OREGON TRAFFIC SAFETY PERFORMANCE PLAN

ANNUAL EVALUATION

Fiscal Year 2006

OREGON

TRAFFIC SAFETY

PERFORMANCE PLAN

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Fiscal Year 2006

Produced: December 2006

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

Forward

This report has been prepared to satisfy federal reporting and provide documentation for the 2006 federal grant year.

The 2006 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 15, 2005 and subsequent approval by the Oregon Transportation Commission (OTC) was secured on August 17, 2005. The majority of the projects occurred from October 2005 through September 2006.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 5.

Each program area page consists of four different parts.

1. Problem statements are restated in context as contained in the original FY 2006 Performance Plan.

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

3. Goal statements remain the same as stated in the original Performance Plan.

4. Performance Measures have been restated in their original form. The bolded entry contained within brackets ***[ ]*** directly following the performance measure supplies a response to the measure based on the latest data available (i.e., To reduce the traffic fatality rate from 1.46 per million vehicle miles traveled, the 2003 level to 1.23 per million by December 30, 2006. ***[2005 data reflects a decrease to 1.38.]***).

5. Project summaries are listed by individual project, by funding source, at the end of the specific program area page to which it correlates. The amounts provided on the program pages are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2006 fiscal year the following funds were expended (financial figures represent the latest grant and match expenses reported through December 1, 2006):

Federal funds:	$ 7,314,150
State/local match:	[$ 4,236,564]

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

Table of Contents

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 (2004 data at the time of development), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

Process for Establishing Performance Goals

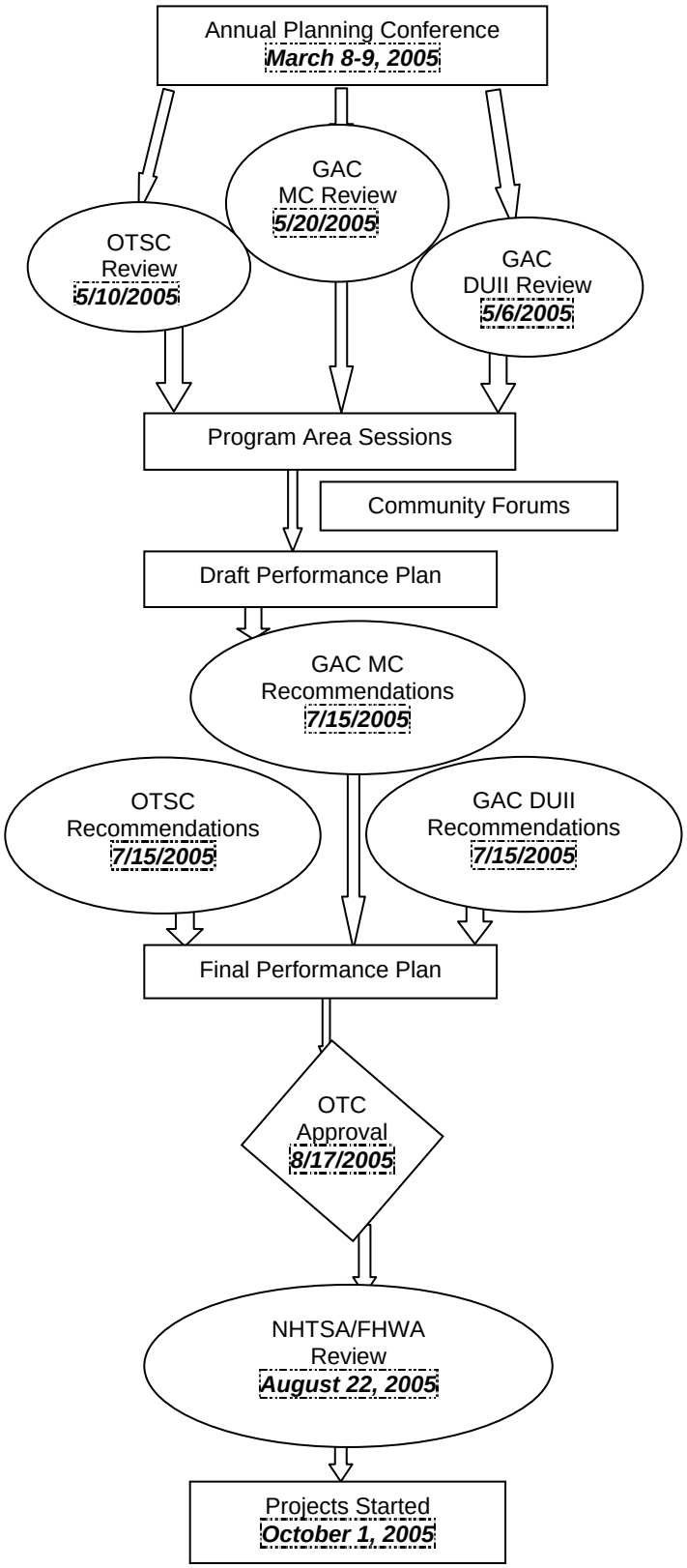
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, *Oregon Transportation Safety Action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

Process for Developing Programs and Projects

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

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

Overview of Highway Safety Planning and Project Selection Process



TIME	PURPOSE
January	Staff debrief of previous year's programs to determine benchmarks
February	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 on specific plans and projects
June	Draft Performance Plan created for review by ODOT, OTSC, GAC MC, GAC DUII, NHTSA, FHWA, and program area experts
June	Draft Performance Plan completed and distributed for review
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 implemetation of grants and contracts

Performance Goals

Statewide

The Problem

- In 2004, 456 people were killed and 27,314 were injured in traffic crashes in Oregon.
- In 2003, the VMT increased to approximately 1.52% compared to 2002.
- In 2004, 25% 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, 2001- 2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Crashes	50,008	48,138	48,282	51,707	41,394	-14.0%
Fatal Crashes	436	427	388	429	384	-10.1%
Injury Crashes	21,028	17,995	18,679	19,101	18,264	1.5%
Property Damage Crashes	28,544	29,716	29,215	32,177	22,746	-23.5%
Fatalities	491	488	436	512	456	-6.6%
Fatalities per 100 Million VMT	1.50	1.42	1.26	1.46	1.31	-7.5%
Injuries	32,525	26,972	27,791	28,256	27,314	1.3%
Injuries per 100 Million VMT	99.67	78.42	80.37	80.50	78.63	0.3%
Population (in thousands)	3,281	3,472	3,505	3,542	3,583	3.2%
Vehicle Miles Traveled (in millions)	32,980	34,395	34,578	35,103	34,739	1.0%
No. Licensed Drivers (in thousands)	2,608	2,826	2,853	2,887	2,909	2.9%
No. Registered Vehicles (in thousands)	3,554	3,842	3,893	3,980	3,943	2.6%
% Who Think Transportation System is Safe or Safer than Last Year	66.8%	72.0%	71.0%	71.0%	75.0%	4.2%

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

Fatal and Injury Crash Involvement by Age of Driver, 2004

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
15 & Younger	58	0.17%	15,635	0.54%	0.31
16	687	1.98%	28,264	0.97%	2.03
17	954	2.75%	34,209	1.18%	2.33
18-19	2,268	6.53%	83,793	2.88%	2.27
20-24	4,443	12.78%	265,303	9.12%	1.40
25-34	6,710	19.31%	565,936	19.45%	0.99
35-44	6,248	17.98%	533,926	18.35%	0.98
45-54	5,932	17.07%	558,081	19.18%	0.89
55-64	3,628	10.44%	411,134	14.13%	0.74
65-74	1,626	4.68%	228,280	7.85%	0.60
75 & Older	2,198	6.32%	184,728	6.35%	1.00
Total	34,752	100.00%	2,909,226	100.00%	

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

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

Goal

- To reduce the traffic fatality rate to 0.99 per hundred million vehicle miles traveled, 370 fatalities, by the year 2010.

Performance Measures

- To reduce the fatality rate of 1.46 per hundred million vehicle miles traveled, the 2003 level, to 1.23 per hundred million vehicles miles traveled, 423 fatalities, through December 31, 2006.
  [The 2005 traffic fatality rate was 1.38.]

- To reduce the traffic injury rate of 73.85 per hundred million miles traveled, the 2003 level, to 72.0 per hundred million vehicle miles traveled, 24,500 injuries, through December 31, 2006.
  [The 2005 traffic injury rate was 82.26.]

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.

- Develop and implement pieces of Oregon's Safety Management System.

- Provide training and technical assistance in traffic safety engineering practices to traffic engineers, enforcement personnel, public works officials, volunteers, and local agencies.

- Implement 2004 law changes.

- Publicize and train law enforcement, judicial branch, legislators and prosecutors on 2004 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.

Project Summaries

SECTION 157 INCENTIVE

157DE-06-22-90 Program Management $280,000
Covered salaries, benefits, travel, services and supplies, and office equipment for TSD staff.

SECTION 163 INCENTIVE

HN1-06-24-90 Program Management $249,627
Covered salaries, benefits, travel, services and supplies, and office equipment for TSD staff.

HN1-06-24-02 Hospital ER Mini-Grants $19,196
This project provided community hospitals with equipment for emergency rooms, equipment to be used in ambulances, safety training for hospital staff, and /or provisions of health related programs for the community related to traffic safety.

HN1-06-24-03 At Risk Driver $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 activated]***

HN1-06-27-05 Work Place Education $5,760
This project purchased materials and supplies targeted at reducing the incidence and severity of crashes which cause injury and death to Oregonians who are engaged in travel related to work. The project will allow for training and education encouraging crash reducing changes in behavior among Oregon employers and employees.

SECTION 164 TRANSFER PENALTY

164PA-06-91-90 Planning and Administration Grant (NHTSA) $40,000
Covered salaries, benefits, travel, services and supplies, and office equipment for administrative personnel.

SECTION 402

DE-06-20-90 Program Management $224,438
State Matching Funds [$163,304]
Covered salaries, benefits, travel, services and supplies, and office equipment for TSD staff.

PA-06-91-90 Planning and Administration Grant (NHTSA) $198,304
[$133,380]
Covered salaries, benefits, travel, services and supplies, and office equipment for administrative personnel.

MC-06-80-90 Program Management (Motorcycle Program) [$49,925]
Covered salaries, benefits, travel, services and supplies, and office equipment for TSD staff.

SECTION 410 INCENTIVE

J8-06-12-90 Program Management $90,000
Covered salaries, benefits, travel, services and supplies, and office equipment for TSD staff.

OTHER FUNDS – ODOT OPERATIONS

06DRVSED-920 Program Management [$124,367]
Covered salaries, benefits, travel, services and supplies, and office equipment for TSD Driver Education staff.

Bicyclist Safety

The Problems

- In 2003, 393 bicyclists age 20+ were injured in motor vehicle crashes compared to 345 in 2002.
- In 2003, motorists failed to yield to bicyclists in 355 crashes compared to 243 in 2002.
- In 2003, 21% of bicyclist crashes were at dusk, dawn or low light conditions compared to 23% in 2002.
- In 2004, correct helmet use in school children increased to 58% compared to 48% in 2003.
- In 2003, children counted cycling to school decreased by 21% compared to 1994.
- According to Oregon Hospital Discharge Data, from 1998-2002, 479 bicyclists involved in crashes with motor vehicles were hospitalized with serious injuries. Hospital charges for these riders totaled $8,682,945, with an average charge of $18,396 per patient.
- A review of crash data shows that the most common errors in bicyclist vs. motor vehicle crashes are the errors at intersections: failure to yield, turning in front of oncoming traffic, disregarding a traffic sign or signal. Data shows that responsibility for these errors are equally shared between bicyclists and motorists.
- A review of the top ten errors committed by bicyclists and motorists involved in motor vehicle crashes from 1997 to 2002 indicates that failure to yield is the number one error for both groups. The second highest error for bicyclists was riding the wrong way. The second highest error for motorists was turning in front of the cyclist. The third and fourth highest errors for both bicyclists and motorist alike was disregard of traffic control devices (signs, signals, flashing red).

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Injuries (crashes w/ motor vehicles)						
Number	682	619	658	685	678	12.1%
Percent of total Oregon injuries	2.1%	2.3%	2.4%	2.4%	2.5%	9.1%
Fatalities (crashes w/ motor vehicles)						
Number	9	13	6	8	9	-30.8%
Percent of total Oregon fatalities	1.7%	2.7%	1.4%	1.6%	2.0%	-25.2%
Percent Helmet Use (children)	49.2%	44.0%	38.0%	48.0%	58.0%	31.8%

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

Goals

- To reduce the number of bicyclists killed or injured in motor vehicle crashes to 575 by 2010.

Performance Measures

- To reduce the number of bicyclists injured in motor vehicle crashes to 587 or fewer by December 31, 2006.
  [779 bicyclists were injured in motor vehicle crashes in 2005.]

- To reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2003 level of 213 to 202 (reduction of 5%) or fewer by December 31, 2006.
  [229 bicyclists age 0-19 were injured in motor vehicle crashes in 2005.]

- To reduce the number of bicyclists age 20+ injured in motor vehicle crashes from the 2003 level of 393 to 381 (a reduction of 3%) or fewer by December 31, 2006.
  [550 bicyclists age 20+ were injured in motor vehicle crashes in 2005.]

- To increase correct bicycle helmet use by children to 60% from the 2004 level of 58% (a 3% increase) by December 31, 2006.
  [50% of the bicyclists observed were correctly wearing a helmet in 2005.]

Strategies

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

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

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

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

- Identify a community with high bicyclist 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.

- Continue working with appropriate local and statewide partners and TSD programs.

- Provide funding for annual mini-grant programs to support local community efforts.

- Develop and implement strategies to disseminate messages that encourage motorists to share the road with bicyclists.

Project Summaries

SECTION 157 INCENTIVE

157PS-06-68-01 Statewide Services Bicyclist Safety $34,602

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; updates and reprints of existing informational resources such as, brochures and flyers; working with the TSD media contract creative team to develop and implement an informational campaign (the “See and be Seen” transit ad) that encourages motorists to share the road with bicyclists.

157PS-06-68-06 Bicyclist Safety Mini-Grant Program $36,332
Provided funding for implementation of statewide bicyclist safety mini-grant programs that were administered by the Community Cycling Center of Portland, Oregon.

157PS-06-68-08 Bicyclist Safety Education Training $45,000
Provided funding to the Bicycle Transportation Alliance (BTA of Portland, Oregon) to continue the institutionalization of its Bicycle Safety Education Program in Oregon. This program, which has well over 50 percent match funds, is starting on a three-year transition from providing direct program service to primarily technical advice and assistance. They provided the program to schools in six regional communities throughout the state: Portland Metro, Eugene/Springfield, Bend, Corvallis/Albany, Rogue Valley, and Salem.

157PS-06-68-09 Community Cycling Center Safety Clinics $25,000
Provided funding to the Community Cycling Center of Portland, Oregon, to finalize the institutionalization of its Bicycle Safety Clinics and Bike Resource Centers at Clarendon and Marysville Elementary schools, and HB Lee Middle School. Using City of Portland traffic investigations data, CCC has identified school locations where data indicates youth bicyclists are at risk and has worked with at least two of these schools to implement the safety clinics using the previous schools as models.

Community Traffic Safety Programs

The Problems

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

Jurisdictional Data for Oregon Counties, 2003

County		Population Estimates	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker	*	16,500	4		53	3.21	10
Benton		80,500	4	1	393	4.88	55
Clackamas	*	353,450	40	12	1,784	5.05	244
Clatsop		36,300	3	1	160	4.41	28
Columbia	*	45,000	3	1	142	3.16	19
Coos		63,000	16	7	171	2.71	20
Crook		20,300	4	1	65	3.20	10
Curry		21,100	6	4	49	2.32	7
Deschutes		130,500	22	8	662	5.07	84
Douglas	*	101,800	26	11	591	5.81	77
Gilliam	#	1,900	2	1	32	16.84	6
Grant	!	7,650	2		32	4.18	7
Harney		7,300	5		29	3.97	4
Hood River		20,500	4	3	38	1.85	6
Jackson	!	189,100	28	16	1,057	5.59	132
Jefferson		19,900	14	9	80	4.02	26
Josephine	*	78,350	20	9	491	6.27	61
Klamath	*	64,600	20	5	362	5.60	60
Lake	*	7,400			35	4.73	5
Lane		329,400	46	11	854	2.59	121
Lincoln		45,000	10	2	169	3.76	22
Linn		104,900	27	6	648	6.18	92
Malheur	*	32,000	17	9	138	4.31	34
Marion		295,900	36	14	1,917	6.48	228
Morrow		11,750	2	2	30	2.55	8
Multnomah		677,850	56	24	4,373	6.45	610
Polk		64,000	17	7	312	4.88	41
Sherman	#	1,900	7	3	29	15.26	4
Tillamook	*	24,900	9	5	105	4.22	28
Umatilla		17,100	11	2	259	3.64	39
Union	!	24,650	6	1	79	3.20	16
Wallowa	*	7,150			18	2.52	3
Wasco	#	23,550	9		98	4.16	16
Washington		472,600	27	6	2,279	4.82	246
Wheeler	#	1,550	3	1	11	7.10	2
Yamhill		88,150	6	2	376	4.27	41
Statewide Total		3,541,500	512	184	17,921	5.06	2,412

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

*= Local Traffic Safety Group != Safe Community Site #= Multi-County Group

Jurisdictional Data for Oregon Cities over 10,000 Population, 2003

City		Population Estimates	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Albany	*	43,600			232	5.32	23
Ashland	*	20,430	1	1	81	3.96	8
Beaverton	*	79,010	2	1	507	6.42	32
Bend	!	62,900	2	1	301	4.79	33
Canby	*	13,910			38	2.73	2
Central Point		14,750	2	2	35	2.37	1
Coos Bay	*	15,650	3	1	36	2.30	1
Cornelius		10,150			43	4.24	2
Corvallis		52,950			204	3.85	24
Dallas		13,270	1		34	2.56	4
Eugene	!	143,910	6	3	427	2.97	47
Forest Grove		19,130			53	2.77	4
Gladstone	*	11,790			48	4.07	3
Grants Pass		24,470	1		226	9.24	12
Gresham		93,660	6	3	454	4.85	75
Hermiston		14,540			38	2.61	2
Hillsboro		79,340	4		437	5.51	53
Keizer	*	34,010			85	2.50	5
Klamath Falls	*	20,190			77	3.81	12
La Grande	*	12,500			15	1.20	3
Lake Oswego	*	35,860	1		102	2.84	14
Lebanon		13,140	2		50	3.81	3
McMinnville		28,890	2		97	3.36	8
Medford	*	68,080	1	1	490	7.20	44
Milwaukie	*	20,580	1	1	86	4.18	8
Newberg	*	19,530			47	2.41	3
Ontario	*	11,170	4	1	60	5.37	10
Oregon City		28,100			200	7.12	22
Pendleton		16,830	1		55	3.27	4
Portland	*	545,140	47	20	3,777	6.93	509
Redmond	*	17,450	4	2	85	4.87	5
Roseburg		20,480			162	7.91	10
Salem	*	142,940	11	6	1,172	8.20	115
Sherwood		14,050			32	2.28	4
Springfield		54,720	3	1	116	2.12	14
St. Helens		11,250			25	2.22	2
The Dalles	*	12,350			34	2.75	3
Tigard		45,130	2	1	307	6.80	29
Troutdale		14,300			44	3.08	6
Tualatin		24,790	3		175	7.06	14
West Linn		23,820	1	1	62	2.60	7
Wilsonville		15,880			51	3.21	4
Woodburn		21,560	1	1	86	3.99	7
Statewide Total		1,986,200	112	47	10,686	5.38	1,191

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

*= Local Traffic Safety Group != Safe Community Site #= Multi-County Group

Goal

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

Performance Measures

- To increase the number of local transportation safety committees in Oregon from 62 to 65 by December 31, 2006.
  [As of December 31, 2006 there are 60 'active' Safety Committees in Oregon, as identified by polling information. There are two additional groups considered inactive.]

- To increase the number of documented neighborhood associations addressing traffic safety from 120 to 130 by December 31, 2006.
  [As of December 31, 2006 there are 130 or more neighborhood associations identified as addressing traffic safety in Oregon.]

- To reduce the per-capita fatal and injury crash rate, in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 175 persons by December 31, 2006.
  [In 2005 the per-capita fatal and injury crash rate in cities with a traffic safety group was one crash per 182 persons, and the per-capita fatal and injury crash rate in counties with a traffic safety group was one crash per 163 persons.]

- To maintain or increase the number of active Safe Community programs by December 31, 2006. (As of federal fiscal year 2004, there were twelve Safe Community programs in Oregon encompassing 15 geographic areas: City of Bend, Grant County, Harney County, Jackson County, Lower John Day Partnership [Gilliam, Sherman, Wasco, and Wheeler Counties and Warm Springs Tribe], Malheur County, Tillamook County, Umatilla County, Union County, City of Eugene, and City of Portland.)
  [As of federal fiscal year 2006, there were 13 Safe Community programs in Oregon encompassing 16 geographic areas: City of Bend, City of Eugene Clackamas County, Grant County, Harney County, Jackson County, Lower John Day Partnership [Gilliam, Sherman, Wasco, and Wheeler Counties and Warm Springs Tribe], Malheur County, Tillamook County, Umatilla County, Union County, Wallowa County, and City of Portland, up two geographic areas from 2004.]

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 and the CTSP Mini-Grant Program.

- Continue monitoring the mini-grant projects emphasizing projects in targeted communities.

- Expand the number of Oregonians who participate in transportation injury prevention at the community level, by funding 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.

Project Summaries

SECTION 163

HN1-06-27-06 Auto Launch Pilot Evaluation $0

This project will provide funds to proceed with the design and implementation of a limited evaluation of a pilot test of the Auto Launch approach to early activation of air medical transport within a specific geographic area. This project will provide for medical review of records, and administrative staff to prepare and process data regarding use of the Auto Launch protocol, and patient outcomes of Auto Launch qualifying medical incidents.

[This project was not initiated during the grant year]

HN1-06-27-18 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.]

HN1-06-27-07 Harney County Coordinator $14,981

Harney county successfully hired a part time coordinator who provided support and assistance with coalition work. The coalition has identified specific problems, and began work on identified traffic safety problems.

HN1-06-27-08 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.]

SECTION 402

DE-06-20-01 Statewide Services – DE $126,959

This split funded grant was successfully implemented. Dozens of Oregon media outlets aired or printed traffic safety materials on topics including Impaired Driving, Motorcycle Safety, Occupant Protection, Roadway Safety, Pedestrian Safety and Bicyclist Safety. As part of a split funded project, these program areas contributed additional funds over and above the Driver Education funding portion to result in a wide ranging and measurably effective media program. The grant funded Public Information and Education activities, opinion and observational research (Belt, Helmet Surveys, DUII Sentencing Report, Public Information and Education Attitude Survey), training, a mini-grant and special events.

SA-06-25-05 Portland Safe Community $100,000

Portland Safe Community Coalition members have worked to expand the coalition, adding a DUI task group this year. Increased data gathering and mapping displays were offered. The Coalition initiated several projects this year, including pedestrian safety training and enforcement, and bicycle safety training for seniors. Each appears to be designed for sustainability. The Coalition identified that collisions happen along key corridors within the city, and has identified 82nd avenue for a major focus next year.

SA-06-25-04 Malheur County Coordinator $21,510

Malheur County secured a coordinator who is working to stimulate and enhance coalition activity within the county. The coalition has begun the process of identifying traffic safety problems, and has selected and conducted small projects as a coalition.

SA-06-25-07 Wallowa County Coordinator $19,952

Wallowa County was able to maintain a coordinator position for a portion of the grant year. The county has a strong coalition, and the coordinator made offering events and providing training to children possible while a coordinator was in place. Minimal assistance was provided to Union County.

SA-06-25-15 Safe Community Mini-Grants $38,954

This project resulted in the offering of 15 mini grants in selected communities (City of Bend, Grant County, Harney County, Jackson County, Lower John Day Partnership [Gilliam, Sherman, Wasco, and Wheeler Counties and Warm Springs Tribe], Malheur County, Tillamook County, Umatilla County, Union County, City of Eugene, and City of Portland.). The projects were largely successfully completed, and resulted in increased activity and organization in participating communities.

SA-06-25-20 ACTS Oregon Safe Community Services $120,000

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

SA-06-25-21 Union County Traffic School $4,097

Union County has instituted a traffic school for first time offenders. A course curricula has been developed, materials prepared, and initial classes have been offered.

SA-06-25-22 Grant County Coordinator $28,594

Grant county provided a part time coordinator to complement and strengthen the existing coalition in Grant County. The position allowed the coalition to become further organized and to identify and develop projects and other forms of increased output form the coalition. The project provided assistance to Harney county as appropriate. The coalition had applied for, and received funding from other agencies. The coalition has identified youth as a special emphasis area for future work.

SA-06-25-08 Clackamas County Safe Community $69,029

Clackamas County has identified key barriers to developing quality data sources and management processes, and has made substantive progress in moving initiatives to get data flowing. County staff have made inroads into coalition forming, and groups continue to meet regularly. The county has completed development of a safety web site and web group software. This tool is expected to improve communication county wide. The group expanded and developed a very attractive showcase event at the county fair, as a means to build coalition partnerships, and raise awareness of the services offered countywide.

Driver Education

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 qualify for State Driver Education Reimbursement Funds through the public school system.

- 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. A need exists to provide this training on a regional basis and to monitor the delivery of these teacher preparation courses.

- Private Driver Education vendors do not teach from the same curriculum. Private vendors teaching 15, 16, and 17 year olds must submit their curriculum to ODOT TSD for pre-approval on a two-year cycle. There is a need to identify the number of students completing an approved private Driver Education program.

Driver Education in Oregon 2002-2004

	02-03	03-04	Projected 04-05	% Change 2002-2004
Sophomores enrolled in Oregon Schools	45,605	46,661	47,000	3.1%
Public Schools Teaching Driver Education	98	94	95	3.1%
Community Colleges Teaching Driver Education	9	8	8	-11.1%
Commercial Vendors Teaching Driver Education	16	14	14	-12.5%
Public School Driver Education Students	10,398	9,770	11,000	5.8%
Students that did not complete an approved Driver Education Program before licensing	31,707	36,737	36,000	13.5%

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

Goal

- To develop a driver education system that results in measurably safer new drivers by 2010.

- To implement consistent, statewide Driver Education Program standards that includes content, delivery and outcomes for the public and private providers by 2010.

- To require completion of an ODOT approved Driver Education Program that includes a parent involvement component as a licensing requirement with the Oregon Legislature by 2010.

Performance Measures

- To improve and expand the delivery system for Driver Education in Oregon by increasing the number of students completing driver education by five percent or 485 by December 31, 2006. ***[The number of students reimbursed for completing Driver Education increased from 9,050 to 9,456. This was a 4.8 percent increase.]***

- To complete training of 150 out of 176 Driver Education teachers by December 31, 2006.
  [More than 190 driver educators enrolled and completed at least one of the courses Western Oregon University or the ODOT-TSD Non WOU optional training experience.]

- To 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, 2006.
  [Driver Education reimbursement funds were provided to 78 programs for 9,185 students amounting to $1,735,719.53. There are 7 providers and 364 students totaling $76,440.00 that will be processed by December 31, 2006. The web tool, Student Driver Education System (SDES), was updated to support providers inputting student reimbursement information.]

- To revise the Driver Education Program, Oregon Administrative Rule Division 15, 737-015-0010, by December 31, 2006.
  [Suggestions for change in the ODOT-TSD Driver Education Program were reviewed. Input was provided at the spring and Fall OTSEA regional meetings. The Driver Education Advisory Committee spend significant time reviewing various suggestions for improvement. Those recommendations have been incorporated in the proposed rule revision.]

Strategies

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

- Assist with the development of the advisory committee to support quality Driver Education in Oregon.

- Continue implementation of statewide curriculum standard and teacher qualification changes.

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

- Develop tracking system and database to collect and maintain information on Driver Education program providers as well as instructors as they complete courses required by September of 2004, as stated in Oregon Administrative Rules.

- Develop a plan to work with selected Driver Education providers and National Institute of Driver Behavior to create a model driver risk prevention pilot project utilizing the NIDB standards.

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

- Continue to work with NHTSA and ODOT Research Division to conduct a research study to review the elements of the Oregon's GDL.

- Continue to promote best practices through quality professional development.

Project Summaries

SECTION 163

HN1-06-24-17 Training $27,985
Provided training to private schools instructors meeting Driver Educator training requirements.

OREGON STUDENT DRIVER TRAINING FUND

06DRVSED-001 Driver Education Program Reimbursement [$1,698,841]
These funds reimbursed public providers for their cost in providing Driver Education to students. Reimbursement was made to each institution based on the number of students completing the course, not to exceed $210/pupil, the maximum allowed by law. Standards and practices were identified and met before reimbursement dollars were provided.

06DRVSED-002 Information & Education – GDL Implementation [$183,838]
Provide for Trainer of Trainers preparation and curriculum generation for ODOT approved Driver Education course. Support volunteer task forces. Provide new driver handbook for new teen drivers. Reimburse expenses for members of the Driver Education Advisory Committee to attend quarterly meetings.

Equipment Safety Standards

The Problem

- Oregon complies with the federal vehicle equipment and safety standards; however, Oregon does not publish the standards.

- General knowledge of vehicle codes concerning vehicle equipment, especially in the area of lighting equipment, is lacking in the general driving public. This lack of knowledge presents hazards as drivers continue to violate equipment statutes.

Automobile Vehicle Defect Crashes on Oregon Highways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Vehicle Defect Crashes						
Number	697	562	470	583	486	-13.5%
Property Damage Crashes						
Number	381	336	276	333	239	-28.9%
Non-fatal & Injury Crashes						
Number	310	223	188	239	239	7.2%
Number of persons injured	485	366	297	391	393	19.9%
Fatal Crashes						
Number	6	3	6	11	8	166.7%
Number of persons killed	7	3	8	12	12	300.0%

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

- To decrease the number of vehicle-defect crashes to 470 or lower by the year 2010.

- To establish 50 partnerships with equipment manufacturers and retailers for public education programs by the year 2010.

Performance Measures

- To track and return calls for information and data on vehicle and safety equipment issues within two working days.
  [All calls for information and/or data were returned within two working days or less.]

- To update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.
  [Equipment standards that needed updating due to legislative changes have either been updated or are in the process of being updated.]

- To continue to develop information sheets, flyers, web pages, etc., for continued or emerging vehicle safety issues and post the information on the TSD Website and disseminate to automobile dealerships, automobile parts and after-market equipment retailers by December 31, 2006.
  [Informational flyers were developed and distributed and posted on the TSD equipment web page.]

- To update the Oregon Driver Manual and Oregon Motorcycle and Moped Manual with information on vehicle equipment to educate and inform drivers of vehicle equipment law changes within nine months of any legislative changes.
  [The Oregon Driver Manual and Oregon Motorcycle and Moped Manual was updated during DMV's review process to educate and inform drivers of any vehicle equipment law changes.]

Strategies

- Update Oregon Revised Statutes (Vehicle Codes) on equipment to reflect current federal law or clarify current state law according to 2005 Legislative bills passed.

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

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

Project Summaries

SECTION 402

CL-06-80-01 Statewide Services $0

This project will be part of the agency wide Statewide Services program for public information and education. The project will design, print and distribute information on vehicle safety equipment, towing safety, and tow truck safety. ***[This project was not activated]***

Impaired Driving – Alcohol

The Problem

- Data from the Fatality Analysis System (FARS), which is based on police, medical, and other information, reflect that in 2003, 40.4% of all traffic fatalities were alcohol and/or drug related. 168 fatalities were alcohol only; 23 were drug-only; and 16 were both alcohol and drug-related.
- Alcohol continues to be an overwhelming factor in impaired driving fatal and injury crashes.
- Between 1999 and 2003, 77% or 24, of all fatally injured children under the age of 16, were passengers in the car of a drinking driver.
- Mental health providers and law enforcement indicate that they are seeing evidence that more people are "self-medicating" due to the downturn in the economy and world unrest.

Impaired Driving in Oregon 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatal & Injury Crashes	21,464	18,422	19,067	19,530	18,648	1.2%
Nighttime F&I Crashes*	2,847	2,386	2,541	2,661	2,596	8.8%
Percent Nighttime F&I Crashes	13.2%	13.0%	13.3%	13.6%	13.9%	7.5%
Fatalities	491	488	436	512	456	-6.6%
Alcohol Only Fatalities	N/A	163	147	168	176	8.0%
Combination Alcohol & Other Drugs	N/A	11	16	16	11	0%
Total Alcohol-Related Fatalities	201	175	174	163	187	6.9%
Percent Alcohol- Related Fatalities	40.8%	35.7%	37.4%	35.9%	41.0%	0.5%
DUII Offenses	24,262	25,223	25,342	24,949	24,525	-2.8%
DUII Enforcement Index**	8.70	10.57	9.97	9.38	9.45	-10.6%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	N/A	93%	93%	91%	92%	-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
Traffic Safety Attitude Survey, Intercept Research Corporation

Goal

- To reduce alcohol-involved traffic fatalities to 28 percent or 125, by the year 2010. (35.9%, or 184 alcohol related fatalities, were recorded in 2003. These figures do not include drug related fatalities.)
- To develop a processing of electronic DUII citations for enhanced efficiency by 2010.

Performance Measures

- To continue the reduction of traffic fatalities that are alcohol-involved from 184, the 2003 level, to 155 by December 31, 2006.
  [Preliminary data indicated there were 187 Alcohol Related fatalities, or 36% in 2005.]

- To maintain the DUII enforcement index at 9.97 or above by December 31, 2006.
  [Preliminary data indicates the DUII enforcement index in 2004 was 9.45.]

- To provide a minimum of two DUII-related training opportunities for district attorneys and judges by December 31, 2006.
  [One class was held March 20-22, 2006. The other training opportunity was at the DUII Multi-Disciplinary Task Force Training Conference April 27-29, 2006.]

- To provide 3,000 hours of training for law enforcement relating to DUII equipment and updated impairment procedures by December 31, 2006.
  [Refresher SFST (Standard Field Sobriety Testing) courses were required of all agencies participating in DUII overtime enforcement grants. Over 20 SFST instructors were trained and 37 classes with approximately 940 officers were trained. Training hours provided in SFST totaled 7,568.]

- To provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2006.
  [The DUII Multi-Disciplinary Task Force Training Conference was held April 27-29, 2006. 330 people attended.]

Strategies

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

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

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

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

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

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

- Public information and education campaigns targeting specific law changes that will occur during the 2005 Legislative Session.

- Explore the opportunity for a new drug/alcohol court to complement the Multnomah County Program.

- Explore the potential of a statewide DUII prosecutor that is available to all District Attorney Offices, particularly for cases that may set a state precedent.

- Provide training opportunities for laboratory technicians on use of new breath testing equipment.

Project Summaries

SECTION 164 TRANSFER PENALTY

164AL-06-14-01 DUII Statewide Services $0
This project will specifically address a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses will be offered statewide. Funds will be used for alcohol-impaired driving counter-measures; or be directed to state and local law enforcement agencies for enforcement of laws prohibiting driving while intoxicated or driving under the influence and other related laws. **[This project was not activated.]**

164AL-06-14-02 OACP DUII Overtime Enforcement - OACP $325,000
This grant provided funds for year-round DUII overtime patrols to the Oregon Association of Chiefs of Police (OACP) for administration and distribution to 72 participating law enforcement agencies throughout the state. Overtime DUII arrests totaled 1,171, MIP arrests totaled 280, and Driving While Suspended arrests totaled 579. Straight time DUII arrests totaled 8,827.

164AL-06-14-09 DUII Overtime Enforcement - OSP $117,630
This grant provided funds for year-round DUII overtime patrols to the Oregon State Police. OSP continued to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas were selected with consideration of 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. DUII arrests made totaled 3,561; 227 on overtime, as well as 241 speed and 42 seat belt violations.

164AL-06-14-18 Prosecutor/Law Enforcement Training $14,643
This project funded training for prosecutors and law enforcement in court processes involved in DUII arrests and convictions. Course work encourages partnerships in dealing with the adjudication of impaired driving. The course was held March 20-22, 2006.

164AL-06-14-13 DUII Data Tracking System $0
This project will provide funding for purchasing equipment and developing a system to centralize the collection of DUII data. Funds may also be used to provide equipment necessary for the implementation of the computerized DUII citation project. **[This project was changed to provide funding for the OSP BAT-mobile. It was not activated in FFY 2006.]**

164AL-06-14-14 DUII Resource Prosecutor $96,509
This project provided funding for a statewide DUII resource prosecutor who travels throughout Oregon to assist with complex DUII cases, assist new prosecutors with DUII laws, produce a newsletter, develop a database of DUII case law and provide training to fellow prosecutors, law enforcement, and other partners as it relates to impaired driving.

164AL-06-14-19 OLCC Regulatory Training $16,790
This project provided 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, service to minors, I.D. checking, and other DUII related issues.

164AL-06-14-20 Law Enforcement Spokesperson – DPSST $64,982
This project provided funding for the management and training of all officers for DUII related law enforcement and DUII related equipment training in the State of Oregon. Training was held at various locations statewide, and increased the number of certified trainers, provided mobile video training and conducted need analysis surveys of law enforcement agencies. Over 650 officers received SFST training or updated training.

164AL-06-14-21 DUII Overtime Enforcement – OSSA $275,004
This project provided funding for administration and enforcement of year-round DUII overtime patrol hours by the Oregon State Sheriff's Association on roadways throughout Oregon. Twenty-nine county sheriff's offices participated. DUII overtime arrests totaled 957; 55 were under 21.

SECTION 410

J8-06-12-01 Statewide Services Program – DUII $134,689
A comprehensive statewide traffic safety public information program was implemented. Materials and supplies with safe driving messages relevant to alcohol and other intoxicating substances were developed through this project for the general population. Funds provided for surveys as well as priorities determined by the Governor's Advisory Committee on Driving Under the Influence of Intoxicants.

J8-06-12-12 DUII Multi-Disciplinary Task Force Training Conference $19,975
This project provided funding for an annual training conference, specific to DUII issues, which included all participating disciplines such as law enforcement, prosecutors, judges, prevention and treatment professionals. Over 330 people attended the conference which was held April 28-29, 2006.

J8-06-12-37 OSP Forensic Lab – Breath Test Equipment Training $23,327
This project provided funding to trainers from the OSP Forensic Laboratory to conduct classes with law enforcement, prosecutors, and court personnel on the use of new breath testing equipment expected to be installed in 2006. By the end of the grant year, 1,600 officers, about 50%, had been trained.

J8-06–12-36 Computerized DUII Citation Process $9,815
This project provided funding for implementation of an automated DUII citation process for law enforcement. Four pilot sites (Tigard PD, Salem PD, Washington County SO, and Clackamas SO) have successfully implemented the program.

OREGON PRIVATE DONATIONS

C105332 Task Force-Multi-Disciplinary Conference [$24,071]
This project provided funding for scholarships for professionals involved in the DUII process to attend the annual conference. Over 330 people attended the conference which was held April 28-29, 2006.

Impaired Driving – Drugs

The Problem

- Data from the Fatality Analysis System (FARS), which is based on police, medical, and other information, show that in 2003, 40.4 percent of all traffic crashes were alcohol and/or drug-related. 168 of the fatalities were alcohol-only related; 23 were other drug-only related; and 16 were both alcohol and drug-related.

- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to over 1,340 in 2003. Impairment, due to drugs other than alcohol, continues to have a negative impact on traffic safety.

- Mental health providers and law enforcement indicate that they are seeing evidence indicating that more people are "self-medicating" due to the downturn in the economy and world unrest.

Other Drugs Impaired Driving in Oregon 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatal & Injury Crashes	21,464	18,422	19,067	19,530	18,648	1.2%
Fatalities	491	488	436	512	456	-6.6%
Other Drug Only Fatalities	N/A	29	36	23	31	6.9%
Combination Other Drug and Alcohol	N/A	11	16	16	11	0%
Other Drug-Related Fatalities	N/A	40	52	39	42	5.0%
Percent Other Drug-Involved Fatalities	N/A	8.2%	11.9%	7.6%	9.2%	12.2%
DUII Arrests (drugs other than Alcohol)	658	931	1,029	1,340	1,367	46.8%

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

Goal

- To reduce drug-related traffic fatalities to 35, or by 8%, by the year 2010.

Performance Measures

- To increase the number of certified DRE's from 208, in 2003, to 230 by December 31, 2006. ***[The number of certified DRE's decreased to 200 in 2006 due to retirements and decreases in law enforcement staff levels.]***

Strategies

- To promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.

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

- DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DRE's).

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

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

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

- Public information and education campaigns targeting specific law changes that will occur during the 2005 Legislative Session.

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

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

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

- Seek support and insight from the GAC on DUII on 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 TRANSFER PENALTY

164AL-06-14-01 DUII Statewide Services

This project will specifically address a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses will be offered statewide. Funds will be used for alcohol-impaired driving counter-measures; or be directed to State and Local law enforcement agencies for enforcement of laws prohibiting driving while intoxicated or driving under the influence and other related laws.

[This project was not activated.]

164AL-06-14-02 OACP DUII Overtime Enforcement - OACP

This grant provided funds for year-round DUII overtime patrols to the Oregon State Police. OSP continued to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas were selected with consideration of 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. Overtime DUII arrests totaled 1,171, MIP arrests totaled 280, and Driving While Suspended arrests totaled 579. Straight time DUII arrests totaled 8,827.

164AL-06-14-09 DUII Overtime Enforcement - OSP

This grant provides funds for year-round DUII overtime patrols to the Oregon State Police. OSP will continue to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas will be selected with consideration of the relative DUII problem and willingness to participate. In a given area, OSP will work with the county sheriff and/or one or more city police agencies to provide DUII enforcement. DUII arrests made totaled 3,561, 227 on overtime, as well as 241 speed and 42 seat belt violations.

164AL-06-14-14 DUII Resource Prosecutor

This project provided funding for a statewide DUII resource prosecutor who travels throughout Oregon to assist with complex DUII cases, assist new prosecutors with DUII laws, produce a newsletter, develop a database of DUII case law and provide training to fellow prosecutors, law enforcement, and other partners as it relates to impaired driving.

164AL-06-14-16 DRE Training $43,422

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.

164AL-06-14-18 Prosecutor/Law Enforcement Training

This project funded training for prosecutors and law enforcement in court processes involved in DUII arrests and convictions. Course work encourages partnerships in dealing with the adjudication of impaired driving. The course was held March 20-22, 2006.

164AL-06-14-19 OLCC Regulatory Training

This project provided 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.

164AL-06-14-20 Law Enforcement Spokesperson – DPSST

This project provided funding for the management and training of all officers for DUII related law enforcement and DUII related equipment training in the State of Oregon. Training was held at various locations statewide, and increased the number of certified trainers, provided mobile video training and conducted need analysis surveys of law enforcement agencies. Over 650 officers received SFST training or updated training.

164AL-06-14-21 DUII Overtime Enforcement – OSSA

This project provided funding for administration and enforcement of year-round DUII overtime patrol hours by the Oregon State Sheriff's Association on roadways throughout Oregon. Twenty-nine county sheriff's offices participated. DUII overtime arrests totaled 957; 55 were under 21.

164AL-06-14-23 DRE Overtime Enforcement Project $38,713

Provided statewide overtime enforcement by DRE's (Drug Recognition Experts) representing multiple law enforcement agencies. Completed evaluations totaled 1,074, statewide.

SECTION 410

J8-06-12-01 Statewide Services Program – DUII

A comprehensive statewide traffic safety public information program was implemented. Materials and supplies with safe driving messages relevant to alcohol and other intoxicating substances were developed through this project for the general population. Funds provided for surveys as well as priorities determined by the Governor's Advisory Committee on Driving Under the Influence of Intoxicants.

J8-06-12-12 DUII Multi-Disciplinary Task Force Training Conference

This project provided funding for an annual training conference, specific to DUII issues, which included all participating disciplines such as law enforcement, prosecutors, judges, prevention and treatment professionals. Over 330 people attended the conference which was held April 28-29, 2006.

OREGON PRIVATE DONATIONS

C105332 Task Force-Multi-Disciplinary Conference

This project provided funding for scholarships for professionals involved in the DUII process to attend the annual conference. Over 330 people attended the conference which was held April 28-29, 2006.

Judicial Outreach

The Problem

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

Judicial Outreach, 2002-2003

	2002	2003	2004
No. of Judges trained during offered training sessions	61	75	
No. of Court Staff/Administrators trained	2	2	*Previous data not available as this is a*
No. of District Attorneys or staff trained	44	65	*new initiative*
Combined total of CLE Credits Approved	51.75	67.50	

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

Goal

- To increase the number of judges participating in judicial education programs from 61, the 2002 level, to 91 by 2010.
- To increase the number of district attorneys or staff participating in education programs from 44, the 2002 level, to 64 by 2010.
- To increase the number of Court Staff/Administrators receiving traffic safety education from 2, the 2002 level, to 22 by 2010.
- To increase the combined number of approved CLE credits from 51.75, the 2002 level, to 71.75 by 2010.
- To develop and distribute a Traffic Enforcement Desk Reference manual with a focus on the top ten driving behaviors causing crashes in Oregon. Distribute to all courts by 2010.

Performance Measures

- Increase by 20 percent (128), the number of judges, district attorneys and court staff educated in traffic safety related areas (i.e. traffic enforcement and laws, legislation and related changes) by December 31, 2006.
  [146 Judges, 65 prosecutors/DA's, 60 court administrators, and 1 court staff were provided training.]

- To increase by 15 percent (80) the number of judges, district attorneys and court staff educated in impaired driving and drug recognition expert issues as well as legislation relating to impaired driving by December 31, 2006.
  [6 judges, 63 prosecutors, and 1 staff participated in DUII funded education programs in 2006.]

- Develop and distribute Traffic Enforcement Desk Reference manual by December 31, 2006.
  [This was not completed during this year.]

- To host one NHTSA sponsored regional DUII Court conference by December 31, 2006.
  [NHTSA elected to have the DUII Court Training in Seattle, Washington. Oregon sent 6 representatives to the training, June 21-24, 2006.]

Strategies

- Invite judges, district attorneys, and court staff to attend the TSD Annual Conference, the Annual DUII Conference, and the Annual Judicial Education Conference.

- Provide a DUII/DWS desk manual for Oregon courts.

- Coordinate annual judicial education conference, submitting multiple mailers well in advance of conference.

- Attend other judicial association conferences (OMJA, OJPA) as requested and provide requested information or updates and also provide information on date, time, and location of the next "Transportation Safety Judicial Education Workshop".

- Work with OJD to provide traffic safety education to circuit court judges.

- Train district attorneys and judges on Drug Recognition Expert (DRE) Program and process.

- Train new district attorneys and law-enforcement on DUII Process "Protecting Lives, Saving Futures".

- Support DUII Intensive Supervision Program for DUII repeat offenders.

- Support OJD DUII Specific Conference/Training.

- Support the Governor's Advisory Committee on DUII in legislative efforts/judicial process input.

- Continue to update the desk reference manual for Oregon courts specifically addressing youth-related laws (i.e. minor in possession), and including DMV required forms. Make the manual available on the Transportation Safety Division website.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-24-08 **Judicial Education** **$30,000**

Provided an annual Judicial Education Conference which provided training to 70 judges, 10 court staff, and 2 District Attorneys. Presented at one additional Judges Conference and two Court Administrator Conferences and provided training to an additional 60 judges and 50 court administrators. TSD Judicial Education Program was also asked to participate as a member of the Supreme Court Justices

Committee on Special Courts which is an advisory committee to the Supreme Court looking at issues related to Legislation, Education, Court Relationships and Technology. This committee is staffed by two legislators, five presiding circuit court judges, a city councilor, the chair of the board of governors of the Oregon State Bar, DMV, Legislative Fiscal office, State Court Administrator in addition to the presidents of the OMJA and the OJPA .

Motorcycle Safety

The Problem

- Fatal motorcycle crashes represent 9.6 percent of the fatal crashes while only representing 2.2 percent of the total vehicles registered in 2003.
- Alcohol and/or other drugs were involved in 38.6 percent of motorcycle fatalities in 2003.
- Non-endorsed motorcyclists were involved in 15.9 percent of motorcycle fatalities in 2003.
- Speed is over-represented in the fatal crashes. Twenty-two (22) of forty-two (41) fatal crashes occur on corners where the motorcyclist came into the corner too fast to make it safely around the corner. Two (2) other crashes were caused by motorcyclists traveling too fast for conditions and crashing into other vehicles in 2003.
- An increase in the number of older riders involved in fatal crashes has been noted. The average age of the fatally involved rider dropped from 45 in 2001 to 42 in 2003. This is not unique to Oregon and is a national trend as noted by a study released by the National Highway Traffic Safety Administration "*Recent Trends in Fatal Motorcycle Crashes"* – DOT HS 809 271 June 2001.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non-DOT helmets by motorcyclists endangers the health of the wearer, if involved in a motorcycle crash. The 2003 observational use survey reflected no change in their usage from 2002.

Motorcycles on Oregon Highways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatal Crashes						
Number	26	34	29	41	34	0.0%
Percent of fatal crashes	6.0%	8.0%	7.5%	9.6%	8.9%	11.2%
Number of motorcyclists killed	27	33	28	44	44	33.3%
Fatalities						
Percent alcohol-involved fatalities	51.3%	36.4%	53.6%	38.6%	31.8%	-12.6%
Percent non-endorsed fatalities	25.7%	30.3%	14.3%	15.9%	13.5%	-55.4%
Injury Crashes						
Number	311	394	345	426	454	15.2%
Percent of injury crashes	1.5%	2.2%	1.8%	2.2%	2.5%	13.5%
Registered Motorcycles	65,090	76,097	80,699	86,040	92,158	21.1%
Percent of registered vehicles	1.8%	2.0%	2.1%	2.2%	2.3%	18.0%
Percent Helmet Use	99.8%	100%	99%	99%	99%	-1.0%
Percent Motorcyclists wearing non-DOT helmet	4.6%	2.0%	4.0%	4.0%	2.0%	0.0%
TEAM Oregon Students Trained	3,770	5,197	5,492	5,621	5,970	14.9%

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

Goal

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

Performance Measures

- To reduce the fatal traffic crashes that involves motorcycles from 41, the 2003 level, to 25 by December 31, 2006.
  [46 fatal motorcycle crashes were recorded in 2005 with 47 motorcyclists dying in those crashes.]

- To reduce the number of estimated fatal motorcycle crashes involving riders over 20 years of age from 37 in 2003, to 25 by December 31, 2006.
  [44 riders over 20 years of age died in motorcycle crashes in 2005.]

- To reduce the number of injury crashes that involved motorcycles from 422, the 2003 level, to 300 by December 31, 2006.
  [Injury crashes increased to 535 in 2005 from 426 in 2003.]

- To reduce the number of fatal motorcycle crashes that involved impairment (alcohol/and or other drugs) from 38.6 percent, the 2003 level, to 30 percent by December 31, 2006.
  [Fatal motorcycle crashes involving impairment decreased from 38.6% in 2003 to 37.5% in 2005.]

- To reduce the number of fatal motorcycle crashes that involved speed from 22, the 2003 level, to 18 by December 31, 2006.
  [Fatal motorcycle crashes involving speed increased from 28 in 2003 to 29 in 2005.]

- To increase the percentage of helmet use, as measured by both State and Federal Observation Use Survey, from 99 percent, the 2003 level, to 100 percent by December 31, 2006.
  [Motorcycle helmet use in Oregon increased to 99% for 2005.]

- To reduce the number of motorcyclists using non-DOT helmets from 4.0 percent in 2003, to 2.0 percent by December 31, 2006.
  [Motorcyclists using non-DOT helmets decreased to 3% for 2005.]

- To continue the 19 present TEAM OREGON Motorcycle Safety Program training site locations and increase course offerings statewide from 360 in 2003 to 375 in 2006.
  [Training courses were conducted at 22 TEAM OREGON Motorcycle Safety Program training locations. 390 statewide courses were conducted in 2005.]

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and experienced rider training courses at 19 different locations throughout the state.

- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education program, focusing on separating drinking and riding, correct licensing, proper protective riding gear (including warnings about non-DOT motorcycle helmets), speed, and rider training for all riders, including the older riders that have been showing up in fatal and injury crashes.

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

Project Summaries

SECTION 163 INCENTIVE

HN1-06-87-01 Statewide Services Program $29,485

The project funded a public information and education contract and campaign materials to promote statewide motorcycle safety. Public service advertising was developed for radio, Watercloset Media and print.

HN1-06-87-04 Governor's Advisory Committee on Motorcycle Safety $4,319
Public Information and Education and Management Project

This project provided funding for the Public Information and Education contract and campaign materials. "Start Seeing Motorcycles" bumper stickers were printed and distributed. The one day follow up of the drinking and riding summit was not conducted due to a separate and non-related extensive issue that came before the committee.

OTHER FUNDS - ODOT

MC-06-80-02 Statewide Motorcycle Safety Project $1
[$82,804]

This project provided funding for Mobile Program trucks, equipment/supplies and statewide insurance for training program. The project also funded Mobile Program travel, equipment, supplies, SMSA dues and state program insurance.

MC-06-80-03 Oregon State University TEAM OREGON [$763,145]
Motorcycle Safety Program Project

This project provided funding for daily operation of statewide motorcycle safety project. Daily operation included: Mobile Program courses, instructor training, instructor update workshops, instructor and training location monitoring, site assistance, 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.

Occupant Protection

The Problem

- **Nonuse of Restraint:** Six percent of all passenger vehicle occupants do not use restraints. Twenty-four percent of child passengers under age four and fifty-six percent of booster-seat aged children (age four to six) are observed not riding in age-appropriate restraint systems. Only fifty-seven percent of all occupant fatalities in Oregon crashes during 2003 were reportedly restrained.

- **Improper Use of Restraints:** Some occupants compromise the effectiveness of their belt systems and put themselves at severe risk of unnecessary injury by using safety belts improperly—placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).

- **Affordability of Child Restraint Systems:** Many low-income families and caregivers have difficulty affording the purchase of child safety seat and booster seats, particularly in families with multiple children. This leads to non-use or the reuse of second-hand seats which may be unsafe for various reasons.

- **Changing Legal Requirements and "Best Practice" Recommendations:** Parents and caregivers are confused about how to best protect child passengers. They do not understand Oregon laws and have conflicting information about "best practice" recommendations from various sources.

Occupant Protection in Oregon, 2001-2004

		96-00 Average	2001	2002	2003	2004	% Change 2001-2004
TOTAL OCCUPANT USE		86.4%	91.0%	90.0%	91.0%	94.0%	3.3%
Driver		85.6%	90.0%	90.0%	92.0%	94.0%	4.4%
Front Right Passenger 4 years and older		83.6%	89.0%	88.0%	88.0%	93.0%	4.5%
Rear Passenger 4 years and older		87.0%	90.0%	87.0%	87.0%	92.0%	2.2%
Passengers 4-15 year old		88.6%	95.0%	92.0%	94.0%	95.0%	0.0%
Passengers 4 years and older		84.6%	89.0%	88.0%	87.0%	92.0%	3.4%
USAGE BY SEX:							
Driver:	Male	82.0%	87.0%	88.0%	89.0%	93.0%	6.9%
	Female	90.0%	93.0%	93.0%	94.0%	96.0%	3.2%
Passenger:	Male	81.2%	87.0%	87.0%	84.0%	92.0%	5.7%
	Female	84.6%	90.0%	88.0%	89.0%	92.0%	2.2%
CHILD SAFETY SEAT USE: (Under Four Years Old)							
Safety Seat Present in Vehicle		61.2%	69.0%	74.0%	73.0%	76.0%	10.1%
Safety Seat Correctly Used[2] – Inspection Station		N/A	20.0%	14.0%	9.0%	14.0%	-30.0%
Safety Seat in Rear Seat of Vehicle		74.3%	82.0%	93.0%	93.0%	94.0%	14.6%
CHILDREN RESTRAINED: (Includes Those Restrained by Safety Belts)							
Under One Year Old		78.0%	84.0%	81.0%	81.0%	88.0%	4.8%
One to Four Years Old		93.4%	96.0%	97.0%	97.0%	98.0%	2.1%
All Children Under Four Years Old		92.6%	96.0%	96.0%	96.0%	97.0%	1.0%
Booster Seat Usage		N/A	N/A	29.0%	20.0%	44.0%	N/A

Source: ODOT – TSD 2004 Occupant Protection Observation Study, Intercept Research Corporation.
1/ ODOT – TSD 2004 Occupant Protection Observation Study, Intercept Research Corporation. This Study employs trained surveyors to examine, from outside the vehicle, safety belt use (lap & shoulder) and three child seat installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.
2/ ACTS Oregon Child Safety Seat Resource Center FY2004 PDFEs.

Occupant Protection in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
FATAL MOTOR VEHICLE OCCUPANT USE	52.8%	54.1%	49.6%	57.6%	60.6%	12.0%
FATALS AGED FOUR & UNDER	8	8	2	5	8	0.0%
Properly Restrained in Safety Seat	40.9%	62.5%	100.0%	100.0%	66.5%	6.4%

Source: ODOT – TSD 2004 Occupant Protection Observation Study, Intercept Research Corporation.
1/ ODOT – TSD 2004 Occupant Protection Observation Study, Intercept Research Corporation. This Study employs trained surveyors to examine, from outside the vehicle, safety belt use (lap & shoulder) and three child seat installation criteria: direction seat faces, whether harness straps are fastened, and whether seat is secured to vehicle.
2/ ACTS Oregon Child Safety Seat Resource Center FY2004 PDFEs.

Goals

- To increase the statewide average of all passenger vehicle occupants using vehicle safety restraints to 96% by the year 2010.

- To increase the proper use of child safety seats for children under age four from 14% to 25% by the year 2010.

- To increase the percentage of children under age four who are being transported in vehicles equipped with child safety seat from 76% to 85% by the year 2010.

- To increase use of belt-positioning "boosters", for children who are at least four years old and children weighing between forty and sixty pounds, from 44% to 50% by the year 2010.

Performance Measures

- To increase total occupant usage, as determined by the statewide Occupant Protection Observation Study, from the 2004 rate of 94% to 95% by December 31, 2006.
  [Total occupant usage in August 2006 was measured at 97%.]

- To increase the percentage of vehicles carrying child passengers under age four, and which are equipped with child safety seats to accommodate those child passengers from the 2004 level of 76% to 80% by December 31, 2006.
  [Vehicles equipped with child safety seats as of August 2006 was 94%.]

- To increase the use of belt-positioning "boosters" for children ages four to six years, and children weighing between forty and sixty pounds, as determined by the statewide Occupant Protection Observation Study from 44% to 50% by December 31, 2006.
  [Use of belt-positioning boosters as indicated by the 2006 study was 52%.]

- To increase the percentage of children under age four who are properly restrained, as determined by the actual hands-on inspections at fitting stations, from the 2004 level of 14% to 20% by December 31, 2006.
  [*Children under age four properly restrained as measured at child seat inspection events was 17%.]*

- To increase public awareness and understanding of Oregon's child safety seat and booster laws as determined by ODOT TSD's annual attitude survey.
  [TSD's 2006 annual Public Opinion survey indicated a slight increase (5%) in the number of responses congruent with Oregon's child safety seat laws.]

Strategies

- Provide overtime grants to law enforcement agencies for emphasizing enforcement of safety belt, speed, and impaired driving laws and heighten enforcement visibility through news media contact and other public education activities.

- Increase the availability of public information and education activities among rural areas and non-English speaking audiences (Russian and Spanish).

- Provide support for the coordination and delivery of training and technical assistance on correct use of child restraint systems to health professionals, emergency medical personnel, law enforcement officers, judicial system, child care providers, parents and other persons who routinely transport children in motor vehicles.

- Maintain and expand the statewide pool of Certified Child Passenger Safety Technicians (CPST's) who are qualified to supervise and conduct child safety seat check-ups independently of on-site assistance from Oregon's Child Safety Seat Resource Center staff.

- Increase the availability of child safety seats to low-income families.

- Gather statistics on improper use in fatal and injury crashes.

- Look at driver profiles of unbelted fatalities.

Project Summaries

SECTION 157 INCENTIVE

157OP-06-45-01 Statewide Services Project $84,994
Promoted statewide public education regarding restraint use laws, systems and proper use through TV ads ("Click It or Ticket", "Buckle Up Right"), radio ad ("Booster Seat Boot Camp"), Billboards ("Keep Kids in Booster Seats until They're 4'9"), and print ads ("Unbelted Friends Can Become Your Worst Enemies", "Belt or Booster?"). Total reported airings for radio, TV & billboard were 7,674. Stickers were distributed to transportation-for-hire (new law), and various posters, brochures and videos purchased for public distribution upon request.

157OP-06-45-20 ACTS Oregon Child Safety Seat Resource Center $165,493
Provided the following: 5 certification and 2 refresher courses for child seat technicians/instructors; 72 presentations to 3,175 attendees; 4 presentations to law enforcement (3Flags); booster education in Portland schools; responses to 5,980 telephone inquiries from the general public; publishing & distribution of Traffic Safety Connection newsletter (nine editions); direct financial, sponsorship, coordination and seat vendor locating assistance to community level fitting stations and car seat distribution programs for low-income families. During the year, 66 new technicians were certified and 802 child seats/boosters were purchased through the CSSRC.

SECTION 402

OP-06-45-02 OACP Safety Belt Overtime Enforcement $313,571
Oregon Association Chiefs of Police administered and monitored overtime enforcement grants to local police departments for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating departments conducted three ten-day "Three Flags" enforcement blitzes, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to the Association. Sixty-seven police departments participated and reported area use rates averaging 91.6%

at the beginning of the year and ending with 96.1% following the last of three blitzes. Reported overtime enforcement contacts for the year are tabulated below.

Enforcement Contacts:	Belts	DUII	Speed	Susp/Rev	Felony	Other	TOTALS
Overtime	14,383	366	9,931	1,630	356	18,219	44,885
Straight Time/Match	22,539	7,185	66,689	23,870	1,447	214,013	335,743
Observed Belt Use:							
Starting	91.6%						
Ending	96.1%						

OP-06-45-08 OSP Safety Belt Overtime Enforcement $82,476

The Patrol Services Division of Oregon State Police coordinated and monitored overtime enforcement among their command posts for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating posts conducted three ten-day “Three Flags” enforcement blitzes, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to Patrol Services Division headquarters. Twenty-nine posts participated and reported area use rates averaging 93.0% at the beginning of the year and ending with 94.0% following the last of three blitzes. Reported overtime enforcement contacts for the year are tabulated below.

Enforcement Contacts:	Belts	DUII	Speed	Susp/Rev	Felony	Other	TOTALS
Overtime	2,829	32	1,471	62	37	2,568	6,999
Straight Time/Match	621	266	6,044	249	609	3,564	11,353
Observed Belt Use:							
Starting	93.0%						
Ending	94.0%						

SECTION 405 INCENTIVE

J2-06-46-05 Occupant Protection Law Enforcement Training $61,960

TSD staff designed and delivered two Three Flags Campaign pre-blitz training workshops to 304 law enforcement officers representing 96 state, county and city traffic enforcement agencies. Covered costs included conference facilities, participant food/lodging, speakers, announcements/follow-up mailings, meeting materials, and program awards and incentives.

J2-06-46-01 Statewide Services Project $90,500

Funded research contractor to perform and publish three statewide observed use surveys and provide final reports to TSD. Oregon's observed belt use rates for 2006 are 94.06% (front-seat, NHTSA) and 97% (total occupant, Oregon). Both of these indicate compliance has increased over the past year. Booster seat usage was observed to be 52%, up from 34% last year. A new category measured the public's adherence to national best practice that children 12 and under ride in rear seats; adherence is 83%. In addition, 94% of children under age one were observed to be riding rear-facing, another currently recommended "best practice".

J2-06-46-10 OSSA Safety Belt Overtime Enforcement $386,611

Oregon State Sheriffs Association administered and monitored overtime enforcement grants to County Sheriff’s offices for the primary purpose of increasing compliance with safety belt/child restraint laws. Concurrent enforcement of speed and DUII laws was encouraged. Participating offices conducted three ten-day “Three Flags” enforcement blitzes, attended pre-blitz training, performed local observed use surveys, promoted blitz activities with the media, and reported activities to the Association. Twenty- seven of Oregon’s thirty-six counties participated and reported area use rates averaging 90.4% at the beginning of the year and ending with 95.0% following the last of three blitzes. Reported overtime enforcement contacts for the year are tabulated below.

Enforcement Contacts:	Belts	DUII	Speed	Susp/Rev	Felony	Other	TOTALS
Overtime	8,772	128	4,321	728	165	7,301	21,415
Straight Time/Match	10,643	2,889	31,719	8,926	356	49,060	103,593
Observed Belt Use:							
Starting	90.4%						
Ending	95.0%						

157 INNOVATIVE (carryover)

IN3-06-45-20 **PIE for Law Enforcement** **$180**

Provided for purchase of promotional materials for distribution at the community level by law enforcement agencies in support of the Three Flags Campaign.

IN5-06-49-01 **PIE for Law Enforcement** **$3,437**

Provided for purchase of promotional materials for distribution at the community level by law enforcement agencies in support of the Three Flags Campaign.

Pedestrian Safety

The Problems

- Motor vehicle drivers failed to yield to pedestrians in 296 motor vehicle crashes in 2003, compared to 269 in 2002.
- In 2003, 345 pedestrians were killed or injured at intersections or in a crosswalk, compared to 329 in 2002.
- 39.4% of pedestrian crashes occurred at dusk, dawn, or in low light conditions in 2003, compared to 47% in 2002.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Injuries						
Number	662	577	595	618	552	-4.3%
Percent of total Oregon injuries	2.1%	2.1%	2.1%	2.2%	2.0%	-5.5%
Number injured Xing in crosswalk or Intersection	327	293	325	335	277	-5.5%
Percent Xing in crosswalk or intersection	49.5%	50.8%	54.6%	54.2%	50.2%	-1.2%
Fatalities						
Number	57	60	48	49	45	-25.0%
Percent of total Oregon fatalities	11.5%	12.3%	11.0%	9.6%	10.0%	-18.7%
Number of fatalities Xing in crosswalk or Intersection	12	13	8	10	10	-23.1%
Percent Xing in crosswalk or intersection	22.5%	21.7%	16.7%	20.4%	20.4%	-6.4%

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

Goals

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

Performance Measures

- To reduce the number of pedestrian fatalities to 49 by December 31, 2006.
  [There were a total of 49 pedestrian fatalities in 2005.]
- To maintain or reduce the number of pedestrian injuries at 561 or less by December 31, 2006.
  [There were a total of 625 pedestrian injuries in 2005.]
- To reduce the number of pedestrians killed crossing in a crosswalk or intersection to 11 or less, a reduction of 3%, from the average number of fatalities between 2000 and 2004, by December 31, 2006.
  [Of the 49 total pedestrian fatalities, 15 pedestrians (30.6%) were killed while crossing in a crosswalk or intersection.]

- To reduce the number of pedestrians injured crossing in a crosswalk or intersection from the 2000-2003 average of 316 to 298 or less (a decrease of 6%) by December 31, 2006.
  [Of the 625 pedestrians injured, 317 pedestrians (50.7%) were injured while crossing in a crosswalk or intersection.]

Strategies

- Expand public awareness of Oregon pedestrian right-of-way laws through public information and education campaigns through media and educational outreach.
- Continue pedestrian safety and traffic law trainings to Oregon law enforcement personnel.
- Continue overtime grants for targeted Pedestrian Safety Enforcement (PSE) operations, and encourage enforcement grantees to offer diversion programs as an education tool.
- Include pedestrian safety messages in the division Public Information and Education contract.
- Collaborate with local and community partners to enhance and reinforce educational efforts.
- Continue collaborating with Transportation Safety Division program managers in combining efforts around pedestrian safety and other traffic safety issues like speed, impairment, youth and elderly representation.
- Continue to support and provide efforts to increase driver, pedestrian and parent awareness of safety issues, particularly being seen in low-light conditions.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-68-01 Statewide Services Pedestrian Safety $29,689
Contributed to the annual division telephone survey that included questions around pedestrian safety enforcement awareness; updated and reprinted brochures, flyers and other resource materials; contributed to the Public Information and Education contract to create campaign ("See and be Seen" transit ad) around motorist awareness of pedestrians.

HN1-06-60-04 Pedestrian Safety Enforcement and Training $73,255
Funded the pedestrian safety enforcement (PSE) mini-grant program that included operations, training and evaluation, administered by the Willamette Pedestrian Coalition/Bicycle Transportation Alliance, of Portland, Oregon.

HN1-06-60-07 School and Community Transportation Safety $20,000
Funded planning, analysis and technical support for Oregon communities that coordinated and organized school and community transportation safety programs with emphasis on safety for children bicycling and walking for local trips and to and from school.

Police Traffic Services

The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community.
- Oregon is well below the national rate of 2.2 officers per 1,000 population with 1.50 officers per 1,000 population in 2003.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar/lidar), Crash Investigation Training, and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement; therefore, training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.
- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Currently, the Oregon State Police have reduced their patrol and crime lab positions due to budget cuts and the failure of Ballot Measure 28 and 30. The sworn-trooper positions in the patrol division have been reduced to 329 from 464 in less than one year. The 2005-2007 budget will likely be 20 FTE lower to 309.
- Many county and city police department's lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

Police Traffic Services, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Fatal Traffic Crashes	454	427	388	429	384	-9.4%
Total Injury Crashes	21,805	17,995	18,679	19,101	18,264	1.6%
Total Fatalities	515	488	436	512	456	-6.6%
Total Injuries	33,999	26,972	27,791	28,256	27,314	1.4%
Top 10 Driver Errors in Total Crashes:						
Failed to Avoid stopped or parked vehicle ahead other than school bus	13,635	13,927	14,670	17,007	13,424	-3.6%
Did not have right-of-way	8,239	6,913	6,902	9,225	7,436	7.6%
Driving too fast for conditions	6,084	5,802	6,162	7,670	7,477	28.9%
Left turn in front of oncoming traffic	3,084	2,681	2,729	2,916	2,463	-8.1%
Disregarded traffic signal	2,688	2,306	2,156	2,264	1,882	-18.4%
Improper change of traffic lanes	2,553	2,468	2,283	2,761	2,059	-16.6%
Backing improperly (Not parking)	1,531	1,577	1,575	1,735	848	46.2%
Failed to decrease speed for slower moving vehicle	1,631	1,041	942	956	753	-27.7%
Disregarded stop sign or flashing red	1,241	1,432	1,514	767	807	-43.6%
Turned from wrong lane	1,092	794	841	858	509	-35.9%

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Driving on wrong side of road	1,146	1,090	1,013	551	490	-55.0%
Ran off Road	- -	- -	- -	5,742	4,486	N/A
Failed to Dim Lights/Inattention	- -	- -	- -	4,408	2,757	N/A
Failed to Maintain Lane	- -	- -	- -	2,602	1,960	N/A
Following too Close	- -	- -	- -	697	978	N/A
Number of Speed Related Convictions	185,726	221,235	191,785	199,259	167,183	-24.4%
No. of Law Enforcement Officers	5,361	5,659	5,528	5,321	--	N/A
Officers per 1,000 Population	1.67	1.63	1.58	1.50	--	N/A
Percent Who Say More Enforcement Needed	17.4%	18.0%	14.0%	16.0%	15.0%	-16.7%

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

Goals

- To improve the enforcement of traffic safety laws and regulations intended to reduce death, injury and property damage and provide community service, by providing law enforcement training in key traffic safety areas.

Performance Measures

- To increase training of officers statewide through regional courses. Provide at least one course in each of the five ODOT regions prior to December 31, 2006.
  [179 officers were trained in all regions of the state.]

- To provide at least three statewide announcements to all law enforcement agencies outlining the availability of the online radar and lidar certification course by December 31, 2006.
  [This was completed.]

- To deliver the course "First Responder to Traffic Collisions", a 24-hour DPSST certified curriculum, to at least 50 police officers by December 31, 2006.
  [This was not completed due to lack of funds and time to deliver the training.]

- To help develop and certify training curriculum that supports the use of following too close enforcement technologies. Develop and deliver a training course that will provide training to at least 100 officers by December 31, 2006.
  [This was not completed by DPSST however it was partially completed by Clackamas County Sheriff's Office. Only 30 officers were trained because the equipment company is not allowing Distance between Cars upgrades for more that 20 laser units until case law has been established in Oregon.]

- To assist finalizing the pilot for Electronic Traffic Citation issuance and electronic transfer to the primary court. Identify and secure funding to purchase equipment and software to support project. Work directly with state and local courts to implement. Develop annual progress report identifying status, cost savings, implementation timelines and project summary supplemental to PDFE by December 31, 2006.
  [This was completed by TSD Law Enforcement program as the funding was provided to TSD. An additional grant was received and 5 additional agencies were funded to receive 5

handheld units each. Those agencies are Salem PD, Woodburn PD, Lane County Sheriff's Office, Marion County Sheriff's Office and Deschutes County Sheriff's Office. Mini-Grants are being required for those agencies with mandatory quarterly reporting requirements through September 30th, 2007.]

- To initiate the development of a statewide Traffic Law Enforcement Strategic plan to complement the OSP GAP Study as outlined in the TSAP. Implement developed element by December 1, 2006.
  [This was not completed due to the current enforcement political environment in addition to availability of staff time to work on and complete the project.]

Strategies

- Radar and Lidar courses will also be offered via the internet training tool developed by DPSST.
- Provide scholarships to police agencies to allow them to travel to the crash investigation conference and provide lodging and meals as needed.
- Participate in identifying and promoting a dedicated funding source for law enforcement training in Oregon.
- Promote enforcement alternatives such as photo radar and red light cameras, in order to utilize existing staff in the most effective manner.
- Work with DPSST to provide traffic law enforcement training to Oregon law enforcement agencies. Emphasize enforcement of traffic laws and regulations in all areas of transportation safety.
- In cooperation with DPSST and TEAM Oregon, provide motor officer training, updates and Instructor Development training.
- Follow the Governor's Cooperative Police Agreement in all funding of enforcement programs.
- Promote cooperation with neighboring states including outreach to tribal governments.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-30-03 DPSST Law Enforcement Training Grant $52,676
This project provided training to 179 police officers in radar and lidar operations, provided traffic law-enforcement expertise and outreach to statewide police agencies via conferences and trainings. Additionally, 54 motor officers were provided training in police motorcycle operations and the annual Police Supervisor's Conference was coordinated and delivered.

Region 1, Transportation Safety

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

- 753 miles of highway
- 87 miles of bikeways
- 107 miles of sidewalks
- 584 bridges
- 7,363 traffic signals
- Over 3,500 major signs
- Thousands of smaller signs, lights, ramp meters, variable signs, etc.
- Eleven Cities, three counties and two unincorporated areas have established Local Traffic Safety Committees or similar action groups.
- There are three currently active Safety Corridors and two Truck Safety Corridors within the Region.

The Problem

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

- The current "Top 10% List" for hazardous locations has nearly 3,100 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 of Oregon.

- 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

	2000	2001	2002	2003	% Change 2000-2003
Clackamas County	43	34	31	40	-7.0%
Columbia County	2	15	5	3	50.0%
Hood River County	2	4	3	4	100.0%
Multnomah County	33	48	46	56	69.7%
Washington County	33	34	37	27	-18.2%
Region 1 Total	**113**	**135**	**122**	**130**	**15.0%**
Statewide Fatalities	**451**	**488**	**436**	**512**	**13.5%**
Region 1 Fatalities Percent of State	**25.06%**	**27.66%**	**27.98%**	**25.39%**	**1.3%**
Region 1 Fatalities per 100,000 Population	**7.45**	**8.81**	**7.88**	**8.28**	**11.1%**

Statewide Alcohol-Involved Fatalities vs. Region 1

	2000	2001	2002	2003	% Change 2000-2003
Clackamas County	24	18	10	12	-50.0%
Columbia County	2	4	4	1	-50.0%
Hood River County	0	1	0	3	300.0%
Multnomah County	14	21	23	24	71.4%
Washington County	11	10	6	6	-45.5%
Region 1 Alcohol-Involved Fatalities	**51**	**54**	**43**	**46**	**-9.8%**
Statewide Total Fatalities Alcohol-Involved	**174**	**173**	**163**	**184**	**5.7%**
Alcohol-Involved Fatalities Percent of Region 1	**45.13%**	**40.0%**	**35.25%**	**35.38%**	**-21.6%**
Alcohol-Involved Fatalities Percent of State	**29.31%**	**31.21%**	**26.38%**	**25.00%**	**-14.7%**
Statewide Fatalities Alcohol-Involved % Total	**38.58%**	**35.45%**	**37.39%**	**35.94%**	**-6.9%**

Statewide Speed-Related Fatalities vs. Region 1

	2000	2001	2002	2003	% Change 2000-2003
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%
Region wide Data					
Speed-Related Fatalities	51	55	54	62	21.6%
Speed-Related Fatalities on State Highways	18	20	19	21	16.7%
Speed-Related Fatalities on County Roads	18	20	16	17	-5.6%
Speed-Related Fatalities on City Streets	15	15	19	24	60.0%

2003 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	353,450	40	12	1,943	5.50	270
Columbia County	45,000	3	1	143	3.18	20
Hood River County	20,500	4	3	43	2.10	8
Multnomah County	677,850	56	24	4,832	7.13	693
Washington County	472,600	27	6	2,611	5.52	287
Region 1 Total	**1,569,400**	**130**	**46**	**9,572**	**6.10**	**1,278**
Statewide Total	**3,541,500**	**512**	**184**	**19,530**	**5.51**	**2,661**
Percent of State	**44.31%**	**25.39%**	**25.00%**	**49.01%**	**N/A**	**48.03%**

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

Performance Measures

- To evaluate 100 percent of the 3,100 "Top 10% Sites" for possible safety projects using available ODOT safety funds (STIP Safety, Safety Improvement Program, SIP, HEP, TSD grant programs) using 2001-2003 data by December 31, 2006.
  [Completed the SPIS review (now with more detailed reports on the top 5%), used the results to nominate 1-3 new safety projects for the Region which may exceed 1.8 million dollars in non-402 Safety spending.]

- To identify and prioritize 20 sites with significant speed, alcohol or drug-related crashes from the "Top 10% Sites" list that could benefit from targeted enforcement and/or education campaigns by December 31, 2006.
  [Shared a "top 20" site list with OSP, county and city police offices. Results contributed to improved speed, drunk driving and work zone enforcement patrols.]

- To provide at least two training sessions or other opportunities to Region staff (including ODOT Project Leaders) to provide greater access to and understanding of Transportation Safety programs by December 31, 2006.
  [Provided for regional and district staff to attend Annual TSD Conference, provided for an on-site training in SPIS location review and data analysis for 3-4 staff.]

- To identify, assist in developing and provide funds for at least four Local Traffic Safety projects based on locally-identified priorities. Provide funds to projects, to be completed by December 31, 2006.
  [Provided funds for Walk/Bike to School Day across the region. Funded public safety events including Big Truck Day, Washington County Fair, Clackamas County Safe Kids, Mt Hood Safety Corridor. Funded a Clackamas County demonstration project and a Forest Grove signal improvement project.]

Strategies

- Identify high crash locations (Safety Priority Index System and Hazard Elimination Program) where safety projects spending non-TSD funds will be most effective in reducing crashes and injuries. Break out crash information by type if possible. Using experienced traffic investigators, manage Regional analysis of over 3,000 " Top 10% " locations.

- Identify the top sites from this list 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. Since law enforcement budgets are becoming more limited, we need to look for creative ways to target patrols and use educational programs to boost or replace enforcement efforts (when possible).

- Bring ODOT non-safety staff, such as Project Leaders, plus 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.

- Identify and assist in development of at least four Local Traffic Safety projects. Provide mini-grants or loanable 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. New projects may target but will not be not limited to: (a) formation and vitalization of local traffic safety committees; (b) multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and, (c) cooperative projects among several adjoining jurisdictions.

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

Project Summaries

SECTION 163 INCENTIVE

HN1-06-24-11 Regional Services – ODOT Region 1 $16,680

This project identified Regional Safety Projects in high crash locations ($1.8 million); funded four or more mini-grants, mostly for public education and outreach; continued regional safety coalition including heath, emergency medical, fire, transportation and related agencies; decommissioned one successful safety corridor; provided for 32,000 (estimated) safety fair contacts.

H08-06-24-11 Engineering Projects – ODOT Region 1 $3,457

This project provided funds to managed Regional analysis of over 3,000 "Top 10%" locations and in-depth reporting on 260 top 5% locations. This project also improved yearly operations for Workzone Enforcement program areas and funded one project to improve local access to Regional highways.

Region 2, Transportation Safety

ODOT's Northwest Region provides transportation facilities and services for one-third of Oregon's population. More than one million people live in Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook, and Yamhill Counties.

The Northwest Region includes:

- More than 13,000 square miles and a population of more than 1 million Oregonians.
- 5 of Oregon's 10-largest population centers.
- 1,793 miles of state highway, with 868 bridges and four tunnels.
- 6,701,520,000 annual vehicle miles traveled region-wide.
- 18,360,000 daily vehicle miles traveled region-wide.
- 4 maintenance districts.
- 860 miles of railroad.
- 7 deep-water ports.
- 99 local government partners (cities, counties, MPO's, COG's and PACT's; more than any other region).
- 3 Area Commissions on Transportation (ACT's).
- 6 formally established Safety Corridors and two Truck Safety Corridors.
- Approximately 23 city and 2 county official and many unofficial Local Traffic Safety Committees with several other similarly related committees.
- 6 SAFE KIDS Chapters.
- Approximately 60 School Districts.

The Problem

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

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

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

- High frequency of police 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 Population vs. Region 2

	2000	2001	2002	2003	% Change 2000-2003
Benton County	78,300	79,000	79,900	80,500	2.8%
Clatsop County	35,700	35,850	36,100	36,300	1.7%
Lane County	323,950	325,900	328,150	329,400	1.7%
Lincoln County	44,600	44,650	44,700	45,000	0.9%
Linn County	103,350	103,500	104,000	104,900	1.5%
Marion County	286,300	288,450	291,000	295,900	3.4%
Polk County	62,700	63,600	63,450	64,000	2.1%
Tillamook County	24,300	24,600	24,600	24,900	2.5%
Yamhill County	85,500	86,400	87,500	88,150	3.1%
Region 2 Population Total	**1,044,700**	**1,051,950**	**1,059,400**	**1,069,050**	**2.3%**
Statewide Population	**3,436,750**	**3,471,700**	**3,504,700**	**3,541,500**	**3.0%**
Region 2 Population Percent of State	**30.40%**	**30.30%**	**30.23%**	**30.19%**	**-0.7%**

Statewide Fatalities vs. Region 2

	2000	2001	2002	2003	% Change 2000-2003
Benton County	9	5	10	4	-55.6%
Clatsop County	8	14	5	3	-62.5%
Lane County	50	43	32	46	-8.0%
Lincoln County	10	13	16	10	0.0%
Linn County	17	21	14	27	58.8%
Marion County	43	37	28	36	-16.3%
Polk County	10	9	10	17	70.0%
Tillamook County	2	13	10	9	350.0%
Yamhill County	10	6	10	6	-40.0%
Region 2 Total	**159**	**161**	**135**	**158**	**-0.6%**
Statewide Fatalities	**451**	**488**	**436**	**512**	**13.5%**
Region 2 Fatalities Percent of State	**35.25%**	**32.99%**	**30.96%**	**30.86%**	**-12.47%**
Region 2 Fatalities per 100,000 Population	**15.22**	**18.87**	**12.74**	**14.78**	**-2.9%**

Statewide Alcohol Involved Fatalities vs. Region 2

	2000	2001	2002	2003	% Change 2000-2003
Benton County	1	2	1	1	0.0%
Clatsop County	3	4	2	1	-66.7%
Lane County	20	14	15	11	-45.0%
Lincoln County	7	2	8	2	-71.4%
Linn County	8	7	5	6	-25.0%
Marion County	25	13	12	14	-44.0%
Polk County	2	3	3	7	250.0%
Tillamook County	0	1	3	5	500.0%
Yamhill County	1	2	3	2	100.0%
Region 2 Alcohol-Involved Fatalities	**67**	**48**	**52**	**49**	**-26.9%**
Statewide Total Fatalities Alcohol-Involved	**174**	**173**	**163**	**184**	**5.7%**
Alcohol-Involved Fatalities Percent of Region 2	**42.14%**	**29.81%**	**38.52%**	**31.01%**	**-26.4%**
Alcohol-Involved Fatalities Percent of State	**38.51%**	**27.75%**	**31.90%**	**26.63%**	**-30.8%**
Statewide Fatalities Alcohol-Involved % Total	**38.58%**	**35.45%**	**37.39%**	**35.94%**	**-6.9%**

2003 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	80,500	4	1	392	4.87	55
Clatsop County	36,300	3	1	179	4.93	30
Lane County	329,400	46	11	947	2.87	130
Lincoln County	45,000	10	2	169	3.76	22
Linn County	104,900	27	6	690	6.58	100
Marion County	295,900	36	14	2,012	6.80	239
Polk County	64,000	17	7	351	5.48	46
Tillamook County	24,900	9	5	110	4.42	30
Yamhill County	88,150	6	2	412	4.67	51
Region 2 Total	**1,069,050**	**158**	**49**	**5,262**	**4.92**	**703**
Statewide Total	**3,541,500**	**512**	**184**	**19,530**	**5.51**	**2,661**
Percent of State	**30.19%**	**30.86%**	**26.63%**	**26.94%**	**N/A**	**26.42%**

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

Goal

- To decrease the number of region fatalities by 10% from 158, in 2003, to 142 by 2010. To reduce the number of serious injury crashes by 10% from 507 in 2003 to 456 by 2010.
- To decrease the number of region fatal and all serious injuries by 10% from 4,934 in 2003 to 4,441 by 2010.
- To decrease the number of region speed related fatalities and serious injuries by 10% from 317 in 2003 to 258 in 2010.
- To reduce the number of region alcohol-related fatalities by 10% from 49, in 2003 to 44 by 2010.
- To reduce all Region 2 counties fatal and injury crash rates to at or below the statewide average by the year 2010.

Performance Measures

- To communicate with and serve as a resource to the 10 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, through December 31, 2006.
  [Priority has been given to established local traffic safety committees by attending their meetings and disseminating current information.]
- To concentrate effort with 50 percent of the currently established local traffic safety committees by meeting with them regularly and providing agency support through December 31, 2006.
  [Met with more than 50 percent of the currently established committees in the last year.]
- To incorporate transportation safety “4 E” approaches (education, engineering, enforcement and emergency medical services) into Region safety project scoping trips, SPIS site investigations, community planning efforts and special projects as much as possible through December 31, 2006.
  [Worked with Region Traffic section to ensure that safety is discussed at all levels of project development.]

- To develop and administer annual Safety Corridor Plans per statewide guidelines for the six Region 2 existing safety corridors by December 31, 2006. Receive community input on Corridor Plans and publish for public review when completed.
  [Developed six Safety Corridor Plans.]

Strategies

- Further distribute Transportation Safety topic area public information and education materials including public service announcements region-wide through local communities, transportation safety advocacy groups, schools, businesses, etc.

- Provide transportation safety education through safety and health fairs as well as other local community events.

- Become familiar with Transportation Safety topic areas, Safety Management System and its tools and Region traffic practices.

- Partner with transportation safety related advocacy groups (e.g., local traffic safety committees, neighborhood associations, and Safe Kids groups etc.) and further identify ways to contribute to their transportation safety efforts utilizing the "4 E" approach.

- 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 projects. The RTSC will continue to promote these efforts. Additionally, the RTSC will provide transportation safety educational efforts/training to region staff and local community members to further promote the "4 E" approach to safety.

- Continue to use Region transportation safety advocate and public agency staff electronic mail list for transportation safety related communications. This electronic listing is used regionally to provide up to date transportation safety program area related information and will continue to be updated to enhance regional communications.

- Multi-cultural education efforts will be refined and focus given primarily to DUII, Speed and Occupant Protection transportation safety program areas.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-24-12 Region Services – ODOT Region 2 $45,754
This project has provided for local priority projects to be coordinated from the Region 2 Transportation Safety Office in Salem. An emphasis has been placed on education and promotion of local transportation safety committees in the region. Outreach and education has been done through local Transportation Safety Fairs and school visits. We have promoted the "4 E" approach to traffic safety wherever possible.

H08-06-24-12 Regional Engineering Services – ODOT Region 2 $3,227
This project has provided for local small engineering projects to correct specific safety issues. This year we did some signing projects and added delineation and rumble strips in specific areas. These projects have been coordinated closely with our partners in local government.

Region 3, Transportation Safety

The Oregon Department of Transportation, Region 3 encompasses five counties: Coos, Curry, Douglas, Jackson, and Josephine. The total region population is 453,350 and there are 1,039 highway miles. While Interstate 5 runs from the top of the region directly through to the bottom, the region as a whole is still considered rural in nature.

The Problem

- Traffic fatalities are over-represented with 18.75 percent of total state traffic fatalities compared with 12.80 percent of the state's population.
- In 2003 speed is a factor in 56.2 percent of Region 3 traffic fatalities compared with the statewide involvement rate of 51.61 (Coos - 53%, Curry - 83%, Douglas - 46%, Jackson – 54%, Josephine – 45%).
- Alcohol is involved in 48.96 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 35.94 percent.
- In 2002 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 to educate the public on the need for children ages 6-8 to be in booster seats. In addition, we are continuing to see a high misuse rate with child safety seats.
- Although Region 3 has fourteen traffic safety committees (Ashland, Brookings, Coquille, Eagle Point, Gold Beach, Medford, Myrtle Point, North Bend, Reedsport, Talent, Winston, Douglas County, Jackson County, and Josephine County), there continues to be a need to enhance the sustainability of some of the present committees.
- There is a lack of incorporation of traffic safety elements into ODOT Regional work.
- The US 199 Safety Corridor (designated in 1996) is 7.2 miles in length. The latest 3-year average reflects a 17 percent increase in fatal and injury A crashes for this section of highway compared to the state average for a similar section of highway. A most recent look at the fatal crashes reveals driver inattention as the primary cause.

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

	2000	2001	2002	2003	% Change 2000-2003
Coos County	12	11	10	16	33.3%
Curry County	2	1	4	6	200.0%
Douglas County	32	28	24	26	-18.8%
Jackson County	21	27	20	28	33.3%
Josephine County	17	18	10	20	17.6%
Region 3 Total	**84**	**85**	**68**	**96**	**14.3%**
Statewide Fatalities	**451**	**488**	**436**	**512**	**13.5%**
Region 3 Fatalities Percent of State	**18.63%**	**17.42%**	**15.60%**	**18.75%**	**0.7%**
Region 3 Fatalities per 100,000 Population	**18.97**	**19.01**	**15.10**	**21.18**	**11.6%**

Statewide Alcohol-Involved Fatalities vs. Region 3

	2000	2001	2002	2003	% Change 2000-2003
Coos County	2	4	5	7	250.0%
Curry County	0	1	1	4	400.0%
Douglas County	13	10	8	11	-15.4%
Jackson County	5	13	11	16	220.0%
Josephine County	4	6	6	9	125.0%
Region 3 Alcohol-Involved Fatalities	**24**	**34**	**31**	**47**	**95.8%**
Statewide Total Fatalities Alcohol-Involved	**174**	**173**	**163**	**184**	**5.7%**
Alcohol-Involved Fatalities Percent of Region 3	**28.57%**	**40.0%**	**45.59%**	**48.96%**	**71.4%**
Alcohol-Involved Fatalities Percent of State	**13.79%**	**19.65%**	**19.02%**	**25.54%**	**85.2%**
Statewide Fatalities Alcohol-Involved % Total	**38.58%**	**35.45%**	**37.39%**	**35.94%**	**-6.9%**

Statewide Speed-Related Fatalities vs. Region 3

	2000	2001	2002	2003	% Change 2000-2003
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%
Region wide Data					
Speed-Related Fatalities	36	44	48	49	36.1%
Speed-Related Fatalities on State Highways	25	23	25	21	-16.0%
Speed-Related Fatalities on County Roads	8	20	22	27	237.5%
Speed-Related Fatalities on City Streets	3	1	1	1	-66.7%

2003 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	6,000	16	7	201	3.19	24
Curry County	21,100	6	4	49	2.32	7
Douglas County	101,800	26	11	664	6.52	94
Jackson County	189,100	28	16	1,121	5.93	139
Josephine County	78,350	20	9	490	6.25	61
Region 3 Total	**453,350**	**96**	**47**	**2,525**	**5.57**	**325**
Statewide Total	**3,541,500**	**512**	**184**	**19,530**	**5.51**	**2,661**
Percent of State	**12.80%**	**18.75%**	**25.54%**	**12.93%**	**N/A**	**12.21%**

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

Goal

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

Performance Measures

- To communicate with and serve as a resource for the 14 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2006.
  [Served as a direct resource to 12 of the now 15 established committees.]

- To coordinate or participate in a least ten child safety seat trainings and public clinics in Region 3 through December 31, 2006.
  [Participated in over 10 CPS trainings/clinics and an additional 15 more were held in Region 3, totaling 25 CPS trainings/clinics.]

- To incorporate transportation safety and the 4-E approach (education, engineering, enforcement, and emergency medical services) into 3 regional project scopings by December 31, 2006.
  [Participated in one project scoping trip and worked with Region Traffic Team to bring the 4-E approach to project planning in the Region.]

- 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, 2006.
  [Coordinated and/or provided resources for approx. 75 traffic safety related activities or events – not including CPS.]

- 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, 2006.
  [Identified and provided funding for pedestrian safety bulb-outs in the city of Talent at a high needs location.]

Strategies

- Focus educational efforts on Speed, Impaired Driving, and Occupant Protection.

- Collaborate with other agencies/groups on injury prevention strategies statewide and plan appropriate measures to impact identified traffic safety problems in Region 3.

- Work with existing local traffic safety committees to enhance programs and to provide resources and information. Include ACTS Oregon in efforts and partner with them when able to help stabilize struggling committees.

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

- Coordinate and/or provide resources for traffic safety events (including child safety seat trainings and clinics) and fairs within Region 3.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-24-13 Regional Services - ODOT Region 3 $74,985

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. A total of four mini-grants were provided to local jurisdictions

or non-profit organizations to address identified problems. This project also included equipment grants to law enforcement agencies.

H08-06-24-13 Regional Engineering Projects - ODOT Region 3 $5,200

This project provided funding for a pedestrian safety improvement project in the city of Talent. The project included the installation of pedestrian bulb-outs to increase crosswalk visibility, shorten crossing distance, and serve as a traffic calming device.

Region 4, Transportation Safety

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath Falls, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and Deschutes County is one of the fastest growing counties in the state. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters.

The Problem

Alcohol-related fatalities in Region 4 are at 34.6 percent of the total fatalities based on 2003 data. Deschutes and Jefferson counties are the highest for alcohol-related fatalities; eight (8) for Deschutes County, and nine (9) for Jefferson County.

- Crash data indicates a potential need for a safety corridor review on Highway 270 (Oregon 140W), Lake of the Woods from MP 29 to MP 45.

- Speed related crashes are continuing to increase in the region. Four counties in the Region have more than 50% of all fatalities in 2003 related to speed (Crook, Gilliam, Klamath, and Wheeler).

- Klamath and Deschutes counties have a higher total fatality rate than the rest of the counties within Region 4. Klamath County is at 24.7 percent and Deschutes County is at 27.2 percent (2003 data). Total preliminary figure for fatalities for Region 4 in 2004, is 56, correlating to 25% less fatalities than in 2003. However, Region 4's preliminary figure for fatal/injury crashes is 1,429 compared to 1,374 in 2003.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

	2000	2001	2002	2003	% Change 2000-2003
Crook County	8	2	4	4	-50.0%
Deschutes County	15	19	16	22	46.7%
Gilliam County	2	0	0	2	0.0%
Jefferson County	14	7	14	14	0.0%
Klamath County	13	20	22	20	53.8%
Lake County	5	8	9	0	-500.0%
Sherman County	3	1	8	7	133.3%
Wasco County	3	8	5	9	200.0%
Wheeler County	0	1	0	3	300.0%
Region 4 Total	**63**	**66**	**78**	**81**	**28.6%**
Statewide Fatalities	**451**	**488**	**436**	**512**	**13.5%**
Region 4 Fatalities Percent of State	**13.97%**	**13.52%**	**17.89%**	**15.82%**	**13.3%**
Region 4 Fatalities per 100,000 Population	**24.64**	**25.14**	**29.15**	**29.82%**	**21.0%**

Statewide Alcohol Involved Fatalities vs. Region 4

	2000	2001	2002	2003	% Change 2000-2003
Crook County	0	0	2	1	100.0%
Deschutes County	6	7	6	8	33.3%
Gilliam County	1	0	0	1	0.0%
Jefferson County	5	2	5	9	80.0%
Klamath County	7	6	8	5	-28.6%
Lake County	1	4	1	0	-100.0%
Sherman County	0	0	1	3	300.0%
Wasco County	3	5	2	0	-300.0%
Wheeler County	0	1	0	1	100.0%
Region 4 Alcohol-Involved Fatalities	**23**	**25**	**25**	**28**	**21.7%**
Statewide Total Fatalities Alcohol-Involved	**174**	**173**	**163**	**184**	**5.7%**
Alcohol-Involved Fatalities Percent of Region 4	**36.51%**	**37.88%**	**32.05%**	**34.57%**	**-5.3%**
Alcohol-Involved Fatalities Percent of State	**13.22%**	**14.45%**	**15.34%**	**15.22%**	**15.1%**
Statewide Fatalities Alcohol-Involved % Total	**38.58%**	**35.45%**	**37.39%**	**35.94%**	**-6.9%**

Statewide Speed-Related Fatalities vs. Region 4

	2000	2001	2002	2003	% Change 2000-2003
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%
Region wide Data					
Speed-Related Fatalities	22	21	30	37	68.2%
Speed-Related Fatalities on State Highways	10	11	22	21	110.0%
Speed-Related Fatalities on County Roads	10	8	6	14	40.0%
Speed-Related Fatalities on City Streets	2	2	2	2	0.0%

2003 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	20,300	44	1	65	3.20	10
Deschutes County	130,500	22	8	695	5.33	90
Gilliam County	1,900	2	1	32	16.84	6
Jefferson County	19,900	14	9	86	4.32	26
Klamath County	64,600	20	5	394	6.10	65
Lake County	7,400	0	0	37	5.00	5
Sherman County	1,900	7	3	29	15.26	4
Wasco County	23,550	9	0	108	4.59	18
Wheeler County	1,550	3	1	12	7.74	2
Region 4 Total	**271,600**	**81**	**28**	**1,458**	**5.37**	**226**
Statewide Total	**3,541,500**	**512**	**184**	**19,530**	**5.51**	**2,661**
Percent of State	**7.67%**	**15.82%**	**15.22%**	**7.47%**	**N/A**	**8.49%**

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

Goal

- To reduce Region 4 fatalities to 63 and fatal/injury crashes to 1,200 by 2010.
- To decrease the number of region speed related fatalities to 33 or below by 2010.

Performance Measures

- To communicate with and serve as a resource for the 3 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2006.
  [Served as a resource for the safety committees in Region 4 and with local communities that do not have an official safety committee on transportation safety issues.]

- To maintain or reduce the number of crash related fatalities by 5%, or 4 from 81 to 77, and reduce the number of fatal/injury crashes by 5% from 1,458 to 1,385 by December 31, 2006.
  [In 2005 Region 4 had 79 fatalities. As of November 4, 2006, current data shows 67 fatalities in Region 4. 2006 fatal/injury data is not readily available, however, for 2005 there were 1,564 fatal/injury crashes in Region 4, therefore, performance measure was not met for fatal/injury crashes.]

- To coordinate or provide a minimum of 15 child safety seat clinics in Region 4 by December 31, 2006.
  [A minimum of 25 child safety seat clinics were held in Region 4 along with an 8 hour class in The Dalles and Bend and a 32 hour technician course was held in Bend and The Dalles.]

- To coordinate and/or provide resources for safety fairs, county fairs, schools, and other traffic safety activities to educate and inform the public on traffic safety issues. Reach 150,000 people (55 percent of the population of Region 4 in 2003) by December 31, 2006.
  [At a minimum, 55% or 150,000 individuals were reached in Region 4 by variety of transportation safety events and educational items and grants to communities or local law enforcement agencies.

- To establish one additional traffic safety committee or develop a plan to establish a more workable volunteerism effort within Region 4 communities by December 31, 2006.
  [This is a work in progress, currently working with ACTS regarding Jefferson County and Klamath Falls. This has been a slow process.]

- To analyze all safety projects within Region 4 every biennium after construction to see if safety improvements were met and have made a measurable difference.
  [Six safety projects were analyzed using before construction date crash data and after project completed crash data. Five out of the six projects showed improvement regarding crashes/injuries.

Strategies

- Work with local agencies (OLCC, Police agencies, etc.) to help reduce speed and alcohol-related fatalities and injury A crashes in Region 4.

- Continue emphasis as a resource for education for the Spanish-speaking population.

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

- Work with ACTS Oregon and local communities and counties to try to develop a new local traffic safety committee and/or develop ideas in keeping the current level of volunteerism going. Provide resources and knowledge to enhance the productivity of the committees.

- Work with local community and law enforcement and ODOT on the new safety corridor in Region 4. It is located on OR Route 140 (Lake of the Woods) from MP 29 to MP 47. There are future

engineering projects in the STIP for 2005, 2006 and 2008. In 2005, there will be a RWIS/ICE sign project; 2006 will be an overlay project and guardrail improvements; and in 2008 two left turn refuges with a third one being proposed. Passing lanes will be added to Region 4's need list.

- Evaluate all Region 4 safety projects on the effectiveness of the safety improvements to the traveling public on a biennial basis.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-24-14 Regional Services – ODOT Region 4 $73,536

This project provided for transportation safety events at county fairs; Team Safety Events: 6 presentations at area high schools with Vision 360; pedestrian sting operations in Region 4; overtime enforcement for the Red Light Running grant; use of speed radar trailer by ODOT and police agencies; bicycle safety grants; media releases on various transportation safety topics; bicycle helmets distributed by local law enforcement agencies; Safe Kids events; purchase of a speed radar trailer for Prineville Police Department; speed and DUII equipment purchased for local law enforcement agencies; and media release and community events for safety corridor in District 11. In addition, six safety projects were analyzed before and after construction to see if safety improvements made a difference in crash/injury data.

H08-06-24-14 Engineering Services – ODOT Region 4 $21,634

This project provided for five non-state highway minor engineering projects. These grants were completed during this grant year. A sixth grant was awarded but the grantee was unable to complete work in time. All of the grants were school related (striping for school bus loading/unloading zones, crosswalks, signing for school zones and extending sidewalks).

Region 5, Transportation Safety

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 178,100 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

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

The Problem

- Region 5 currently has one active safety corridor located the last four miles to the Washington border on OR Route 11 (Highway 8) Milton-Freewater, designated in January 1995. The local crash rate has been consistently above the state rate. The local fatal rate has been significantly above the state rate in nine of the fourteen years of data collected.
- The second safety corridor in Region 5 is located on US 395 (highway 54), Hermiston north city limits to Highway 730, designated in February 1997. This safety corridor is consistently problematic with local crash and fatal crashes. The local fatal rate has been significantly above the state rate in ten of the twelve years of data collected. Heavy saturation of enforcement has taken place in 2002 and 2003 on this section of highway.
- The third safety corridor was designated in May 2003. It is a six-mile stretch of highway between the east city limits of Irrigon at mile point 176.6 to the west city limits of Umatilla at mile point 182.6. Three of the six years of data collected shows the local crash rate slightly higher than the state rate. Speed and left-turn crashes are the two major concerns at this time.
- Total occupant safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.
- Speed is on the increase in fatal crashes and serious injury crashes in Region 5. In 2003, speed involved fatalities and serious injuries increased in six counties, with seven of the eight county fatalities having speed as a major contributor.

Region 5, Transportation Safety Related Information

Statewide Fatalities vs. Region 5

	2000	2001	2002	2003	% Change 2000-2003
Baker County	2	4	8	4	100.0%
Grant County	2	2	1	2	0.0%
Harney County	8	10	3	5	-37.5%
Malheur County	5	5	6	17	240.0%
Morrow County	3	2	3	2	-33.3%
Umatilla County	8	12	10	11	37.5%
Union County	2	5	2	6	200.0%
Wallowa County	2	1	0	0	-100.0%
Total Region 5	**32**	**41**	**33**	**47**	**46.9%**
Statewide Fatalities	**451**	**488**	**436**	**512**	**13.5%**
Region 5 Fatalities percent of State	**7.10%**	**8.40%**	**7.57%**	**8.18%**	**29.4%**
Region 5 Fatalities per 100,000 Population	**18.00**	**23.06**	**18.53**	**26.39**	**46.6%**

Statewide Alcohol-Involved Fatalities vs. Region 5

	2000	2001	2002	2003	% Change 2000-2003
Baker County	0	1	2	0	0.0%
Grant County	1	0	0	0	-100.0%
Harney County	3	6	0	0	-300.0%
Malheur County	1	1	2	9	800.0%
Morrow County	1	0	1	2	100.0%
Umatilla County	2	4	6	2	0.0%
Union County	0	0	1	1	100.0%
Wallowa County	1	0	0	0	-100.0%
Region 5 Alcohol Involved Fatalities	**9**	**12**	**12**	**14**	**55.6%**
Statewide Total Fatalities Alcohol-Involved	**174**	**173**	**163**	**184**	**5.7%**
Alcohol-Involved Fatalities Percent of Region 5	**28.13%**	**29.27%**	**36.36%**	**29.79%**	**5.9%**
Alcohol-Involved Fatalities Percent of State	**5.17%**	**6.94%**	**7.36%**	**7.61%**	**47.1%**
Statewide Fatalities Alcohol-Involved % Total	**38.58%**	**35.45%**	**37.39%**	**35.94%**	**-6.9%**

Statewide Speed-Related Fatalities vs. Region 5

	2000	2001	2002	2003	% Change 2000-2003
Region wide Data					
Speed-Related Fatalities	20	25	25	34	70.0%
Speed-Related Fatalities on State Highways	13	20	15	30	130.8%
Speed-Related Fatalities on County Roads	7	5	10	3	-57.1%
Speed-Related Fatalities on City Streets	0	0	0	1	100.0%
Total Number of Fatalities Statewide	451	488	436	512	13.5%
Total Statewide Speed-Related Fatalities	193	211	225	273	41.5%
Percent Involving Speed	42.8%	43.2%	51.6%	53.3%	24.5%

2003 REGION 5, COUNTY FATAL AND INJURY CRASH DATA

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	16,500	4	0	53	3.21	10
Grant County	7,650	2	0	36	4.71	7
Harney County	7,300	5	0	33	4.52	4
Malheur County	32,000	17	9	151	4.72	34
Morrow County	11,750	2	2	36	3.06	9
Umatilla County	71,100	11	2	302	4.25	46
Union County	24,650	6	1	83	3.37	16
Wallowa County	7,150	0	0	19	2.66	3
Region 5 Total	**178,100**	**47**	**14**	**713**	**4.00**	**129**
Statewide Total	**3,541,500**	**512**	**184**	**19,530**	**5.51**	**2,661**
Percent of State	**5.03%**	**9.18%**	**7.61%**	**3.65%**	**N/A**	**4.85%**

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

Goal

- To maintain or reduce the number of traffic related fatalities from 47 to 35 by the year 2010.
- To maintain or reduce the number of serious injuries to 750 by the year 2010.
- To maintain or reduce the number of alcohol-related fatalities to 12 by the year 2010.

- To maintain or reduce the number of speed related fatalities to 32 by the year 2010.

Performance Measures

- To communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2006.
  [Participated in 72 traffic safety committee meetings/functions throughout the year. Was active in all 7 traffic safety committees throughout Region 5.]

- To provide traffic safety information to approximately 54,000 people or 30 percent of the population in Region 5 by December 31, 2006.
  [Approximately 44,500 people or 25% of the population in Region 5 were individually reached through safety fairs, county fairs, festivals, educational presentations, drivers training classes, seatbelt diversion and DUII victim panels, sober grad presentations, etc. by the Region Traffic Safety Coordinator (RTSC).]

- To continue to develop and assist Harney County's Traffic Safety Committee. Focus on maintaining active traffic safety committees in all eight counties in Region 5 by December 31, 2006.
  [Developed and assisted Harney County's Traffic Safety Committee resulting in a thriving committee with an ambitious coordinator and chairman. Provided support and encouragement from the R5 RTSC to maintain all of the traffic safety committees throughout the region resulting in enhanced traffic safety programs and resources.]

- To coordinate and/or provide 15 child safety trainings and public clinics in Region 5, a 50% increase, by December 31, 2006.
  [Coordinated and/or provided 21 child safety trainings and public clinics in Region 5. Over a 100% increase from last grant year.]

- To identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, emergency services and engineering solutions (4-E) by December 31, 2006.
  [The top five SPIS sites were identified but only two sites received dollars for enforcement. Education was achieved in these areas through traffic safety committee meetings and other educational events. The engineering funds earmarked for inexpensive engineering fixes for cities and a county were used in the City of Stanfield and City of La Grande.]

Strategies

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

- Work with existing local traffic safety committees to enhance programs and to provide resources and information. Work closely with Harney County to cultivate and maintain a local traffic safety committee by providing direction and resources. Also work with Grant Co. Safe Communities to partner with Harney County on traffic safety events.

- Create an animated DVD of actual crash scenes depicting speed, non-restraint and drinking and driving to present to interested groups such as seatbelt diversion classes, DUII victims panels, driver training classes and civic groups.

- 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 Region 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.

- Work with the 38 certified child safety seat technicians in Region 5. Build a relationship with the State of Idaho to work together on clinics at the Oregon/Idaho Border.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-24-16 Regional Services – ODOT Region 5 $72,780

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 coordinates activities throughout the region as an outreach for traffic safety education.

H08-06-24-16 Regional Services – ODOT Region 5 $9,848

The project coordinated with local communities to provide traffic safety materials or equipment for minor engineering projects such as signing, striping or other engineering related projects. Provided two solar panel work area arrow boards to the City of Stanfield and 120’ of Premark durastripe material for school crossing in the La Grande School District.

Roadway Safety

The Problem

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

- Traffic crash rates(2) on the State Highway System in 2003 decreased in most categories as compared to 2001. This is an improvement over the 2000/2001 comparison. The overall crash rate for 2003 for all state highways again were the lowest ever recorded.

- Public works and local officials continue to express a need for safety engineering training due to new employees, turnover and changes in accepted practices.

- Approximately 50 percent of all crashes in Oregon occur at intersections.

- An overwhelming percentage of crashes occur in rural areas.

Traffic Fatality Rate in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
National Traffic Fatality Rate[1]	1.60	1.50	1.51	1.48	1.44	-4.0%
Oregon Traffic Fatality Rate[1]	1.50	1.42	1.26	1.46	1.31	-7.5%
Highway System, Non-freeway Crash Rate[2]	1.68	1.58	1.49	1.46	1.43	-9.5%
Hwy System Rural-Secondary Non-freeway Crash Rate	1.16	1.08	0.98	0.87	0.72	-33.3%
Highway System, Freeway Crash Rate	0.43	0.41	0.44	0.42	0.37	-9.8%
County Roads/City Streets Crash Rate	2.24	1.94	1.99	2.08	N/A	N/A

N/A = Data Unavailable at time of Publication

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

[1] Deaths per 100 million vehicle miles traveled

[2] Crashes per million vehicle miles traveled

Goals

- To establish roadway safety training as one of the core competency trainings for the Department e.g. roadway safety engineering techniques/human factor, rural highway including rumble strip applications, intersection design safety modifications including use of roundabouts, Run off the Road Program, and/or Roadway Safety Audit Program by 2010.

- To further develop and implement the statewide safety corridor program by 2010.

Performance Measures

- To train at least 1,000 state and local public works employees on various engineering and traffic safety related topics including Safety Management System, Traffic Engineering Fundamental for the Non Engineer etc. by December 31, 2006.
  [By December 31, 2006 there were 806 participants trained and 35 trainings offered. This is a combination of the courses provided by both Oregon State University (OSU) and the workshops provided by University of Portland (U of P).]

University and Course Name	***# of Trainings***	***Attendees***
OSU, Various Engineering Related Courses	***9***	***148***
U of P, Improving Safety Features for Local Roads and Streets	***10***	***244***
U of P, Highway, Road and Street Safety for Non Engineers	***5***	***73***
U of P, Traffic Law Enforcement for the 21st Century	***11***	***341***
	35	**806**

- To provide additional transportation safety cost-effective trainings for state and local public work staff by 2010.
  [By December 31, 2006 web based materials were posted on the Oregon State University (OSU) website for further training opportunities. No additional trainings outside of those offered by Oregon State University (OSU) and the University of Portland (U of P) were provided.]

- To conduct a minimum of 20 local workshops on roadway safety, new Manual on Uniform Traffic Control Devices (MUTCD) and traffic safety benefits of traffic law enforcement by December 31, 2006 to local agency staff.
  [By December 31, 2006 there were 806 participants trained and 35 trainings offered. This is a combination of the courses provided by both Oregon State University (OSU) and the workshops provided by University of Portland (U of P).]

University and Course Name	***# of Trainings***	***Attendees***
OSU, Various Engineering Related Courses	***9***	***148***
U of P, Improving Safety Features for Local Roads and Streets	***10***	***244***
U of P, Highway, Road and Street Safety for Non Engineers	***5***	***73***
U of P, Traffic Law Enforcement for the 21st Century	***11***	***341***
	35	**806**

- To implement statewide "4-E" initiatives:

  - To implement Intersection Safety Program by December 31, 2006.
    [By December 31, 2006 TSD and the Traffic and Roadway Engineering Section received an on-site demonstration of software developed by the State of Colorado. The Traffic and Roadway Engineering Section has identified an intersection safety program as one of the department's critical safety issues and is investigating tools and methodologies that exist that could be put into use by the department to further this objective. TSD continues to promote and assist as possible in this effort.]

  - To implement Rural Roadway Safety Initiative by December 31, 2006.
    [By December 31, 2006 the Traffic and Roadway Engineering Section has identified a rural roadway safety program as one the department's critical safety issues and is investigating tools and methodologies that exist that could be put into use by the department to further this objective. TSD continues to promote and assist as possible in this effort.]

- To Implement Roadway Safety Audit Program by December 31, 2006.
  [By December 31, 2006 TSD and the Traffic and Roadway Engineering Section continue to identify how a roadway safety audit program can be used and potentially implemented within the department. TSD continues to promote and assist as possible in this effort.]

Strategies

- Coordinate engineering and traffic safety related courses statewide.
- Continue implementation of local emergency/incident response actions identified at 2002 Moving Forward Conference and subsequent 2003 local meetings.
- Participate in statewide Highway Safety Engineering Committee (HSEC) to revise and integrate Hazard Elimination Program (HEP), Safety Investment Program (SIP) and Roadway Safety Initiatives (RSI) etc.
- Fund enforcement in the top problem safety corridors. Continue to provide up to date safety corridor data.
- Evaluate opportunities in Section 150 of SAFETEA, Highway Safety Improvement Program.
- Continue Department participation as an AASHTO lead state on the Roadway Departure initiative.
- Assist in distribution of the NCHRP Guideline to state and local public works agencies.
- Incorporate AASHTO Implementation Guides into training and make training materials available to state and local public works agencies.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-77-01 Engineering Safety Short Courses and Distance Learning $179,660
By December 31, 2006 this grant provided safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Training consisted of the following: Traffic Signal Design, Traffic Engineering Fundamentals, Traffic Signal Timing, Designing Streets for Bicyclists, Designing Streets for Pedestrians, Uniform Traffic Control Devices, Geometric Design, Design and Control for the Older Driver, Safety Countermeasures, and Urban Street Design. Web based materials were provided on the Oregon State University website for further training opportunities.

HN1-06-77-02 Statewide Services – Roadway Safety $5,000
By December 31, 2006 this grant provided printing and distribution costs of the Winter Driving brochure statewide in both English and Spanish. Production and coordination of the update of the state highway system Click-It or Ticket-It signs due to fine increases. Provided the development, production and printing costs of the Rural Road Safety brochure in coordination and on behalf of the Oregon Farm Bureau. Finally, the grant paid for several new Class 2 and 3 illuminated safety vests for trial use of this new product.

HN1-06-77-04 Safety Features for Local Roads and Streets $155,975

By December 31, 2006 this grant provided updates to its workshops and provided statewide workshops to local officials of small and large jurisdictions, public works staff, local traffic safety committees and police agencies. Training consisted of the following: Improving Safety Features of Local Roads and Streets, Traffic Law Enforcement for the 21st Century, and Highway, Road and Street Safety for Non-Engineers. This grant also provided the Traffic Law Enforcement for the 21st Century workshop to the contingent of the Oregon State Police.

HN1-06-77-05 Safety Corridor Education, Enforcement and Equipment and Chain Enforcement on Priority Mtn Passes $162,618

By December 31, 2006 this grant purchased state and local overtime enforcement, education and equipment for priority state highway system safety corridors statewide. Safety corridor enforcement was provided on the worst ranked safety corridors in the state through OSP and Clackamas County Sheriff's Office. A small amount of dollars within this grant provided low cost infrastructure improvements to two of the safety corridors in the state. Chain enforcement was also provided focusing on commercial motor vehicles on identified priority state highway mountain passes/hazardous locations. Educational materials in the form of statewide and corridor specific press releases were developed and distributed to the news media.

SECTION 164

164HE-06-73-11 TEA-21 Repeat Offender Transfer to HEP $860,636

By December 31, 2006 this grant provided infrastructure improvements on several safety enhancement projects selected from eligible Oregon Hazard Elimination Program projects. These infrastructure projects were originally part of the FFY 2005 program but were not completed during that time period.

164HE-06-73-12 TEA-21 Repeat Offender Transfer to HSIP Lane Departure Projects $244,773

By December 31, 2006 this grant provided infrastructure improvements on several safety enhancement projects focusing on lane departure crash reduction selected from eligible Highway Safety Improvement Program projects.

Speed

The Problem

- In 2003, 53.3 percent of all traffic fatalities in Oregon involved speeding (273 of 512 traffic deaths). Data reflect 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 2003.

- Following too close is the number 1 driver error code listed in Oregon crash reports (17,000 crashes) as the primary reason that rear-end collisions could not be avoided. Speeding behavior is directly related to following too close behavior. Oregon agencies do not have technologically advance equipment to target following too close violations, thus there are very few citations/convictions for this offense. Research indicates that tailgating/following too closely is the number 2 most observed unsafe driving behavior.

- According to Intercept Research's "Transportation Safety Opinion Survey – Executive Summary" for 2004, speeding was ranked number one as the most observed traffic safety issue (41%) by Oregon citizens.

- Speed-related crashes cost Oregonians $851,276,000 in total economic costs in 2000[(1)].

- Following are little know facts relative to increased speed:

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

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

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

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

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

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

Speed in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Number of Fatalities Statewide	491	488	436	512	451	-7.6%
Number of People Killed Involving Speed	237	211	225	273	257	21.8%
Percent Involving Speed	48.2%	43.2%	51.6%	53.3%	57.0%	31.8%
Total Number of Injuries Statewide	32,525	26,972	27,791	28,256	27,314	1.3%
Number of People Injured Involving Speed	8,853	7,508	8,724	9,131	8,975	19.5%
Percent Involving Speed	27.3%	27.8%	31.4%	32.3%	32.9%	18.0%
Number of Speed Related Convictions	199,475	221,235	191,785	199,259	167,183	-24.4%

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

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

Goal

- To reduce the percentage of speed-related fatalities by 20 percent (55) or 218 deaths by the year 2010.

- To reduce the percentage of speed-related injuries by 10% (913) or 8,218 total injuries by the year 2010.

Performance Measures

- To reduce the number of people killed in speed-related crashes from 273, the 2003 level, to 235 (10%) by December 31, 2006.
  [263 people were killed in speed-related crashes in 2005 which is the number one contributing factor in fatal crashes in Oregon]

- To reduce the number of people injured in speed-related crashes from 9,131, the 2003 level, to 6,571 (10%) by December 31, 2006.
  [8,512 people were injured in speed-related crashes which represents 29% of all crashes in Oregon].

Strategies

- Fund state, county, and city speed enforcement efforts after speed-related problem identification of rural state highways, county roads and city streets. Work closely with those agencies to ensure success.

- Work directly with TSD Regional staff to focus on their individual speed fatal and injury problems to support the statewide speed fatal and injury reduction performance measure.

- Provide public information and education on the effects of excessive vehicle speed.

- Train officers in speed measurement, both radar and lidar through DPSST.

- Include speed enforcement as part of other enforcement programs (i.e., DUII and occupant protection).

- Cooperate with city, county, tribal and state police agencies to promote and support the development of traffic teams and/or multi-agency partnerships for multi-jurisdictional traffic saturations that provide primary focus to traffic law violations in connected communities within the same county.

- Assist in regional/statewide promotion of multi-agency traffic team partnerships and develop a discussion agenda with regular updates during Law Enforcement for Traffic Safety (LETS) committee meetings.

- Cooperate with DMV and police agencies to assist in the development of automated police forms to create efficiencies in the paperwork process for police throughout Oregon.

- Provide support to Oregon Motor Officer training programs.

Project Summaries

SECTION 157 INCENTIVE

157SC-06-35-05 Speed Enforcement Public Information/Equipment $68,910
Gard/Gerber provided billboard and radio ads on following too close in addition to police safety messages. A large number of news print and TV stations carried and disseminated stories on speed, following too closely and fail to move over for stopped police vehicle stories. Intercept research conducted some telephone surveys regarding speed-related items.

SECTION 402

SC-06-35-05 Speed Enforcement Public Information/Equipment $490,272
Seven multi-agency traffic teams (including city, county and state police agencies) were funded in the top five counties with the highest numbers of fatal and injury crashes. Significant data work was completed and each participating agency received a "Top 20" worst location list with specific top three driver error codes to assist not only the "where" questions but also the actual primary driver error codes contributing to crashes at each of the top 20 locations. This was significant in providing the necessary curb level data to focus enforcement on the actual problems occurring. $100,000 in speed equipment was provided by regional staff. Electronic ticketing equipment was purchased for 6 police agencies which will allow wireless DMV and LEDS access and auto-population of both the traffic citation as well as the Oregon Police Traffic Crash Form.

Approximately $257,000 was dedicated to overtime speed enforcement. There were a total of 27 Law-Enforcement agencies that participated in the Multi-Agency Traffic Team Projects in which 113 overtime missions were coordinated. Clackamas, Lane, Marion and Washington Counties managed the MATT Projects locally and created partnerships. They coordinated enforcement on the worst crash locations and targeted enforcement at the top three driver error codes in crashes in the identified locations within in their respective counties. The cities of Portland and Gresham managed Multi-Unit Grants (minimum of three units working in one high crash location) within their respective jurisdictions.

There were 5,020 overtime hours worked which resulted in a total of 13,673 traffic stops (2.72 stops per overtime hour used on average). There were a total of 14,124 citations issued, 5,165 warnings, 197 Misdemeanor Arrests (87 of which were DUII drivers) and 76 Felony Arrests. Of the 14,000 citations issued, the following were issued in the key driver error focus areas: 5,893 speed citations, 858 Safety belt, 677 Suspended Drivers were cited/towed (DWS-Viol), 677 Traffic Control Device, 319 Following Too Close.

SC-06-35-06 OSP Rural State Highway Speed Enforcement $144,883

Approximately $100,000 was dedicated to speed overtime enforcement. Of the 1,666 hours of speed-related overtime used, OSP made 2,644 traffic stops (1.58 traffic stops per overtime hour used on average). There were a total of 3,873 activities recorded during the 2,644 traffic stops. At least 25 arrests were made for felony and misdemeanor offenses. 11 of these were Impaired Driver Arrests. Aggressive Driving Enforcement units were used. There were seven multi-unit enforcement missions.

OREGON PRIVATE DONATIONS

OTSCSPED Speed Outreach [$0]

This money was not spent in FFY 2006.

Traffic Records

The Problems

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

- Currently, law enforcement agencies complete less than 35 percent of the crash reports filed with DMV. Primary reliance for crash reports is placed on the drivers directly involved in the crashes, which brings the validity of the reports into question.

- Development of electronic system for automated court/driver conviction and suspension reporting to DMV with all levels of court systems needs to be pursued.

- There is currently no statewide citation tracking system with the capability to monitor a citation from issuance to final disposition to better quantify Oregon's traffic violation experience.

- No statewide data collection system exists for patients transported by EMS or for patients encountered by non-transporting services. Currently there is only a Trauma Registry system in place statewide.

- Currently there is no statewide Injury Surveillance System utilizing healthcare and highway safety constituents.

- Although, ODOT has an award winning Safety Management System, there could be more human factor tools developed that may provide assistance in identifying crash causality and provide human factor countermeasures and related percent reductions.

Statistics for Traffic Records, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Total Crashes	50,008	48,138	48,282	51,707	41,394	-14.0%
Fatal Crashes	436	427	388	429	384	-10.1%
Injury Crashes	21,028	17,995	18,679	19,101	18,264	1.5%
Property Damage Crashes	28,544	29,716	29,215	32,177	22,746	-23.5%
Fatalities	491	488	436	512	456	-6.6%
Fatalities per 100 Million VMT	1.50	1.42	1.26	1.46	1.31	-7.5%
Injuries	32,525	26,972	27,791	28,256	27,314	1.3%
Injuries per 100 Million VMT	99.67	78.08	80.37	80.50	78.63	0.3%
Population (in thousands)	3,281	3,472	3,505	3,542	3,583	3.2%
Vehicle Miles Traveled (millions)	32,980	34,395	34,395	35,103	34,739	1.0%
# of Licensed Drivers (in thousands)	2,608	2,826	2,853	2,887	2,909	2.9%
# of Registered Vehicles (thousands)	3,554	3,842	3,893	3,980	3,943	2.6%
% Who Think Transportation System is Safe or Safer Than Last Year	66.8%	72.0%	71.0%	71.0%	75.0%	4.2%

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

Goals

- To develop, implement and promote a statewide traffic records system that connects independent data systems to the extent possible by 2010.

Performance Measures

- To increase the percentage of crash reports completed by law enforcement where present at crash sites to more than 30.75%, the 2003 level, by December 31, 2006.
  [As of June 2006, reports were not completed at only 19% of all crashes where law enforcement was on scene.]

- To maintain the number of crash data reports completed monthly at 4,000, the 2003 level, by December 31, 2006.
  [Crash reports completed averaged monthly at 3,473. Reduction in this number is due to legislative changes to vehicle crash reporting requirements that were effective January 1, 2004.]

- To convene the Safety Information Advisory Committee (SIAC) at least two meetings per year, to review project proposals and progress, by December 31, 2006.
  [The Safety Information Advisory Committee (currently known as the Traffic Records Advisory Committee) has convened 6 times over the last year.]

- To disperse dedicated Traffic Record funds by December 31, 2006.
  [Disbursed all Traffic Records funds by September 30, 2006.]

Strategies

- Research and implement an electronic system for automated court/driver conviction and suspension reporting to DMV for all court systems.

- Establish a Linear Referencing System-All Roads (LRS) compatible with the Geographic Information Systems (GIS) and will allow eventual migration to a geo-coded reference system.

- De-Code state vehicle traffic crash data file from flat file format to relational database format to allow searching of data files by public and private entities for research.

- Provide training and education to law enforcement for preparation of crash reports.

- Produce an electronic version of Police Traffic Crash Form.

- Research the data needs of an auto-launch EMS pilot program.

Project Summaries

SECTION 163

HN1-06-90-01 **Traffic Records Program** **$79,668**

This project adopted and implemented an effective highway safety data and traffic records program. Continued the multi-disciplinary highway safety data and traffic records coordinating committee as previously established and completed the Oregon Traffic Records Assessment and Strategic Plan. Projects also completed within the grant were:

- Continued automation of several enhancements to the Safety Priority Index System (SPIS) reports. Automated the process for merging additional data in to the SPIS reports and added additional flexibility to the SPIS analysis capabilities.

- Provided research for the assessment and solution options for the electronic transmission of driver convictions, license suspensions, court clearances and vacate data from Oregon courts (municipal, justice, district and circuit courts) to the Oregon DMV.

- Funded the purchase of e-ticketing equipment for pilot projects to Law Enforcement Agencies to automate certain functions of the traffic stop, citation issuance through to the court level, which created numerous efficiencies in timeliness and efficiency.

SECTION 411

J9-06-54-02 **Traffic Records Program** **$16,491**

This project adopted and implemented an effective highway safety data and traffic records program. Continued the multi-disciplinary highway safety data and traffic records coordinating committee as previously established and completed the Oregon Traffic Records Assessment and Strategic Plan.
Projects also completed within the grant were:

- Continued automation of several enhancements to the Safety Priority Index System (SPIS) reports. Automated the process for merging additional data in to the SPIS reports and added additional flexibility to the SPIS analysis capabilities.

- Provided research for the assessment and solution options for the electronic transmission of driver convictions, license suspensions, court clearances and vacate data from Oregon courts (municipal, justice, district and circuit courts) to the Oregon DMV.

- Funded the purchase of e-ticketing equipment for pilot projects to Law Enforcement Agencies to automate certain functions of the traffic stop, citation issuance through to the court level, which created numerous efficiencies in timeliness and efficiency.

Work Zone Safety

The Problem

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding contributing factor.
- The five-year rolling average number of Oregon work zone deaths (1999-2003) is 5.6 in Oregon. This is a further decrease from the 1998-2002 rolling average of 8.
- In 2002, the national figure for traffic related work zone deaths increased nine percent from 2001 while Oregon's fatalities dropped 33 percent for the same period.
- More drivers and their passengers are injured and killed than on-site workers.
- Inaccurate signing 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 worker, 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, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
All Work Zone Traffic Crashes						
Number	433	321	421	515	490	52.6%
Work Zone Fatalities						
Number	12	6	5	2	12	100.0%
Percent of all fatalities	2.3%	1.2%	1.1%	0.4%	1.8%	46.4%
Work Zone Injuries						
Number	264	199	290	353	415	108.5%
Percent of all injuries	0.9%	0.7%	1.0%	1.2%	2.6%	271.4%

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

Goal

- To maintain efforts on keeping work zone fatalities at or below five through the year 2010.
- To maintain efforts on keeping work zone injuries at or below 350 through the year 2010.
- To maintain efforts to reduce work zone crashes at or below 515 through the year 2010.

Performance Measure

- To increase Work Zone good practices by providing the NCHRP Project 17-18(3) Guide for addressing Work Zone Collisions or access to it a minimum of 100 state and local partners along with utilities by December 31, 2006.
  [By December 31, 2006 the above publication has been distributed to approximately 100 state and local partners via hard copy or internet access through TSD promotion. Additional promotions have occurred at various TSD meetings, TSD funded training courses etc.]

- To provide greater awareness of work zone safety through the development of one new and enhanced public awareness and education radio psa and one new television psa along with companion print materials by December 31, 2006.
  [By December 31, 2006 a new radio, television, billboard and transit using the theme "Slow Down, Better Roads Ahead" has been widely distributed throughout the state and is being used on the department's website, on related media fact sheets, letterhead etc.]

- To enhance understanding of ODOT's Work Zone enforcement program with police agencies and internal and external construction project managers through the development of written processes and procedures and their distribution to all ODOT construction offices and all OSP Field Offices by December 31, 2006.
  [By December 31, 2006 enhancements, clarifications and simplifications, where possible, have been implemented into the work zone enforcement processes at a statewide level. Due to the increase in work zone enforcement in the state and the increase of program partners, the total number of work zone enforcement grants consists of 11 with 7 different police agencies statewide.]

Strategies

- Identify the need for additional work zone safety education for inspectors etc. on proper signing, flagger inattention, sign removal etc. to promote safer work zones.

- Complete 17,000 patrol hours in work zones between July 1, 2005 and June 30, 2006. (Target match effort is 4,000 hours.) Continue coordination with state and local law enforcement and grants for special patrols in work zones. Identify best practices for work zone enforcement and placement of enforcement funds.

- Support efforts to reduce transition zone and other work zone crashes through liaison with Roadway Section Traffic Control Plans engineers and project managers.

- Participate in statewide multi-agency work zone review.

- Continue public information/education campaign(s). Provide public information through transit, billboard and radio ads through September 30, 2006.

- Distribute to citizens, tourists, public works' agencies, city and county agencies etc. at least 10,000 work zone safety promotional materials by December 31, 2006.

- Identify top work zone causalities using 2004 Oregon crash data and previous years' data.

Project Summaries

SECTION

050706WKZN-000 Work Zone Education Program [$92,345]

By December 31, 2006 provided design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboard, transit, radio and television psa's. Purchase of several new Class 2 and 3 illuminated safety vests for trial use of this new product. Finally, telephone survey research related to work zone safety.

050706WKZN-421 Work Zone Enforcement Program [$740,905]

By December 31, 2006 provided special year-round enforcement patrols in work zones that meet federal design criteria. This included 10 related grants with 7 police agencies statewide. Total number of citations issued under these grants was 14,580 and total number of warnings was 15,754. These grants provided 17,041 regular and overtime enforcement hours.

Youth Transportation Safety (0-14)

The Problem

- The highest cause, on a whole, of death and injury to children ages 0-14 is motor vehicle crashes. To effect the greatest change, program areas that impact youth should be coordinated.
    - Greatest cause of crashes involving fatalities and injuries is overwhelmingly, speed too fast for conditions.
    - When a child is killed in an alcohol-related crash, 77% of the time the child is in the vehicle with the intoxicated driver.
- Recent years have seen no youth safety forums organized to discuss problems, share ideas, develop consensus on difficult issues, and devise strategies for future safety initiatives.
- The Healthy Kids Learn Better Partnership has included Transportation Safety Division as an additional partner in their collaboration with other state agencies to connect health and education for students and build supportive funding, leadership and policy. However, heavy emphasis is placed on other health issues, rather than the leading reason for children not making it to school.

Oregon Crashes, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatalities, ages 0-4	10	9	4	9	11	22.2%
Fatalities, ages 5-9	9	11	6	8	11	0.0%
Fatalities, ages 10-14	12	16	11	11	11	-31.3%
Total	31	36	21	28	33	-8.3%
Injuries, ages 0-4	788	490	467	476	519	5.9%
Injuries, ages 5-9	964	744	770	748	739	-0.7%
Injuries, ages 10-14	1,265	994	998	963	871	-12.4%
Total	3,017	2,228	2,235	2,187	2,129	-4.4%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Goal

- To reduce the number of fatalities of children ages 0-14 to 18 by 2010.
- To reduce the number of injuries of children ages 0-14 to 1,785 by 2010.

Performance Measures

- To reduce the number of crash-related fatalities of children ages 0-14 to 20 by December 31, 2006.
  [2005 data reflects a decrease to 19.]
- To reduce the number of crash-related injuries of children 0-14 to 2,100 by December 31, 2006.
  [2005 data reflects an increase to 2,268]

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.

- 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:

    - Assist law enforcement in targeting areas where greatest number of speed related collisions are occurring.

    - Advocate on behalf of children in the planning and design of transportation routes through appropriate channels in state government.

    - Develop a comprehensive, coordinated plan for youth traffic safety.

Project Summaries

SECTION 163 INCENTIVE

HN1-06-21-01 Statewide Services (Youth) $56,719

This grant supported efforts for improving traffic safety for Oregon youth by promoting radio, theatre screen and print advertising for the Youth Program. It also paid for the Spanish translation of two brochures and the Russian translation of one. The Team Safety program, volunteers promoting responsible youth-related highway safety behaviors, was supported. A third assessment was conducted on how youth safety laws are being handled within the justice system in several jurisdictions of municipal and justice courts, giving us a good base for comparison.

HN1-06-21-02 Trauma Nurses Talk Tough – Train the Trainer $15,931

This "Train the Trainer" project provided encouragement and training through 4 training sessions for interested trauma care providers. Materials were updated and quarterly contact was made to the TNTT member network. 38 bicycle helmet trainings were conducted along with two 8-hour child safety seat trainings and two child safety seat clinics. A newsletter was mailed twice during the grant year.

HN1-06-21-07 Bike Wheels to Steering Wheels $32,257

This pilot project was an attempt to provide parents with skills to build traffic safety awareness into their family life and to give youth an opportunity to develop traffic safety awareness before being licensed to drive a car. Observations were conducted at participating schools, events were scheduled, 4,271 parent guides were printed in English, Spanish and Russian and distributed, and final surveys were conducted. School nurses were unable to participate as initially planned, however, through this project one school's participation was exceptional and paved the way for further TNTT work.

OREGON YOUTH - ODOT FUNDS

06-TOFYOUTH-961 Think First [$44,000]

This project addressed the high incidence of brain and spinal cord injuries sustained by Oregon's youth through the deployment of the ThinkFirst Injury Prevention Education Programs. ThinkFirst for Kids (grades 1-3), ThinkFirst for Big Kids (grades 4-6), and ThinkFirst for Teens (grades 7-12) have been implemented in 102 classrooms throughout the state. A total of 104 ThinkFirst presentations were provided to audiences at schools and to community groups of all ages. ThinkFirst participated in 21 community outreach events and continues to maintain statewide coordination of the program. During the 2005-2006 year, ThinkFirst Oregon reached 44,679 students and distributed about 1,500 safety helmets.

06-TOFYOUTH-962 Trauma Nurses Talk Tough [$38,487]

This project, as in the past has been highly successful and has consistently exceeded initial objectives by a wide margin. TNTT made 265 presentations for 108 schools this grant year, well over the contracted amount of 75 schools. Testing for the 2004-2005 school year showed a 23% increase in safety belt use, a 13% increase in helmet use and 53% increase in safe behavior overall. The all digital 7th Edition of the TNTT program has been completed. They provided traffic safety education to 33 agencies working with high risk youth or college age youth this grant year.

Youth Drivers (15-19)

The Problem

- In 2003, drivers age 19 and under were involved in fatal and injury crashes at over twice the rate of the population as a whole.

- In 2003, drivers age 19 and under, made up 5.69 percent of total drivers, but were responsible for 11.4 percent of driver errors. "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 2003, 27.5 percent of youth driver crashes resulting in fatalities involved alcohol.

- Community leaders, law enforcement, and the media all have mentioned problems with young children using motorized scooters in their neighborhoods and local streets. There is still confusion for parents, riders, law enforcement and the courts on specific laws for using the motorized scooters in Oregon.

- 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.

Youth Drivers on Oregon Roadways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Involvement in Crashes:						
Age 15-19, % of Total Licensed Drivers	6.69%	6.04%	5.79%	5.69%	5.57%	-7.8%
Age 15-21, % of Total Licensed Drivers	10.09%	9.64%	9.33%	9.03%	8.89%	-7.8%
Overrepresentation of Drivers Age 15-19**	N/A 1.99	2.13	2.15	2.08	2.24	5.2%
Overrepresentation of Drivers Age 15-21**	1.65	1.94	1.98	1.92	1.96	1.0%
Total 15-19 Drivers in Fatal Crashes	71	58	59	69	57	-1.7%
Total 15-19 Drivers Alcohol-Involved	17	17	5	19	10	-41.2%
Percent Alcohol-Involved	25.65%	29.3%	8.5%	27.5%	17.5%	-40.3%
15-19 Auto Occupant Fatalities	57	48	53	62	47	-2.1%
15-19 Unrestrained Auto Occupant Fatalities	27	28	21	19	12	-57.1%

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

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

Goal

- To reduce the over-representation of drivers age 19 and under in fatal and injury crashes to 1.80 by the year 2010.

- To reduce the number of drivers age 19 and under in fatal and injury crashes from 4,334 in 2003 to 3,775 by the year 2010.

Performance Measures

- To reduce the number of drivers age 19 and under in fatal and injury crashes to 4,000 by December 31, 2006.
  [2005 data reflects an increase in drivers age 19 and under in fatal and injury crashes from 3,977 in 2004 to 4,178 in 2005.]

  - To reduce the number of "Failure to Avoid Stopped or Parked Vehicle Ahead", age 15-19, errors from 1,994, in 2003, to 1,815 by December 31, 2006.
    [2005 data reflects a decrease of "Failure to Avoid Stopped or Parked Vehicle Ahead" for ages 15-19 from 1,480 in 2004 to 1,453 in 2005.]

  - To reduce the number of "Driving Too Fast For Conditions", age 15-19, errors from 959 in 2003, to 870 by December 31, 2006.
    [2005 data reflects a decrease of "Driving Too Fast For Conditions" for ages 15-19 from 946 in 2004 to 908 in 2005.]

  - To reduce the number of "Did Not Have The Right of Way", age 15-19, errors from 906 in 2003, to 820 by December 31, 2006.
    [2005 data reflects an increase of "Did Not Have The Right of Way" for ages 15-19 from 784 in 2004 to 905 in 2005.]

- To reduce the number of fatalities where the driver, age 15-19, was alcohol-involved to 12 by December 31, 2006.
  [2005 data reflects a decrease in the number of fatalities where the driver, age 15-19, was alcohol-involved from 12 in 2004 to 9 in 2005.]

- To reduce the number of unrestrained, age 15-19, passenger and driver fatalities from 19 to 15 by December 31, 2006.
  [2005 data reflects an increase in unrestrained passenger and driver fatalities, age 15-19, from 12 in 2004 to 20 in 2005.]

- To change the ages covered by the Youth program to 15-20 by December 31, 2006.
  [In 2006, ages covered by the Youth program changed to 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, and Driver Education programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.

- Provide necessary information regarding youth transportation safety related issues impacting 2005 legislation.

- Continue to incorporate Youth Assessment recommendations specific to the 15-19 age level:

    - Coordinate and implement training on the traffic safety laws that affect youth for the judiciary.

    - Assist law enforcement in targeting areas of the leading traffic safety causes of injury and death for ages 15-19.

    - Create opportunities to engage parents and guardians of young drivers in a meaningful safety impact course that is reality based and skill based.

SECTION 163 INCENTIVE

HN1-06-21-04 Youth Priority Funding $26,147

This grant provided for a mini-grant to Jefferson County Sheriff's Office for a major MIP operation and the payment for the printing and copying of two documents, the Judicial Court Desk Reference Manual of the Teen Driver Program and the Oregon Parent Guide to Teen Driving. In addition a Draft Youth Plan was distributed to a broad group of interested individuals for review and revision.

HN1-06-21-06 School Resource Officer Training $17,644

This project funded two Youth Traffic Safety Trainings for School Resource Officers, one at the Red Lion on the River in Portland on April 7th, 2006 and the other at the Wittenberg Inn in Keizer on September 8th, 2006. In addition, a day prior to the second training there was an Executive Session held at the ODOT Human Resources Building for state agency administrators, association executives and others to hear the featured guest speaker, Dr. Jeff Linkenbach of Montana State University.

OREGON YOUTH – CRIMFEE FUNDS

06CRIMFEE-961 Think First [$48,673]

The Think First Injury Prevention Education Program participated in 21 outreach events, reaching over 3,574 people, to increase awareness of the program. Injury prevention materials were displayed and bicycle helmets were sold and fitted. Think First also provided two chapter trainings to new chapters in Bend and Salem and an annual training for their Voices for Injury Prevention (VIP) Speakers to improve presentation skills.

06CRIMFEE-962 Trauma Nurses Talk Tough [$48,479]

The Trauma Nurses Talk Tough Program gave 171 presentations for 86 schools during the 2006 grant year, including presentations to parents and to "high risk" or college age youths. TNTT finalized an all-digital 7th Edition of the TNTT Program. Sent 21 letters to schools of patients admitted for traffic related injuries offering TNTT presentations, and participated in 24 additional events, including the annual Safe Kids Day at the Zoo on May 6.