9	11	14	15	66.7%
Percent of total Oregon fatalities	1.6%	2.0%	2.3%	2.9%	3.3%	67.0%
Percent Helmet Use (children)	46.0%	58%	50%	47%	53%	-8.6%

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

Goals

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

Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2004-2007 average level of 700 to 658, a reduction of 3 percent per year by December 31, 2009. This includes all reported bicyclists injured where an age was not stated.
  [In 2008, 757 bicyclists were injured in motor vehicle crashes.]

- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2007 level of 166 to 156, a reduction of 6 percent or fewer by December 31, 2009.
  [In 2008, there were 199 age 0-19 bicyclist injury crashes.]

- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2007 level of 395 to 371, a reduction of 6 percent or fewer by December 31, 2009.
  [In 2008, 511 bicyclists age 20+ were injured in motor vehicle crashes.]

Strategies

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

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

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

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

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

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

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

Project Summaries

Section 402

PS-09-60-01 Statewide Services $46,649

These funds were used for implementation of the Annual Bicycle Helmet Observational Study; a portion of the TSD telephone citizen opinion surveys done annually in May and August; reprints of existing brochures and a contract with Gard Communications to promote the campaign, "Whatever Your Mode, Share the Road."

PS-09-60-06 Bicyclist Safety Mini-Grant Program $38,655

This grant administered by the Alliance for Community Traffic Safety, Oregon provided 11 agencies funding to increase helmet use, provide education concerning common bicyclist errors and educate road users on how to share the road safely with each other.

PS-09-60-08 Bicyclist Safety Education Training $44,999

Provided funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue the institutionalization of its Bicycle Safety Education Program in Oregon. This program was integrated into larger Safe Routes to School efforts. BTA also implemented train the trainer programs in communities where their Bicycle Safety Education program had not previously been offered.

Community Traffic Safety

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

Action #32

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

Jurisdictional Data for Oregon Counties, 2007

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker	*	16,435	4	0	101	6.15	16
Benton		85,300	7	2	325	3.81	45
Clackamas	!	372,270	32	8	1,559	4.19	217
Clatsop		37,440	10	5	230	6.14	24
Columbia	*	47,565	13	8	173	3.64	31
Coos		63,050	8	3	251	3.98	35
Crook		25,885	4	2	99	3.82	9
Curry		21,475	7	1	70	3.26	7
Deschutes		160,810	13	8	749	4.66	109
Douglas	*	104,675	25	10	559	5.34	84
Gilliam	#	1,885	0	0	14	7.43	5
Grant	!	7,580	3	1	36	4.75	4
Harney	!	7,680	4	1	33	4.30	8
Hood River		21,470	5	1	96	4.47	10
Jackson	!	202,310	16	8	980	4.84	139
Jefferson		22,030	10	8	84	3.81	14
Josephine	!	82,390	21	10	535	6.49	88
Klamath	*	65,815	13	5	353	5.36	56
Lake	*	7,565	5	1	51	6.74	12
Lane		343,140	43	15	1,608	4.69	253
Lincoln		44,630	9	4	317	7.10	38
Linn		109,320	28	10	602	5.51	97
Malheur	*	31,620	11	3	166	5.25	32
Marion		311,070	31	13	1,668	5.36	248
Morrow		12,335	3	1	30	2.43	5
Multnomah		710,025	51	21	4,309	6.07	650
Polk		67,505	9	1	322	4.77	60
Sherman	#	1,855	3	1	35	18.87	9
Tillamook	*	25,845	4	4	144	5.57	27
Umatilla		72,245	12	4	326	4.51	59
Union	!	25,250	3	1	115	4.55	18
Wallowa	*	7,130	0	0	24	3.37	4
Wasco	#	24,125	7	4	127	5.26	24
Washington		511,075	27	9	2,333	4.56	312
Wheeler	#	1,570	1	1	15	9.55	2
Yamhill		93,085	13	6	473	5.08	71
Statewide Total		3,745,455	455	179	18,912	5.05	2,822

Jurisdictional Data for Oregon Cities over 10,000 Population, 2007

City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	*	47,470	6	3	201	4.23	26
Ashland	*	21,630	0	0	59	2.73	6
Astoria	*	10,045	0	0	48	*4.78*	*3*
Baker City		*10,105*	0	0	26	2.57	0
Beaverton	*	85,560	2	1	659	7.70	74
Bend	*	77,780	5	3	311	4.00	40
Canby	*	15,140	0	0	20	1.32	1
Central Point		17,025	0	0	49	2.88	6
Coos Bay	*	16,210	0	0	48	2.96	5
Cornelius		10,895	1	0	36	3.30	1
Corvallis		54,890	0	0	191	3.48	24
Dallas		15,065	0	0	23	1.53	1
Eugene		153,690	5	1	776	5.05	94
Forest Grove		20,775	0	0	51	2.45	7
Gladstone	*	12,200	0	0	39	3.20	1
Grants Pass		31,740	4	3	273	8.60	30
Gresham		99,225	4	1	473	4.77	63
Happy Valley		10,380	0	0	12	*1.16*	*3*
Hermiston		15,780	0	0	61	3.87	9
Hillsboro		88,300	3	1	476	5.39	67
Keizer	*	35,435	0	0	66	1.86	7
Klamath Falls	*	21,040	1	0	96	4.56	12
La Grande	*	12,850	0	0	33	2.57	4
Lake Oswego	*	36,345	0	0	98	2.70	13
Lebanon		14,705	1	0	48	3.26	7
McMinnville		31,665	1	1	100	3.16	9
Medford	*	75,675	2	1	393	5.19	33
Milwaukie	*	20,920	1	1	90	4.30	17
Newberg	*	21,675	1	0	73	3.37	5
Newport		*10,455*	1	1	69	6.60	1
Ontario	*	11,325	0	0	47	4.15	6
Oregon City		30,060	1	0	176	5.85	24
Pendleton		17,260	0	0	55	3.19	4
Portland	!	568,380	34	16	3,569	6.28	537
Prineville		10,190	0	0	32	*3.14*	*1*
Redmond	*	24,805	0	0	153	6.17	14
Roseburg		21,255	1	0	146	6.87	12
Salem	*	152,290	6	3	959	6.30	128
Sherwood		16,365	2	2	45	2.75	6
Springfield		57,320	1	1	247	4.31	40
St. Helens		12,075	1	1	21	1.74	2
The Dalles	*	13,045	0	0	43	3.30	4
Tigard		46,715	3	0	291	6.23	41
Troutdale		15,430	1	1	52	3.37	8
Tualatin		26,025	0	0	157	6.03	15
West Linn	*	24,180	0	0	83	3.43	4
Wilsonville		17,405	0	0	66	3.79	5
Woodburn		22,875	0	0	72	3.15	10
Total		2,181,670	88	41	11,112	5.09	1,430

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

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

The Problem

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

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

Goal

- Increase the number of Oregonians represented by a community-level transportation safety program to 75 percent by 2015 compared to 61 percent, the 2002 figure.

Performance Measures

- Increase the number of local transportation safety committees in Oregon from 54 the 2007 number, to 60 by December 31, 2009.
  [In 2008, there were 52 local transportation safety committees in Oregon.]

- Increase the number of documented neighborhood associations addressing traffic safety from 130 to 140 by December 31, 2009.
  [In 2008, there were 130 documented neighborhood associations addressing traffic safety.]

- 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, 2009.
  [In 2008, the per capita fatal and injury crash rate in counties with a traffic safety group was one crash per 225 persons. The 2008 per capita fatal and injury crash rate in cities with a group was one per 185 persons. The statewide fatal and injury crash rate for 2008 is one crash per 205 persons.]

- Maintain or increase the number of active Safe Community programs by December 31, 2009.
  (As of federal fiscal year 2007, there were ten Safe Community programs in Oregon: Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Tillamook County, Union County, Wallowa County, City of Eugene, and City of Portland.)
  [In 2008, there were 10 active Safe Community programs.]

Strategies

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

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

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

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

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

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

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

Project Summaries

Section 157

157SA-09-25-08 Clackamas County Safe Communities – Engineering $20,000
This project provided for allowable engineering oriented projects as identified by the Clackamas County Safety Communities Coalition and implemented on select Clackamas County roadways.

Section 402

DE-09-20-01 Statewide Services – Driver Education $91,632
This grant was 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 funded Public Information and Education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, mini-grants and special events. This year the grant provided partial funding for an Oregon Transportation Safety Conference and planning for a 2010 grant year Conference.

DE-09-20-03 At Risk Driver Information/Education $0
This project will provide funds to allow Driver and Motor Vehicle Services to develop and distribute messages and/or countermeasures targeted to reduce the instance and severity of crashes that result in injury and death. The efforts will specifically target the behaviors of medically or otherwise at risk drivers. This project will provide for development of countermeasures designed to reach at-risk populations and their influence groups. Examples of influence groups include family members, peers, and service providers. *[This project was not initiated during the grant year.]*

DE-09-20-04 Oregon State Police Community Education $0

This project will provide funds to allow the Oregon State Police to raise awareness of traffic safety issues that affect the communities where they patrol. The funds will make media materials available to the general public, to increase awareness of the need for voluntary compliance and/or enforcement of laws relating to specific traffic safety behaviors that result in crash related injury and death. *[This project was not initiated during the grant year.]*

SA-09-25-07 Employer Education Project $10,564

This project provided training and coordination targeted at reducing the incidence and severity of crashes which cause injury and death to Oregonians who are engaged in travel related to work. The project provided training, education and materials including a newsletter and a popular employer's transportation safety conference.

SA-09-25-05 Portland Safe Community $98,000

This project used the previously developed elements of the Safe Community concept within the City of Portland, and surrounding communities. The project staff worked to develop and expand the Safe Community coalition, developed data gathering and sharing processes, further developed and integrated safety plans, and implemented a planning process for the 82nd avenue of Roses project as identified through the Safe Community model. The project further initiated identified and planned project activities to address issues along the 82nd Avenue of Roses corridor to improve safety. Some of these activities were funded directly through the grant, others were funded by other revenue streams.

SA-09-25-08 Clackamas County Safe Community $69,163

This project continued to make progress integrating the elements of the Safe Community concept within Clackamas County, and encouraged partnerships with cities within the county. The project continued work to develop and expand the Safe Community coalition, develop data gathering and sharing processes, furthered the development and integration of safety plans, and implemented specific projects identified through the Safe Community model for addressing transportation related injury and death. Specifically, the project coordinator was fully funded with local funds, and the project began implementation of a self funded safety program. A noteworthy major purchase included specialized media and video display kiosks to be deployed at key locations. 157SA-09-25-08 was a split funded portion of this project.

SA-09-25-15 Safe Community Mini-Grants $41,460

Often described as the mini-grant program, this project encouraged local activity by offering small-scale grants to local traffic safety groups. The dual goals of initiating special projects that make an impact on local problems, and stimulate increased activity among local traffic safety groups were achieved in the participating groups.

SA-09-25-22 Innovative Community Projects $0

This project will offer small mini-grants or partnership dollars to communities that team local traffic safety committees and other local groups in new and/or innovative ways to address traffic safety behaviors. A portion of the funds may be used to provide materials or products that are identified by the local groups. *[This project was not initiated during the grant year.]*

SA-09-25-20 ACTS Oregon Safe Community Services $131,379

The project provided in-person training, mentoring, technical assistance, special projects implementation, and advocacy services and advice by providing access to a community traffic safety specialist and support staff. The project provided for the deployment and monitoring of a mini-grant program. This project offered local traffic safety advocates access to technical assistance via weekday 1-800 telephone line, and numerous e-newsletters. This project provided for preparation and coordination for the annual safety division conferences. This project assisted local communities in involvement projects to promote volunteerism regarding youth-related traffic safety issues. The project provided direct input to several local safe community coalitions.

SA-09-25-04 Malheur County Coordinator

This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position served to complement the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions.

SA-09-25-06 Harney County Coordinator

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complemented the coalition in Harney County. This year, the coordinator focused on providing organization which allowed for greater output from the new coalition. Project focus and direction were determined by problem identification process.

SA-09-25-24 Grant County Coordinator

This project provided funds for a part-time traffic safety coordinator in Grant County. Grant County developed projects designed to improve traffic safety by involving the teens in local safety efforts. Each project was selected by a problem identification process.

SA-09-25-25 New Safe Community Project $0

This project will provide for beginning the process of establishing a Safe Community project in an Oregon city or county. The project will provide for a coordinator to gather identify coalition partners, data sources, and establish a data set. The project will perform a problem identification process, and identify promising projects that are appropriate for the Safe Community model. If time and resources allow, the project will begin developing projects in this first year grant.
[This project was not initiated during the grant year.]

SA-09-25-23 Rogue Valley Safe Community Project $0

This project will provide for establishing a Safe Community project in the Rogue Valley. 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. *[This project was not initiated during the grant year.]*

SA-09-25-26 Safe and Courteous Driving $0

This project will provide public information, education and training regarding the need for Safe and Courteous Driving as a sub grant of the statewide services grant. Activities such as public awareness campaigns and associated training will be funded.
[This project was not initiated during the grant year.]

Driver Education

Link to the Transportation Safety Action Plan: Action #10

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

The Problem

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

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

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

- Not all private driver education commercial schools teach from the same curriculum, nor is it required. However, just like the public curriculum, covering concepts to reduce the risk factors is critical. ODOT-TSD approved private commercial drive schools teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for approval on a three-year cycle. There is a need to identify the number of students completing an approved private driver education program. Only 12 out of the 25 private commercial driving schools offer approved TSD driver education programs.

Driver Education in Oregon, 2003-2007

	2003	2004*	2005	2006	2007	2008 Projected
DMV Licenses Issued (Age 16-17)	28,195	28,290	27,731	27,688	29,500	27,500
Public Schools Providing ODOT-TSD Approved DE	94	94	87	80	76	76
Community Colleges Providing ODOT-TSD Approved DE	8	8	8	7	7	7
Commercial Vendors Providing ODOT-TSD Approved DE	14	14	15	12	11	13
DE Students completing DE	10,156	9,046	9,542	9,327	8,989	9,259
Students that did not complete an ODOT-TSD approved DE program before licensing	16,039	18,520	17,189	17,804	18,511	18,241

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

*2002-2004: Dropped in DE enrollment caused by Attorney General Ruling that the person must not have a license before completion of DE to be eligible for reimbursement. Report from private drive schools were double reported in the count of public and private schools students. Due to cuts in educational funding Local districts choose to increase fees for student participants.

2004-05: Drop in public providers due to local districts outsourcing DE service to a community colleges and ESDs -Example- One ESD provides 25 school districts with DE Services in 13 counties in fifty-two high school areas -One district had site base management changes and went from five providers into to one provider with no reduction in students reached.
2006: Increase in enrollment due to increase reimbursement from $150 to 210
There are 25 private commercial driving schools registered with DMV for driver training.

Goal

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

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

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

Performance Measures

- Promote the importance of driver education and expand the delivery system for driver education in Oregon by increasing the number of students completing driver education from 8,989 in 2007 to 9,259 by December 31, 2009.
  [In 2008, there were 8,654 students who completed driver education.]

- Complete training of private and public driver education instructors from 189 in 2007 to 275 by December 31, 2009.
  [In 2008, there were 245 private and public driver education instructors trained.]

- Complete on site inspections/audits of approved Driver Education providers that include reviewing instructor's qualifications, curriculum and reimbursement from 30 in 2007 to 75 by December 31, 2009.
  [In the 2008 fiscal year, there were 15 on site inspections/audits performed. A total of 62 inspections have been completed to date.]

- Distribute Driver Education Reimbursement funds and update web tool for Transportation Safety Division and provider use supporting changes in student qualification in reimbursement process by December 31, 2009.
  [Reimbursement funds were distributed per the requirements within the OARs. The web tools continue to be updated on an as needed basis with current events and program information.]

Strategies

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

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

- Continue implementation of statewide curriculum standards and instructor training as a part of the new administrative rules adopted April 1, 2007.

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

- Develop tracking system and database to collect and maintain information on driver education program providers as well as instructors as they complete courses required by April 1, 2007, as stated in Oregon Administrative Rules.

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

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

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

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

- Continue to promote best practices through quality professional development.

Project Summaries

Student Driver Training Fund (SDTF)

09Drvsed-001 Driver Education Program Reimbursement (2009 to date) [$1,464,598]
These funds reimburse public providers for their cost in providing driver education to students. Reimbursement was made to each public 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 were met before reimbursement dollars were provided.

09Drvsed-002 GDL Implementation - Information and Education (2009 to date) [$265,262]
These funds provided for trainer of trainers' workshops and curriculum updates for ODOT-TSD. Funds also paid for a grant to Western Oregon University to train beginning instructors completing the three instructor preparation courses. Funds also supported the driver education advisory committee quarterly meetings and support activities promoting "best practices" in driver education.

09Drvsed-003 Statewide Services – Driver Education [$0]

This grant is split funded along with Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety (these other areas contribute additional funds over and above the Driver Education funding portion). This grant funds Public Information and Education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, mini-grants and special events. [This project was not initiated during the grant year.]

Emergency Medical Services (EMS)

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

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

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

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

The Problem

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

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

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

Goal

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

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

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

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

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

Performance Measures

- Identify and collaborate with hospitals, emergency medical services agencies and EMS advisory board committees in their transportation safety related medical care and programs by December 31, 2009.
  [Collaborated with hospitals, ambulance services, fire departments and Life Flight in the communities of Silverton (ATAB 2), Reedsport (ATAB 3), Eugene (ATAB 3), Tillamook (ATAB 1) and Enterprise (ATAB 9) to conduct pediatric simulation trainings. Participants included pre-hospital and hospital trauma and emergency department personnel, First Responders, EMS agencies, ground transport, air transport, and trauma hospitals. Continued quarterly collaboration with EMS-C Advisory Board, EMS Advisory Board and State Trauma Advisory Board committees (ATAB: Area Trauma Advisory Board Regions).]

- Encourage and collaborate with the EMS Directors to develop a comprehensive statewide EMS plan for Oregon by December 31, 2009. As a result of the 2006 NHTSA EMS Reassessment of Oregon, DHS has hired an EMS and Trauma Systems Director and a Medical Director EMS and Trauma Systems to plan and implement EMS and Trauma initiatives to improve EMS in Oregon.
  [Continuing to collaborate with EMS Directors and committees to improve EMS in Oregon.]

- Identify and established formal presences of EMS in highway safety programs, report by December 31, 2009.
  [Work continues to identify and establish formal presence of EMS in highway safety programs.]

Strategies

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

- Participate in the EMS Transition Advisory Team to provide technical assistance as necessary.

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

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

Project Summaries

Section 402

EM-09-24-02 Oregon EMS and Trauma Systems Pediatric Simulation Education Project $9,892
The project conducted pediatric simulation trainings in the communities of Silverton (ATAB 2), Tillamook (ATAB 1), Eugene (ATAB 3), Reedsport (ATAB 3) and Enterprise (ATAB 9). Participants included pre-hospital and hospital trauma and emergency department personnel, First Responders, EMS agencies, ground transport, air transport, and trauma hospitals. The project coordinator worked with each community to develop goals, objectives, and training scenarios based on the needs of the community providers. The majority of the training scenarios involved one or two pediatric patients involved in a motor vehicle crash resulting in injuries that included head trauma and fractures. Two ATV scenarios were conducted in coastal communities as well. *(ATAB: Area Trauma Advisory Board Regions.)*

EM-09-24-01 Governor John A. Kitzhaber, MD, Community Hospital Traffic Safety Grant $11,870
Three grants were awarded. St Anthony Hospital: 22 hospital staff and three community providers were certified in PALS. ER went from 15% certified to 77% certified, more than a 400% increase in that department alone. In addition, 12 other hospital employees in Med/Surg and CCU were trained. Tillamook Hospital Ambulance: purchased a portable ventilator for ambulance that serves the high crash rate portions of the county to help with motor vehicle crash trauma victims. Tuality Healthcare: 23 students successfully completed and were certified in Trauma Nurse Core Curriculum Training.

Equipment Safety Standards

Link to the Transportation Safety Action Plan: Action #15

Action #15
Continue to improve public knowledge of vehicle safety equipment, and its role in safe vehicle operation. Improve current mechanisms to raise awareness of common vehicle equipment maintenance and use errors, and seek new or more effective ways to raise awareness and increase compliance with proper use and maintenance guidelines. Develop improved mechanisms to educate the public about Antilock Braking Systems (ABS) use.

The Problem

- Oregon complies with the federal vehicle equipment and safety standards; however, Oregon does not publish the standards.
- 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.
- General knowledge of vehicle codes concerning vehicle equipment, especially in the area of lighting equipment, is lacking in the general driving public. This lack of knowledge presents hazards as drivers continue to violate equipment statutes.
- Vehicle equipment defects are not consistently reported in crashes.

Automobile Vehicle Defect Crashes on Oregon Highways, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Total Vehicle Defect Crashes						
Number	554	486	514	531	507	4.3%
Property Damage Crashes						
Number	322	240	234	258	248	3.3%
Non-fatal & Injury Crashes						
Number	226	238	268	265	250	5.0%
Number of persons injured	357	389	449	416	398	2.3%
Fatal Crashes						
Number	5	8	12	8	9	12.5%
Number of persons killed	7	12	15	8	9	-25.0%

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

Goal

- Reduce the number of vehicle-defect crashes from 507 in 2007 to 494 or lower by 2015.

Performance Measures

- Update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.
  [HB 2001 allows medium speed electric vehicles on public roads. The bill requires ODOT to adopt equipment standards for these vehicles. Temporary administrative rules were written and published.]

- Design and develop a public information and education outreach campaign for continued or emerging vehicle safety issues and post the information on the TSD website by December 31, 2009.
  [A "frequently asked questions about window tinting" section was added to the website.]

- Disseminate information to 25 automobile dealerships, automobile parts and after-market equipment retailers to educate them about equipment compliance by December 31, 2009.
  [A letter was sent to 28 window tint installers in Oregon explaining the window tint laws.]

- Record the number of vehicle equipment phone and website inquiries.
  [430 vehicle equipment calls were received and 607 website visits were recorded.]

- Disseminate information to law enforcement agencies about state and federal motor vehicle safety standards.
  [A flow chart and fact sheet was distributed to law enforcement to help them discern whether a vehicle is a low speed vehicle, golf cart or off-road vehicle. In addition, information was disseminated to assist in interpretation of safety standards regarding vehicle lighting equipment, towing standards, fender/mudguard requirements, window tint requirements and seat belt standards.]

Strategies

- Update Oregon Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.

- Educate the public, the auto industry, the after-market equipment retailers, law enforcement and judicial officials about vehicle equipment codes through the use of TSD's website, flyers, news releases, events, and verbal communications.

- Explore statewide standards requiring public motor pool cars to meet or exceed national crash standards.

Project Summaries

Section 402

CL-09-80-01 Statewide Services – Equipment $0

This project updated brochures, flyers and other resource materials which were posted to the TSD Equipment website.

Highway Safety Investment Program (HSIP)

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

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

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

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

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

The Problem

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

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

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

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

Oregon Highways, Fatal and Serious Injury Crashes, 2007

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System
State Highways	944	1,156	8,038
City Streets	516	598	10,620
County Roads	443	555	33,167
Other Roadways	26	34	7,932
Total (All Public Roads)	1,929	2,343	59,757

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Goals

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

- Improve the identification and analysis of highway safety problems and opportunities from a state highway only system to an all public roads system by September 2009.

- Incorporate the latest safety methodologies and techniques (Highway Safety Manual) for analyzing the safety of roadways by 2012.

Performance Measures

- Develop an annual report evaluating and assessing results of safety projects in order to develop effective safety projects by September 30, 2009.
  [The annual evaluation was completed on September 1, 2009.]

- Develop an annual report of the top 5 percent hazardous sites, identifying potential remedies, estimated costs and impediments to implementation in order to incorporate an optimum number of sites with cost effective remedies in the Statewide Transportation Improvement Program by September 30, 2009.
  [The annual report was provided to FHWA on August 31, 2009.]

- Develop expanded annual report of top 5 percent hazardous sites to include all Public Roads by December 31, 2009.
  [The expanded report is not complete and not expected to be complete until September 2010.]

Strategies

Continue research in the following:

- Assessment of Statewide Intersection Safety Performance.
- Calibration of new Safety Models.
- Provide training for new Safety Investigation Manual.
- Support Access Management efforts to evaluate effectiveness of program for improving safety.
- Develop performance measuring/tracking of Safety Projects and Engineering Safety Program.
- Develop new GIS based Safety Priority Index System (SPIS) for all public roads.
- Develop simple GIS based tools for local agencies, enforcement and public.
- Develop new Collision Diagramming tool.
- Work with PSU and OSU to develop Oregon Safety database and analysis tools.
- Investigate and incorporate Highway Safety Manual Concepts into Safety Management System.
- Support use of Road Safety Audits for ODOT and local agencies.

Project Summaries

Section 164

164HE-09-73-11 TEA-21 2007 HSIP $1,319,246
This multi year grant consisting of safety related construction projects which were selected using the guidelines of the Oregon Hazard Elimination Program has been completed.

164HE-09-73-12 TEA-21 Lane Departure Initiatives $1,720,073
This multi year grant consisting of safety related construction projects selected to focus on reducing lane departure crashes has been completed.

164HE-09-73-13 TEA-21 HSEC 2007 Safety Initiatives $2,176,727
This multi year grant consisting of safety related construction projects which were selected using the guidelines of the Highway Safety Improvement Program have six of eight projects to be funded started and three of those six projects have been completed.

164HE-09-73-14 TEA-21 HSEC 2008 Safety Initiatives $554,006

This multi year grant consisting of safety related construction projects which were selected using the guidelines of the Highway Safety Improvement Program has eight projects selected however no projects have been completed.

164HE-09-73-15 TEA-21 HSEC 2009 Safety Initiatives $0

This FFY 2009 grant provides infrastructure safety enhancement projects to the state highway system. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009. *[This project was not initiated during the grant year.]*

Impaired Driving – Alcohol

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

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

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

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

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

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2007, 39.3 percent of all traffic fatalities were alcohol-related. 154 of the fatalities involved only alcohol; 42 involved only other drugs; and 25 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 2007 level of 154.

- Between 2003 and 2007 of the 18 children age 0-14 killed in alcohol-involved crashes, 9 (or 50 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, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Fatal & Injury Crashes	18,956	18,667	19,890	20,196	18,912	1.3%
Nighttime F&I Crashes*	2,518	2,598	2,783	2,998	2,822	8.6%
Percent Nighttime F&I Crashes	13.3%	13.9%	14.0%	14.8%	14.9%	7.2%
Fatalities	460	456	488	478	455	-0.2%
Alcohol Only Fatalities	N/A	172	140	146	154	-10.5%
Combination Alcohol & Other Drugs	N/A	15	22	33	25	66.7%
Total Alcohol-Related Fatalities	N/A	187	162	179	179	-4.3%
Percent Alcohol- Related Fatalities	N/A	41.0%	33.3%	37.4%	39.3%	-4.1%
Alcohol Related Fatalities per 100 Million VMT	N/A	0.53	0.46	0.50	0.52	-1.9%
DUII Offenses	25,041	25,398	23,257	25,091	25,618	0.9%
DUII Enforcement Index**	9.97	9.78	8.36	8.37	9.08	-7.1%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	N/A	92%	90%	89%	91%	-1.1%

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

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

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

Goal

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

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related from 179, the 2007 level, to 158 by December 31, 2009.
  [In 2008, there were 171 alcohol related fatalities.]
- Increase the DUII enforcement index to 9.97 or above by December 31, 2009.
  [In 2008, the DUII enforcement index was 8.85.]
- Provide a minimum of two DUII-related training opportunities for prosecutors and judges by December 31, 2009.
  ["Protecting Lives, Saving Futures" was conducted March 10-12, 2009. The DUII Multi-disciplinary Task Force Training Conference was held April 17-18, 2009, in Portland, Oregon.]
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2009.
  [The DUII Multi-disciplinary Task Force Training Conference was held April 17-18, 2009 in Portland, Oregon.]

Strategies

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

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

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

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

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

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

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

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

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

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

Project Summaries

Section 164 (Current and Prior Year)

164AL-09-14-01 DUII Statewide Services $0

This project specifically addressed a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses were offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant was created to provide for prosecutor and judges training.
[This project was completed under a different funding source.]

164AL-09-14-(11-16) DUII Court 1-6– County Circuit Court $0

Funds for this project will support a program coordinator for the DUII Court within this county. This position is critical to the oversight, organization and tracking of offenders while they are participating in the DISP program. **[This project was not activated during the grant year. Consideration was being given to closing specialized courts and many courts were only open four days a week.]**

164AL-09-14-24 DUII Prosecutor $157,509

This project provided an expert DUII prosecutor who served 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. The DUII Prosecutor position was filled in 2005.

Section 410

K8-09-12-01 Statewide Services Program – DUII $133,166

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

K8-09-12-09 DUII Overtime Enforcement Program - OSP $113,526

Oregon State Police continued 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 worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon. OSP reported 3,939 arrests of impaired drivers during the FFY 2009 grant period.

K8-09-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures" $28,291

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. “Protecting Lives, Saving Futures” was conducted March 10-12, 2009.

K8-09-12-19 DPSST/OLCC Inspector Training Project $0

This project provides funding for training of Oregon Liquor Control Commission inspectors at the police academy in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. OLCC inspectors will undergo a four week training held at DPSST. **[This project was not activated during the grant year.]**

K8-09-12-17 DISP – Portland Police Bureau $45,500

This project funded the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This provided direct law enforcement capability to the court based probation program. The primary function of the officers was to conduct warrant sweeps. This project was activated in FFY 2009, however city-wide computer problems resulted in inconsistent collection of data and reports.

K8-09-12-20 DUII Law Enforcement Spokesperson – DPSST $24,869

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was to be held at various locations, to increase the number of certified trainers, provided mobile video training and conduct a survey of police agencies. Due to personnel changes, this project was not activated until very late in the grant year. A new person has been hired, so it's anticipated that training will once again be widespread and frequent.

K8-09-12-21 DUII Enforcement – OSSA Departments $328,950

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provided DUII overtime patrol in 30 counties throughout Oregon. OSSA issued grants to 32 counties in Oregon. 656 DUII arrests were reported.

K8-09-12-12 DUII Multi-Disciplinary Task Force Training Conference $54,053

This project provided 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 was held April 17-18, 2009. Over 380 people attended.

K8-09-12-38 OACP DUII Overtime Enforcement Project $315,688

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 received overtime funds for 2008. 54 police agencies participated in the DUII overtime grant funds. 762 DUII arrests were reported during this grant period.

Department of Human Services (DHS)

09C105332-000 DUII Multi-Disciplinary Task Force Conference (Oregon DHS Grant) [$10,000]

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

Impaired Driving – Drugs

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

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

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

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

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

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2007, 14.7 percent of all traffic fatalities were drug-related. 154 of the fatalities involved only alcohol; 42 involved only other drugs; and 25 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 1,092 in 2007. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.

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

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

- DUII courts significantly reduce recidivism. There are currently only two in Oregon.

Impaired Driving in Oregon – Other Drugs, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Fatal & Injury Crashes	18,956	18,667	19,890	20,196	18,912	1.3%
Nighttime F&I Crashes*	2,518	2,598	2,783	2,998	2,822	8.6%
Percent Nighttime F&I Crashes	13.3%	13.9%	14.0%	14.8%	14.9%	7.2%
Fatalities	460	456	487	478	455	-0.2%
Other Drug Only Fatalities	N/A	25	38	30	42	68.0%
Combination Other Drug and Alcohol	N/A	15	22	33	25	66.7%
Other Drug-Related Fatalities	N/A	40	60	63	67	67.5%
Percent Other Drug-Involved Fatalities	N/A	8.8%	12.3%	13.2%	14.7%	67.9%
DUII Arrests (drugs other than Alcohol)	938	1,367	1,246	1,006	1,092	-20.1%

* 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.

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

Goal

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

Performance Measures

- Increase the number of certified DREs from 194 in 2007, to 225 by December 31, 2009.
  [In 2008, there were 198 certified DREs.]
- Increase the number of DRE evaluations from 1,218 in 2007 to at least 1,367, the 2004 number, in 2009.
  [In 2008, there were 1,179 DRE evaluations.]

Strategies

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

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

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

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

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

- Explore the opportunity for new DUII courts.

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

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

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

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

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

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

Project Summaries

Section 164 (Current and Prior Year)

164AL-09-14-01 DUII Statewide Services

This project specifically addressed a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses were offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant was created to provide for prosecutor and judges training.
[This project was completed under a different funding source.]

164AL-09-14-(11-16) DUII Court 1-6– County Circuit Court

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. **[This project was not activated during the grant year. Consideration was being given to closing specialized courts and many courts were only open four days a week.]**

164AL-09-14-24 DUII Prosecutor

This project provided an expert DUII prosecutor who served 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. The DUII Prosecutor position was filled in 2005.

Section 410

K8-09-12-01 Statewide Services Program – DUII

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

K8-09-12-09 DUII Overtime Enforcement Program - OSP

Oregon State Police continued 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 worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon. OSP reported 3,939 arrests of impaired drivers during the FFY 2009 grant period.

K8-09-12-16 Drug Recognition Expert Training (DRE) $53,025

Provided training and coordination of the Oregon Drug Evaluation and Classification (DEC) Program and other related impaired driving programs in accordance with the International Association of Chief's of Police (IACP) and NHTSA guidelines and recommendations. 18 new DREs were certified in 2009.

K8-09-12-23 Drug Recognition Expert Overtime Enforcement Project $126,867

Provided statewide overtime enforcement by DREs (Drug Recognition Experts) representing multiple law enforcement agencies. Participating agencies were called out for 494 DRE evaluations, statewide, in 2009.

K8-09-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures"

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. "Protecting Lives, Saving Futures" was conducted March 10-12, 2009.

K8-09-12-19 DPSST/OLCC Inspector Training Project

This project provides funding for training of Oregon Liquor Control Commission inspectors at the police academy in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. OLCC inspectors will undergo a four week training held at DPSST. **[This project was not activated during the grant year.]**

K8-09-12-17 DISP – Portland Police Bureau

This project funded the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This provided direct law enforcement capability to the court based probation program. The primary function of the officers was to conduct warrant sweeps. This project was activated in FFY 2009, however city-wide computer problems resulted in inconsistent collection of data and reports.

K8-09-12-21 DUII Enforcement – OSSA Departments

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provided DUII overtime patrol in 30 counties throughout Oregon. OSSA issued grants to 32 counties in Oregon. 656 DUII arrests were reported.

K8-09-12-12 DUII Multi-Disciplinary Task Force Training Conference

This project provided funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference was held April 17-18, 2009. Over 380 people attended.

K8-09-12-37 OSP Forensic Lab Equipment $0

This project provided funding to the OSP Forensic Laboratory for the purchase of equipment which will identify all impairing substances without limitations to specific substances. [This grant was combined with grant K8-09-12-16 Drug Recognition Expert Training (DRE).]

K8-09-12-38 OACP DUII Overtime Enforcement Project

This grant is a DUII overtime enforcement grant with Oregon Association of Chiefs of Police (OACP) to provide DUII leadership to city police departments throughout the state. Approximately 70 cities received overtime funds for 2008. 54 police agencies participated in the DUII overtime grant funds. 762 DUII arrests were reported during this grant period.

<u>Department of Human Services (DHS)</u>

09C105332-000 DUII Multi-Disciplinary Task Force Conference (Oregon DHS Grant) [$10,000]

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

Judicial Outreach

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

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

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

The Problem

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

Judicial Outreach, 2004-2007

	2004	2005	2006	2007	% Change 2004-2007
No. of Judges trained during offered training sessions	150	123	135	100	-33.3%
No. of Court Staff/Administrators trained	30	70	76	27	-10.0%
No. of Prosecutors or staff trained	56	62	120	120	114.3%
Combined total of CLE Credits Approved	86.00	83.25	62.50	49.75	-42.2%

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

Goal

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

Performance Measures

- Increase the number of prosecutors or staff participating in education programs from 120, the 2007 level, to 140 by December 31, 2009.
  [In 2008, there were 153 prosecutors or staff participating in education programs.]

- Increase the number of Court Staff/Administrators receiving traffic safety education from 27 annually, the 2007 level, to 100 annually by December 31, 2009.
  [In 2008, there were 18 court staff/administrators who received traffic safety education.]

- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from 49.75 annually, the 2007 level, to 100 annually by December 31, 2009.
  [In 2008, there were 27.50 CLE credits offered.]

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

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

Strategies

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

- Participate as a member of the Chief Justice Advisory Committee on Local Courts. Staff the Sub Committee on Court Technology, Judicial Education and Chair the Legislative Sub Committee as appointed by order the Supreme Court Chief Justice Order # 07-012 continuing through September 10, 2009.

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

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

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

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

Project Summaries

Section 164 (Current and Prior Year)

164AL-09-14-(11-16) DUII Court 1-6– County Circuit Court
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. **[This project was not activated during the grant year. Consideration was being given to closing specialized courts and many courts were only open four days a week.]**

164AL-09-14-24 DUII Prosecutor
This project provided an expert DUII prosecutor who served 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. The DUII Prosecutor position was filled in 2005.

Section 402

TC-09-24-08 Judicial Education $21,293
This project provided much needed traffic safety related education to Oregon Municipal, Justice, and Circuit Court Judges and court administrators via a coordinated conference. 67 Judges were trained in addition to 15 court administrators. Attendance was limited due to economy issues and budgets.

Section 410

K8-09-12-18 ODAA/Law Enforcement "Protecting Lives Saving Futures"
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. "Protecting Lives, Saving Futures" was conducted March 10-12, 2009.

K8-09-12-12 DUII Multi-Disciplinary Task Force Training Conference
This project provided funding for an annual training conference, specific to DUII issues, which includes all participating disciplines such as law enforcement, prosecutors, prevention and treatment professionals. This conference was held April 17-18, 2009. Over 380 people attended.

Section 1906

K10-09-10-10 Racial Profiling Research $334,054
Presented to Willamette Valley Communications Center (WVCC) to illustrate options for automated traffic stop data collection through CAD, onboard computers, e-citation, or scantron. Received new data from two Oregon law enforcement agencies: Oregon State Police and Portland. Provided technical assistance reports to three law enforcement agencies on stops and searches and benchmarking lessons. Held 14 regional trainings and 10 in-service trainings. Trained 503 officers from 52 different agencies in 2009 using the Perspectives on Profiling curriculum. Completed a statewide survey of resident's perceptions regarding police bias and traffic stop experiences. Started

a partnership with Salem PD to do community outreach around racial profiling and police trust concerns. Turned in a 2008 Annual Report to the Oregon Legislature in December 2008.

Department of Human Services (DHS)

09C105332-000 DUII Multi-Disciplinary Task Force Conference (Oregon DHS Grant)
This project will provide funding for scholarships for professionals involved in the DUII process to attend the annual conference. [Funding for this project was not received from DHS during the grant year.]

Motorcycle Safety

Link to the Transportation Safety Action Plan: Action #9

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

The Problem

- Fatal motorcycle crashes represented 11.7 percent of the fatal crashes in 2007 while only representing 2.8 percent of the total vehicles registered in 2007.
- Alcohol was involved in 41.2 percent of motorcycle fatalities in 2007.
- Non-endorsed motorcyclists were involved in 35.4 percent of motorcycle fatalities in 2007.
- Speed is over-represented in fatal crashes. Fourteen of 51 in 2007 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner. Thirteen crashes in 2007 were caused by motorcyclists traveling too fast for conditions.
- The average age of the fatally involved rider remained at 43 in 2007.
- 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 2007 observational helmet use survey reflected a two percent increase in their usage from 2006.

Motorcycles on Oregon Highways, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Fatal Crashes						
Number	32.2	34	47	43	48	41.2%
Percent of fatal crashes	7.9%	8.8%	10.6%	10.3%	11.7%	32.7%
Number of motorcyclists killed	32.2	37	47	45	51	37.8%
Fatalities						
Percent alcohol-involved fatalities	43.1%	31.8%	37.5%	40.9%	41.2%	29.6%
Percent non-endorsed fatalities	17.0%	13.5%	33.3%	14.0%	35.4%	162.3%
Injury Crashes						
Number	356	455	535	622	601	32.1%
Percent of injury crashes	1.9%	2.5%	2.8%	3.1%	3.2%	30.5%

Motorcycles on Oregon Highways, 2004-2007 (*continued*)

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Registered Motorcycles	76,130	92,158	98,802	108,958	118,052	28.1%
Percent of registered vehicles	22.9%	2.3%	2.5%	2.7%	2.8%	2.0%
Percent Helmet Use	94.0%	98%	98%	97%	95%	-3.1%
Percent Motorcyclists wearing non-DOT helmet	6.6%	2%	2%	3%	5%	150.0%
TEAM Oregon Students Trained	4,878	5,962	6,707	7,651	7,957	33.5%

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

Goal

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

Performance Measures

- Reduce the number of fatal motorcycle crashes involving riders between ages 40-55 from 19 in 2007, to 16 by December 31, 2009.
  [In 2008, there were 20 fatal motorcycle crashes involving riders age 40-55.]
- Reduce the number of motorcyclist injury crashes from 601, the 2007 level, to 583 by December 31, 2009.
  [In 2008, there were 717 motorcyclist injury crashes.]
- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from 15, the 2007 level, to 14 by December 31, 2009.
  [In 2008, there were 18 fatal motorcycle crashes when the rider was impaired.]
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from 17, the 2007 level, to 13 by December 31, 2009.
  [In 2008, there were 7 fatal motorcycle crashes when the rider was not properly endorsed.]
- Reduce the number of fatal speed-related motorcycle crashes from 13, the 2007 level, to 11 by December 31, 2009.
  [In 2008, there were 28 fatal speed related motorcycle crashes.}
- Maintain the percentage of helmet use, as measured by both State and Federal Observation Use Surveys, at 100 percent by December 31, 2009.
  [This performance measure was met. In the August 2009 observation study, 957 motorcycle riders were observed statewide and all were wearing helmets (100%).]

- Reduce the percentage of motorcyclists using non-DOT helmets from 5.0 percent in 2007 to 4.0 percent by December 31, 2009.
  [In the August 2009 observation study, five percent were observed wearing non-DOT helmets.]

- Continue the 20 present TEAM OREGON Motorcycle Safety Program training site locations and maintain course offerings statewide at 400 in 2009.
  [There are currently 23 TEAM OREGON Motorcycle Safety Program training site locations and 866 actual courses were offered in 2009.]

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and rider skills practice training courses at 20 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.

- Ensure courses are located within 50 miles of 97 percent of Oregon's motorcycle population and courses are offered within a maximum of 60 days at all course locations, with most locations offering at least one course per month. Site locations in communities with higher populations offer anywhere from two to twelve courses per month.

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

Project Summaries

Section 2010

K6-09-50-01 Statewide Services Program $28,866
This project provided funding for Public Information and Education contract and campaign materials for motorist awareness of motorcycles.

K6-09-50-02 Motorcycle Safety Program Enhancement Project $84,800
This project provided funding for the enhancement of the state motorcycle safety training program by purchase of training motorcycles and the addition of a new training site in Portland.

K6-09-50-03 Governor's Advisory Committee on Motorcycle Safety $7,425
This project provided funding for Public Information and Education motorist awareness materials based on priorities established by the Governor's Advisory Committee on Motorcycle Safety.

State Funds

$1

MC-09-80-02 Statewide Motorcycle Safety Project [$23,884]

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

MC-09-80-03 Oregon State University TEAM OREGON [$711,169]

This project provided 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.

Occupant Protection

Link to the Transportation Safety Action Plan: Action #50

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

The Problem

- **Non-use of Restraints:** The 2007 Oregon observed use surveys indicate three percent of passenger car occupants, six percent of pickup truck drivers and twelve percent of sports car drivers did not use restraints. Thirty-eight percent of children aged five to eight were not riding in age-appropriate restraint systems. During 2006, Oregon crash reports indicate forty-three percent of motor vehicle occupant fatalities were unrestrained.

- **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: 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:** Drivers are confused by the multitude of child restraint models, changing laws and changing "best practice" recommendations. Children must graduate through a series of different types of restraints until they are large 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 leads to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

Observed Use Survey Results, 2004 - 2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Total Occupant Use	89.8%	94%	96%	97%	97%	3.2%
Safety Belt Use						
Driver	89.4%	94%	96%	96%	97%	3.2%
All passengers 4 years and older	88.8%	92%	95%	96%	96%	4.3%
Passengers 9 – 15 years of age	N/A	N/A	N/A	98%	96%	N/A

Observed Use Survey Results, 2004 - 2007 (*continued)*

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Use by Gender						
Driver: Male	86.4%	93%	94%	95%	96%	3.2%
Female	92.6%	96%	97%	98%	98%	2.1%
Passenger 4 Years & Older:						
Male	N/A	92%	93%	96%	96%	4.3%
Female	N/A	92%	95%	96%	95%	3.3%
Child Restraint Use						
Under one year of age	N/A	88%	97%	94%	96%	9.1%
Under four years of age	N/A	97%	98%	99%	99%	2.1%
Booster seat use, ages five to eight *	N/A	44%	34%	52%	62%	40.9%
Child Seat Present						
Under one year of age (rear-facing) *	N/A	N/A	N/A	94%	95%	N/A
Age one to four years (forward-facing) *	N/A	N/A	N/A	93%	94%	N/A
Child Position in Vehicle						
Child seat/booster in rear of vehicle	N/A	94%	96%	97%	96%	2.1%
Children 12 and under in rear of vehicle *	N/A	N/A	N/A	83%	85%	N/A

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

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

Occupant Use Reported in Crashes, 2004 – 2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Percent of Fatals Restrained	55.5%	59.8%	60.8 %	56.8%	52.2%	-12.7%
Total occupant fatalities	N/A	346	365	352	318	-12.6%
Percent of Injured Restrained	N/A	93.7%	92.6%	92.8%	92.5%	-1.3%
Total injured occupants	N/A	25,184	26,487	27,014	25,592	1.6%
Injured < Age 8, in Child Restraint	N/A	56.9%	57.1%	61.7%	65.2%	14.5%
Total injured occupants under age eight	N/A	872	907	849	836	-4.1%

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

Goals

- Increase the statewide average of the general population using vehicle safety restraints, as determined by the statewide Oregon Occupant Protection Observation Study, from 97 percent to 100 percent by 2015.

- Increase booster seat use, as determined by the statewide Oregon Occupant Protection Observation Study, from 62 percent to 80 percent by 2015.

Performance Measures

- Increase the percentage of children under one year of age who are being transported in vehicles equipped with child safety seats from 96 percent to 97 percent by December 31, 2009.
  [In 2009, the percentage of children under one year of age who were transported in vehicles equipped with child safety seats was 94%.]

- Increase the percentage of vehicles equipped with child safety seats, if transporting children ages one to four years old, from 94 percent to 95 percent by December 31, 2009.
  [In 2009, the percentage of vehicles equipped with child safety seats transporting children ages one to four years old was 97%.]

- Increase the percentage of vehicles equipped with booster seats, if transporting children ages five to eight years old, from 62 percent to 65 percent by December 31, 2009.
  [In 2009, the percentage of vehicles equipped with booster seats transporting children ages five to eight years old was 58%.]

- Increase the percentage of children aged twelve and under, who are being transported in rear seating positions, from 85 percent to 87 percent by December 31, 2009.
  [In 2009, the percentage of children aged twelve and under transported in rear seating positions was 85%.]

Strategies

- Continue public education efforts aimed at educating the public regarding Oregon law and increasing proper and consistent use of safety belts and child restraint systems.

- Expand outreach to "new" audiences.

- Provide funding for law enforcement agencies to conduct overtime enforcement of safety belt/child restraint laws and to heighten enforcement visibility through news media contacts, safety belt/child seat inspections, and other promotional activities.

- Provide funding for statewide coordination of child passenger safety technician training, technician certification, and child seat inspections.

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

- Maintain 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.

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

- Support efforts to keep Oregon restraint laws compatible with national "best practice" recommendations.

Project Summaries

Section 157

157OP-09-45-03 OSP Safety Belt Overtime Enforcement $85,000

OSP Patrol Division allocated overtime to sixteen command posts, targeting areas with lower observed use rates to encourage compliance with restraint laws. OSP General Headquarters staff issued statewide press releases, coordinated funds expenditures and ensured reporting among field offices. Troopers attended pre-blitz training, participated in three (3) two-week enforcement blitzes, and conducted child seat inspections at 34 fitting station events. Two Troopers completed national child passenger safety technician training. Enforcement activity is summarized below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	1,284	21	0	243	6	12	519	2,085
Straight Time/Match	857	53	505	5,433	446	0	7,119	14,413
Observed Belt Use:								
Starting	92%							
Ending	95%							
Total hours:	1,084							

157OP-09-45-04 TSD - Occupant Protection Law Enforcement Training $112,939

TSD staff designed and delivered two safety belt overtime trainings. Eight-hour workshops were held prior to the February and September enforcement blitzes. Over 294 officers from eighty-five agencies attended and received DPSST continuing education credit for topics ranging from overtime policies & reporting, restraint use laws, and enforcement strategies targeting low-use population segments. Thirty-five officers received awards for superior work on their overtime grants. An additional twenty-five officers received national CPS technician certification during the year on straight time.

Section 402

0P-09-45-01 Statewide Services Project (Gard Communications/Intercept Research/TSD) $168,157

Two new TV PSAs, a radio PSA, print ad, and billboard were designed and released to complement enforcement blitzes or nationwide Click it or Ticket and Child Passenger Safety Week events. Brochures, posters and flyers were reprinted as needed to meet public demand: 77,925 belt and child seat brochures, 4,080 buckle up taxi stickers, and 1,647 child seat posters. Two observed use surveys were conducted as required by NHTSA prior to and following the May "Click It or Ticket" enforcement period, resulting in front-seat use rates of 96.31% - 96.64% for passenger cars, and 92.10% - 94.25% for pickups. A third survey of all outboard seating positions observed use rates of 96% in cars, 91% in pickups, and 85% in sports cars.

0P-09-45-02 OSSA Safety Belt Overtime Enforcement $343,670

Twenty-nine County Sheriff Offices used safety belt overtime to encourage compliance with restraint laws. Oregon State Sheriffs Association coordinated agency selection, funds expenditures, and reporting. Participating agencies attended pre-blitz training, worked with local media, and conducted three (3) two-week enforcement blitzes. Some officers used overtime to assist at child seat fitting stations or other educational events. Nine officers completed national child passenger safety technician certification training. Total overtime enforcement activity is summarized below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	**6,250**	**391**	42	2,873	431	64	4,979	15,030
Straight Time/Match	**10,348**	**481**	4,472	36,448	7,688	1,567	67,251	128,255
Observed Belt Use:								
Starting	**93%**							
Ending	**96%**							
Total hours:	**4,953**							

OP-09-45-11 ACTS Oregon Enhancement of Community Level CPS Programs $64,922

Car seats and boosters for low income families, training scholarships for CPS technician & instructor candidates, and equipment, supplies, and/or technical training were provided to various partner organizations to enhance local fitting station, seat distribution, and alternative sentencing programs within Clackamas, Columbia, Multnomah & Washington counties. Nine-hundred-ninety-nine seats were distributed to persons in need, ten technician course scholarships were provided, a fitting station guide was prepared, and staff mentored re-establishment of Lane County's fitting station program.

OP-09-45-12 TSD Region 2 - Enhancement of Community Level CPS Programs

Mini-grants were provided to six local agencies to enhance local child seat fitting stations. Safe Kids North Coast, Dallas PD, Keizer Fire District, Newberg Volunteer Fire Department, Polk County Fire District No. 1, and Salem Hospital Foundation received grants for child safety seat technician training, special needs training and continuing education. They all purchased child safety seats.

Section 405

K2-09-46-08 OACP Safety Belt Overtime Enforcement $409,430

Fifty-four local police departments used safety belt overtime to encourage compliance with restraint laws. Oregon Association Chiefs of Police coordinated agency selection, funds expenditures, and reporting. Participating agencies attended pre-blitz training, worked with local media, and conducted three (3) two-week enforcement blitzes. Some officers used overtime to assist at child seat fitting stations or other educational events. Fourteen officers completed national child passenger safety technician training. Total overtime enforcement activity is summarized below.

Enforcement Contacts:	Belts	Child	DUII	Speed	Susp	Felony	Other	TOTALS
Overtime	**8,448**	**558**	309	7,633	7,265	568	12,538	37,319
Straight Time/Match	**7,642**	**414**	1,908	19,909	13,844	687	60,259	104,663
Observed Belt Use:								
Starting	**95%**							
Ending	**96%**							
Total hours:	**7,833**							

Section 2011

K3-09-45-02 Improving CPS Seat Check Up Events & Data Collection (OHD) $22,870

Oregon Health Division's Safe Kids Oregon staff worked with ACTS Oregon and local Safe Kids to improve the reporting of seat check up activities towards a more complete and accurate database from which to evaluate and plan statewide CPS programs, and to extend liability coverage by ensuring events were registered with Safe Kids Worldwide database. Reporting procedures were integrated into CPS continuing education courses. Safe Kids Oregon provided ongoing technical support to their local chapters/coalitions and assisted in restarting seat checks and distribution programs in Columbia and Lane counties. Liability coverage was extended to 18% more events, seat

check reporting increased by 17%, and report forms were filled out correctly 21% more often than in the prior year ('09 data through 3rd quarter.)

K3-09-45-05 ACTS Oregon Child Safety Seat Resource Center $212,179

National certification courses were held in the Portland metro area (4), Baker City, Klamath Falls, North Bend, and Roseburg. These trainings certified 121 technicians and 3 new instructors. Continuing education courses were held in Baker City, Bend, Eugene, Lake Oswego (2), Madras, North Bend, Salem, and Wilsonville with 200 technicians receiving credit. Trainings were also provided for school bus personnel, senior checkers, Three Flags, the annual traffic safety conference, and those working with special needs children. Public information was provided through ACTS website, responses to telephone inquiries, and publication of *Traffic Safety Connection* newsletter (9 issues). Staff coordinated and mentored active local fitting stations in twenty–three counties, hosting 217 seat check events that provided 3,778 seat inspections and distributed 1,121 seats to persons in need. (Whew!) Annual technician retention rate was 62% (compare to 53% nationwide.).

K3-09-10-13 TSD Region 3 - Enhancement of Community Level CPS Programs

Mini-grants were provided to five local agencies to enhance local child seat fitting stations. Jackson County Fire District #3, Mercy Medical Center, Reedsport PD, Port Orford PD, and Bay Area Hospital received grants for child safety seat technician training, special needs training and continuing education. Reedsport and Mercy Medical Center did not utilize their grants due to staff layoffs and turnover. Jackson Co. FD #3 purchased fitting station equipment and supplies plus training equipment. They all purchased child safety seats.

K3-09-10-14 TSD Region 4 - Enhancement of Community Level CPS Programs

This project provided for the purchase of 579 child safety seats for no/low income families in Region 4. Six agencies received a mini-grant to purchase child safety seats. The grantees were Bend Fire Department, Columbia Gorge Safe Kids, Crook County Fire and Rescue, Jefferson County Fire, Klamath Tribal Health and Family Services, and Redmond Fire and Rescue. One mini-grant went to Lake District Hospital to purchase supplies and provide per diem to put on a child safety seat clinic.

K3-09-10-15 Region Wide Low Income, No Income Seat Distribution

This project provided mini-grants for nine local agencies in Region 5 to fund distribution of child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were: Baker City Police Dept., Hermiston Fire Dept., Umatilla/Morrow Commission on Children and Families, La Grande Fire Dept., Child Care Resource and Referral which cover six counties in Region 5, Wallowa County Health Dept., Ontario Police Dept., Grant County Safe Communities, and Harney County Safe Communities. 245 seats were purchased and distributed at child passenger check-up events by these agencies and 424 child passenger seats were inspected.

Pedestrian Safety

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

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

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

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

The Problem

- In 2007, 603 pedestrians were involved in fatal or injury motor vehicle crashes, compared to 702 in 2006.
- In 2007, 330 pedestrians were killed or injured at intersections or in a crosswalk, compared to 382 in 2006.
- In 2007, 44 percent of all pedestrian crashes occurred at dusk, dawn or in low light conditions, compared to 46 percent in 2006.
- In 2007, 73 pedestrians aged 65+ were killed or injured compared to 68 in 2006.
- In 2007, 75 pedestrians (12 percent of total) aged 0-14 were killed or injured, compared to 103 (15 percent of total) in 2006.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Injuries						
Number	606	552	625	654	552	0.0%
Percent of total Oregon injuries	2.2%	2.0%	2.2%	2.2%	2.0%	-1.8%
Number injured Xing in crosswalk or intersection	322	287	332	369	299	4.2%
Percent Xing in crosswalk or intersection	53.1%	52.0%	53.1%	56.4%	54.2	4.2%
Fatalities						
Number	51	45	49	48	50	11.1%
Percent of total Oregon fatalities	11.1%	9.9%	10.1%	10.0%	11.0%	11.4%
Number of fatalities Xing in crosswalk or intersection	12	10	15	13	16	60.0%
Percent Xing in crosswalk or intersection	24.0%	20.4%	30.6%	27.1%	32.0%	56.8%

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

Goals

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

Performance Measures

- Reduce the number of pedestrian fatalities from the 2007 level of 50 to 47, a 6 percent reduction by December 31, 2009. *[In 2008, there were 53 pedestrian fatalities.]*
- Reduce the number of pedestrian injuries from 600, the five-year average from 2003-2007, to 564, a 6 percent reduction, or less by December 31, 2009.
  [In 2008, there were 576 pedestrian injuries.]
- Reduce the number of pedestrians killed crossing in crosswalk or intersection to 10 or less, a reduction of 20 percent from the average number of fatalities of 13 between 2003 and 2007, by December 31, 2009.
  [In 2008, there were 14 pedestrians killed crossing in crosswalk or intersection.]
- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2003-2007 average of 324 to 305 or less, a decrease of 6 percent, by December 31, 2009.
  [In 2008, there were 350 pedestrians injured crossing in crosswalk or intersection.]

Strategies

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

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

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

Project Summaries

Section 402

PS-09-68-01 Statewide Services $22,352

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

PS-09-68-02 Pedestrian Safety Enforcement and Training $80,830

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

Police Traffic Services

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

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

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

The Problem

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

- Oregon is well below the national rate of 2.2 officers per 1,000 population with 1.43 officers per 1,000 population in 2007.

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

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

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

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

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

- Currently, the Oregon State Police have reduced their patrol and crime lab positions due to budget cuts and the failure of Ballot Measure 28 and 30. The sworn-trooper positions in the patrol division have been reduced to 329 from 464 in less than one year. The 2007-2009 budget includes 100 new trooper FTEs.

- 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, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Total Fatal Traffic Crashes	403	388	443	418	411	5.9%
Total Injury Crashes	18,553	18,279	19,447	19,778	18,501	1.2%
Total Fatalities	460	456	487	478	455	-0.2%
Total Injuries	27,853	27,346	29,023	29,597	27,850	1.8%
Top 10 Driver Errors in Total Crashes:						
Failed to Avoid stopped or parked vehicle ahead other than school bus	14,540	13,521	13,941	13,677	12,786	-5.4%
Did not have right-of-way	7,759	7,743	9,224	8,974	8,194	5.8%
Driving too fast for conditions	6,196	7,484	7,701	6,948	6,759	-9.7%
Ran off Road	N/A	4,495	5,601	6,438	6,570	46.2%
Failed to Maintain Lane	N/A	1,972	3,840	3,728	5,236	165.5%
Inattention	N/A	2,730	2,313	2,663	2,276	-16.6%
Left turn in front of oncoming traffic	2,752	2,437	2,059	2,204	1,994	-18.2%
Disregarded traffic signal	2,274	1,863	1,994	2,075	1,989	6.8%
Failed to decrease speed for slower moving vehicle	1,104	954	1,517	1,648	1,636	71.5%
Following too closely	N/A	991	1,086	1,189	1,383	39.6%
Number of Speed Related Convictions	210,972	167,183	165,792	171,229	176,259	5.4%
No. of Law Enforcement Officers	5,428	5,356	5,392	5,373	5,346	-0.2%
Officers per 1,000 Population	1.57	1.50	1.48	1.46	1.43	-4.5%
Percent Who Say More Enforcement Needed	17.2%	15%	18%	20%	24%	60.0%

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

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

Goals

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

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

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

Performance Measures

- Provide radar and lidar training to 50 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, 2009.
  [In 2009, there were 719 police officers trained.]

- Provide training and certification to at least 100 police officers in distance between cars technology to assist in reducing the incidence of following too close crashes by December 31, 2009.
  [In 2009, there were no police officers trained in DBC operation due to staff changes at DPSST.]

- Coordinate delivery of the Police Supervisors Conference and train 300 officers prior to December 31, 2009.
  [The conference was held in August of 2009. A total of 133 police supervisors were provided three full days of training.]

- Provide 3-day regional crash investigations training to at least 100 police officers by December 31, 2009.
  [One course was held and 50 officers were trained.]

- Provide at least 20 scholarships to Police Motor Officer training opportunities by December 31, 2009.
  [Scholarships were provided to 27 officers to attend the North American Motor Officer Training Symposium.]

Strategies

- Send out two statewide announcements offering the online lidar and radar training.

- Announce and coordinate Distance Between Cars Technology Certification. Provide certification to 50 police officers.

- Begin planning process for 2009 Police Supervisors Conference.

- Participate as requested on the Speed Task Force.

- Provide one 3-day regional crash investigations training course to at least 40 police.

- Provide scholarship assistance to at least 10 Motor officers.

Project Summaries

Section 402

SC-09-35-03 DPSST Law Enforcement Training Grant $32,219

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

Section 406

K4-09-75-01 Chain Enforcement on Priority Mountain Passes $28,995

This project was used to identify priority mountain passes and provided overtime enforcement funding to the Oregon State Police to focus on commercial and passenger vehicle traction device compliance.

Region 1

Link to the Transportation Safety Action Plan: Action #31

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

Region 1 Overview

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

- 753 miles of highway
- 87 miles of bikeways
- 107 miles of sidewalks
- 584 bridges
- 7,363 traffic signals
- Over 3,500 major signs
- Thousands of smaller signs, lights, ramp meters, variable signs, etc.
- 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

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

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

- Media attention and political interest in specific locations is often not related to the statistical "size" of the crash problem at that location, making it more difficult to design and find funds for a solution acceptable to the community of interest. We need better communication and education for decision makers so we can achieve common goals among highway, traffic, community and political leaders.

Region 1, Transportation Safety Related Information

Statewide Fatalities vs. Region 1

	2004	2005	2006	2007	% Change 2004-2007
Clackamas County	23	41	28	32	39.1%
Columbia County	4	9	8	13	225.0%
Hood River County	7	3	5	5	-28.6%
Multnomah County	46	40	41	51	10.9%
Washington County	31	30	37	27	-12.9%
Region 1 Total	**111**	**123**	**119**	**128**	**15.3%**
Statewide Fatalities	**456**	**487**	**478**	**455**	**-0.2%**
Region 1 Fatalities Percent of State	**24.34%**	**25.26%**	**24.90%**	**28.13%**	**15.6%**
Region 1 Fatalities per 100,000 Population	**6.99**	**7.63**	**7.27**	**7.70**	**10.2%**

Statewide Speed-Related Fatalities vs. Region 1

	2004	2005	2006	2007	% Change 2004-2007
Clackamas County	8	17	14	22	175.0%
Columbia County	3	5	2	7	133.3%
Hood River County	7	2	1	5	-28.6%
Multnomah County	29	22	20	27	-6.9%
Washington County	19	13	19	11	-42.1%
Region 1 Speed Involved Fatalities	**66**	**59**	**56**	**72**	**9.1%**
Statewide Total Speed Involved Fatalities	**264**	**262**	**227**	**216**	**-18.2%**
Speed-Involved Fatalities Percent of Region 1	**59.46%**	**47.97%**	**47.46%**	**56.25%**	**-5.4%**
Speed-Involved Fatalities Percent of State	**25.00%**	**22.52%**	**24.67%**	**33.33%**	**33.3%**
Statewide Speed-Involved % Total	**57.89%**	**53.80%**	**47.49%**	**47.47**	**-18.0%**

Statewide Alcohol-Involved Fatalities vs. Region 1

	2004	2005	2006	2007	% Change 2004-2007
Clackamas County	8	16	13	8	0.0%
Columbia County	3	2	1	8	166.7%
Hood River County	6	1	1	1	-83.3%
Multnomah County	23	16	14	21	-8.7%
Washington County	10	15	17	9	-10.0%
Region 1 Alcohol-Involved Fatalities	**50**	**50**	**46**	**47**	**-6.0%**
Statewide Total Alcohol-Involved Fatalities	**187**	**162**	**179**	**181**	**-3.2%**
Alcohol-Involved Fatalities Percent of Region 1	**45.05%**	**40.65%**	**38.66%**	**36.72%**	**-18.5%**
Alcohol-Involved Fatalities Percent of State	**26.74%**	**30.86%**	**25.70%**	**25.97%**	**-2.9%**
Statewide Fatalities Alcohol-Involved % Total	**41.01%**	**33.26%**	**37.45%**	**39.78%**	**-3.0%**

2007 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	372,270	32	8	1,559	4.19	217
Columbia County	47,565	13	8	173	3.64	31
Hood River County	21,470	5	1	96	4.47	10
Multnomah County	710,025	51	21	4,309	6.07	650
Washington County	511,075	27	9	2,333	4.56	312
Region 1 Total	**1,662,405**	**128**	**47**	**8,470**	**5.10**	**1,220**
Statewide Total	**3,745,455**	**455**	**181**	**18,912**	**5.05**	**2,822**
Percent of State	**44.38%**	**28.13%**	**25.97%**	**44.79%**	**N/A**	**43.23%**

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

Goal

- To decrease the number of annual fatalities in Region 1 from the 2004-2007 average of 120 to 88 by 2015.

- To decrease the number of annual speed related fatalities in Region 1 from the 2004-2007 average of 63 fatalities to 42 or less by 2015.

- To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the 2004-2007 average of 59 to 48 by 2015.

Performance Measures

- In cooperation with local agencies evaluate and prioritize 20 sites from the state's "Top 10% Sites" list that could benefit from targeted enforcement and/or education campaigns by December 31, 2009. Share that information with the appropriate state or local enforcement and engineering agencies.
  [The regional high crash location (SPIS) review suggested 50 or more possible safety projects. These were narrowed down to 12 with help from regional partners, and three of those will be programmed as safety projects for the Region, possibly exceeding $4 million in non-NHTSA program spending. In addition, we assisted in three other safety projects during the year in Clackamas Multnomah and Washington Counties.]

- Evaluate 100 percent of the 3,100 "Top 10% Sites" for possible safety projects within the limits of the various ODOT safety funds (STIP Safety, Safety Improvement Program, SIP, HEP, or the new federal programs which may replace these funding sources) using 2005-2007 data by December 31, 2009.
  [We completed the SPIS review on time, which detailed information on 250 top crash locations. Three of those will be programmed as safety projects for the Region, possibly exceeding $4 million in non-NHTSA program spending. In addition, ten or more high crash sites will be scoped as part of Regional Pavement Preservation projects during the next year.]

- Identify and assist in development of at least four Local Traffic Safety projects based on locally identified priorities. Projects, to be completed by December 31, 2009. Projects may target but will not be not limited to:
  - Speed and/or alcohol traffic law enforcement;
  - Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and
  - Cooperative projects among several adjoining jurisdictions including government and media partners.

  [We are sharing the SPIS review list of top crash locations with state, county and local police as well as Community Safety programs in Portland and Clackamas County. Results have led to: improved speed, pedestrian and work zone enforcement patrols; improved cooperation; and better attended safety events.]

- Communicate with and serve as a resource for 20 unique events offered by the 10 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2009.
  [Funded or supported multiple public safety events including Walk and Bike to School, eight Safety Fairs, three Safe Kids events and Mt. Hood Safety Corridor. Funded a small demonstration project with Portland Fire.]

- Provide at least two training sessions or other opportunities to ODOT Project Leaders, city or county Traffic Managers and other state or local "traffic partners" to provide greater access to and understanding of Transportation Safety programs by December 31, 2009.
  [Provided for regional and local staff training in program evaluation (multiple sessions), Road Safety Audits and data analysis for approximately 30 staff.]

Strategies

- Identify high crash locations (using the Safety Priority Index System, Hazard Elimination Program and reports from ODOT Districts). Nominate projects where spending non-TSD funds or limited TSD funds will be most effective in reducing crashes and injuries. Break out crash information by type if possible to improve project planning. Using experienced traffic investigators, manage regional analysis of over 3,000 "Top 10%" locations. Become familiar with new federal funding categories to see which may be applicable to these high-crash locations.

- Identify the top sites from the list above which could benefit from targeted enforcement and/or education campaigns as opposed to construction fixes. Give priority to those areas where speed, alcohol or other drug use may be a primary factor. Give priority to innovative efforts to target and stage directed patrols. Promote and reward efforts to use educational programs to boost or replace enforcement efforts (when possible).

- Identify and assist in development of at least four Local Traffic Safety projects. Provide mini-grants or loaner equipment (such as radar) to local agencies to address identified safety problems. Provide means for these projects to access and develop media relationships with regional ODOT staff and local media. Promote projects which target one or more of:

  - Formation and vitalization of local traffic safety committees;

  - Multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and

  - Cooperative projects among several adjoining jurisdictions.

- Identify and develop partnerships with at least four governmental, professional or volunteer organizations. These partnerships will share skills, services, or other non-monetary resources in promoting or implementing transportation safety efforts. These efforts should include media support and could be used to complement Local Traffic Safety projects or other regional safety efforts.

- Bring ODOT non-safety professional staff, such as Project Leaders and employees in other disciplines to TSD conference events and training. Provide to prospective attendees better information on training elements, class leaders and types of training sessions available.

Project Summaries

Section 163

HN1-09-24-11 Region 1 – Regional Services $0
The allocation of funds for this project was transferred from Section 163 to Section 402 funding. The new project is listed below under grant DE-09-24-11.

Section 402

DE-09-24-11 Region 1 – Regional Services $702
Co-funded two multi-disciplinary training sessions in program evaluation for 30 injury-prevention workers. Completed high-crash location studies which acted as a catalyst (with local help) to program three safety construction projects in excess of $4 million non-NHTSA spending. Co-funded local Walk and Bike to School and Safe Kids efforts which reached 10,000 or more citizens. Total match included $1600 in volunteer efforts for the dollars spent.

Region 2

Link to the Transportation Safety Action Plan: Action #31

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

Region 2 Overview

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

The Northwest Region includes:

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

The Problem

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

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

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

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

Region 2, Transportation Safety Related Information

Statewide Fatalities vs. Region 2

	2004	2005	2006	2007	% Change 2004-2007
Benton County	5	4	6	7	40.0%
Clatsop County	9	12	8	10	11.1%
Lane County	37	35	50	43	16.2%
Lincoln County	5	11	10	9	80.0%
Linn County	18	27	31	28	55.6%
Marion County	37	34	28	31	-16.2%
Polk County	11	10	9	9	-18.2%
Tillamook County	12	12	4	4	-66.7%
Yamhill County	7	19	16	13	85.7%
Region 2 Total	**141**	**164**	**162**	**154**	**9.2%**
Statewide Fatalities	**456**	**487**	**478**	**455**	**-0.2%**
Region 2 Fatalities Percent of State	**30.92%**	**33.68%**	**33.89%**	**33.85%**	**9.5%**
Region 2 Fatalities per 100,000 Population	**12.58**	**14.64**	**14.67**	**13.78**	**9.5%**

Statewide Speed Involved Fatalities vs. Region 2

	2004	2005	2006	2007	% Change 2004-2007
Benton County	2	3	3	4	100.0%
Clatsop County	5	5	3	2	-60.0%
Lane County	21	16	22	11	-47.6%
Lincoln County	3	8	5	4	33.3%
Linn County	11	13	17	16	45.5%
Marion County	23	26	22	18	-21.7%
Polk County	10	5	2	1	-90.0%
Tillamook County	8	8	1	2	-75.0%
Yamhill County	2	12	6	10	400.0%
Region 2 Speed-Involved Fatalities	**85**	**96**	**81**	**68**	**-20.0%**
Statewide Total Fatalities Speed-Involved	**264**	**262**	**227**	**216**	**-18.2%**
Speed-Involved Fatalities Percent of Region 2	**60.28%**	**58.54%**	**50.00%**	**44.16%**	**-26.8%**
Speed-Involved Fatalities Percent of State	**32.20%**	**36.64%**	**35.68%**	**31.48%**	**-2.2%**
Statewide Fatalities Speed-Involved % Total	**57.89%**	**53.80%**	**47.49%**	**47.47%**	**-18.0%**

Statewide Alcohol Involved Fatalities vs. Region 2

	2004	2005	2006	2007	% Change 2004-2007
Benton County	2	2	2	2	0.0%
Clatsop County	2	4	2	5	150.0%
Lane County	9	12	18	15	66.7%
Lincoln County	1	4	4	4	300.0%
Linn County	8	6	9	10	25.0%
Marion County	20	12	9	14	-30.0%
Polk County	5	4	4	1	-80.0%
Tillamook County	5	3	1	4	-20.0%
Yamhill County	1	2	3	6	500.0%
Region 2 Alcohol-Involved Fatalities	**53**	**49**	**52**	**61**	**15.1%**
Statewide Total Fatalities Alcohol-Involved	**187**	**162**	**179**	**181**	**-3.2%**
Alcohol-Involved Fatalities Percent of Region 2	**37.60%**	**29.88%**	**32.10%**	**39.61%**	**5.4%**
Alcohol-Involved Fatalities Percent of State	**28.34%**	**30.25%**	**29.05%**	**33.70%**	**18.9%**
Statewide Fatalities Alcohol-Involved % Total	**41.01%**	**33.20%**	**37.53%**	**39.78%**	**-3.0%**

2007 Region 2, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Benton County	85,300	7	2	325	3.81	45
Clatsop County	37,440	10	5	230	6.14	24
Lane County	343,140	43	15	1,608	4.69	253
Lincoln County	44,630	9	4	317	7.10	38
Linn County	109,320	28	10	602	5.51	97
Marion County	311,070	31	14	1,668	5.36	248
Polk County	67,505	9	1	322	4.77	60
Tillamook County	25,845	4	4	144	5.57	27
Yamhill County	93,085	13	6	473	5.08	71
Region 2 Total	**1,117,335**	**154**	**61**	**5,689**	**5.09**	**863**
Statewide Total	**3,745,455**	**455**	**181**	**18,912**	**5.05**	**2,822**
Percent of State	**29.83%**	**33.85%**	**33.70%**	**30.08%**	**N/A**	**30.58%**

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

Goal

- Decrease the number of region fatalities from 154 in 2007 to 123 by 2015.
- Decrease the number of region fatal and all injury crashes from 5,689 in 2007 to 4,314 by 2015.
- Decrease the number of region speed related fatalities from 68 in 2007 to 62 by 2015.
- Reduce the number of region alcohol-involved fatalities from 61 in 2007 to 40 by 2015.

Performance Measures

- Communicate with, serve as a resource for, and meet with all Region 2 established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2009.
  [This was performed successfully.]
- Communicate with, serve as a resource for and meet with other local safety advocate groups to increase the presence of our safety messages in the Region 2 area. Will attend a minimum of 24 such meetings a year. This will be accomplished by December 31, 2009.
  [This objective was met.]
- Incorporate transportation safety "4-E" approaches (education, engineering, enforcement and emergency medical services) into Region safety project scoping trips, SPIS site investigations, community planning efforts and special projects when and where ever possible by December 31, 2009. Attend one such meeting a month.
  [This objective was met.]
- Develop and administer annual Safety Corridor Plans per statewide guidelines for the six Region 2 existing safety corridors by December 31, 2008. Decommission safety corridor(s) if warranted and stakeholder agreement is reached, by December 31, 2009.
  [This objective was met.]

Strategies

- Continue to provide transportation safety, topic specific, information to the public through public service announcements, on the Region 2 website, and by providing topical information to local transportation safety committees.

- Continue to provide transportation safety education through safety and health fairs as well as by visiting classrooms throughout the Region with topic specific safety education material and presentations.

- Continue to partner with local safety related advocacy groups such as local traffic safety committees, neighborhood association and Safe Kids groups. Will participate in the events of other groups bringing transportation safety topics to the forefront.

- Continue to promote transportation safety issues and the "4-E" approach into Region Safety Project Scoping trips, SPIS site analysis, planning efforts and traffic / community groups. Will also continue to be an active transportation safety advocate among the staff at Region 2.

- Continue to disseminate traffic safety information to all my partners in the Region via e-mail lists where ever possible.

- Continue to work on bringing a multi-cultural approach to educating the citizens of our Region ensuring that information is available in several languages.

- Continue to learn more from our traffic unit and be a part of their team in evaluating project for inclusion of safety issues.

- Continue to learn more about specific safety programs within Transportation Safety Division and how we can partner to further the issues in each program area.

- Be available as a resource to anyone in the Region 2 area interested in promoting transportation safety within their group and/or community.

Project Summaries

Section 163

HN1-09-24-12 Region 2 – Regional Services $0

The allocation of funds for this project was transferred from Section 163 to Section 402 funding. The new project is listed below under grant DE-09-24-12.

Section 402

DE-09-24-12 Region 2 – Regional Services $26,481

This project provided for the dissemination of transportation safety education in all of our Region communities. Outreach and education will be done through local Safety Fairs, Safety Committees, and safety presentations in local schools. We will partner with existing groups in our area to further the reach of transportation safety messages. This project will coordinate with Region 2 Traffic and area maintenance to provide minor engineering fixes for safety issues on local streets in our area. These fixes could include delineation, signing and basic improvements to the road that will result in safer conditions for the traveling public.

OP-09-45-12 TSD Region 2 - Enhancement of Community Level CPS Programs $20,186

Mini-grants were provided to six local agencies to enhance local child seat fitting stations. Safe Kids North Coast, Dallas PD, Keizer Fire District, Newberg Volunteer Fire Department, Polk County Fire District No. 1, and Salem Hospital Foundation received grants for child safety seat technician training, special needs training and continuing education. They all purchased child safety seats.

SC-09-35-12 Region 2 – Speed Equipment $14,748

This project provided mini-grants to local law enforcement agencies (Albany PD, Benton County SO, Gervais PD, Warrenton PD, and Woodburn PD) in Region 2 to acquire radars, lasers, and OT enforcement grants for their agency to enhance their speed enforcement efforts.

Region 3

Link to the Transportation Safety Action Plan: Action #31

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

Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses a sprawling network of valleys stretching from the California state line to just south of Cottage Grove. Serving as a link between the Cascades and the Coast Range, southwest Oregon has far more in common with the mountainous Northern California territory than it has with the rest of Oregon. The region is dominated by the Siskiyou Mountains, one of five mountain passes that Interstate 5 crosses in southwest Oregon.

The Problem

- Traffic fatalities are over-represented with 16.92 percent of total state traffic fatalities compared with 12.65 percent of the state's population.

- In 2007, speed is a factor in 36.36 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 47.47 percent.

- In 2007, alcohol was involved in 41.56 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 39.78 percent.

- In 2007, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of booster seats and proper use of seat belts.

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

- There is a lack of incorporation of traffic safety elements into ODOT regional work.

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

	2004	2005	2006	2007	% Change 2004-2007
Coos County	14	10	9	8	-42.9%
Curry County	4	0	3	7	75.0%
Douglas County	29	31	31	25	-13.8%
Jackson County	44	32	19	16	-63.6%
Josephine County	17	13	17	21	23.5%
Region 3 Total	**108**	**86**	**79**	**77**	**-28.7%**
Statewide Fatalities	**456**	**487**	**478**	**455**	**-0.2%**
Region 3 Fatalities Percent of State	**23.68%**	**17.66%**	**16.53%**	**16.92%**	**-28.5%**
Region 3 Fatalities per 100,000 Population	**23.43**	**18.66**	**16.89**	**16.25**	**-1.7%**

Statewide Speed-Involved Fatalities vs. Region 3

	2004	2005	2006	2007	% Change 2004-2007
Coos County	10	8	4	2	-80.0%
Curry County	3	0	0	2	-33.3%
Douglas County	10	16	13	6	-40.0%
Jackson County	25	13	7	8	-68.0%
Josephine County	5	6	8	10	100.0%
Region 3 Speed-Involved Fatalities	**53**	**43**	**32**	**28**	**-47.2%**
Statewide Total Fatalities Speed-Involved	**264**	**262**	**227**	**216**	**-18.2%**
Speed-Involved Fatalities Percent of Region 3	**49.07%**	**50.00%**	**40.51%**	**36.36%**	**-25.9%**
Speed-Involved Fatalities Percent of State	**20.08%**	**16.41%**	**14.10%**	**12.96%**	**-35.4%**
Statewide Speed-Involved % Total	**57.89%**	**53.80%**	**47.49%**	**47.47%**	**-18.0%**

Statewide Alcohol-Involved Fatalities vs. Region 3

	2004	2005	2006	2007	% Change 2004-2007
Coos County	3	3	2	3	0.0%
Curry County	2	0	1	1	-50.0%
Douglas County	15	10	16	10	-33.3%
Jackson County	23	13	9	8	-65.2%
Josephine County	3	6	7	10	233.3%
Region 3 Alcohol-Involved Fatalities	**46**	**32**	**35**	**32**	**-30.4%**
Statewide Total Fatalities Alcohol-Involved	**187**	**162**	**179**	**181**	**-3.2%**
Alcohol-Involved Fatalities Percent of Region 3	**42.59%**	**37.21%**	**44.30%**	**41.56%**	**-2.4%**
Alcohol-Involved Fatalities Percent of State	**23.68%**	**19.75%**	**19.55%**	**17.68%**	**-28.1%**
Statewide Fatalities Alcohol-Involved % Total	**41.01%**	**33.20%**	**37.53%**	**39.78%**	**-3.0%**

2007 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	63,050	8	3	251	3.98	35
Curry County	21,475	7	1	70	3.26	7
Douglas County	104,675	25	10	559	5.34	84
Jackson County	202,310	16	8	980	4.84	139
Josephine County	82,390	21	10	535	6.49	88
Region 3 Total	**473,900**	**77**	**32**	**2,395**	**5.05**	**353**
Statewide Total	**3,745,455**	**455**	**181**	**18,912**	**5.05**	**2,822**
Percent of State	**12.65%**	**16.92%**	**17.68%**	**12.66%**	**N/A**	**12.51%**

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

Goal

- To decrease the number of traffic fatalities in Region 3, by 3 percent per year from the 2003-2007 five-year average of 89, to 66 or below by 2015.

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

- To decrease the number of speed related fatalities in Region 3, by 3 percent per year from the 2003-2007 five-year average of 41, to 34 or below by 2015.

Performance Measures

- To communicate with and serve as a resource for the 15 currently established local traffic safety committees, a minimum of once, in person, by December 31, 2009.
  [In 2008, seven of the 15 groups were contacted in person by the RTSC.]

- To coordinate or participate in a least 15 child safety seat trainings and public clinics in Region 3 through December 31, 2009.
  [Fifteen child safety seat trainings/clinics were participated in by the RTSC.]

- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 15 fairs, events and other traffic safety activities to educate and inform the public on traffic safety issues through December 31, 2009.
  [There were resources provided to approx. 63 fairs, events, and other traffic safety activities.]

- To identify at least one safety related engineering project within Region 3 and work with the necessary agencies to fix the identified problem by December 31, 2009.
  [No engineering fixes were identified.]

- To coordinate with and provide equipment to 10 agencies in need of resources to help prevent transportation safety related fatalities or injuries by December 31, 2009.
  [Nine agencies received equipment.]

Strategies

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

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

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

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

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

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

Project Summaries

Section 163

HN1-09-24-13 Region 3 – Regional Services $0
The allocation of funds for this project was transferred from Section 163 to Section 402 funding. The new project is listed below under grant DE-09-24-13.

Section 402

DE-09-24-13 Region 3 – Regional Services $24,726
This project provided transportation safety coordination and services throughout ODOT's Region 3 by providing information and education on a variety of issues, coordinating traffic safety activities, and working with traffic safety organizations. Small mini-grants were provided to local jurisdictions or nonprofit organizations to address identified problems.

SC-09-35-13 Region 3 – Speed Enforcement Grant $24,189
This project provided mini-grants to local law enforcement agencies (Josephine County SO, Myrtle Creek PD, Gold Beach PD, Roseburg PD, Grants Pass DPS, Jackson County SO, Reedsport PD, and Winston PD) in Region 3 to acquire radars, lasers, and OT enforcement grants for their agency to enhance their speed enforcement efforts.

Section 2011

K3-09-10-13 TSD Region 3 – Enhancement of Community Level CPS Programs $10,981
Mini-grants were provided to five local agencies to enhance local child seat fitting stations. Jackson County Fire District #3, Mercy Medical Center, Reedsport PD, Port Orford PD, and Bay Area Hospital received grants for child safety seat technician training, special needs training and continuing education. Reedsport and Mercy Medical Center did not utilize their grants due to staff layoffs and turnover. Jackson Co. FD #3 purchased fitting station equipment and supplies plus training equipment. They all purchased child safety seats.

Region 4

Link to the Transportation Safety Action Plan: Action #31

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

Region 4 Overview

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

The Problem

- Alcohol involved fatalities in Region 4 decreased in 2007 from 38 in 2006 to 30 in 2007. However, Region 4 is still above the statewide percentage of total alcohol involved fatalities at 53.6% compared to 39.8% of statewide fatalities.

- Region 4 had 56 fatalities in 2007. Deschutes and Klamath counties continue to have a higher fatality count than the rest of the counties within Region 4. Deschutes County had 13 fatalities (36 in 2006), Jefferson County had 10 (up from four in 2006) and Klamath County had 13 (29 in 2006).

- Speed-related fatalities are still playing a large role as the contributing factor in a fatal crash. Based on 2007 crash data, 48 percent (or 27) of the total fatalities had speed as the primary contributing factor in the crash. Jefferson, Klamath and Lake had the highest with six fatalities in Jefferson County and five fatalities in both Klamath and Lake Counties.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

	2004	2005	2006	2007	% Change 2004-2007
Crook County	2	4	4	4	100.0%
Deschutes County	17	19	36	13	-23.5%
Gilliam County	3	4	1	0	-100.0%
Jefferson County	7	14	4	10	42.9%
Klamath County	23	24	29	13	-43.5%
Lake County	2	4	5	5	150.0%
Sherman County	2	3	1	3	50.0%
Wasco County	3	5	9	7	133.3%
Wheeler County	1	2	1	1	0.0%
Region 4 Total	**60**	**79**	**90**	**56**	**-6.7%**
Statewide Fatalities	**456**	**487**	**478**	**455**	**-0.2%**
Region 4 Fatalities Percent of State	**13.16%**	**16.22%**	**18.83%**	**12.31%**	**-6.5%**
Region 4 Fatalities per 100,000 Population	**20.78**	**27.37**	**29.91**	**17.98**	**-13.5%**

Statewide Speed Involved Fatalities vs. Region 4

	2004	2005	2006	2007	% Change 2004-2007
Crook County	1	2	1	1	0.0%
Deschutes County	12	10	13	4	-66.7%
Gilliam County	3	4	0	0	-100.0%
Jefferson County	6	7	3	6	0.0%
Klamath County	11	9	15	5	-54.5%
Lake County	0	4	1	5	N/A
Sherman County	1	1	0	3	200.0%
Wasco County	1	3	7	2	100.0%
Wheeler County	1	1	0	1	0.0%
Region 4 Speed-Involved Fatalities	**36**	**41**	**40**	**27**	**-25.0%**
Statewide Total Fatalities Speed-Involved	**264**	**262**	**227**	**216**	**-18.2%**
Speed-Involved Fatalities Percent of Region 4	**60.00%**	**51.90%**	**44.44%**	**48.21%**	**-19.6%**
Speed-Involved Fatalities Percent of State	**13.64%**	**15.65%**	**17.62%**	**12.50%**	**-8.3%**
Statewide Fatalities Speed-Involved % Total	**57.89%**	**53.80%**	**47.49%**	**47.47%**	**-18.0%**

Statewide Alcohol Involved Fatalities vs. Region 4

	2004	2005	2006	2007	% Change 2004-2007
Crook County	0	1	2	2	N/A
Deschutes County	3	6	19	8	166.7%
Gilliam County	3	0	0	0	-100.0%
Jefferson County	5	5	3	8	60.0%
Klamath County	15	4	9	5	-66.7%
Lake County	0	0	0	1	N/A
Sherman County	2	1	1	1	-50.0%
Wasco County	1	1	3	4	300.0%
Wheeler County	0	1	1	1	N/A
Region 4 Alcohol-Involved Fatalities	**29**	**19**	**38**	**30**	**3.4%**
Statewide Total Fatalities Alcohol-Involved	**187**	**162**	**179**	**181**	**10.8%**
Alcohol-Involved Fatalities Percent of Region 4	**48.33%**	**24.05%**	**42.22%**	**53.57%**	**10.8%**
Alcohol-Involved Fatalities Percent of State	**15.51%**	**11.73%**	**21.23%**	**16.57%**	**6.9%**
Statewide Fatalities Alcohol-Involved % Total	**41.01%**	**33.20%**	**37.53%**	**39.78%**	**-3.0%**

2007 Region 4, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	25,885	4	2	99	3.82	9
Deschutes County	160,810	13	8	749	4.66	109
Gilliam County	1,885	0	0	14	7.43	5
Jefferson County	22,030	10	8	84	3.81	14
Klamath County	65,815	13	5	353	5.36	56
Lake County	7,565	5	1	51	6.74	12
Sherman County	1,855	3	1	35	18.87	9
Wasco County	24,125	7	4	127	5.26	24
Wheeler County	1,570	1	1	15	9.55	2
Region 4 Total	**311,540**	**56**	**30**	**1,527**	**4.90**	**240**
Statewide Total	**3,745,455**	**455**	**181**	**18,912**	**5.05**	**2,822**
Percent of State	**8.32%**	**12.31%**	**16.57%**	**8.07%**	**N/A**	**8.50%**

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

Goal

- Reduce crashes that have alcohol as a contributing factor in fatalities from the latest available five year average (2003-2007) of 29 fatalities reduced 3 percent a year for nine years to 22 fatalities by 2015.

- Reduce crashes that have speed as a contributing factor in fatalities from the latest available five year average (2003-2007) of 36 fatalities reduced 3 percent a year for nine years to 28 fatalities by 2015.

Performance Measures

- Assist in the development of a minimum of two local traffic safety projects based on locally identified priorities. Projects may target but will not be limited to: speed and/or alcohol traffic law enforcement; multi-modal safety; and cooperative projects, to be completed by December 31, 2009.
  [Two police agencies worked Speed Enforcement in their cities. They were Madras Police Department and Prineville Police Department.}

- Coordinate or provide a minimum of 15 child safety seat clinics in Region 4 by December 31, 2009.
  [Approximately 35 child safety seat clinics were held in Region 4 (Bend, Redmond, Madras, Prineville, Klamath Falls, Chiloquin, Lakeview and The Dalles.}

- Coordinate and/or provide resources for safety fairs, county fairs, schools and other traffic safety activities to educate and inform the public on all areas of traffic safety issues. Reach 187,000 people (60 percent of the population of Region 4 based on 2007 data) by December 31, 2009.
  [Region 4's population for 2008 is 319,550. At a minimum 200,000 individuals were reached via safety fairs, community events, county fairs and theatre slides. Theatre slides in Bend reach approximately 27,000 people per week.}

- Analyze safety projects within Region 4 approximately every biennium after construction to see if safety improvements were met and have made a measurable difference.
  [There were no projects to be analyzed this grant year.}

Strategies

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

- 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 local communities to possibly develop new safety committees or keeping the volunteer base growing. Provide resources and knowledge to enhance the productivity of the committees.

- Evaluate Region 4 highway safety projects three years after construction completion on the effectiveness of the safety improvements to the roadway.

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

Project Summaries

Section 163

HN1-09-24-14 Region 4 – Regional Services $0

The allocation of funds for this project was transferred from Section 163 to Section 402 funding. The new project is listed below under grant DE-09-24-14.

Section 402

DE-09-24-14 Region 4 – Regional Services $24,154

This project provided 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. Outreach was through transportation safety education; safety fairs and events. Educational and other pertinent resources were given to a wide variety of community based traffic safety programs. This project worked closely with local law enforcement to provide data, equipment and education on transportation safety issues.

SC-09-35-14 Region 4 – Speed Equipment $23,814

This project provided mini-grants to six local law enforcement agencies (Redmond Police Department; Crook County Sheriff Office; Deschutes County Sheriff Office; Jefferson County Sheriff Office; Klamath County Sheriff Office; and Lake County Sheriff Office) in Region 4 funding to acquire speed radar equipment for their agency to enhance their speed enforcement efforts. This grant also provided for two local law enforcement agencies (Madras Police Department and Prineville Police Department) to conduct speed overtime enforcement. Madras Police Department also purchased a handheld radar for community use in helping with their speed enforcement program.

Section 2011

K3-09-10-14 TSD Region 4 - Enhancement of Community Level CPS Programs $24,844

This project provided for the purchase of 579 child safety seats for no/low income families in Region 4. Six agencies received a mini-grant to purchase child safety seats. The grantees were Bend Fire Department, Columbia Gorge Safe Kids, Crook County Fire and Rescue, Jefferson County Fire, Klamath Tribal Health and Family Services, and Redmond Fire and Rescue. One mini-grant went to Lake District Hospital to purchase supplies and provide per diem to put on a child safety seat clinic.

Region 5

Link to the Transportation Safety Action Plan: Action # 31

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

Region 5 Overview

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 180,275 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

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

The Problem

- In 2007 traffic fatalities continued to be a major issue in Region 5 with 8.8 percent of total state fatalities compared with 4.8 percent of the state's population.

- In 2007 speed-involved traffic fatalities in Region 5 were over-represented with 53 percent of total state fatalities compared with a statewide speed-involved rate of 47 percent.

- In 2007 alcohol was involved in 27.5 percent of all Region 5 fatalities compared with a statewide alcohol-involved rate of 39.9 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

	2004	2005	2006	2007	% Change 2004-2007
Baker County	4	11	4	4	0.0%
Grant County	4	0	2	3	-25.0%
Harney County	3	5	2	4	33.3%
Malheur County	6	9	2	11	83.3%
Morrow County	1	0	3	3	200.0%
Umatilla County	11	10	9	12	9.1%
Union County	5	0	4	3	-40.0%
Wallowa County	2	1	2	0	-100.0%
Total Region 5	**36**	**36**	**28**	**40**	**11.1%**
Statewide Fatalities	**456**	**487**	**478**	**455**	**-0.2%**
Region 5 Fatalities percent of State	**7.89%**	**7.39%**	**5.86%**	**8.79%**	**11.4%**
Region 5 Fatalities per 100,000 Population	**20.03**	**20.03**	**15.55**	**22.19**	**10.8%**

Statewide Speed-Involved Fatalities vs. Region 5

	2004	2005	2006	2007	% Change 2004-2007
Baker County	4	8	3	3	-25.0%
Grant County	2	0	2	2	0.0%
Harney County	1	4	1	3	200.0%
Malheur County	5	7	1	9	80.0%
Morrow County	0	0	2	0	0.0%
Umatilla County	7	3	4	3	-57.1%
Union County	5	0	3	1	-80.0%
Wallowa County	0	1	2	0	0.0%
Region 5 Speed-Involved Fatalities	**24**	**23**	**18**	**21**	**-12.5%**
Statewide Total Speed Involved Fatalities	**264**	**262**	**227**	**216**	**-18.2%**
Speed-Involved Fatalities Percent of Region 5	**66.67%**	**63.89%**	**64.29%**	**52.50%**	**-21.3%**
Speed-Involved Fatalities Percent of State	**9.09%**	**8.78%**	**7.93%**	**9.72%**	**6.9%**
Statewide Speed-Involved % Total	**57.89%**	**53.80%**	**47.49%**	**47.47%**	**-18.0%**

Statewide Alcohol-Involved Fatalities vs. Region 5

	2004	2005	2006	2007	% Change 2004-2007
Baker County	3	6	1	0	-100.0%
Grant County	0	0	1	1	N/A
Harney County	2	0	1	1	-50.0%
Malheur County	0	2	1	3	N/A
Morrow County	0	0	0	1	N/A
Umatilla County	4	3	1	4	0.0%
Union County	0	0	1	1	N/A
Wallowa County	0	1	2	0	N/A
Region 5 Alcohol Involved Fatalities	**9**	**12**	**8**	**11**	**22.2%**
Statewide Total Alcohol-Involved Fatalities	**187**	**162**	**179**	**181**	**-3.2%**
Alcohol-Involved Fatalities Percent of Region 5	**25.00%**	**29.27%**	**28.57%**	**27.50%**	**10.0%**
Alcohol-Involved Fatalities Percent of State	**7.89%**	**7.41%**	**4.47%**	**6.08%**	**26.3%**
Statewide Fatalities Alcohol-Involved % Total	**41.01%**	**33.20%**	**37.53%**	**39.78%**	**-3.0%**

2007 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	16,435	4	0	101	6.15	16
Grant County	7,580	3	1	36	4.75	4
Harney County	7,680	4	1	33	4.30	8
Malheur County	31,620	11	3	166	5.25	32
Morrow County	12,335	3	1	30	2.43	5
Umatilla County	72,245	12	4	326	4.51	59
Union County	25,250	3	1	115	4.55	18
Wallowa County	7,130	0	0	24	3.37	4
Region 5 Total	**180,275**	**40**	**11**	**831**	**4.61**	**146**
Statewide Total	**3,745,455**	**455**	**181**	**18,912**	**5.05**	**2,822**
Percent of State	**4.81%**	**8.79%**	**6.08%**	**4.39%**	**N/A**	**5.17%**

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

Goal

- Maintain or reduce the number of traffic related fatalities from a 2003-2007 average of 37 to 25 by 2015.

- Reduce the number of speed-involved fatalities from a 2003-2007 average of 24 to 18 by 2015.

- Reduce the number of alcohol-involved fatalities from a 2003-2007 average of 11 to 7 by 2015.

Performance Measures

- Communicate with and serve as a resource for the seven currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2009.
  [The Region 5 Traffic Safety Coordinator (TSC) worked with all seven traffic safety committees and in January 2009 started the process of establishing a traffic safety committee in the Greater Hermiston area.]

- Provide traffic safety information to approximately 108,000 people or 60 percent of the population in Region 5 in by December 31, 2009.
  [The Region 5 TSC provided presentations to ten High School Drivers Ed classes, seven bicycle rodeos, presented at 16 safety and health fairs along with four county fairs which increased the outreach by 10% from last grant year to approximately 107,000 people.]

- Coordinate and/or provide 20 child safety seat trainings and public clinics in Region 5 by December 31, 2009.
  [The Region 5 TSC presented at six seatbelt diversion classes and attended 19 child safety seat clinics.]

- Maintain the 42 certified safety seat technicians in Region 5 and increase technicians in Baker and Grant counties by December 31, 2009.
  [Region 5 has maintained 42 certified safety seat technicians. There was a CPS technician training held in Baker City which brought in nine new CPS technicians. With nine CPS technicians letting their certification expire, we are even with last grant year.]

- 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, 2009.
  [Top five SPIS sites were identified, but no grant dollars were awarded to law enforcement or for engineering purposes.]

Strategies

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

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

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

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

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

Project Summaries

Section 163

HN1-09-24-15 Region 5 – Regional Services $0

The allocation of funds for this project was transferred from Section 163 to Section 402 funding. The new project is listed below under grant DE-09-24-15.

Section 402

DE-09-24-15 Region 5 – Regional Services $24,889

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

SA-09-25-04 Malheur County Coordinator $29,185

This project provided funds for a part time local safe community coordinator for the Malheur county area. The coordinator position served to complement the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalitions.

SA-09-25-06 Harney County Coordinator $14,166

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complemented the coalition in Harney County. This year, the coordinator focused on providing organization which allowed for greater output from the new coalition. Project focus and direction were determined by problem identification process.

SA-09-25-24 Grant County Coordinator $26,401

This project provided funds for a part-time traffic safety coordinator in Grant County. Grant County developed projects designed to improve traffic safety by involving the teens in local safety efforts. Each project was selected by a problem identification process.

SC-09-35-15 Speed Equipment $24,959

This project provided mini-grants to 11 local law enforcement agencies in Region 5: Baker County SO, Grant County SO, Hermiston PD, Malheur County SO, Morrow County SO, Nyssa PD, Ontario PD, Pendleton PD, Umatilla PD, Umatilla Tribal PD, and Union County SO in funding to acquire speed equipment for their agency to enhance their speed enforcement efforts. 2322 citations were issued with this speed equipment with one agency not reporting amount. 1645 recorded warnings were issued with this speed equipment with seven out of the eleven agencies not reporting amount of warnings.

Section 2011

K3-09-10-15 Region Wide Low Income, No Income Seat Distribution $18,760

This project provided mini-grants for nine local agencies in Region 5 to fund distribution of child safety seats to low/no income families based on data on poverty provided by DHS. The agencies were: Baker City Police Dept., Hermiston Fire Dept., Umatilla/Morrow Commission on Children and Families, La Grande Fire Dept., Child Care Resource and Referral which cover six counties in Region 5, Wallowa County Health Dept., Ontario Police Dept., Grant County Safe Communities, and Harney County Safe Communities. 245 seats were purchased and distributed at child passenger check-up events by these agencies and 424 child passenger seats were inspected.

Roadway Safety

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

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

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

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

The Problem

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

- Traffic crash rates(2) on the State Highway System in 2007 increased slightly compared to 2006, however both 2006 and 2007 are still some of the lowest rates on record in recent years.

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

- Approximately 37 percent of all crashes in Oregon occur at intersections.

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

Traffic Fatality Rate in Oregon, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
National Traffic Fatality Rate[1]	1.52	1.44	1.46	1.42	1.37	-4.9%
Oregon Traffic Fatality Rate[1]	1.32	1.28	1.38	1.35	1.31	2.2%
Highway System, Non-freeway Crash Rate[2]	1.55	1.13	1.24	1.26	1.27	12.4%
Hwy System Rural-Secondary Non-freeway Crash Rate	1.04	0.72	0.80	0.80	0.83	15.3%
Highway System, Freeway Crash Rate	0.41	0.37	0.41	0.39	0.38	2.7%
County Roads/City Streets Crash Rate	1.96	1.70	1.85	1.86	1.79	5.3%

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

[1] Deaths per 100 million vehicle miles traveled

[2] Crashes per million vehicle miles traveled

Goals

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

- Achieve consistency statewide in the development and implementation of the Safety Corridor Program by encouraging more crash data analysis, applying safety countermeasures, development of Safety Corridor Plan's and Safety Corridor Plan Reviews by 2015.

Performance Measures

- Train 750 state and local public works and law enforcement staff on various engineering, enforcement and traffic safety related topics from 607 trained in 2007 to 750 trained by December 31, 2009.
  [Oregon State University enrolled 137 workshop attendees. University of Portland provided training to 495 workshop attendees for a total of 632 individuals enrolled/trained.]

- Conduct trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and traffic safety related topics from 22 trainings in 2007 to 25 by December 31, 2009.
  [Oregon State University provided 5 workshops. University of Portland provided 20 workshops for a total of 25 workshops.]

- Further identify and implement "4-E" components to engineering related safety initiatives by December 31, 2009.
  [Progress has been made in moving toward the 4E approach to traffic safety through the development, printing and distribution of various statewide brochures, such as, a new Safety Corridor brochure and the Oregon Winter Driving brochure. Various other "4-E" related initiatives are promoted through participation with ODOT's Local Programs Section, Traffic Operations Leadership Team, Highway Safety Engineering Committee, Statewide Pavements Committee, Statewide Informal Safety Meetings, and Traffic and Roadway Engineering Section]

Strategies

- Participate on ODOT's:

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

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

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

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

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

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

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

Project Summaries

Section 164

164HE-09-73-11 TEA-21 2007 HSIP
This multi year grant consisting of safety related construction projects which were selected using the guidelines of the Oregon Hazard Elimination Program has been completed.

164HE-09-73-12 TEA-21 Lane Departure Initiatives
This multi year grant consisting of safety related construction projects selected to focus on reducing lane departure crashes has been completed.

164HE-09-73-13 TEA-21 HSEC 2007 Safety Initiatives
This multi year grant consisting of safety related construction projects which were selected using the guidelines of the Highway Safety Improvement Program have six of eight projects to be funded started and three of those six projects have been completed.

164HE-09-73-14 TEA-21 HSEC 2008 Safety Initiatives
This multi year grant consisting of safety related construction projects which were selected using the guidelines of the Highway Safety Improvement Program has eight projects selected however no projects have been completed.

164HE-09-73-15 TEA-21 HSEC 2009 Safety Initiatives
This FFY 2009 grant provides infrastructure safety enhancement projects to the state highway system. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009. ***[This project was not initiated during the grant year.]***

Section 406

K4-09-77-01 Engineering Safety Short Courses and Distance Learning $185,393
Provided five workshops for a total of 137 enrolled. A broad range of positions were represented by those enrolled from state, local and federal agencies, as well as consultants. In addition, representatives from the Confederated Tribes of Umatilla and the US Forest Service enrolled. The following workshops were provided: Traffic Engineering Fundamentals, Permit Specialist, Uniform

Traffic Control Devices, Designing Streets for Pedestrians, and Designing Streets for Bicyclists. The web based distance learning included papers and software on Workzone Queuing Analysis (TTI Texas A&M) and Professor Robert Layton's presentation based on FHWA Low Cost Safety Improvements.

Conducted on-site evaluation of traffic control devices and design elements on major roads in four Oregon jurisdictions for compliance with the Manual on Uniform Traffic Control Devices and accepted safe design standards and practices. The four jurisdictions were Lane and Yamhill Counties and the Cities of Yoncalla and Winston. Evaluations of specific problems were cited, and general practices reviewed and evaluated. Unique problems such as sight distance at intersections, excessive use of stop signs were analyzed and recommendations for corrections were documented and provided to the jurisdiction in a detailed final report.

K4-09-10-02 Statewide Services – Roadway Safety $7,873

Provided development and printing funds for 10,000 copies of the new Oregon Safety Corridor brochure. Provided funds for the packaging and labeling of 12,000 Winter Driving Guides and funds for the Spanish translation. Purchased speed detection equipment for use on the Photo Radar in Work Zone Demonstration Project.

K4-09-77-04 Safety Features for Local Roads and Streets $139,980

Provided technical and educational workshops to local agencies such as; cities, counties, members of traffic safety committees, department of transportation employees, political subdivisions of local governments, law enforcement agencies and concerned citizens.

Developed workshop materials and a draft document titled: *Safety Handbook for Oregon's Local Roads and Streets*. Workshops conducted included: eleven Improving Safety Features of Highways, Local Roads and Streets for approximately 327 participants; five Challenges, Strategies and Obligation of Law Enforcement Agencies for the 21st Century for approximately 118 participants and three Highway, Road and Street Safety for Non Engineers for approximately 50 participants.

Conducted fifteen site visits throughout the state with public works and police agencies to obtain additional information for updating workshop materials and advocating traffic safety statewide.

K4-09-77-05 Safety Corridor Education and Enforcement $73,526

Oregon State Police sought to reduce the number of crashes in ODOT identified priority safety corridors. Both media releases and overtime enforcement were provided. Priority corridors for FFY 2009 consisted of: US 730 Irrigon to Umatilla, OR Route 11 Milton-Freewater, OR Route 18 Valley Jct., OR Route 99E Woodburn to Salem, US 199 Grants Pass and OR Route 140 Lake of the Woods. Overtime hours totaled 937 and match hours totaled 440. A total of 1,153 citations were written and 2,405 warnings issued for a total of 1,717 vehicles stopped.

Safe Routes to School

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

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

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

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

Safe Routes to School Overview

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

The Problem

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

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

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

Source: Oregon Behavioral Risk Factor Surveillance System

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

Goals

- Increase the number of schools that have a SRTS Action Plan from 30 in 2008, to 60 by 2015, an increase of 100 percent.

Performance Measures

- Establish baseline datasets for program standards and direction by December 31, 2009, focusing on crashes, injuries and fatalities in school zones.
  [The ODOT-CAR unit has provided datasets that reflect statewide motor vehicle crashes in school zones. The data system expansion in 2002 has improved identification of school zone crashes. Data from 2002 will establish baseline measurements for school zones.]

- Establish baseline numbers and methodologies for determining partnerships that have been created as a result of Safe Routes to School Programs by December 31, 2009.
  [SRTS Program is finding this performance measure difficult to track at the local level, especially when schools' interest in SRTS activities depend upon grant funding and their associations with city/county agencies (traffic, public health) and private organizations wax and wane according to priorities of school officials and parents. State program partnerships will be tracked as a sustainable activity. 2009 has seen increased partnership with Transportation Growth Management, Oregon Department of Education, and looks forward to more involvement with Oregon Department of Energy and Oregon Department of Environment.]

- Establish a baseline and goals for increasing the percentage of students who walk and bicycle as reported by schools using the National Clearinghouse for Safe Routes to School standardized Student Hand Tallies and Parent Surveys as adopted by the Safe Routes to School Advisory Committee.
  [Schools applying for SRTS federal funding must complete the Parent Survey and the Student Hand Tally process as recommended by the National Center for SRTS. Participating SRTS

schools continue to track travel mode on an annual basis and enter data online at the NCSRTS online data tool site.]

Strategies

- Conduct statewide trainings on the Safe Routes to School funding program to schools, school districts, public works personnel, parents, and others who may wish to partner with schools in increasing the ability of students to walk and bike to and from school.
- Provide educational materials in support of pedestrian and bicycling safety to schools and school districts.
- Create public awareness of SRTS efforts by schools and communities through statewide marketing campaign.
- Partner with Oregon Walk and Bike Committee to promote International Walk and Bike Day and associated activities that promote physical activity among students.
- Collaborate with Transportation Safety Division program managers in combining efforts around pedestrian and bicycle safety and other traffic safety issues like speed and enforcement.

Project Summaries

Section 1404

HU-09-10-07 Safe Routes to School Grant Program Infrastructure $188,247
Non-infrastructure $216,537

To date, infrastructure funding was expended for the Bear Creek Road project preliminary engineering survey work for sidewalks and Thurston Elementary School project funds were expended for a covered bike shelter, racks and sidewalk (completed in Sept 2009).

Seven local Safe Routes to School programs were funded across the state: Mid Valley Elementary School (Hood River); Monroe Middle School (Eugene); Lane County School District 4J (Eugene); Corvallis School District; Strengthening Rural Families (Philomath); West Tualatin View Elementary (Beaverton); Commute Options for Central Oregon (Bend). Since 2007, at least 34 schools directly received SRTS program funds for education, encouragement, enforcement and evaluation.

HU-09-20-06 Statewide Services – Safe Routes to School Non-infrastructure $66,459

This grant provided statewide services for Safe Routes to School program development and implementation. Main activities of the grant included: purchase and printing of educational materials; statewide training on Safe Routes to School program and Action Plans; media development to promote SRTS program. Mini-grants were awarded to the following: 1) Bicycle Transportation Alliance to provide scholarships to 55 Oregon attendees of the National Safe Routes to School Conference held in Portland in August, 2009. 2) Oregon Department of Education, Pupil Transportation, for the purchase of upgraded equipment for Oregon School Patrol teams across the state. 3) Hallman Elementary School, Salem, for creation of the SRTS Action Plan.

HU-09-20-07 Oregon Walk+Bike / Curriculum Grant Non-infrastructure $63,815

This grant promoted Walk+Bike to School Day (October 8, 2008, and October 7, 2009) and Walk+Bike Challenge Month (May 2009) across the state. 170 schools across Oregon registered for Walk+Bike to School Day 2008. 180 schools registered for the event for 2009. 75 schools participated in the May Walk+Bike Challenge Month event.

The Safe Routes to School pedestrian curriculum, *Neighborhood Navigators*, was developed for k-8 and is currently being finalized for distribution by ODOT Reprographics. Five teachers over the k-8 spectrum piloted the NN curriculum and provided input for its final draft.

HU-09-20-90 Safe Routes to School Program Management $70,023

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

Speed

Link to the Transportation Safety Action Plan: Action #1

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

The Problem

- In 2007, 48 percent of all traffic fatalities in Oregon involved speeding (216 of 455 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 2007.

- Over 50 percent of all annual traffic deaths in Oregon (including speed-related events) occur 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 through 2009. Multi-agency partnerships will be required to address this problem.

- According to Intercept Research Corporation's "Transportation Safety Survey, Executive Summary" for August 2007, speeding was ranked number one as the most observed traffic safety issue (36%) by Oregon citizens.

- Speed-related crashes cost Oregonians an estimated $560,000,000 in total economic costs in 2006[1].

- Following are facts relative to increased speed:

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

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

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

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

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

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

Speed in Oregon, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Total Number of Fatalities Statewide	460	456	487	478	455	-0.2%
Number of People Killed Involving Speed	217	264	262	227	216	-18.2%
Percent Involving Speed	47.0%	57.9%	53.8%	47.5%	47.5%	-18.0%
Total Number of Injuries Statewide	27,853	27,346	29,023	29,597	27,850	1.8%
Number of People Injured Involving Speed	8,141	8,891	8,513	7,850	6,653	-25.2%
Percent Involving Speed	29.2%	32.5%	29.3%	26.5%	23.9%	-26.5%
Number of Speed Related Convictions	210,972	167,183	165,792	171,229	176,259	5.4%

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

Goal

- Reduce the number of fatalities in speed-related crashes from 216 (47.5 percent of the 2007 total statewide fatalities) to 190 by 2015.

- Reduce the number of injuries in speed-related crashes from 6,653 (23.9 percent of the 2007 total statewide fatalities) to 6,000 by 2015.

Performance Measures

- Reduce the number of fatalities in speed-related crashes from 216 (47.5 percent of the 2007 level) to 200 by December 31, 2009.
  [In 2008, there were 210 fatalities in speed related crashes.]

- Reduce the number of injuries in speed-related crashes from 6,653 (23.9 percent of the 2007 level) to 6,400 by December 31, 2009.
  [This performance measure was met. In 2008, there were 5,776 people injured in crashes involving speed.]

- Participate as a member of the Speed Task Force to create effective countermeasures to addressing the complex speeding issues on Oregon roadways.
  [I participated as a member of the Speed Task Force which is a broadly based task force consisting of an Orthopedic Surgeon, State Police Captain, Circuit Court Judge, President/CEO of large media firm, trauma nurse, Professor of Civil Engineering, Governors Highway Safety Representative, AAA Communications Director and Highway Safety Program Staff.]

- 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.
  [These locations were identified and distributed to law enforcement partners for intense focused patrols. Both state and local police agencies provided enhanced focus in these areas and based enforcement on primary driver error codes in fatal and serious injury crashes.]

- Identify worst 10 historical locations for tailgating related collisions. Focus enforcement, engineering and educational efforts in order to make the biggest impact possible using limited funding and resources.
  [These locations were identified and distributed to law enforcement partners for intense focused patrols. Both state and local police agencies provided enhanced focus in these areas and based enforcement on primary driver error codes of following too closely for fatal and serious injury crashes.]

Strategies

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

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

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

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

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

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

Project Summaries

Section 402

SC-09-35-05 Speed Enforcement Public Information/Equipment $488,805

This project funded police overtime and speed equipment for city and county agencies, automation of police forms (such as crash reporting and citations to enhance the level of traffic law-enforcement and efficiencies). This project also was used to fund focused police training courses in deficient

areas such as crash investigations, motor officer skills training, police supervisor's conference in addition to Public Information and Education outreach in the areas of speed and following-too-closely and Fail to maintain safe distance from emergency vehicle issues. Additionally funds will be used to support one TACT (Ticketing Aggressive Cars and Trucks) program.

SC-09-35-12 Region 2 – Speed Equipment
This project provided mini-grants to local law enforcement agencies (Albany PD, Benton County SO, Gervais PD, Warrenton PD, and Woodburn PD) in Region 2 to acquire radars, lasers, and OT enforcement grants for their agency to enhance their speed enforcement efforts.

SC-09-35-13 Region 3 – Speed Enforcement Grant
This project provided mini-grants to local law enforcement agencies (Josephine County SO, Myrtle Creek PD, Gold Beach PD, Roseburg PD, Grants Pass DPS, Jackson County SO, Reedsport PD, and Winston PD) in Region 3 to acquire radars, lasers, and OT enforcement grants for their agency to enhance their speed enforcement efforts.

SC-09-35-14 Region 4 – Speed Equipment
This project provided mini-grants to six local law enforcement agencies (Redmond Police Department; Crook County Sheriff Office; Deschutes County Sheriff Office; Jefferson County Sheriff Office; Klamath County Sheriff Office; and Lake County Sheriff Office) in Region 4 funding to acquire speed radar equipment for their agency to enhance their speed enforcement efforts. This grant also provided for two local law enforcement agencies (Madras Police Department and Prineville Police Department) to conduct speed overtime enforcement. Madras Police Department also purchased a handheld radar for community use in helping with their speed enforcement program.

SC-09-35-15 Region 5 – Speed Equipment
This project provided mini-grants to 11 local law enforcement agencies in Region 5: Baker County SO, Grant County SO, Hermiston PD, Malheur County SO, Morrow County SO, Nyssa PD, Ontario PD, Pendleton PD, Umatilla PD, Umatilla Tribal PD, and Union County SO in funding to acquire speed equipment for their agency to enhance their speed enforcement efforts. 2322 citations were issued with this speed equipment with one agency not reporting amount. 1645 recorded warnings were issued with this speed equipment with seven out of the eleven agencies not reporting amount of warnings.

SC-09-35-06 OSP Rural State Highway Speed Enforcement $120,785
This project was used to provide the Oregon State Police with over 1500 hours of overtime speed enforcement which was focused on the 5 worst sections of state and interstate highway in Oregon. OSP worked those areas of rural State Highways that, through statistical crash analysis, show the highest incidence of speed-related crashes, injuries and fatalities.

<u>Private Donations</u>

090TSCSPED-000 Speed Outreach [$0]
This money will be used in a limited fashion to assist with speed task force expenses this fiscal year.
[This project was not initiated during the grant year.]

Traffic Records

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

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

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

The Problem

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

- Law enforcement agencies completed approximately 42 percent of the crash reports filed with DMV in 2007. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).

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

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

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

Statistics for Traffic Records, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Total Crashes	48,708	41,440	44,881	45,072	44,163	6.6%
Fatal Crashes	403	388	443	418	411	5.9%
Injury Crashes	18,553	18,279	19,447	19,778	18,501	1.2%
Property Damage Crashes	29,751	22,773	24,991	24,876	25,251	10.9%
Fatalities	460	456	487	478	455	-0.2%
Fatalities per 100 Million VMT	1.32	1.28	1.38	1.35	1.31	2.4%
Injuries	27,853	27,346	29,023	29,597	27,850	1.8%
Injuries per 100 Million VMT	80.11	76.82	82.26	83.42	80.14	4.3%
Population (in thousands)	3,451	3,583	3,631	3,691	3,745	4.5%
Vehicle Miles Traveled (millions)	34,768	35,598	35,282	35,482	34,700	-2.5%
# of Licensed Drivers (in thousands)	2,764	2,911	2,955	3,031	3,167	8.8%
# of Registered Vehicles (thousands)	3,807	3,986	4,005	4,063	4,153	4.2%
% Who Think Transportation System is Safe or Safer Than Last Year	69.8%	75%	72%	69%	71%	-2.8%

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

Goals

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

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

Performance Measures

- Increase the percentage of law enforcement agencies using online crash data system for data retrieval and statistical reports from 6.8 percent of agencies (12 out of 177 agencies) in 2007 to 11.3 percent (20 agencies) by December 31, 2009.
  [There are currently 21 agencies (11.9 percent of agencies) using an electronic citation reporting and 15 agencies (8.5 percent of agencies) using an electronic crash reporting system.]

- Increase the number of traffic citations that are distributed from law enforcement agencies to local courts electronically per year from approximately 33,000 citations in 2007 to 40,000 by December 31, 2009.
  [There were 55,447 electronic citations transferred during FY 2009.]

- Increase the percentage of crashes coded with a geospatial coordinate value from 38 percent in 2006 to 95 percent by December 31, 2009.
  [In 2008, 100 percent of crashes were coded with a geospatial coordinate value.]

- Increase the percentage of crash reports submitted by law enforcement officers from 39.3 percent in 2007 to 45.0 percent by December 31, 2009.
  [In 2008, 40.9 percent of crash reports were submitted by law enforcement officers.]

- Improve the timeliness of the Crash System by demonstrating a measured decrease in number of days until the annual Statewide Crash Data File is available each year from 162 days from the end of 2007 to 130 days from the end of 2008 by December 31, 2009.
  [The Statewide Crash Data File was available 215 days from the end of 2008.]

- Increase the percentage of EMS pre-hospital data records available on statewide EMS system from 0 percent in 2007 to 8 percent by December 31, 2009.
  [In 2008, a total of 24,089 EMS records were collected and processed from 89 Oregon EMS agencies.]

Strategies

- Complete a study on changing the state highway reference to eliminate multiple occurrences of the same mile marker on a single route.

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

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

- Participate in a pilot program to expand the existing Safety Priority Index System (SPIS).

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

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

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

- Develop a system for rural ambulance service data tracking that conforms to NEMSIS guidelines.

Project Summaries

Section 408

K9-09-54-01 Traffic Records Grant $0

Implement a comprehensive transportation records and crash reporting program to manage and evaluate transportation safety. Identify barriers to full crash reporting and improve the accuracy, completeness, uniformity, integration, and accessibility of Oregon traffic safety data. Encourage electronic field data collection for traffic citations and crash reports. Link Oregon data systems that contain roadway, medical, and economic data in order to better analyze traffic safety trends and outcomes. The Traffic Records Coordinating Committee selects projects based on goals identified in its Strategic Plan. *[This project was subdivided into the separate grants listed below.]*

K9-09-54-02 Traffic Records Statewide Services $0

This project will provide funding for membership in the Association of Transportation Safety Information Professionals, training, public information and education, and includes committee member travel and meeting expenses. *[Travel was limited throughout the grant year.]*

K9-09-54-03 Collision Diagram Tool $9,032

This study was undertaken to determine the best course of action for obtaining a user friendly collision diagramming tool for ODOT's Region Traffic Investigators and Crash Analysis and Reporting (CAR) staff. This tool could also be used by the cities and counties. An implementation plan was developed to potentially purchase an off-the-shelf tool that will adequately diagram longer corridors and correctly place crash locations.

K9-09-54-04 Crash Report Training and Evaluation $0

This project will deliver and analyze a survey to identify law enforcement needs in order to address the barriers to full crash reporting and to improve data capture, storage and linkage. Crash report training will be developed and delivered at law enforcement conferences to improve the collection and error rate of crash reports. Training will be provided using the updated crash report instruction manual. *[This project was not initiated during the grant year.]*

K9-09-54-05 Electronic Field Data Collection $66,676

Provided citation and crash software and printers for 29 traffic cars to enable Medford Police Department to have 100 percent electronic reporting. The goal of this grant was to encourage electronic field data collection by law enforcement agencies for traffic crash reports and citations, and the secure transfer of data from law enforcement agencies to local courts. Electronic reporting is more efficient, the data collected is more accurate, and it can be collected in a timelier manner.

K9-09-54-07 Pilot GIS-SPIS $70,080

Currently, ODOT provides a screening of all state highways, producing a priority safety report of roadway segments using Safety Priority Index Systems (SPIS). To meet the federal mandate of providing top 5% safety sites on all public roads, ODOT is undertaking expanding the SPIS to all public roads via a Geographic Information System (GIS) platform. This project will provide reports and maps for safety screening for all public roads with traffic volume information (counts). Preliminary analysis is complete and the project is expected to be completed in May 2010.

K9-09-54-08 State Highway Referencing Study Part 2 $69,424

Oregon's current state highway referencing system is based on highway numbers and names rather than route numbers which are more familiar to the general public and emergency medical service providers. ODOT Information Systems hired a contract database analyst to become familiar with the data structure of many different databases and systems in ODOT affected by potential changes to highway and milepost information. The analyst began assessing necessary tools and potential methods of conversion, developed a work plan outline, and now the final implementation decision is left to the OTC which must weigh the risks involved in making these changes.

K9-09-54-09 TransViewer Internet Crash Data Access $0

The purpose of this project is to meet the safety needs of ODOT's external customers, local government, law enforcement, safety advocates and private firms through providing internet access to local and state road crash data. Access to the crash data will be provided through a series of canned queries by jurisdiction and a GIS map interface. Crash data coordinates will be improved to display local roadway crashes in addition to state highway spatial crash data. *[This project was not initiated during the grant year due to IS resources and will be underway in 2010.]*

K9-09-54-10 Automatic Traffic Recorder (ATR) Upgrades $99,156

Over 100 sites were outfitted with ATRs throughout the state with the ability to monitor speed and collect length data. Improved data quality and increased accessibility to speed data will aid in making effective transportation related decisions. Through this project, speed data can be provided to law enforcement agencies to help prioritize patrols. Installed similar architecture between ODOT's Traffic Counting Program and ODOT's Intelligent Transportation System (ramp metering and signals).

K9-09-54-11 Collision Diagram Tool – Part 2 $70,000

The goal of this project was to obtain a useful collision diagramming tool for ODOT's Region Traffic Investigators and Crash Analysis and Reporting (CAR) staff. Based on recommendations from the initial study, Crash Magic collision diagramming software was purchased in June 2009. Currently working toward full implementation of the Crash Magic software into the ODOT IS process and providing user training.

K9-09-54-13 EMS Data Project – Part 2 $109,845

This is part two of an EMS Patient Encounter Database Project started in 2008 using ImageTrend software. This project identified the NEMSIS elements that would make a database successful and useful in Oregon. It demonstrated the feasibility, challenges, and benefits of linking EMS patient records to hospital outcomes and other existing unique databases in the state (e.g., Oregon State Trauma System Database, Oregon State Hospital Discharge Database, ODOT Statewide Crash Database, Medical Examiner data). Data analysts were able to identify and describe which prehospital variables were most critical for matching and linking records with the EMS patient encounter database. Project deliverables included a summary document detailing a vision and general mechanics for development of a State EMS database linked to hospital outcomes.

Work Zone Safety

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

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

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

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

The Problem

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average number of Oregon work zone deaths (2003-2007) is 10.0 in Oregon. This is a slight increase from the 2002-2006 rolling average of 8.8.
- More drivers and their passengers are injured and killed than on-site workers.
- Work Zone signing present when workers are not is the primary complaint drivers report with work zone operations.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP) projects.

Work Zones in Oregon, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
All Work Zone Traffic Crashes						
Number	404	493	511	532	591	19.9%
Total Oregon Fatalities	460	456	487	478	455	-0.2%
Work Zone Fatalities						
Number	5.6	12	20	5	11	-8.3%
Percent of all fatalities	1.3%	2.6%	4.1%	1.0%	2.4%	-8.1%
Work Zone Injuries						
Number	266	424	442	417	509	20.0%
Percent of all injuries	1.0%	1.6%	1.5%	1.4%	1.8%	17.9%

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

Goal

- Reduce work zone fatalities from 12, the average for 2005 to 2007, to 10 or below each year through 2015.
- Maintain work zone injuries at 456, the average for 2005 to 2007, for each year through 2015.
- Maintain work zone crashes at 545, the average for 2005 to 2007, for each year through 2015.

Performance Measure

- Partner, coordinate and provide overtime work zone enforcement funds from 14 state and local police agencies in 2008 to 15 or more state and local police agencies by December 31, 2009.
  [Partnered, coordinated and provided overtime work zone enforcement funds to 19 state and local police agencies.]
- Provide work zone safety public information campaign to enhance work zone safety awareness through Oregon interstate billboard postings from two interstate locations in 2008 to two or more interstate locations by December 31, 2009.
  [Provided two work zone awareness interstate highway billboard posting.]
- Provide a statewide media campaign(s) through the use of billboard, transit, radio, television, print materials and other outreach measures to promote work zone safety from one statewide campaign in 2008 to one or more coordinated statewide campaigns by December 31, 2009.
  [Provided an entirely newly designed statewide work zone safety educational campaign which included billboards on and off interstate highways, bus boards, English and Spanish radio, English and Spanish television, a work zone safety brochure and a highly visible kick off to the 2009 Construction Season located at Portland Pioneer Square which garnered approximately $300,000 in public service television media.]
- Educate state and local public works agencies, consultants and contractors on the seriousness of work zone crashes and provide "4E" approaches to work zone safety from two statewide contacts in 2008 to two or more statewide contacts by December 31, 2009.
  [Provided various contacts to the state and local public works agencies, consultants and contractors on the seriousness of work zone crashes and provided "4E" approaches to work zone safety through the following mediums: use of electronic mail messages, press releases, a new

work zone safety brochure, events, etc. Contact was made directly with the Association of Oregon Counties, Association of General Contractors and League of Oregon Cities, etc.]

- Participate with ODOT Traffic Plans Engineer and ODOT Risk and Safety Manager to enhance options for use of positive protection devices and provide public works and law enforcement awareness of traffic control plan designs and signing standards through a statewide workshop or training from one in 2008 to one or more by December 31, 2009.
  [Provided public works and law enforcement awareness of traffic control plans designs and signing standards primarily through one on one contact with state and local agencies. Provided work zone safety education in coordination with the ODOT Traffic Control Plans Engineer as part of the Oregon Traffic Safety Education Association Annual Meeting.]

- Participate in the quality assurance work zone safety tour(s) from 80 percent of the tours in 2007 to 80 percent or more of the tours by December 31, 2009.
  [TSD headquarters and regional staff provided 80 percent quality assurance through the participation of 80 percent of the work zone tours. The Work Zone Safety Program Manager provided 20 percent quality assurance through the participation of 20 percent of the work zone tours.]

Strategies

- Participate in the Department's identification of new trainings and promotion of existing trainings related to work zone safety education, engineering, EMS and enforcement, the "4-E" approach, for ODOT staff, local agencies, consultants, contractors, etc.

- Complete 30,000 overtime patrol hours in work zones between July 1, 2008 and June 30, 2009. (Target match effort is 5,100 hours.) Identify best practices for work zone enforcement and placement of enforcement funds.

- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, and state and national non profits.

- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, city and county agencies, etc.

- Contract with consultant to assist in the initial development of an Oregon Work Zone Data Book to be updated annually and to participate on the pilot work zone photo radar pilot project.

Project Summaries

Statewide Transportation Improvement Program (STIP)

(Represents the 2007-2009 State Fiscal Year)

070908WKZN-000 Work Zone Education & Equipment Program [$335,093]

Provided annually the design, printing and distribution of the statewide work zone safety campaign which included on and off interstate highway billboards, bus boards, English and Spanish radio, English and Spanish television, a new work zone safety brochure and highly visible "Kick Off" events to the annual construction seasons located at Portland Pioneer Square which garnered approximately $300,000 in public service television media. Participated annually in the development and funding of the statewide telephone survey in the areas of work zone safety and photo radar in work zones as a demonstration project. Printed various educational print materials for distribution through the ODOT Storeroom, including brochures, posters, stickers, vehicle garbage bags etc.

070908WKZN-421 Work Zone Enforcement to OSP [$1,119,451]

Oregon State police provided special year-round work zone enforcement on specifically identified ODOT managed construction projects. Oregon State Police provided 16,578 hours of overtime, 18.75% match including 654 hours of enforcement match, 11,951 citations, 22,406 warnings and 23,091 total vehicles stopped.

070908WKZN-421 OBDU/P Work Zone Enforcement to OSP [$658,001]

Oregon State Police provided special year-round work zone enforcement on specifically identified ODOT Oregon Bridge Delivery Unit's consultant Oregon Bridge Development Partners managed construction projects. Oregon State Police provided 9,884 hours of overtime, 18.34% match including 44 hours of enforcement match, 7,629 citations, 13,090 warnings and 15,008 total vehicles stopped.

070908WKZN-421 Work Zone Enforcement to Local Police Agencies [$608,765]

Local police agencies provided special year-round work zone enforcement on specifically identified ODOT managed construction projects. Local police agencies provided 10,956 hours of overtime, 26.64% match including 4,568 hours of enforcement match, 30,445 citations, 10,532 warnings and total vehicles stopped wasn't provided by all agencies.

070908WKZN-421 OBDU/P Work Zone Enforcement to Local Police Agencies [$49,623]

Local police agencies provided special year-round work zone enforcement on specifically identified ODOT Oregon Bridge Delivery Unit's consultant Oregon Bridge Development Partners managed construction projects. Local police agencies provided 1,111 hours of overtime, 20.65% match including 348 hours of enforcement match, 3,168 citations, 410 warnings and total vehicles stopped wasn't provided by all agencies.

Youth Transportation Safety (0-14)

Link to the Transportation Safety Action Plan: Action # 53

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

The Problem

- The highest cause, on a whole, of death and injury to children ages 0-14 is motor vehicle crashes. To effect the greatest change, program areas that impact youth should be coordinated.
- Greatest cause of crashes involving fatalities and injuries is, overwhelmingly, speed too fast for conditions.
- When a child (age 0-14) is killed in an alcohol-related crash, 50% of the time the child is in the vehicle with the intoxicated driver.
- The Healthy Kids Learn Better Partnership has in the past included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth 0-14 include motorized scooters, helmet use, children riding adult size all terrain vehicles, etc.

Oregon Crashes, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Fatalities, ages 0-4	8.4	11	4	9	2	-81.8%
Fatalities, ages 5-9	8.0	11	6	8	4	-63.6%
Fatalities, ages 10-14	12.8	11	9	6	7	-36.4%
Total	29.2	33	19	23	13	-60.6%
Injuries, ages 0-4	611	518	537	459	482	-6.9%
Injuries, ages 5-9	749	740	735	767	670	-9.5%
Injuries, ages 10-14	1,054	872	996	946	819	-6.1%
Total	2,415	2,130	2,268	2,172	1,971	-7.5%

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

Goal

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

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

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from 23, the five-year average from 2003-2007, to 21, a 6 percent reduction by December 31, 2009.
  [This performance measure was met. In 2008, there were 15 crash related fatalities of children ages 0-14.]

- Reduce the number of crash-related injuries of children ages 0-14 from 2,146, the five-year average from 2003-2007, to 2,017, a 6 percent reduction by December 31, 2009.
  [This performance measure was met. In 2008, there were 1,908 crash related injuries of children ages 0-14.]

Strategies

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

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

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

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

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

Project Summaries

Section 402

DE-09-21-02 Trauma Nurses Talk Tough – Train the Trainer $10,000

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations addressed bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. This project was focused on training providers how to implement family transportation safety education. TNTT contacted Network members every quarter to provide support and offer assistance, sent updated information and statistics in the form of a newsletter and conducted 74 trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

DE-09-21-03 Bike Wheels to Steering Wheels $17,052

This project provided family traffic safety awareness education for students in 4th-8th grades and their parents in the Portland Public School District and statewide Science and Math classrooms. The project provided proper exposure of basic traffic safety issues to youths prior to being licensed to drive and gave parents of these youths the opportunity to learn and use the tools for their involvement in the process. TNTT had a presence at the National Science Teachers Association Conference to promote the Bike Wheels to Steering Wheels curriculum to Science and Math teachers in statewide school districts.

DE-09-21-01 Statewide Services - Youth $40,683

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

Statewide Transportation Improvement Program (STIP)

09School-000 School Zone [$1,795]

A purchase of approximately 100 stop paddles was made by the Oregon Department of Education for school crossing guards to use for the safe crossing of children in school zones.

Transportation Operating Fund (TOF)

09-TOFYOUTH-961 Think First [$23,080]

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

09-TOFYOUTH-962 Trauma Nurses Talk Tough [$23,250]

This funding supported the ongoing and expanding work of TNTT which conducted safety education programs for kindergarten through college, helped develop and participate in statewide safety promotional events, participated in research and data collection about traumatic injuries, promoted proper use of bicycle helmets, safety belts and car seats and worked with other partners to provide safety information to high risk youth, including parents whenever possible.

Youth Transportation Safety (15-20)

Link to the Transportation Safety Action Plan: Action # 53

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

The Problem

- In 2007, drivers age 20 and under were involved in fatal and injury crashes at over twice the rate of the population as a whole.
- In 2007, drivers age 20 and under, made up 6.70 percent of total drivers, but made up 12 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 2007, 26 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol.
- A 2002 Youth Program Assessment identified 68 recommendations for improving and/or strengthening the program. Although state/local youth funding should continue to correlate with the top priority areas of Assessment, other youth priority areas recommended may be addressed as well.
- A Youth Plan has been created by a Core Youth Advisory Group, identifying 24 initiatives for establishing the 2007 Oregon Transportation Safety Action Plan for Youth. Priority issues addressing Youth Drivers 15-20 include GDL, peer courts, parental involvement, School Resource Officer training, etc.

Youth Drivers on Oregon Roadways, 2004-2007

	99-03 Average	2004	2005	2006	2007	% Change 2004-2007
Age 15-20, % of Total Licensed Drivers	N/A	7.19%	6.78%	6.82%	6.70%	-6.9%
Overrepresentation of Drivers Age 15-20**	N/A	1.99	2.15	2.17	2.06	3.5%
Total 15-20 Drivers in Fatal Crashes	77.2	75	84	70	73	-2.7%
Total 15-20 Drivers Alcohol-Involved	15.0	17	13	14	19	11.8%
Percent Alcohol-Involved	19.5%	22.7%	15.5%	20.0%	26.0%	14.8%
15-20 Auto Occupant Fatalities	60.0	59	59	58	49	-16.9%
15-20 Unrestrained Auto Occupant Fatalities	23.6	14	24	16	15	7.1%

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

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

Goal

- Reduce the over-representation of drivers age 20 and under in fatal and injury crashes from 2.07, the five-year average from 2003 to 2007, to 1.72, a 17 percent reduction by 2015.

- Reduce the number of drivers age 20 and under in fatal and injury crashes from 4,775 in 2007 to 3,629, a 24 percent reduction by 2015.

Performance Measures

- Reduce the number of drivers age 20 and under in fatal and injury crashes from 4,775 in 2007 to 4,493, a 6 percent reduction, by December 31, 2009.
  [This performance measure was met. In 2008, there were 4,321 drivers age 20 and under in fatal and injury crashes.]

  - Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from 1,473 in 2007 to 1,386, a 6 percent reduction, by December 31, 2009.
    [This performance measure was met. In 2008, there were 1,258 "Failure to Avoid Stopped Vehicle" errors, age 15-20.]

  - Reduce the number of "Driving Too Fast for Conditions," age 15-20 driver errors from 1,055 in 2007 to 992, a 6 percent reduction, by December 31, 2009.
    [This performance measure was met. In 2008, there were 919 "Driving Too Fast for Conditions" errors, age 15-20.]

  - Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from 918 in 2007 to 864, a 6 percent reduction, by December 31, 2009.
    [This performance measure was met. In 2008, there were 753 "Did Not Have Right of Way" errors, age 15-20.]

- Reduce the number of drivers age 15-20 that were alcohol-involved in fatal and injury crashes from 124 in 2007 to 116, a 6 percent reduction, by December 31, 2009.
  [This performance measure was met. In 2008, there were 96 alcohol involved drivers age 15-20 in fatal and injury crashes.]

- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from 15 in 2007 to 14, a 6 percent reduction, by December 31, 2009.
  [This performance measure was met. In 2008, there were 9 unrestrained auto occupant fatalities age 15-20.]

Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and traffic safety programs. Continue to generate discussion about secondary restrictions vs. primary restrictions and the enforcement of the graduated driver licensing restrictions in general.

- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.

- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.

- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.

- Partner with other program areas such as Bicycle, Motorcycle, Occupant Protection, Driver Education, and Impaired Driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.

- Provide necessary information regarding youth transportation safety related issues impacting 2009 Legislation.

- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 15-20 age level, while also concentrating on addressing the Core Youth Advisory Group's initiatives in the Youth Plan.

Project Summaries

Section 402

DE-09-21-02 Trauma Nurses Talk Tough – Train the Trainer $10,000

This project provided funding to continue statewide training of trauma care providers to teach the TNTT program. TNTT's effective presentations addressed bicycle safety, and other wheeled sport safety (skateboards, rollerblades, scooters), high-risk drivers, seat belt use, impaired driving and speed. This project also focused on training providers how to implement family transportation safety education. TNTT contacted Network members every quarter to provide support and offer assistance, sent updated information and statistics in the form of a newsletter and conducted 74 trainings for schools and other community groups on how to hold helmet sales and 8 hour trainings for child safety seat clinics.

DE-09-21-04 School Resource Officer Training $13,024

This project provided funding for one school resource officer training which focused on Drug Impairment Training for Educational Professionals and Oregon Liquor Control Commission programs focusing on alcohol and minors, including recent legislative updates relative to alcohol and drug issues. An equipment purchase was made of 47 BACtrack Select S80 breathalyzers and 47 packages of breathalyzer mouthpieces for the purpose of providing each law enforcement agency represented at the SRO Training with two breathalyzers and two packages of replacement mouthpieces. Instruction was provided to all law enforcement agencies receiving personal breath testers that the use of the equipment was strictly for the training, detection and investigation of Minor in Possession.

DE-09-21-01 Statewide Services - Youth $40,683

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

Statewide Transportation Improvement Program (STIP)

09School-000 School Zone [$1,795]

A purchase of approximately 100 stop paddles was made by the Oregon Department of Education for school crossing guards to use for the safe crossing of children in school zones.

Transportation Operating Fund (TOF)

09-TOFYOUTH-961 Think First [$23,080]

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

09-TOFYOUTH-962 Trauma Nurses Talk Tough [$23,250]

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

U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

O.M.B. No. 2127-0003

Highway Safety Program Cost Summary

STATE: OREGON NUMBER: 2009-01 REPORT DATE: 12/11/2009

Program Area	HSP Approved Program Funds	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
157 OP - Occupant Protection	$ 208,000	$ 937,821	$ 197,939	$ -	$ 197,939	$ 197,939
157 SA - Safe Communities	$ 20,000	$ -	$ 20,000	$ -	$ 20,000	$ 20,000
157 Subtotal	***$ 228,000***	***$ 937,821***	***$ 217,939***	***$ -***	***$ 217,939***	***$ 217,939***
164 AL - Alcohol	$ 814,811	$ 5,623	$ 157,509	$ -	$ 157,509	$ 99,840
164 HE - Hazard Elimination	$ 18,203,018	$ 40,000	$ 5,770,052	$ -	$ 5,770,052	$ -
164 PA - Planning & Administration	$ 680,000	$ -	$ 39,317	$ -	$ 39,317	$ -
164 Subtotal	***$ 19,697,829***	***$ 45,623***	***$ 5,966,878***	***$ -***	***$ 5,966,878***	***$ 99,840***
402 CL - Codes and Laws	$ 10,000	$ 2,000	$ -	$ -	$ -	$ -
402 DE - Driver Education	$ 4,936,150	$ 1,562,864	$ 968,463	$ -	$ 968,463	$ 229,656
402 EM - Emergency Medical Services	$ 35,000	$ 21,259	$ 21,762	$ -	$ 21,762	$ -
402 MC - Motorcycle Safety	$ 1	$ 2,521,522	$ 1	$ -	$ 1	$ -
402 OP - Occupant Protection	$ 705,000	$ 1,797,749	$ 596,935	$ -	$ 596,935	$ 496,108
402 PA - Planning & Administration	$ 250,000	$ 475,000	$ 204,345	$ -	$ 204,345	$ -
402 PS - Pedestrian/Bicycle Safety	$ 262,000	$ 190,049	$ 233,486	$ -	$ 233,486	$ 162,565
402 SA - Safe Communities	$ 613,000	$ 493,452	$ 420,319	$ -	$ 420,319	$ 420,319
402 SC - Speed Control	$ 926,777	$ 1,255,200	$ 809,519	$ -	$ 809,519	$ 774,330
402 TC - Traffic Courts	$ 30,000	$ 31,800	$ 21,293	$ -	$ 21,293	$ 21,293
402 Subtotal	***$ 7,767,928***	***$ 8,350,894***	***$ 3,276,122***	***$ -***	***$ 3,276,122***	***$ 2,104,271***
405 K2 - OP SAFETEA-LU	$ 872,413	$ 2,484,929	$ 409,430	$ -	$ 409,430	$ 357,000
405 Subtotal	***$ 872,413***	***$ 2,484,929***	***$ 409,430***	***$ -***	***$ 409,430***	***$ 357,000***
406 K4 - Occupant Protection	$ 2,965,730	$ 171,322	$ 583,507	$ -	$ 583,507	$ 216,410
406 Subtotal	***$ 2,965,730***	***$ 171,322***	***$ 583,507***	***$ -***	***$ 583,507***	***$ 216,410***
408 K9 - Traffic Records	$ 1,432,691	$ 650,873	$ 494,213	$ -	$ 494,213	$ -
408 Subtotal	***$ 1,432,691***	***$ 650,873***	***$ 494,213***	***$ -***	***$ 494,213***	***$ -***
410 K8 Alcohol SAFETEA-LU	$ 4,492,977	$ 5,920,364	$ 1,345,578	$ -	$ 1,345,578	$ 1,166,403
410 Subtotal	***$ 4,492,977***	***$ 5,920,364***	***$ 1,345,578***	***$ -***	***$ 1,345,578***	***$ 1,166,403***
1404 Safe Routes to School Program	$ 605,081	$ -	$ 605,081	$ -	$ 605,081	$ -
(FHWA) 1404 Subtotal	***$ 605,081***	***$ -***	***$ 605,081***	***$ -***	***$ 605,081***	***$ -***
1906 Prohibit Racial Profiling	$ 808,001	$ 142,190	$ 334,054	$ -	$ 334,054	$ -
1906 Subtotal	***$ 808,001***	***$ 142,190***	***$ 334,054***	***$ -***	***$ 334,054***	***$ -***
2010 MC - Motorcycle Safety	$ 256,001	$ -	$ 121,091	$ -	$ 121,091	$ 28,866
2010 Subtotal	***$ 256,001***	***$ -***	***$ 121,091***	***$ -***	***$ 121,091***	***$ 28,866***
2011 Child Seats	$ 559,893	$ 202,570	$ 289,634	$ -	$ 289,634	$ 227,835
2011 Subtotal	***$ 559,893***	***$ 202,570***	***$ 289,634***	***$ -***	***$ 289,634***	***$ 227,835***
Total NHTSA	***$ 39,081,463***	***$ 18,906,587***	***$ 13,038,445***	***$ -***	***$ 13,038,445***	***$ 4,418,563***
Total FHWA	***$ 605,081***	***$ -***	***$ 605,081***	***$ -***	***$ 605,081***	***$ -***
Total	**$ 39,686,544**	**$ 18,906,587**	**$ 13,643,526**	**$ -**	**$ 13,643,526**	**$ 4,418,563**

State Official Authorized Signature

Name: Troy E. Costales
Title: Governor's Highway Safety Representative
Agency: Oregon Department of Transportation
Date: December 15, 2009

Federal Official(s) Authorized Signature

NHTSA - Name:
Title:
Date:
Effective Date:

FHWA - Name:
Title:
Date:
Effective Date:

Appendix: Federal Reporting Notations

Changes from the Oregon Traffic Safety Performance Plan, Fiscal Year 2009 Federal Version, have been made in response to the addition of 2007 data. The specific changes include:

Page 14, Performance Measure goal change: *Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the ~~2006~~ 2007 level of ~~196~~ 166 to ~~179~~ 156, a reduction of ~~9~~ 6 percent or fewer by December 31, 2009.*

Page 14, Performance Measure goal change: *Reduce bicyclists age 20+ injured in motor vehicle crashes from the ~~2006~~ 2007 level of ~~467~~ 395 to ~~425~~ 371, a reduction of ~~9~~ 6 percent or fewer by December 31, 2009.*

Page 38, Performance Measure data correction: *Continue the reduction of traffic fatalities that are alcohol-related from ~~181~~ 179, the 2007 level, to 158 by December 31, 2009.*

Page 44, Performance Measure data correction: *Increase the number of certified DREs from ~~215~~ 194 in ~~2006~~ 2007, to 225 by December 31, 2009.*

Page 44, Performance Measure data correction: *Increase the number of DRE evaluations from ~~1,249~~ 1,218 in ~~2006~~ 2007 to at least 1,367, the 2004 number, in 2009.*

Page 49, Goal data correction: *Increase the number of DUII courts from two, the ~~2006~~ 2007 level, to six by 2015.*

Page 54, Goal change: ~~*Reduce the five year average of fatal and injury A (serious injury) motorcycle crashes from 220 in 2001-2006 to 213 by 2015.*~~ *Reduce the five year average of people killed and seriously injured in motorcycle crashes from 244 in 2003-2007, to 213 by 2015.*

Page 73, Goal data correction: *To decrease the number of annual alcohol and drug-related fatalities in Region 1 from the ~~2003-2006~~ 2004-2007 average of ~~48~~ 59 to ~~32~~ 48 by 2015.*

Page 81, Goal change: *To decrease the number in Injury A (serious) injuries in Region 3, by 5 percent of the 2005-2007 three-year average of 296, to 282 by 2015.*

Page 100, Goal change: *Reduce the number of injuries in speed-related crashes from ~~7,850~~ 6,653 (~~26.5~~ 23.9 percent of the ~~2006~~ 2007 total statewide fatalities) to ~~7,000~~ 6,000 by 2015.*

Page 100, Performance Measure change: *Reduce the number of fatalities in speed-related crashes from ~~227~~ 216 (47.5 percent of the ~~2006~~ 2007 level) to ~~218~~ 200 by December 31, 2009.*

Page 100, Performance Measure change: *Reduce the number of injuries in speed-related crashes from ~~7,850~~ 6,653 (~~26.5~~ 23.9 percent of the ~~2006~~ 2007 level) to ~~7,300~~ 6,400 by December 31, 2009.*

Page 118, Performance Measure change: *Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from ~~1,756~~ 1,473 in ~~2006~~ 2007 to ~~1,602~~, 1,386 a ~~9~~ 6 percent reduction, by December 31, 2009.*

Page 118, Performance Measure change: *Reduce the number of "Driving Too Fast for Conditions," age 15-20 driver errors from ~~1,082~~ 1,055 in ~~2006~~ 2007 to ~~988~~ 992, a ~~9~~ 6 percent reduction, by December 31, 2009.*

Page 118, Performance Measure change: *Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from ~~1,007~~ 918 in ~~2006~~ 2007 to ~~920~~ 864, a ~~9~~ 6 percent reduction, by December 31, 2009.*