OREGON TRAFFIC SAFETY PERFORMANCE PLAN

Fiscal Year 2013

Annual Evaluation

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Produced: December 2013

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Foreword

This report has been prepared to satisfy federal reporting and provide documentation for the 2013 federal grant year.

The 2013 Performance Plan was approved by the Oregon Transportation Safety Committee (OTSC) on July 10, 2012 and subsequent approval by the Oregon Transportation Commission (OTC) on August 15, 2012. The majority of the projects occurred from October 2012 through September 2013.

The process for identification of problems, establishing performance goals, developing programs and projects is detailed on page 5. A detailed flow chart of the grant program planning process is offered on page 6, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the Transportation Safety Action Plan which shows how we are addressing the long range strategies for Oregon.

2. Problem statements are presented for each topical area.

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

4. Goal statements are aimed at 2015 and performance measures for 2013. 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., Decrease traffic fatalities from 2009-2010 calendar base year average of 370 to 348 by December 31, 2013. ***[In 2012, there were 336 traffic fatalities.]***

5. Project summaries are listed by individual project, by funding source, at the end of the document. The amounts provided are federal dollars, unless in brackets, which denotes state/other funding sources.

Throughout the 2013 fiscal year the following funds were expended (financial figures represent the latest grant and match revenues available through December 11, 2013):

Federal funds:	$45,321,807
State/local match:	[$22,747,189]
Grand Total:	$68,068,996

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

Document Purpose

The Annual Evaluation reports on the accomplishments and challenges experienced in the 2013 programs including all of the funds controlled by the Transportation Safety Division. The report explains what funds were spent and how we fared on our annual performance measures.

Executive Summary

The Oregon Department of Transportation was established in 1969 to provide a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians. The ODOT Transportation Safety Division continues its mission of saving lives and preventing injuries through grant programs in 2013. There were 215 active traffic safety projects this year contributing to this goal.

Oregon continues to be a pioneer in traffic safety and 2013 was no different, seeing one of the lowest numbers of traffic related deaths (336 in 2012) since 1944 when the vehicle miles traveled in the state was much lower. There are many projects throughout the state that have influenced safer travel, safer roadways, and safer drivers. The successes of Oregon can be attributed to the strong partnerships and commitment of the numerous safety programs, safer engineering, education, law enforcement, and the personal commitment by Oregonians to make our state a safe place to live.

A higher number of injury crashes have been reported for the 2012 data file compared to previous years. The higher numbers result from a change to an internal departmental process in 2011 that allows the Crash Analysis and Reporting Unit to add previously unavailable, non-fatal crash reports to the annual data file and does not reflect an increase in annual crashes. Please be aware that the 2012 data will reflect an increase of approximately 15% more injury crashes when comparing pre-2011 injury crash statistics.

The Impaired Driving program continues a strong commitment through effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention and education resources in Oregon. These programs work to direct resources, leverage community strengths, and promote creative solutions towards reducing the incidents of impaired driving which include can involve alcohol, prescription drugs, over-the-counter medications, controlled and other non-controlled substances. Key programs include High Visibility Enforcement, enhanced accountability for offenders, improved DUII training for officers and prosecutors, Drug Recognition Expert training, education for youth on the dangers and consequences of impaired driving, and community awareness campaigns to continually educate citizens and promote safety and good decision-making when it comes to impairing substances and driving.

The Oregon Motorcycle Safety program provides one of the nation's strongest comprehensive motorcycle safety programs. The program is committed to providing a premier rider education program and encompasses safer, smarter and more skillful operation, effective legislation and regulation, highway engineering safety, law enforcement coordination and visibility of motorcyclists in traffic. Elements of the program support a variety of media efforts to improve public awareness of motorcycle crash problems. Oregon advocates all riders to take beginning and continuous motorcycle safety training.

Oregon's Youth Safety program is committed to teaching comprehensive driver safety and awareness to young motorists. Oregon has been successful in the reduction of youth fatalities because of this critical focus, and we continue to educate and instruct youth through a variety of mediums and messages. These messages include the dangers of distracted driving, texting and cell phone use which have become a rising risk to youth across the United States.

Oregon's Driver Education program works hard to educate our youngest drivers on safe driving habits. Oregon is passionate to provide driver education to every youth in the state. The instructors hold strong to the commitment that an educated driver is a safe driver.

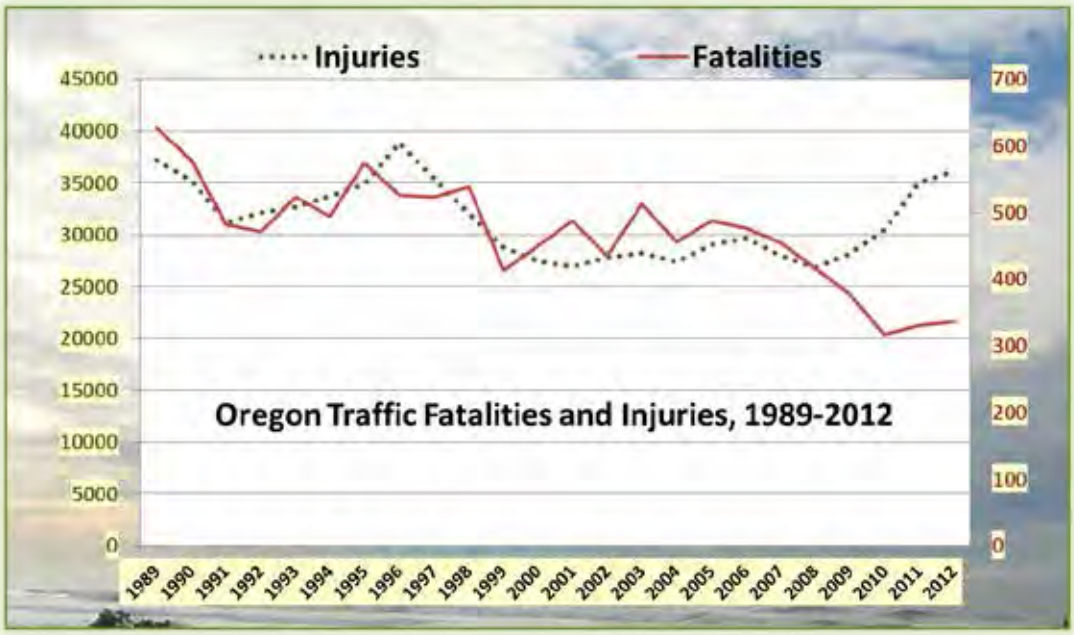
During the past year, the Occupant Protection program experienced an early termination of a portion of its enforcement overtime program and began planning for major changes in the child passenger safety training program. Annual observation surveys indicated a belt use rate of 98.18% among the motoring public, reflecting an increase of 1.36% over 2012 and maintaining what has been a slow but steadily increasing trend since the 1990 mandatory belt law passed.

Traffic Records and Speed program areas have combined to bring e-crash and e-citation technology to Oregon's law enforcement. Over the past year, Oregon agencies involved in the programs have increased the number of citations, warnings and crash reports issued (as compared to 2011) by over by 150%.

This technology is showing real promise in providing near real time, actionable information to Oregon law enforcement and the highway safety office for analysis which allows additional counter-measures to be deployed to help reduce fatal and injury crashes on Oregon roads. Oregon was a recipient of a GHSA O'Rourke Special Achievement Award in 2013.

Oregon, along with many states across the U.S., sees an unsettling rise in pedestrian deaths. Pedestrian safety is often about personal responsibility. Of the 60 pedestrian fatalities in 2012, 38.3% of pedestrians (23 fatalities) were coded "Not Visible" (wore dark clothing, in the dark with or without lighting, etc.). Of these 23 pedestrian fatalities where not being visible was a factor, 60.8% (14) had a positive BAC and 52.2% (12) had a BAC of .08 g/dL or greater. Oregon is working hard at getting the word out that dressing to be seen along with being predictable, alert and legal is important and crucial if we are to stop the rise in these fatalities and start a reduction.

The successes of Oregon can be attributed to the strong partnerships and commitment of the numerous safety programs, safer engineering, education, law enforcement, emergency medical teams, and the personal commitment by Oregonians to make our state a safe place to live.



*In 2011 the number of injury and property damage crashes increased due to improved reporting procedures and better data capture.

Process Description

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

Process for Identifying Problems

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2011 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration *(NHTSA)* and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

Process for Establishing Performance Goals

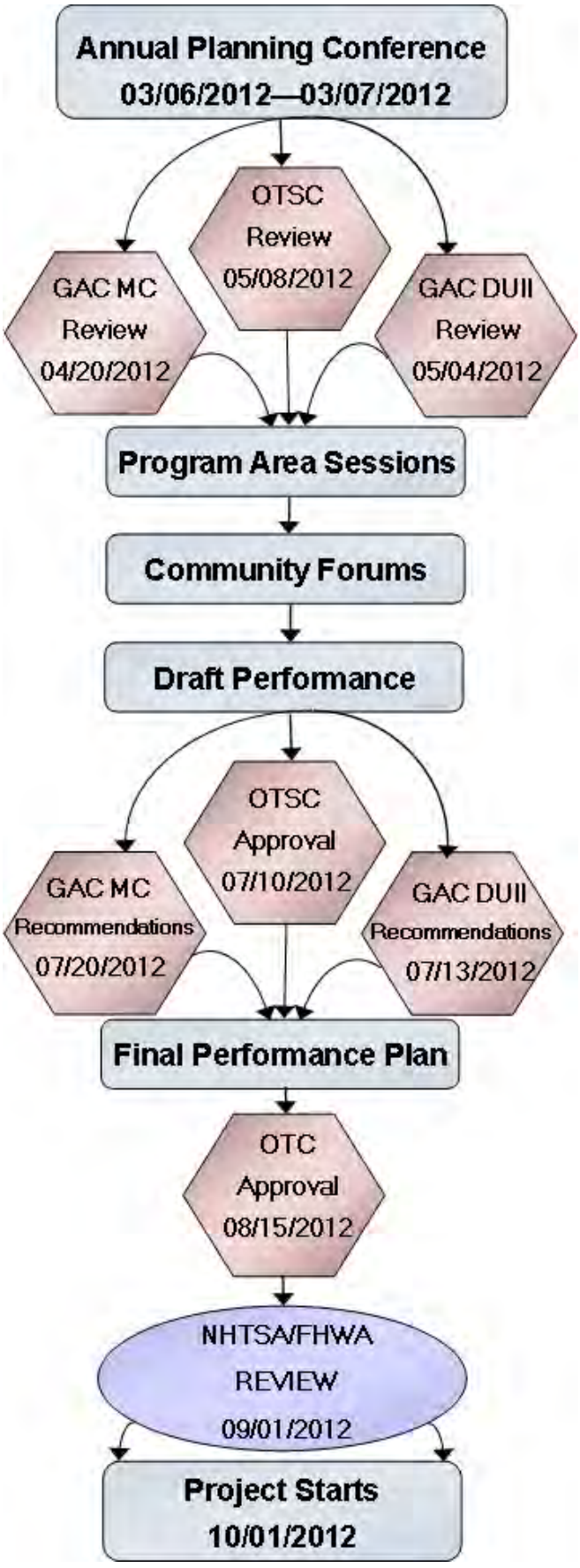
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action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

Process for Developing Programs and Projects

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

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

Overview of Highway Safety Planning Process



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

Performance Goals

This report highlights traffic safety activities during the past federal fiscal year 2013. The data contained in this report reflects the most current available.

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee and endorsed by the Governor's Advisory Committees, and these measures were reviewed in March 2012 as part of the 2013 planning process.

Core Outcome Measures

Traffic Fatalities (C-1)
Decrease traffic fatalities from the 2008-2010 calendar base year average of 370 to 348 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 336 traffic fatalities.]***

Serious Traffic Injuries (C-2)
Decrease serious traffic injuries from the 2008-2010 calendar base year average of 1,509 to 1,600 by December 31, 2013. [1] *(NHTSA)* ***[In 2012, 1,619 serious traffic injuries]***

Fatalities/VMT (C-3)
Decrease fatalities per 100 million VMT from the 2008-2010 calendar base year average of 1.10 to 1.03 by December 31, 2013. *(NHTSA)* ***[In 2012, the traffic fatality rate was 1.01]***

Rural Fatalities/VMT (C-3)
Decrease rural fatalities per 100 million VMT from the 2008-2010 calendar base year average of 1.80 to 1.65 by December 31, 2013. *(NHTSA)* ***[In 2011, the rural traffic fatality rate was 1.48]***

Urban Fatalities/VMT (C-3)
Decrease urban fatalities per 100 million VMT from the 2008-2010 calendar base year average of 0.54 to 0.49 by December 31, 2013. *(NHTSA)* ***[In 2011, the urban traffic fatality rate was 0.61]***

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)
Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2008-2010 calendar base year average of 79 to 72 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 57 unrestrained passenger vehicle occupant fatalities.]***

Alcohol Impaired Driving Fatalities (C-5)
Decrease alcohol impaired driving fatalities from the 2008-2010 calendar base year average of 85 to 80 by December 31, 2013. *(NHTSA)* *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater. ***[In 2012, there were 68 fatalities in fatal crashes with a driver having a BAC of .08 and above.]***

Speeding Related Fatalities (C-6)
Reduce the number of fatalities in speed-related crashes from the 2008-2010 average of 161 to 151 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 113 speed related fatalities.]***

Motorcyclist Fatalities (C-7)
Decrease motorcyclist fatalities from the 2008-2010 calendar base year average of 46 to 44 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 49 motorcyclist fatalities.]***

[1] The number of injury and property damage crashes is expected to increase.

Unhelmeted Motorcyclist Fatalities (C-8)
Decrease unhelmeted motorcyclist fatalities from the 2008-2010 calendar base year average of 2 to 1 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 3 unhelmeted motorcyclist fatalities.]***

Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)
Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2008-2010 calendar base year average of 39 to 36 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 40 drivers age 15-20 in fatal crashes.]***

Pedestrian Fatalities (C-10)
Reduce the number of pedestrian fatalities from the 2008-2010 average of 51 to 44 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 60 pedestrian fatalities.]***

Core Behavior Measure

Seat Belt Use Rate (B-1)
Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2009-2011 calendar base year average usage rate of 97 percent to 98 percent by December 31, 2013. *(NHTSA)* ***[In 2013, the statewide observed seat belt use in passenger vehicles was 97 percent.]***

Activity Measures

Seat Belt Citations (A-1)
Number of seat belt citations issued during grant-funded enforcement activities. *(NHTSA)* ***[During the 2013 federal grant year, there were 5,096 grant funded seat belt citations issued.]***

Impaired Driving Arrests (A-2)
Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2010 calendar base year of 2,597 to 2,750 by December 31, 2013. *(NHTSA)* ***[In 2013, there were 1,960 DUII arrests made during grant overtime enforcement activities. Oregon State Police – 186; OSSA – 605; OACP – 405 (for three quarters); Oregon ACTS – 194 (for one quarter); 570 miscellaneous DUII arrests made during other OT enforcement activities such as WorkZone, Speed, and Safety Belt programs and Drug Recognition Expert callouts.]***

Speeding Citations (A-3)
Increase the number of speeding citations issued during grant-funded enforcement activities from the 2009 calendar base year average of 13,689 to 14,960 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 17,217 speeding citations issued during grant funded enforcement activities.]***

Public Opinion Measures[2]

Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?
[In 2013, Seventy percent (70%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Seventeen percent (17%) believe the transportation system has become less safe compared with one year ago and nine percent (9%) believe it has become safer.]

In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?
[In 2013, the average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is .59 times. An overwhelming majority of those surveyed (85%) report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days.]

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?
[In 2013, Sixty-three percent (63%) of survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police.]

Where did you see or hear these messages?
[In 2013, Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (57 percent) and/or newspaper (30 percent) as the primary sources.]

Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested?
[In 2013, the average perceived chance of being arrested for driving after drinking is 45%. Geographically, the average perceived chance of getting arrested for driving after drinking is highest among residents of Region 5 (51%) and Region 3 (50%).Demographically, the average perceived chance of being arrested for driving after drinking is higher among respondents under 55 years of age (54%), singles (53%) and those with an annual household income of under $30,000 (49%).]

How often do you use safety belts when you drive or ride in a car, van, sport utility vehicle or pickup - always, almost always, sometimes, seldom or never?
[In 2013, almost all respondents (98%) report that they "always" (95%) or "almost always" (4%) wear a safety belt when driving.]

In the past 60 days, have you read, seen or heard anything about seat belt law enforcement by police?
[In 2013, Twenty-six percent (26%) of those surveyed indicate they have read, seen or heard information about seat belt law enforcement by police within the past 60 days.]

[2] Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2013.

Where did you see or hear these messages?
[In 2013, Respondents who are aware of messages regarding seat belt law enforcement by police, television (33 percent); roadway signs (31 percent); billboard/outdoor signs (21 percent); radio (16 percent); and newspaper (13 percent). Geographically, residents of Region 5 (41%) are more likely and residents of Region 3 (29%) are less likely to mention television.]

Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt - that is, how many times out of 100 would you be ticketed?
[In 2013, forty-six percent (46%) of survey respondents believe the chances of getting a ticket for not wearing a safety belt are 20% or less, while slightly fewer (42%) believe the chances are over 20%.]

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour – most of the time, half of the time, rarely, or never?
[In 2013, seventy-six percent (76%) of those surveyed report that they rarely (55%) or never (21%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour. Geographically, residents of Region 1 (28%) and Region 4 (28%) are more likely to indicate they drive faster than 35 miles per hour most of the time or half of the time on local roads with a speed limit of 30 miles per hour.]

On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour – most of the time, half of the time, rarely, or never?
[In 2013, Seventy-seven percent (77%) of those surveyed report that they rarely (47%) or never (30%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour. Geographically, residents of Region 3 (81%) are more likely to indicate they rarely or never drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour.]

In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
[In 2013, Twenty-five percent (25%) of those surveyed indicate they have read, seen or heard something about speed enforcement by police within the past 30 days.]

Where did you see or hear these messages?
[In 2013, Respondents who are aware of messages regarding speed enforcement by police, television (31%); roadway signs (25%); police giving tickets (21%); newspaper (19%); billboard/outdoor signs (10%), and radio (9%).]

What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?
[In 2013, approximately one-half (52%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are higher than 20%. Geographically, the average perceived chance of getting a ticket for driving over the speed limit is higher among residents of Region 5 (44%) and Region 3 (40%), and lower among residents of Region 1 (33%), Region 2 (33%) and Region 4 (34%).]

Acronyms and Definitions

AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
CAR	Crash Analysis & Reporting
CCF	Commission on Children and Families
CFAA	Criminal Fine and Assessment Account
CLTSG	County/Local Traffic Safety Group: An advisory or decision body recognized by one or more local governments and tasked with addressing traffic safety within the geographic area including one or more cities.
CTSP	Community Traffic Safety Program
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
F & I	Fatal and injury crashes
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FMVSS	Federal Motor Vehicle Safety Standards
GR	Governor's Representative
GAC-DUII	Governor's Advisory Committee on DUII
GAC-Motorcycle	Governor's Advisory Committee on Motorcycle Safety
GHSA	Governors Highway Safety Association
HSP	Highway Safety Plan, the grant application submitted for federal section 402 and similar funds. Funds are provided by the National Highway Traffic Safety Administration and the Federal Highway Administration.
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IID	Ignition Interlock Device
IRIS	Integrated Road Information System
ISTEA	The federal Intermodal Surface Transportation Efficiency Act of 1991 that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions. It requires states and MPOs to cooperate in long-range planning. It requires states to develop six management systems, one of which is the Highway Safety Management System (SMS).
LCDC	Land Conservation and Development Commission
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving

MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.
MPO	Metropolitan Planning Organization. MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
NHTS	National Household Travel Survey
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OBDU	Oregon Bridge Delivery Unit
OBDP	Oregon Bridge Development Partners
OBM	Oregon Benchmark
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan
OTSAP	Oregon Transportation Safety Action Plan
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PSMS	Project Safety Management System
PUC	Oregon Public Utility Commission
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
SHSP	Strategic Highway Safety Plan
SMS	Safety Management System or Highway Safety Management System
SPIS	Safety Priority Index System
STIP	Statewide Transportation Improvement Program
TRCC	Traffic Records Coordinating Committee
TSD	Transportation Safety Division, Oregon Department of Transportation TSRP Traffic Safety Resource Prosecutor
TEA21	Transportation Efficiency Act for the 21st Century. Federal legislation that funds the national highway system and gives state and local governments more flexibility in determining transportation solutions.
VMT	Vehicle Miles Traveled
"4-E"	Education, Engineering, Enforcement and Emergency Medical Services

Statewide

Link to the Transportation Safety Action Plan:

The Oregon Transportation Safety Action Plan envisions a future where Oregon's transportation-related death and injury rate continues to decline. We envision a day when days, then weeks and months pass with not a single fatal or debilitating injury occurs. Someday, we see a level of zero annual fatalities and few injuries as the norm.

The Problem

- In 2010, 317 people were killed and 30,493 were injured in traffic crashes in Oregon.
- In 2010, 16 percent of Oregon's citizens believe the transportation system is less safe than it was the prior year.

Oregon Traffic Crash Data and Measures of Exposure, 2007 – 2010

	2002-2006 Average	2007	2008	2009	2010	% Change 2007-2010
Total Crashes	46,305	44,342	41,815	41,270	44,094	-0.6%
Fatal Crashes	413	411	369	331	292	-29.0%
Injury Crashes	19,073	18,620	18,040	19,053	20,879	12.1%
Property Damage Crashes	26,820	25,311	23,406	21,886	22,923	-9.4%
Fatalities	474	455	416	377	317	-30.3%
Fatalities per 100 Million VMT	1.35	1.31	1.24	1.11	0.94	-28.3%
Fatalities per Population (in thousands)	0.13	0.12	0.11	0.10	0.08	-32.1%
Injuries	28,425	28,000	26,805	28,153	30,493	8.9%
Injuries per 100 Million VMT	80.74	80.57	80.09	82.84	90.29	12.1%
Injuries per Population (in thousands)	7.92	7.48	7.07	7.36	7.93	6.1%
Population (in thousands)	3,590	3,745	3,791	3,823	3,844	2.6%
Vehicle Miles Traveled (in millions)	35,208	34,751	33,469	33,983	33,774	-2.2%
No. Licensed Drivers (in thousands)	2,927	3,167	3,018	2,999	2,920	-7.8%
No. Registered Vehicles (in thousands)	3,985	4,153	4,130	4,121	4,046	-2.6%
% Who Think Transportation System is as Safe or Safer than Last Year	72%	71%	70%	81%	77%	8.5%

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, Public Opinion Survey, Executive Summary; Intercept Research Corporation

Fatal and Injury Crash Involvement by Age of Driver, 2010

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation*
14 & Younger	7	0.02%	N/A	0.00%	0.00
15	45	0.12%	13,246	0.44%	0.26
16	495	1.27%	24,489	0.81%	1.56
17	776	1.99%	30,679	1.01%	1.96
18	1,115	2.85%	36,948	1.22%	2.34
19	1,114	2.85%	40,895	1.35%	2.11
20	1,046	2.68%	44,628	1.48%	1.81
21	975	2.49%	46,111	1.52%	1.64
22-24	2,714	6.94%	147,510	4.88%	1.42
25-34	7,978	20.41%	565,219	18.68%	1.09
35-44	6,719	17.19%	525,846	17.38%	0.99
45-54	6,227	15.93%	532,882	17.61%	0.90
55-64	4,892	12.51%	514,828	17.02%	0.74
65-74	2,254	5.77%	291,890	9.65%	0.60
75 & Older	1,330	3.40%	210,426	6.95%	0.49
Unknown	1,404	3.59%	10	0.00%	0.00
Total	39,091	100.00%	3,025,607	100.00%	N/A

Sources:

Goals

- Reduce the traffic fatality rate to 0.85 per hundred million vehicle miles traveled, 330 fatalities, by 2015.

Performance Measures

- Increase the number of zero fatality days from the 2008-2010 average of 154 to 163 by December 31, 2013.
  [In 2012, there were 156 zero fatality days.]
- Reduce the fatality rate from the 2008-2010 year average of 1.10 to 1.03, 348 fatalities, through December 31, 2013.
  [In 2012, the traffic fatality rate was 1.01 and there were 336 fatalities.]
- Reduce the traffic injury rate from the 2008-2010 year average of 84.22 per hundred million miles traveled to 90.00, 23,182 injuries, through December 31, 2013.[3]
  [In 2012, the traffic injury rate was 108.78 and there were 36,085 injuries. *An internal departmental process change allows the capture of previously unavailable, non-fatal crash reports.]

[3] The number of injury and property damage crashes is expected to increase.

Public Opinion Measures[4]

Do you believe the transportation system in your community is safer now, less safe now or about the same as it was one year ago?
[In 2013, Seventy percent (70%) of survey respondents believe the safety of the transportation system in their communities is about the same as it was one year ago. Seventeen percent (17%) believe the transportation system has become less safe compared with one year ago and nine percent (9%) believe it has become safer.]

Strategies

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

[4] Source: Statewide Public Opinion Survey, Summary and Technical Report, May 2012.

Project Summaries

Section 164

164PA-13-91-90 **Planning and Administration** **$6,249**

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

Section 402

PA-13-91-90 **Planning and Administration** **$257,196**
[$290,381]

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

DE-13-20-01 **Statewide Services – Media Contract** **$38,881**

Provided contingency funds to enable TSD to take advantage of special discounted or one-time mass media opportunities which are unable to be identified at fiscal year start. Past examples include full-page ads in annual publications, transit ads, and similar. This project paid consulting fees related to preparation of a Contractor final report & strategic planning, posting costs for Safe & Courteous Driving Program transit messages, reformatting/redesign of educational materials for the Motorcycle Safety and for Driver Education Programs, and ad placements in a western Oregon travel magazine (circulation 102,000) and ODOT's biennial publication of a state roadmap.

DE-13-20-04 **Statewide Services – Data Reporting** **$24,739**

This project allowed implementation of traffic safety public information; to measure and evaluated its effectiveness by providing annual State/NHTSA safety belt, motorcycle helmet, and bicycle helmet use surveys.

DE-13-20-90 **Program Management** **$550,906**
[$386,174]

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

Section 405

K2-13-46-90 **Occupant Protection Program Management** **$56,091**

Salaries, benefits, travel, services, supplies, and office equipment funded for Occupant Protection Program.

Section 408

K9-13-54-90 **Traffic Records Program Management** **$55,708**

Salaries, benefits, travel, services, supplies, and office equipment funded for Traffic Records Program.

Section 410

K8-13-12-90 **Impaired Driving Program Management** **$110,590**

Salaries, benefits, travel, services, supplies, and office equipment funded for Impaired Driving Program.

Section 1404

HU-13-10-90 Safe Routes to School Program Management $58,671
Salaries, benefits, travel, services, supplies, and office equipment funded for Safe Routes to School program coordination.

Student Driver Training Fund (SDTF)

13DRVED-920 Student Driver Training Fund Program Management [$249,694]
Salaries, benefits, travel, services, supplies, and office equipment funded for Driver Education program.

Highway Fund

13REGPM-920 Region Program Management [$476,990]
Salaries, benefits, travel, services, supplies, and office equipment funded for region program.

State Funds

MC-13-80-90 Motorcycle Safety Program Management [$57,564]
Salaries, benefits, travel, services, supplies, and office equipment funded for funded for the Motorcycle program.

Bicyclist Safety

Link to the Transportation Safety Action Plan:

Action # 99 – Increase emphasis on programs that will encourage bicycle travel
Increase emphasis on programs that will encourage bicycle and other alternative mode travel and improve safety for these modes. The following actions should be undertaken:

- Support implementation of the Oregon Bicycle and Pedestrian Plan guidelines and goals.
- Support the Bicyclist and Pedestrian Safety Program annual performance plan process, including allocating sufficient funding for achieving those goals.
- Establish a stable funding source to implement and institutionalize bicyclist and alternative mode safety education in the schools with a curriculum that includes supervised on-street training.
- Increase funding for maintenance of bikeways and for programs that make walking and bicycling safe and attractive to children.
- Provide consistent funding for a comprehensive bicyclist and alternative mode safety campaign for all users. Include information to encourage helmet use.
- Raise law enforcement awareness of alternative mode safety issues. Increase enforcement efforts focused on motorist actions that endanger bicyclists, and on illegal bicyclist behaviors.

The Problem

- In Oregon, bicycles are vehicles but bicyclists are not held to the same level of accountability as motor vehicle drivers. The general public expectation is that bicyclists and motor vehicle drivers should be equal.
- The use of the bicycle as a transportation mode has increased. According to the 2009 National Household Travel Survey (NHTS), biking and walking make up 11.9 percent of all trips made in the U.S. Biking is 1 percent, up 25 percent from 0.8 percent in 2001.
- “Share the road” means the same road, the same rights, and the same responsibilities for vehicles operating on the roadway.
- It’s well-known that drivers have to study and learn the contents of the Oregon Driver Manual if they’re serious about getting their license to drive. What’s not as well-known is that a similar manual is available for bicyclists, the Oregon Bicyclist Manual. The bicyclist manual is posted online: www.oregon.gov/ODOT/DMV/forms/manuals.shtml.
- Oregon bicyclist injuries increased from 626 in 2007, to 877 in 2010, a 40.1 percent increase.
- The 877 bicyclist injuries in 2010 accounted for 2.9 percent of all Oregon traffic injuries during the year.
- From 2004-2010, 5,465 bicyclists were involved in motor vehicle crashes. Of the 74 bicyclist fatalities, 55 percent were not wearing bike helmets.
- According to the 2010 Intercept Bicycle Helmet Usage Observational Study, 41 percent of middle school students were observed to have no helmet present, which is consistent with the past five years.

- In 2010, motorists failed to yield right-of-way to bicyclists in 399 crashes compared to 305 in 2007.
- The most common bicyclist errors for 2010: disregarded traffic signal, riding on shoulder facing traffic, and riding on pavement facing traffic.

Bicyclists in Motor Vehicle Crashes on Oregon Roadways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Injuries (crashes w/ motor vehicles)						
Number	706	626	757	762	877	40.1%
Percent of total Oregon injuries	2.5%	2.2%	2.8%	2.7%	2.9%	28.6%
Fatalities (crashes w/ motor vehicles)						
Number	10	15	10	9	7	-53.3%
Percent of total Oregon fatalities	2.0%	3.3%	2.4%	2.4%	2.2%	-33.0%
Percent Helmet Use (children)	48%	53%	61%	60%	57%	7.5%

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

Goals

- Reduce bicyclists killed and injured in motor vehicle crashes from the 2008-2010 average of 807 to 750 by 2015.

Performance Measures

- Reduce bicyclists injured in motor vehicle crashes from the 2008-2010 average of 799 to 780 by December 31, 2013. ***[In 2012, there were 1,026 bicyclists injured in motor vehicle crashes.]***
- Reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2008-2010 average of 202 to 196 by December 31, 2013. ***[In 2012, there were 198 bicyclists aged 0-19 injured in motor vehicle crashes.]***
- Reduce bicyclists age 20+ injured in motor vehicle crashes from the 2008-2010 average of 542 to 530 by December 31, 2013. ***[In 2012, there were 767 bicyclists aged 20+ injured in motor vehicle crashes.]***

Strategies

- Update the 2005 Bicycle Crash Data book with datasets from CAR unit and make information available on TSD Bicycle Safety webpage.
- Work to develop media campaign with corresponding messages to bicyclists and drivers promoting sharing the road.
- Develop plan for outreach to bicyclists promoting education on traffic laws.
- Develop educational slideshow for law enforcement and driver educators sharing engineering enhancements and changes to laws that lead to increased safety for bicyclists and pedestrians.
- Continue working with Bicycle Transportation Alliance in providing bicycle safety education to 5th graders in schools statewide.

- Continue to provide bicyclist safety educational materials for statewide distribution.
- Continue to have Intercept Research complete the annual bicycle helmet use observational study at selected middle schools in Oregon.

Project Summaries

Section 406

K4PS-13-60-01 Statewide Services $39,998

The May-June Annual Bicycle Helmet Observational Study was updated, resulting in 33 Oregon middle schools visited, with 498 individual observations of bicycle helmet usage. Sixty percent of students observed were correctly wearing bicycle helmets, with females 19% more likely to wear a helmet than males. There were a total of 9,558 packets of bike safety materials distributed statewide. This program contributed to the public information and education contract to continue a campaign around motorist awareness of bicyclists and bicyclist safety awareness with the online "Bicyclist Survival Guide," which was posted to the ODOT TSD website with the link offered to community websites; online banner postings and ads and two bike safety radio PSAs, "Confessions of a driver" and "Confessions of a rider." As of October 20, 2013, the online ads generated 2,486,770 impressions resulting in 1,198 click-throughs to the online guide. The two:30 radio PSAs were distributed to all Oregon radio stations and as of October 15, these PSAs ran 2,096 times for total media value of $41,920.

K4PS-13-60-08 Bicyclist Safety Education Training $29,557

Grant funding enabled 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, provided direct program service to primarily technical advice and assistance. Along with the SRTS Technical Service program, the BTA facilitated the Statewide Walk+Bike Educators Network and hosted a "debrief" event to share bike safety education efforts. BTA estimates that across the state 8,733 students were taught bike safety education in 12 communities through various bike safety and Safe Routes to School efforts. The BTA provided bike safety education to 2,804 students in the Portland Metro area; facilitated a statewide bike safety education curriculum training for 28 instructors representing nine communities (Newport, Roseburg, Corvallis, Oakland, Redmond, Bend, Albany, Gresham, Portland); worked with the Gresham School District implementing the JumpStart bike fleet program through the 2012-2013 school year; led a statewide search and identified Redmond School District as the new JumpStart bike fleet program; trained physical educators and Parks and Recreation employees in Redmond; presented at the OAHPERD (Oregon Alliance for Health;, Physical Education; Recreation, and Dance) and CCEPE (Council for Children's Expanded Physical Education) conferences about the bike safety education efforts through their program.

Community Traffic Safety

Link to the Transportation Safety Action Plan:

Action # 17 – Establish a network to disseminate information to local governments
Continue to support the expansion and increase in stature of local transportation safety programs. Support measures may include the provision of technical assistance, mentor programs, legislative coordination, training, and provision of other resources to local transportation safety programs, groups and committees statewide. Encourage communities to use the Safe Communities process and approach to addressing injury control. Establish a network to disseminate information to local governments. Evaluate current delivery methodologies for efficiency and effectiveness. Evaluate the practicality of establishing a "traffic safety academy" or course of study that prepares individuals of all ages to engage in safety projects and activities at the local level. Implement academy if practicable. Identify mechanisms to assist groups in maintaining and improving collaboration within their communities.

The Problem

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

Jurisdictional Data for Oregon Counties, 2010

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker	*	16,440	3	0	110	6.69	22
Benton		87,000	2	0	386	4.44	53
Clackamas	!	381,775	21	7	1,984	5.20	284
Clatsop		37,860	6	1	235	6.21	28
Columbia	*	48,620	10	0	158	3.25	21
Coos		62,930	10	5	272	4.32	44
Crook		27,280	0	0	108	3.96	17
Curry		21,160	8	0	82	3.88	11
Deschutes		172,050	12	4	578	3.36	94
Douglas	*	105,240	21	5	546	5.19	74
Gilliam		1,885	0	0	31	16.45	4
Grant	!	7,510	2	0	31	4.13	6
Harney	!	7,720	6	0	37	4.79	10
Hood River		21,850	2	1	58	2.65	9
Jackson	!	207,745	16	3	1,066	5.13	141
Jefferson		22,865	8	4	79	3.46	10
Josephine	*	83,600	12	7	418	5.00	47
Klamath	*	66,475	8	6	397	5.97	68
Lake	*	7,570	6	1	48	6.34	5
Lane		348,550	27	13	1,641	4.71	219
Lincoln		44,620	5	0	233	5.22	33
Linn		111,355	11	1	607	5.45	85
Malheur	!	31,865	5	2	185	5.81	35
Marion		320,640	25	11	1,675	5.22	211
Morrow		12,595	1	0	32	2.54	7
Multnomah		730,140	31	15	5,862	8.03	884
Polk		69,145	10	2	349	5.05	41
Sherman	*	1,825	6	2	29	15.89	7
Tillamook	*	26,170	2	0	140	5.35	20
Umatilla	!	72,720	11	5	285	3.92	55
Union	!	25,495	3	1	100	3.92	19
Wallowa	*	7,085	1	0	29	4.09	4
Wasco	*	24,280	6	2	106	4.37	17
Washington	*	532,620	11	6	2,798	5.25	316
Wheeler		1,590	2	0	10	6.29	1
Yamhill		95,925	7	3	466	4.86	68
Statewide Total		3,844,195	317	107	21,171	5.51	2,970

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

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

Jurisdictional Data for Oregon Cities over 10,000 Population, 2010

City		Population Estimate	Fatalities	Alcohol-Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury
Albany	*	49,530	0	0	202	4.08	21
Ashland	*	21,460	1	1	53	2.47	10
Astoria	*	10,110	0	0	58	5.74	6
Baker City		10,160	0	0	25	2.46	1
Beaverton	*	87,440	3	2	794	9.08	86
Bend	*	83,125	2	0	249	3.00	30
Canby	*	15,230	0	0	43	2.82	5
Central Point		17,205	0	0	40	2.32	3
Coos Bay	*	16,685	2	2	57	3.42	9
Cornelius		11,020	0	0	31	2.81	3
Corvallis		55,370	0	0	225	4.06	30
Dallas		15,555	0	0	25	1.61	0
Eugene		157,845	6	4	796	5.04	86
Forest Grove		21,770	1	1	51	2.34	4
Gladstone	*	12,215	0	0	61	4.99	5
Grants Pass		33,225	5	4	239	7.19	18
Gresham		101,595	2	1	612	6.02	85
Happy Valley	*	11,865	0	0	46	3.88	7
Hermiston	#	16,380	0	0	63	3.85	5
Hillsboro		91,215	3	1	581	6.37	54
Keizer	*	36,295	0	0	94	2.59	5
Klamath Falls	*	21,480	0	0	109	5.07	13
La Grande	#	13,085	1	0	22	1.68	2
Lake Oswego	*	36,845	0	0	103	2.80	13
Lebanon		15,600	0	0	61	3.91	6
McMinnville		32,930	0	0	137	4.16	14
Medford	*	77,485	3	0	554	7.15	60
Milwaukie	*	20,930	0	0	83	3.97	16
Newberg	*	23,570	3	0	69	2.93	5
Newport		10,605	0	0	47	4.43	3
Ontario	#	11,440	0	0	57	4.98	6
Oregon City		30,995	2	0	269	8.68	30
Pendleton		17,545	1	1	55	3.13	8
Portland	!	583,835	24	13	4,954	8.49	750
Prineville	*	10,370	0	0	36	3.47	5
Redmond	*	25,945	1	0	95	3.66	18
Roseburg		21,790	3	0	174	7.99	15
Salem	*	157,460	7	3	1,032	6.55	110
Sherwood		16,705	0	0	61	3.65	5
Springfield		58,575	1	1	265	4.52	29
St. Helens		12,715	0	0	23	1.81	1
The Dalles	*	13,430	0	0	43	3.20	2
Tigard	*	47,595	0	0	351	7.37	34
Troutdale		15,595	1	0	61	3.91	7
Tualatin		26,160	0	0	217	8.30	17
West Linn	*	24,455	1	0	71	2.90	5
Wilsonville		18,095	1	1	76	4.20	9
Woodburn		23,150	0	0	68	2.94	9
Total		2,243,680	74	35	13,438	5.99	1,665

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

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

Goals

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

Performance Measures

- Reduce the fatal and injury crash rate in communities with a traffic safety group to five percent below the 2002 statewide rate of one crash per 184 persons, resulting in a rate of one crash per 193 persons by December 31, 2013***. [The rate in participating cities was 1 crash per 165 persons. The rate in participating counties was 1 crash per 136 persons based on 2011 data.]***
- Increase the number of local transportation safety committees in Oregon from the 2008-2010 average of 52 to 54 or above by December 31, 2013. ***[There were 54 confirmed transportation safety committees.]***
- Maintain or increase the number of active Safe Community programs by December 31, 2013. (As of federal fiscal year 2010, there were nine Safe Community programs in Oregon: Baker County, Clackamas County, Grant County, Harney County, Jackson County, Malheur County, Umatilla County, Union County, and City of Portland.) ***[The number of Safe Community programs was maintained.]***

Strategies

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

Project Summaries

Section 402

SA-13-25-04 Malheur County Coordinator $18,822

This project provided funds for a part time local safe community coordinator for the Malheur county area. This grant year a new coordinator was hired. This position complemented the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalition. This position was moved from the Ontario Police Department to the Boys and Girls Club. It was a hard adjustment to become familiar with job expectations and programs within Malheur County and the State of Oregon. Project focus and direction continued working with the current business plan that has been in existence for three years.

SA-13-25-05 Portland Safe Community $88,050

The safe community concept elements were used to work with communities, businesses, and individuals along high crash corridors to develop plans work initiatives to address problems using a 4E approach in these corridors.

SA-13-25-06 Harney County Coordinator $19,452

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complemented the coalition in Harney County, and focus on providing organization which allowed greater output from the coalition. A business plan was developed this year in Harney County. Specific projects were targeted at the highest crash causes including a winter driving clinic at Burns High School.

SA-13-25-08 Clackamas County Safe Community $62,208

A Transportation Safety Action Plan was developed and adopted unanimously by the county commission. County leadership has actively embraced the plan and is working vigorously to implement the elements. The project has worked on outreach to new and in some cases unusual partners like surveyors. The project has assisted in providing safety effort outreach at statewide venues.

SA-13-25-15 Safe Community Mini-Grants $17,332

Ten mini grants were awarded, but only six were activated. The projects coordinated and shared information about their projects through newsletters and communications.

SA-13-25-20 ACTS Oregon Safe Community Services $105,564

The project provided in person and telephone mentoring assistance and guidance to local traffic safety and other groups. Multiple in person or telephone contacts with local traffic safety groups were made during the grant period. An 800 number was provided, nine safety newsletters were published in the grant period, and award and assistance on mini grant projects was provided.

SA-13-25-23 West Umatilla/North Morrow Safe Community $37,375

This project provided funds for a part time local safe community coordinator for Hermiston and West Umatilla and North Morrow counties. Project focus and direction was to continue working with the current business plan that was created in the 2012 grant year and continue to update the plan as a living document for future year(s) to guide the identification and implementation of promising projects that are appropriate for the Safe Community model. Several major activities were accomplished including monthly seatbelt diversion classes held at Good Shepherd Medical Center.

SA-13-25-24 Grant County Coordinator $21,703

This project provided funds for a part time local safe community coordinator in Grant County. Grant County has developed an active Safe Community coalition, and has identified new projects to improve traffic safety in the county through their youth traffic safety coalition. Youth were engaged in changing their behavior toward drinking and driving and distracted driving by giving them a voice, a way to participate and educating the community as a whole with activities throughout the grant year focused on safety driving practices.

SA-13-25-26 Suburban Community Project

This project will provide for establishing a Safe Community project in a suburban high crash area of the state. The project provides for a coordinator to identify and gather coalition partners, data sources, and establish a data set. The project will perform a problem identification process, and develop a business plan for the Safe Community group. The project will identify promising projects that are appropriate for the Safe Community model. If time and resources allow, the project will begin developing projects in this first year grant. ***[This project was not initiated during the grant year.]***

Driver Education

Link to the Transportation Safety Action Plan:

Action # 72 – Improve and expand the delivery system for driver education in Oregon
Improve and expand the delivery system for driver education in Oregon.
Consider the following in designing a model program:

- Consider legislation to make driver education mandatory for new drivers under age 18.
- Consider raising the provisional licensing age to 21 from the current 18, also evaluate extending provisional licensing for all new drivers for the first two years, regardless of age.
- Evaluate the possibility of funding the increased cost of providing this additional training by raising learning permit fees.
- If feasible, by the year 2020, extend the driver education requirement to all persons seeking their first driver license.
- Establish new and improved standards to support quality driver and traffic safety education programs.
- Continue to evaluate and update the definition of what a model driver is in terms of knowledge, skill, behavior and habits. Continue to offer a curriculum that is aligned with the expectations of a model driver. The curricula should continue to address content, methods, and student assessments.
- Improve and expand standards for teacher preparation programs that fully prepare instructors to model and teach the knowledge, skill behavior and habits needed. These standards should include specific requirements for ongoing professional development.
- Evaluate the possibility of establishing a licensing process that measures driver readiness as defined by the model driver, and employs a process that facilitates the safety means to merge the learning driver into mainstream driving, regardless of age.
- Establish uniform program standards that apply to every driver education training program and school.
- Develop additional oversight and management standards that hold the driver education system accountable for performance. These new and existing standards should encourage quality and compel adherence to program standards.
- Identify and promote strategies that establish a complete driver and traffic safety education system. This complete system should promote lifelong driver learning, and foster a commitment to improve driver performance throughout the driver's life span.
- Create partnerships to support driver education. Identify and promote best practices for teaching and learning among and between parents, educators, students and other citizens. Consider making driver education a part of the school day and convenient.
- Consider the use of on-line, and on-line interactive education as a way to expand driver education, raising the amount of overall training time a student receives. In frontier areas, seek creative delivery systems.

The Problem

- There is a need to increase the number of teens who participate in an approved program.
- There is a need to continue to eliminate inconsistencies in the various driver education public/private providers by enforcing a model statewide program with standards proven to reduce risk factors of teen driver crashes.

- There is the need to adopt graduated penalties. When deficiencies are identified, the only recourse currently available is to deny reimbursement and/or remove the program from its approved status.
- There is a statewide need for more qualified and updated driver education instructors. Additionally, a CORE refresher course needs to be provided for those instructors out in the field two or more years.
- There is a statewide need for more exposure of both the instructor training and the novice driver training in the five ODOT regional areas. The priority focus is on areas outside of the Willamette Valley.
- There is a need to increase, through SB 125, 2009, the number of private commercial driving schools that seek approved status to provide services.
- There is a need to measure citations, crashes and convictions of students that have completed approved driver education and a need to be able to identify the approved provider.
- There is a need to update the instructor interface in the curriculum guide.

Driver Education in Oregon, 2006-2010

	2006	2007	2008	2009	2010
DMV licenses issued (Age 16-17)	28,688	27,215	26,115	24,823	24,738
Students completing Driver Education	9,542	9,327	8,670	7,000	6,794
Students that did not complete an ODOT-TSD approved DE program before licensing	19,146	17,888	17,445	17,823	17,944
Number of instructors completing two courses or more	57	71	68	48	43

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

Goals

- Increase student participation in education of newly licensed teens under the age of eighteen from 7,000 in 2009 to 9,000 by 2015 (from a three year average of 29.6 percent to 36.0 percent of all newly licensed teens).
- Require completion of an ODOT approved driver education program as a licensing requirement with the Oregon Legislature by 2015.

Performance Measures

- Increase the number of students completing driver education from the 2008-2010 average of 7,488 to 8,000 by December 31, 2013. ***[In 2012, 6,906 students completed the approved program.]***
- Increase the number of driver education instructors who complete training (two courses or more) from the 2008-2010 average of 52 to 80 by December 31, 2013. ***[In 2012, 63 instructors completed the approved state training program.]***

Strategies

- Develop a marketing plan (including an adaptive strategies plan) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training. Additionally, develop and implement sanctions to guarantee benchmark performance.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process and track private provider driver education students.
- Continue to promote best practices through quality professional development and maintain/improve a tracking system and database to collect information on driver education program providers as well as instructors as they complete courses and continuing education.
- Continue development of standardized forms for monitoring and reporting of driver education providers. This includes monitoring and tracking implementation for DHS reimbursements for the "parent cost."
- Continue to work with NHTSA, ODOT Research Division and other research groups to evaluate the elements of the Oregon driver education program.
- Continue development of procedures and rule language for the law changes for commercial providers receiving student reimbursement.
- Continue revision of the state curriculum guide and related video segments, including animations by December 31, 2013.
- Continue work toward a centralized instructor certification process and improve the system for which student certification is accomplished and secured.

Project Summaries

Section 402

DE-13-20-02 — **Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference** — **$15,000**

These funds provided support for both out-of--state and non-ODOT instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference in March.

Student Driver Training Fund (SDTF)

13DRVED-001 — **Driver Education Program Reimbursement** — **[$1,531,878]**

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

13DRVED-002 — **GDL Implementation - Information and Education** — **[$408,022]**

These funds continued to pay for a grant to Western Oregon University to train beginning instructors completing the instructor preparation courses and provide for trainer of trainers' development and workshops, Funds were also provided for curriculum updates for ODOT-TSD through Western Oregon University.

13DRVED-003 Statewide Services – Driver Education [$133,058]

This grant supported the driver education advisory committee quarterly meetings and activities promoting "best practices" in driver education. Additional meetings were held to promote and finalize new legislation to increase the ability to provide services to low/no income students. The Playbook®, funded through this line item, was released statewide in October.

13DRVED-004 Driver Education DHS Foster Kids [$0]

These funds reimbursed DHS for their parent cost in providing driver education to eligible foster teens. Reimbursement was made to DHS based on the number of students completing the driver education course. Eligibility standards and course completion are managed by the DHS Foster Care Program.

Emergency Medical Services (EMS)

Link to the Transportation Safety Action Plan:

Action # 106 – Work with partner agencies to position Oregon's EMS system as world class and affordable for the average Oregonian
Work with partner agencies, service providers, volunteers and concerned citizens to position Oregon's EMS system as world class and affordable for the average Oregonian. To aid in reaching this goal, consider the following:

- Conduct regular independent assessments of Oregon's EMS system.
- At regular intervals, review emergency medical service (EMS) related statutes with the goal of developing an effective and integrated EMS system for the state of Oregon.
- Provide public information and education about EMS services and their value.
- Improve internal and external communications of EMS program and its issues.
- Increase emphasis on the success of rural and volunteer agencies.
- Provide EMS education that is local and accessible. Specifically offer at least five EMT Basic and first responder courses targeted at rural and frontier communities.
- Seek ways to provide one day educational opportunities at the home stations of EMS volunteers, and those stations with few paid staff.
- Establish OTSC member involvement at the state EMS level, to assure connectivity of efforts.
- Identify funding assistance sources for rural and frontier EMS providers.

The Problem

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

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

Goals

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

Performance Measures

- Increase number of participants receiving training through EMS Rural Pediatric Simulation Projects from 188 to 200 by December 31, 2013. ***[In 2013, 61 EMS providers were trained through this project. There was a fourth training, but the number of attendees has not been reported.]***
- Increase EMS professionals, both paid and volunteer, attending conferences and receiving EMS training from 45 to 55 by December 31, 2013. ***[In 2013, 37 EMS scholarships were given to selected EMS professionals.]***
- Increase the number of OTSC members that are a formal part of the state's EMS advisory structure from 0, the 2010 level, to 1 by December 31, 2013. ***[During this grant year, one OTSC member attended two EMS Committee Meetings.]***

Strategies

- Work in coordination with Oregon Health Authority's EMS and Trauma Program, EMS-C Program and other partners to conduct statewide EMS Rural Pediatric Simulation Project Trainings, providing learning credits for participants.
- Look for and provide training opportunities, such as scholarships for EMS Conferences/Trainings, for EMS professionals statewide.
- Continue partnerships and involvement in statewide EMS committees to assist in implementing/integrating National EMS Agenda items into Oregon's EMS.
- Stay involved and be available for EMS opportunities as they arise.

Project Summaries

Section 402

EM-13-24-01 **EMS Statewide Services** **$4,820**

This funding was used to assist in strengthening Oregon's EMS statewide. It was used to provide 37 EMS conference scholarships to chosen EMS professionals, focusing on rural and pediatric responders.

EM-13-24-02 **Oregon EMS and Trauma Systems Rural Pediatric Simulation Education Project** **$8,543**

This project utilizes a variety of innovative methods to provide continuing education to rural pre-hospital and emergency department hospital providers. Methods include simulation-based trainings in the care of trauma victims from multi motor vehicle and ATV crashes, utilizing patient simulators and live patients. Simulation trainings were conducted through outreach training opportunities that gave rural providers throughout the state an opportunity to practice hands-on skills in a realistic environment from crash scene to hospital. This project includes an assessment of educational needs and resources for pre-hospital and hospital providers. The goal of the project is to improve the readiness and life-saving skills of providers and the system of care for both pediatric and adult patients by offering a variety of opportunities for continuing education credits to be earned in order to strengthen Oregon's EMS system statewide.

Equipment Safety Standards

Link to the Transportation Safety Action Plan:

Action # 59 – Improve public knowledge of vehicle safety equipment
Continue to improve public knowledge of vehicle safety equipment, and its role in safe vehicle operation. Improve current mechanisms to raise awareness of common vehicle equipment maintenance and use errors, and seek new or more effective ways to raise awareness and increase compliance with proper use and maintenance guidelines. Develop improved mechanisms to educate the public about Antilock Braking System (ABS) use.

The Problem

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

Automobile Vehicle Defect Crashes on Oregon Highways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Total Vehicle Defect Crashes						
Number	516	507	569	560	600	18.3%
Crashes due to tire failure	n/a	111	161	150	154	38.7%
Crashes due to defective brakes	n/a	203	172	175	177	-12.8%
Crashes due to mechanical defects	n/a	161	198	168	163	-1.2%
Property Damage Crashes						
Number	269	248	267	270	298	20.2%
Non-fatal & Injury Crashes						
Number	239	250	295	283	299	19.6%
Number of persons injured	387	398	476	423	444	11.6%
Fatal Crashes						
Number	9	9	7	7	3	-66.7%
Number of persons killed	11	9	7	8	3	-66.7%
Convictions for unlawful use of or failure to use lights (ORS 811.520)	N/A	1,371	1,262	1,302	1,144	-16.6%

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

Goals

- To reduce the number of vehicle defect-related injuries and fatalities from the 2008-2010 average of 454 to 425 by 2015.

Performance Measures

- Reduce the number of vehicle defect-related injuries and fatalities from the 2008-2010 average of 454 to 436 by December 31, 2013. ***[In 2012, 425 people were killed or injured.]***
- Reduce the number of people killed or injured due to tire-failure from the 2008-2010 average rate per 100,000 registered vehicles[5] of 3.58 to 3.43 by December 31, 2013. ***[In 2012, rate per 100,000 registered vehicles of 3.43 of people were killed or injured due to tire-failure.]***
- Reduce the number of people killed or injured due to defective brakes from the 2008-2010 average of 174 to 167 by December 31, 2013. ***[In 2012, 176 people were killed or injured.]***
- Reduce the number of people killed or injured due to mechanical defects from the 2008-2010 average of 469 to 450 by December 31, 2013. ***[In 2012, 144 people were killed or injured.]***

Strategies

- Disseminate information about safety equipment standards to auto dealers, RV dealers and auto parts retailers.
- Disseminate information about proper tire pressure monitoring to tire retailers and the general public.
- Update Administrative Rules on equipment to reflect current federal law or clarify current federal or state law.
- Educate the public, law enforcement and judicial officials about vehicle equipment standards through the use of TSD's website, flyers, news releases, verbal communications and publications.
- Disseminate information to the public on safe trailer operation including non-English language versions.
- Continue to monitor the feasibility of vehicle equipment inspections.

Project Summaries

Section 402

CL-13-80-01 Statewide Services – Equipment $612

This project contributed to the annual division telephone survey that included questions around Equipment Safety; updated and reprinted brochures, flyers and other resource materials; contributed to the Public Information and Education contract to continue a campaign around motorist awareness of equipment safety issues and funding for equipment consulting.

[5] Includes passenger cars, motorcycles, travel trailers, light trailers, motor homes, for rent trailers, and trucks.

Highway Safety Improvement Program (HSIP)

Link to the Transportation Safety Action Plan:

Action # 23 – Safety areas of interest should include intersection crashes, roadway departure, pedestrian/bicycle
Continue to focus on improving key infrastructure safety emphasis areas through improved effort, communication, and training. Work on these emphasis areas may include, but should not be limited to the following:

- Intersection Crashes – Investigate the usefulness of advance signing, roundabouts, access management techniques advance technology and features, improvements to signal timing to smooth traffic flow in various settings. Implement effective solutions.
- Roadway Departure Crashes (Lane departure crashes include run off the road crashes and head- on crashes) – For highways, rural roads and other higher speed roadways investigate the application and usefulness of rumble strips, shoulder widening, median widening, cable barrier, durable marking, fixed object removal, roadside improvements, safety edge and other countermeasures and safety treatments of centerline and shoulder areas for lane departure crashes in various settings. Implement effective solutions.
- Pedestrian and Bicycle Crashes – Investigate the usefulness of curb bulb-outs, refuge islands, warning signage improvements and other countermeasures for pedestrian crashes, investigate improvements in traffic controls for bicycles and improvements at intersections to better accommodate crossing pedestrians and bicycles such as bicycle signals, bicycle-activated warning light/sign systems, colored pavements and rectangular rapid flashing beacons for pedestrian crossings and rectangular rapid flashing beacons. Consider changes to roadway design standards for urban area roadways that encourage vehicle operators to travel at the posted speed. Implement effective solutions.
- Further develop, enhance and institutionalize the ODOT Safety Corridor and Roadway Safety Audit Programs within ODOT. Each should further the program and embrace the blending of the “4 E approach to transportation safety” as is described in FHWA’s Office of Safety Mission Statement. (Education, Engineering, EMS and Enforcement.)

The Problem

- The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on public roads.
- City and county roads account for half of the fatal and serious injury crashes in the state, but these crashes are spread over 43,000 miles of roadway.
- State highways have the highest rate of fatal and serious injury crashes per mile and city streets have the highest rate per Vehicle Mile Traveled (VMT).
- HSIP is a stand-alone core federal-aid highway safety program with a renewed call for data-driven, strategic highway safety programs focusing on results, and provides increased flexibility in state funding for safety.
- To most effectively use limited HSIP funds, projects should address priorities in the SHSP, project and countermeasure selection should be based on a data driven process, and the selected countermeasures should address the identified problems.

Oregon Highways, Fatal and Serious Injury Crashes, 2010

Public Roads by Jurisdiction	Fatal and Serious Injury Crashes	Deaths and Serious Injuries	Centerline Miles on System	Annual Estimate Of VMT (Millions miles)
State Highways	703 (48%)	825 (49%)	8,049 (14%)	23,660 (61%)
City Streets	384 (26%)	429 (25%)	10,838 (18%)	7,302 (19%)
County Roads	353 (24%)	409 (24%)	33,089 (56%)	7,422 (19%)
Other Roadways	24 (2%)	36 (2%)	7,175 (12%)	119 (0.3%)
Total (All Public Roads)	1,464	1,699	59,151	38,503

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

Goals

- Focus on using the safety funds to address high priority sites with the objective of reducing the number of fatal and serious injuries from 1,608 in 2009 by an average of 20 every year, to 1,488 by 2015.
- Expand the use of safety funds for systematic low cost improvements and improve roadside safety features, by advocating for providing additional funding specifically for systematic improvements to address safety emphasis areas by 2015.
- Incorporate the latest safety methodologies and techniques (Highway Safety Manual) for analyzing and diagnosing the safety of roadways by 2015.

Performance Measures

- Develop an annual report of the top 5 percent hazardous sites for all roads in Oregon by December 31, 2013. ***[ODOT has recently completed all roads Safety Priority Index System (SPIS) which enables Oregon to produce priority listings on all public roads.]***
- Develop an annual report of all safety projects evaluating and assessing results (number of projects by type, number of crashes reduced, dollars spent on safety projects) by December 31, 2013. ***[This report has been completed.]***
- Develop list of highway safety projects for draft 2012-2015 Statewide Transportation Improvement Program (STIP) and provide concurrence from the State Traffic Engineer's office by December 31, 2013. ***[This report has been completed.]***
- Work with one or more cities, counties or MPOs to evaluate use of Highway Safety Manual techniques within their jurisdiction by December 31, 2013. ***[Several city, county or MPO have started the evaluation of the use of the Highway Safety Manual techniques within their jurisdiction.]***
- Develop an implementation plan for Intersections by December 31, 2013. ***[An intersection safety plan has been developed.]***

Strategies

- Evaluate the use of the Highway Safety Manual and associated software (Safety Analyst) within ODOT; identify any impediments to implementation, research needs or further development of tools:

- Conduct interviews of other data/management system owners within ODOT to set priorities.
- Determine priorities for new data collection (i.e., roadway inventory) for HSM.
- Pilot a new screening tool system for State Highway intersections using HSM.
- Provide or obtain training for regions and HQ staff on the new Highway Safety Manual procedures.
- Continue to emphasize systematic improvement strategies for safety emphasis areas:
- Evaluate the Roadway Departure program.
- Evaluate HSM methods for systematic improvements and strategies for Pedestrians and Bicyclists.
- Participate in AASHTO pooled fund study for HSM implementation.
- Evaluate use of new SPIS all public roads.
- Develop a new safety tracking mechanism/performance measuring to enable ODOT to better track effectiveness of ODOT safety projects.
- Research performance measures other states are using for effectiveness of safety projects, countermeasures, etc.
- Improve coordination and communication between and within ODOT and local agencies responsible for safety.
- Update Policies and Procedures for safety programs and PSMS.

Project Summaries

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164HE-13-73-14 TEA-21 HSEC 2008 Safety Initiatives

This FFY 2013 grant provided continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008. All eight of the safety projects included in this grant have been completed.

164HE-13-73-15 TEA-21 HSEC 2009 Safety Initiatives

This FFY 2013 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009. Four of the five safety projects included in this grant have been completed.

164HE-13-73-16 TEA-21 HSEC 2010 Safety Initiatives $7,438,907

This FFY 2013 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010. One of the six safety projects has been completed.

164HE-13-73-17 TEA-21 HSEC 2011 Safety Initiatives $13,005,535

This FFY 2013 grant provided state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2011. Two of the five safety projects have been completed.

164HE-13-73-18 TEA-21 HSEC 2012 Safety Initiatives $81,070

This FFY 2013 grant provided the first year of roadway departure related state highway enforcement that's eligible for Highway Safety Improvement Program (HSIP) funds. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2012. Roadway departure enforcement was conducted on sites identified. Numerous media releases were provided. Overtime enforcement hours totaled approximately 1,263. A total of 1,004 citations were written and 1,787 warnings issued with a total of 2,107 vehicles stopped.

164HE-13-73-19 TEA-21 HSEC 2013 Safety Initiatives $8,500,000

This FFY 2013 grant provided the first year of roadway departure related state highway infrastructure safety projects that were eligible for Highway Safety Improvement Program (HSIP) funds. Projects were selected by the Highway Safety Engineering Committee (HSEC) during FFY 2012. Safety projects have been selected however none have been completed to date.

Impaired Driving – Alcohol

Link to the Transportation Safety Action Plan:

Action # 62 – Establish automated DUII Arrest Report
Develop, implement and establish an automated Driving Impaired (DUII) arrest report and a pre-populated system for statewide deployment.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2010, 34 percent of all traffic fatalities were alcohol-related (107 deaths). 90 of the fatalities involved only alcohol; 31 involved only other drugs; and 17 were a combination of both alcohol and other drugs.
- Alcohol continues to be an overwhelming factor in impaired driving injury crashes. In 2010, 1,338 people were injured in alcohol related crashes. 102 people were injured in crashes where a driver in the crash had both alcohol and other drugs in their system.
- Due to lack of monitoring methodology, there are high number of required ignition interlock devices that are not installed as required (required: 10,000 / installed: 3,200 – 32 percent). With new legislation passed in 2012, an additional 10,000 (estimated) new ignition interlock devices will be required.
- The impaired driving paperwork process is very time consuming and has not kept pace with automated innovation in other key law enforcement areas which increase process efficiency and reduces critical errors which enhances prosecution acuity. Efficiencies in this process will result in more patrol time to identify and apprehend impaired drivers with limited police resources.

Impaired Driving in Oregon - Alcohol, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Fatal & Injury Crashes	19,486	19,031	18,409	19,384	21,171	11.2%
Nighttime F&I Crashes*	2,737	2,846	2,722	2,711	2,970	4.4%
Percent Nighttime F&I Crashes	14.01%	15.0%	14.8%	14.0%	14.0%	-6.2%
Fatalities	474	455	416	377	317	-30.3%
Alcohol Only Fatalities	n/a	155	120	116	90	-41.9%
Combination Alcohol & Other Drugs	n/a	26	51	28	17	-34.6%
Total Alcohol-Related Fatalities	175	181	171	144	107	-40.9%
Percent Alcohol- Related Fatalities	37.0%	39.8%	41.1%	38.2%	33.8%	-15.1%
Alcohol Related Fatalities per 100 Million VMT	0.50	0.52	0.51	0.42	0.31	-39.5%
Drivers in Fatal Crashes with BAC .08 & above	N/A	122	107	96	51	-58.2%

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

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Number of Ordered Ignition Interlock Devices (IID)	N/A	N/A	9,646	9,625	9,364	N/A
Number of Confirmed Installed IID	N/A	N/A	2,570	2,957	3,225	N/A
DUII Offenses	24,657	25,618	24,814	20,995	22,500	22,770
DUII eCitations Issued	N/A	N/A	N/A	N/A	265	N/A
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	91%	91%	88%	90%	91%	0.0%

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation Law Enforcement Data System, Transportation Safety Survey, Executive Summary; Intercept Research Corporation
** 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.

Goals

- Reduce the total number of alcohol-related fatalities from the 2008-2010 average of 141 to 125 by 2015.
- Increase the number of DUII courts from six to ten by 2015.

Performance Measures

- Continue the reduction of traffic fatalities that are alcohol-related (BAC .01 and above) from the 2008-2010 average of 141 to 130 by December 31, 2013. ***[In 2012, there were 123 alcohol-related traffic fataltites in 113 fatal crashes, which includes any fatality in which alcohol was involved.]***
- Decrease alcohol impaired driving fatalities from the 2008-2010 calendar base year average of 85 to 80 by December 31, 2013. *(NHTSA)* *Note: Alcohol-impaired driving fatalities are all fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 or greater. ***[In 2012, there were 95 alcohol-only traffic fatalities in 87 fatal crashes.]***
- Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2010 calendar base year of 2,597 to 2,750 by December 31, 2013. *(NHTSA)* ***[In 2013, there were 1,960 DUII arrests made during grant overtime enforcement activities. Oregon State Police – 186; OSSA – 605; OACP – 405 (for three quarters); Oregon ACTS – 194 (for one quarter); 570 miscellaneous DUII arrests made during other OT enforcement activities such as WorkZone, Speed, and Safety Belt programs and Drug Recognition Expert callouts.]***

Public Opinion Measures[6]

In the past 60 days, how many times have you driven a motor vehicle within two hours after drinking alcoholic beverages?
[In 2013, the average reported frequency for driving a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days is .59 times. An overwhelming majority of those surveyed (85%) report they have not driven a motor vehicle within two hours after drinking alcoholic beverages in the past 60 days.]

[6] Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2013.

In the past 30 days, have you read, seen or heard anything about alcohol impaired driving or drunk driving enforcement by police?
[[In 2013, Sixty-three percent (63%) of survey respondents indicate they have read, seen or heard messages about alcohol impaired driving or drunk driving enforcement by police.]

Where did you see or hear these messages?
[In 2013, Respondents who are aware of messages regarding alcohol impaired driving or drunk driving enforcement by police most often mention television (57 percent) and/or newspaper (30 percent) as the primary sources.]

Based on anything you know or may have heard, what do you think the chances are of someone getting arrested if they drive after drinking - that is, how many times out of 100 would someone be arrested? ***[In 2013, the average perceived chance of being arrested for driving after drinking is 45%. Geographically, the average perceived chance of getting arrested for driving after drinking is highest among residents of Region 5 (51%) and Region 3 (50%).Demographically, the average perceived chance of being arrested for driving after drinking is higher among respondents under 55 years of age (54%), singles (53%) and those with an annual household income of under $30,000 (49%).]***

Activity Measure

Impaired Driving Arrests
Increase the number of impaired driving arrests made during grant-funded enforcement activities from the 2010 calendar base year of 2,597 to 2,750 by December 31, 2013. *(NHTSA)* ***[During the 2012 federal grant year, there were 8,146 grant funded impaired driving arrests.]***

Strategies

- Provide two DUII-related training opportunities for prosecutors and judges.
- Provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners.
- Conduct five NHTSA high visibility saturation patrols.
- Promote and support the use of current technology, such as video cameras and automated DUII citation processes, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques.
- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.
- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, prosecution, and adjudication of alcohol and/or drug impaired drivers.

- Create public information and education campaigns to raise awareness specific to Oregon's barriers in reducing incidence of impaired driving fatalities and crashes. Media products for these activities include print, radio, television, and other possible innovative digital mediums.
- Develop public information and education campaigns targeting specific law changes that will occur during the 2013 Legislative Session.
- Explore the opportunity for new drug/alcohol courts similar to the Multnomah County Court DISP program.
- Support a statewide Transportation Safety Resource Prosecutor (TSRP) who is available to all prosecutors, particularly for cases that may set a state precedent.
- Gain information through research to provide new and innovative ways to prevent impaired driving through education and enforcement.
- Develop a pilot project agency for electronic DUII processing.

Project Summaries

Section 164

164AL-13-14-01 DUII Statewide Services

This project specifically addressed a comprehensive training program for police, prosecutors, and judges on new laws, technology, methods, and techniques for success. Courses offered statewide on a variety of topics such as enforcement of impaired driving laws and use of in-vehicle video cameras. A separate grant created to provide for prosecutor and judges training. *[This project was not initiated during the grant year.]*

164AL-13-14-02 DUII Court 1 – City of Beaverton $105,861

Funds for this project supported a program coordinator for the B-SOBR DUII intensive supervision program within the municipal court for the City of Beaverton. This position was critical to the oversight, organization, tracking and accountability of offenders while they participated in the program.

164AL-13-14-03 Automated DUII Report Program

This grant was designed to start the implementation of an automated DUII report process. This grant will include research, form automation, and piloting of the project in two to three counties. *[This project was not initiated during the grant year.]*

164AL-13-14-04 Ignition Interlock Monitoring

This grant will be to pilot an IID monitoring program that will be piloted in one or two agencies. This grant may include monitoring the vendors as well as the offender. *[This project was not initiated during the grant year.]*

164AL-13-14-09 DUII Overtime Enforcement Program – OSP $161,625

Oregon State Police continued to coordinate state enforcement with local police to enhance DUII enforcement in all 36 counties. Areas were selected with consideration to the relative DUII problem and willingness to participate. In a given area, OSP worked with the county sheriff and/or one or more city police agencies to provide DUII enforcement. OSP provided DUII overtime patrol in all 36 counties throughout Oregon. This program collected 186 DUII arrests.

164AL-13-14-17 DISP – Portland Police Bureau $52,805

This project funded the Portland Police Bureau Traffic Division to assist the Multnomah County DUII Intensive Supervision Program (DISP). This provided direct law enforcement capability to the court-based probation program. The primary function of the officers was to conduct warrant sweeps. This program spent approximately $54,000 and is in the process of a two-year phased financial disengagement from ODOT-TSD after five years of start-up funding for overtime warrant service for DISP participants.

164AL-13-14-18 ODAA/Law Enforcement "Protecting Lives Saving Futures" $31,377

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

164AL-13-14-19 OLCC Inspector Training Impaired Driving Education $31,219

This project assists in providing funding for training of Oregon Liquor Control Commission inspectors in relationship to evaluating service levels, determination of level of customer impairment and other DUII related issues. This grant is also to support the development of education for the liquor industry on the prevention of impaired driving and the impact of impaired driving on the State of Oregon. ***[This project was not initiated during the grant year.]***

164AL-13-14-20 Law Enforcement Spokesperson – DPSST $76,324

This project provided funding for the management and training of all DUII related law enforcement training in the State of Oregon. Training was held at various locations to increase the number of certified trainers, provided mobile video training and conducted a survey of police agencies. This project provided 20 workshops and trainings, and trained over 600 officers as part of an SFST course, refresher course, mobile DUII training, and instructor trainings.

Section 410

K8PM-13-12-01 Statewide Services Program – DUII $215,073

This project was funded to design and place targeted public service in support of state and federal efforts to reduce impaired driving. $215,073.21 was spent during FFY2013 to extend the NHTSA "What You Don't See":60 second radio advertisements immediately prior to four key dates in support of targeted High Visibility Enforcement activities throughout the state.

Super Bowl Flight	January 21 – February 3, 2013
St. Patrick's Day Flight	March 11 – 17, 2013
Fourth of July Flight	June 24 – July 4, 2013
Labor Day Flight	August 21 – September 2, 2013

K8-13-12-01 Statewide Services Program – DUII $147,826

A comprehensive traffic safety public information program was implemented. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio were aired and surveys were conducted. This grant was involved in additional advertising in mediums that are more likely to hit the target populations, including mediums such as mass transit wraps, water closet media and social media.

K8-13-12-02 Blood Toxicology Pilot Project

This is a pilot project to provide support to law enforcement for the attainment and testing of blood samples in one to two counties. The blood samples will be voluntary and requested of drivers that are under arrest for driving under the influence of alcohol. These samples will not be used in the DUII case. Also, to gather data to determine the depth of the driving impaired issue in Oregon surrounding impairment due to drugs, drugs and alcohol. *[This project was not initiated during the grant year.]*

K8-13-12-04 Statewide DUII Warrant Sweeps

This grant proposes law enforcement activity and media coverage to conduct statewide "sweeps" to round up people with outstanding warrants. *[This project was not initiated during the grant year.]*

K8-13-12-05 NHTSA HVE

This was a requirement for quarterly HVE paid public information regarding saturation patrols equally divided among four quarters, $50,000 each quarter. This project was funded with K8PM-13-12-01.

K8-13-12-06 Prosecuting the Drugged Driver $24,984

This project was a training project specifically directed towards prosecutors. The training gave prosecutors the tools to prosecute drug impaired drivers from DUI to serious injury and death cases.

K8-13-12-12 DUII Multi-Disciplinary Task Force Training Conference $65,000

This project provided funding for an annual training conference, specific to DUII issues, which included all participating disciplines such as law enforcement, prosecutors, and prevention and treatment professionals. This conference was held on April 26-27 of 2013. Approximately 300 people attended.

K8-13-12-21 OSSA DUII Overtime Enforcement Project $394,259

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provides DUII overtime patrol in 30 counties throughout Oregon. This grant provided overtime funding for 26 county agencies for overtime DUII patrols and resulted in 605 DUII arrests.

K8-13-12-24 DUII Prosecutor $166,400

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled throughout Oregon to assist with complex DUII cases and managed a statewide list-serve resource and on-line forum for all prosecutors to inform and educate on case law, new legislation, trial skills and general questions.

K8-13-12-36 $116,286

Oregon Impact facilitated the DUII OT grant to 33 municipal police departments within the state for the last quarter of FFY2013. Participating police departments throughout the state identified drivers who were operating vehicles under the influence of intoxicants and removed them from the roadways during designated High Visibility Enforcement events. Participating agencies coordinated enforcement efforts with OSP and OSSA. These overtime enforcements reduced the number of impaired drivers on the roads and highways by 194 drivers.

K8-13-12-38 OACP DUII Overtime Enforcement Project $323,898

This grant provided overtime funds for DUII patrols participating in NHTSA designated HVE events and other high-profile community events. DUII overtime enforcement grant to provide DUII leadership to city police departments throughout the state. Approximately 50 cities received overtime funds for 2013. This project was active for three quarters of the fiscal year and delivered 405 DUII arrests from 56 cities.

Impaired Driving – Drugs

Link to the Transportation Safety Action Plan:

Action # 44 – Revise driving under the influence of intoxicants statutes
Continue to recognize the prevalence of driving under the influence of drugs and revise DUII statutes to address the following:

- Maintain, strengthen and support DRE training.
- Support prosecution of impaired drivers through training for prosecutors regarding alcohol and other impairing substances.
- Address the legal and information issues around sobriety check points.
- Expand the definition of DUII to any impairing substances.
- To support implementation of these revisions, develop and offer a comprehensive statewide DRE training program.
- Continue to support implementation, revision, and offering of comprehensive statewide DRE training program
- Pursue allowing court testimony of certified DRE even in an incomplete evaluation.

The Problem

- Data from the Fatality Analysis Reporting System (FARS), which is based on police, medical, and other information, show that in 2010, 15 percent of all traffic fatalities were drug-related (48 deaths). 90 of the fatalities involved only alcohol; 31 involved only other drugs; and 17 were a combination of both alcohol and other drugs.
- Since the inception of the Drug Recognition Expert (DRE) program in January 1995, Oregon has experienced an increase in drug-impaired driving arrests, from 428 in 1995, to 1,437 in 2010. Impairment, due to drugs other than alcohol, continues to have a negative impact on transportation safety.
- Mental health providers and law enforcement are seeing evidence indicating that more people are “self-medicating,” or abusing prescription or over-the-counter drugs.
- Due to current Oregon law, drivers impaired by over-the-counter and/or non-controlled prescription drugs do not get DUIIs and are therefore not referred to treatment.

Impaired Driving in Oregon – Other Drugs, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Fatal & Injury Crashes	19,486	19,031	18,409	19,384	21,171	11.2%
Nighttime F&I Crashes*	2,737	2,846	2,722	2,711	2,970	4.4%
Percent Nighttime F&I Crashes	14.0%	15.0%	14.8%	14.0%	14.0%	-6.2%
Fatalities	474	455	416	377	317	-30.3%
Other Drug Only Fatalities	N/A	42	62	37	31	-26.2%
Combination Other Drug and Alcohol	N/A	26	51	28	17	-34.6%
Other Drug-Related Fatalities	N/A	68	113	65	48	-29.4%
Percent Other Drug-Involved Fatalities	N/A	14.9%	27.2%	17.2%	15.1%	1.3%
DUII Arrests (drugs other than Alcohol)	1,178	1,092	844	1,318	1,437	31.6%

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

Goals

- Reduce the total number of drug-related fatalities from the 2008-2010 average of 75 to 64 by 2015.

Performance Measures

- Increase the number of certified DREs from the 2009-2010 average of 164 to 200 by December 31, 2013. ***[Oregon currently has 194 certified Drug Recognition Experts.]***
- Increase the number of DRE evaluations from the 2008-2010 average of 1,154 to at least 1,600 by December 31, 2013. ***[Certified DRE's performed 1,232 evaluations in 2013.]***

Strategies

- Conduct five NHTSA high visibility saturation patrols.
- Revise statute to change the definition of intoxicants to include "any substance that impairs to a noticeable or perceptible degree."
- Promote and support the use of current technology, such as video cameras and DRE techniques, by law enforcement and judicial agencies.
- Implement a system of programs to deter impaired driving, which will include laws, effective enforcement of these laws, visible and aggressive prosecution, and strong adjudication of same.
- Create DUII enforcement projects that provide highly visible patrols and selective enforcement methods utilizing up-to-date field sobriety techniques and Drug Recognition Experts (DREs).
- Support comprehensive community DUII prevention projects that employ collaborative efforts in the development and execution of strategic information and education campaigns targeting youth and adults, and focusing specific attention to those who engage in high-risk behaviors.

- Continue to support DRE training for enforcement officers, prosecutors, and judges to facilitate in the arrest, adjudication, and conviction of alcohol and/or drug impaired drivers.
- Create public information and education campaigns targeting youth, adults, and those engaged in high-risk behaviors. Media products for these activities include print and electronic media, as well as classrooms.
- Create public information and education campaigns targeting specific law changes that will occur during the 2013 Legislative Session.
- Work with DHS and their partners to investigate who can provide further information on drug use patterns of DUII offenders.
- Develop methods to communicate with medical community, e.g., pharmacy and physicians, to recognize the possibility of drug impairment in their patients and the relative hazard they present on Oregon's roadways.
- Support a statewide TSRP who is available to all prosecutors, particularly for DRE cases.
- Seek support and insight from the GAC on DUII on emerging issues relating to driving under the influence of drugs other than alcohol.
- Create public information and education regarding prescription drugs, impairment and driving while under the influence of them.

Project Summaries

Section 410

K8-13-12-01 Statewide Services Program – DUII

A comprehensive traffic safety public information program was implemented. Materials and supplies developed through this project provided the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television and radio were aired and surveys were conducted. This grant was involved in additional advertising in mediums that are more likely to hit the target populations, including mediums such as mass transit wraps, water closet media and social media.

K8-13-12-05 NHTSA HVE

This was a requirement for quarterly HVE paid public information regarding saturation patrols equally divided among four quarters, $50,000 each quarter. This project was funded with K8PM-13-12-01.

K8-13-12-12 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, and prevention and treatment professionals. This conference was held on April 26-27 of 2013. Approximately 300 people attended.

K8-13-12-16 Drug Recognition Expert Training (DRE) $103,675

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 Chiefs of Police (IACP) and NHTSA guidelines and recommendations.

K8-13-12-21 DUII Enforcement – OSSA Departments

Provided overtime patrol hours for law enforcement on DUII for roadways throughout Oregon. OSSA provided DUII overtime patrol in 30 counties throughout Oregon. This grant provided overtime funding for 26 county agencies for overtime DUII patrols and resulted in 605 DUII arrests.

K8-13-12-23 Drug Recognition Expert Overtime Enforcement Project $63,670

The major activity of this project is to make DRE's available to conduct drug evaluations on persons who may be impaired by drugs other than alcohol. This grant helps agencies bear some of the financial costs associated with providing a specialty service needed for the successful prosecution of the drug-impaired driver. In nearly all drug DUII investigations, DRE's are needed to determine drug and/or medical impairment and testify to such in court proceedings. During the FFY 2013 grant period, Oregon DRE's responded to 349 overtime enforcement callouts.

K8-13-12-24 DUII Prosecutor

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled throughout Oregon to assist with complex DUII cases and managed a statewide list-serve resource and on-line forum for all prosecutors to inform and educate on case law, new legislation, trial skills and general questions.

K8-13-12-31 thru 35 Impaired Driving Regional Programs

This grant went to each of the five regions to assist with impaired driving training programs as needed in their respective areas.

K8-13-12-38 OACP DUII Overtime Enforcement Project

This grant provided overtime funds for DUII patrols participating in NHTSA designated HVE events and other high-profile community events. is a DUII overtime enforcement grant to provide DUII leadership to city police departments throughout the state. Approximately 70 cities received overtime funds for 2010. This project was active for three quarters of the fiscal year and delivered 405 DUII arrests from 56 cities.

Judicial Outreach

Link to the Transportation Safety Action Plan:

Action # 43 – Establish processes to train enforcement personnel, attorneys, judges and DMV Continue efforts to establish processes to train enforcement personnel, deputy district attorneys, judges, DMV personnel, treatment providers, corrections personnel and others. An annual training program could include information about changes in laws and procedures help increase the stature of traffic enforcement, and gain support for implementing changes.

The Problem

- There is limited outreach and training available for judges, district attorneys and court clerks/administrators relating to transportation safety issues.
- There are numerous issues of inconsistent adjudication of transportation safety laws from jurisdiction to jurisdiction which provides citizens with inconsistent and mixed messages.
- Lack of education regarding driving under the influence of any intoxicating substance, whether controlled or uncontrolled. Additionally, issues such as current DUII case law, ignition interlock device monitoring, impaired driving, and implied consent processes need to be addressed.

Judicial Outreach, 2007-2010

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

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

Goals

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from 100 annually, the 2007 level, to 130 annually by 2015.
- Increase the number of Court Administrators participating in transportation safety related judicial education programs delivered by TSD from 27 annually, the 2007 level, to 60 annually by 2015.
- Increase the number of prosecutors/staff participating in transportation safety related judicial education programs delivered by TSD from 120 annually, the 2007 level, to 150 annually by 2015.
- Increase the number of DUII courts from six to ten by 2015.

Performance Measures

- Increase the number of justice and municipal court judges participating in transportation safety related judicial education programs delivered by TSD from the 2008-2010 average of 97 to 120 by December 31, 2013. ***[71 Judges participated in the 2013 judicial conference.]***
- Increase the number of court administrators participating in transportation safety related judicial education programs delivered by TSD from the 2008-2010 average of 67 to 90 annually by December 31, 2013***. [25 court administrators participated in the 2012 judicial conference.]***
- Increase the number of prosecutors or staff participating in education programs from the 2008-2010 average of 184 to 250 by December 31, 2013. ***[135 prosecutors participated in the 2012 educational programs.]***
- Increase the combined number of approved CLE credits offered by TSD funded educational opportunities from the 2008-2010 average of 39.5 to 80 by December 31, 2013. ***[Total CLE provided was 61 hours.]*** *CLE is short for MCLE which means Minimum Continuing Legal Education activities. For judges that are active members of the Oregon State Bar, there is a minimum number of continuing legal education credits required to maintain certification as a licensed attorney.

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

Strategies

- Coordinate and deliver an annual Traffic Safety Educational Conference to Oregon judges. Invite court administrators to attend.
- Participate and/or assist in providing additional training opportunities to judges, district attorneys, city prosecutors and court administrators at requested conferences.
- Work directly with courts to enhance traffic court processes and policies related to implementation of electronic citation data for criminal and traffic offenses.
- Work with OJD and local records management system provider (MAJIC) to automate OSP and local submitted e-citations into system electronically for state and local courts.
- Work in partnership with DMV and Courts to determine the most efficient methods to enhancing the Abstract of Conviction Process. This includes partnership with DMV to finalize a fillable form that all courts (City County and State Circuit Courts) could use to output their convictions to a form on a printer from their records management system. Determine feasibility of partnering with DAS printing to create a centralized process where they would deliver hard copies to DMV HQ daily.
- Work with courts to determine potential of running nightly Driver Record batch queries to automate the process of obtaining updated driving records prior to arraignments via LEDS and DMV partnership.

Section 164

164AL-13-14-02 DUII Court 1 – City of Beaverton

Funds for this project supported a program coordinator for the B-SOBR DUII intensive supervision program within the municipal court for the City of Beaverton. This position was critical to the oversight, organization, tracking and accountability of offenders while they participated in the program.

164AL-13-14-18 ODAA/Law Enforcement "Protecting Lives Saving Futures"

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

Section 402

TC-13-24-08 Judicial Education $25,166

This project provided funding for the annual 3-day judicial education workshop. In its 16th year, the highlight this year was Dr. David Matsumoto, Ph.D. He is a renowned expert in the field of deception detection and micro facial expressions, a science he developed. He provided an awe-inspiring workshop where he demonstrated the science as it relates to the courtroom. Additionally, agenda items included education in impaired driving, DDACTS, DMV items and issues, traffic related case law, justice and municipal court rap sessions, Oregon legislative updates from the 2013 session. The workshop was attended by 71 justice, municipal and circuit court judges, members of the OTSC and 25 court administrations / managers from across Oregon.

Section 410

K8-13-12-12 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, and prevention and treatment professionals. This conference was held on April 26-27 of 2013. Approximately 300 people attended.

K8-13-12-24 DUII Prosecutor

This project provided an expert DUII prosecutor who served as a resource to other prosecutors in handling the complex DUII laws. The DUII Prosecutor traveled throughout Oregon to assist with complex DUII cases and managed a statewide list-serve resource and on-line forum for all prosecutors to inform and educate on case law, new legislation, trial skills and general questions.

Motorcycle Safety

Link to the Transportation Safety Action Plan:

Action # 29 – Reduce the instance of unendorsed riders
Evaluate ways to reduce the instance of unendorsed riders. Identify and implement ways to reduce the crashes of individuals in this group. Specific actions may include public awareness, additional penalties, impoundment, and other actions. Evaluate the current instruction permit in relation to training and formal endorsement. (Note: Poll to identify how dealers, motorcyclists, and the public would feel about requiring endorsement before sale, or ride-away sale.)

The Problem

- Fatal motorcycle crashes represented 13.0 percent of the fatal crashes in 2010 while only representing 3.3 percent of the total vehicles registered in 2010.
- Alcohol was involved in 21.1 percent of motorcycle fatalities in 2010.
- Non-endorsed motorcyclists were involved in 18.4 percent of motorcycle fatalities in 2010.
- Speed is over-represented in fatal crashes. Sixteen of 38 in 2010 occurred on corners where the motorcyclist lost control and was unable to make it safely around the corner.
- The average age of the fatally involved rider was 46 in 2010.
- Non-DOT motorcycle helmets are allowed by definition under ORS 801.366. Usage of these non- DOT helmets by motorcyclists endangers the health of the wearer in a motorcycle crash. The 2010 observational helmet use survey reflected no change in usage from 2009.

Motorcycles on Oregon Highways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Fatal Crashes	39	48	43	49	38	-22.4%
Percent of fatal crashes	9.3%	11.7%	11.7%	14.8%	13.0%	9.2%
Motorcyclists killed	41	51	46	51	38	-26.9%
Single-vehicle crashes	21	27	22	30	23	-14.8%
Multi-vehicle motorcycle vs. auto crashes	10	18	12	10	6	-66.6%
Multi-vehicle auto vs. motorcycle crashes	6	7	8	6	9	28.6%
Fatalities						
Percent alcohol-involved fatalities	40.1%	36.5%	36.7%	37.3%	21.1%	-42.4%
Percent non-endorsed fatalities	18.2%	35.4%	17.4%	34.6%	18.4%	-48.0%
Percent unhelmeted fatalities	N/A	5.9%	2.2%	5.9%	7.9%	34.2%
Injury Crashes	477	603	717	698	713	18.2%
Percent of injury crashes	2.5%	3.2%	4.0%	3.7%	3.4%	34.2%

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Registered Motorcycles	93,331	118,052	131,204	133,796	131,652	11.5%
Percent of registered vehicles	2.3%	2.8%	3.2%	3.2%	3.3%	14.5%
Motorcycle fatalities per registered motorcycle (in thousands)	0.43	0.44	0.37	0.38	0.29	-34.5%
Observation Data						
Percent Helmet Use	95.0%	95%	94%	100%	100%	5.3%
Percent Motorcyclists wearing non-DOT helmet	4.8%	5%	6%	4%	2%	-60.0%
TEAM Oregon Students Trained	6,286	7,957	9,972	8,778	8,779	10.3%

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 TEAM Oregon Motorcycle Safety Program

Goals

- Reduce the fatal traffic crashes that involve motorcycles from the 2008-2010 average of 44 to 42 by 2015.
- Reduce the number of people killed and seriously injured in motorcycle crashes from the 2008- 2010 average of 209 to 200 by 2015.

Performance Measures

- Reduce the number of fatal motorcycle crashes when the rider was impaired (alcohol and/or other drugs) from the 2008-2010 average of 15 to 13 by December 31, 2013. ***[In 2012 there were 14 fatal crashes when the rider was impaired.]***
- Reduce the number of fatal motorcycle crashes when the rider was not properly endorsed from the 2008-2010 average of 10 to 8 by December 31, 2013. ***[In 2012 there were 10 crashes when the rider was not properly endorsed.]***
- Reduce the number of fatal speed-related motorcycle crashes from the 2008-2010 average of 24 to 22 by December 31, 2013. ***[In 2012 there were 18 fatal speed-related motorcycle crashes.]***
- Reduce the number of fatal motorcycle crashes that occurred while negotiating a curve from the 2008-2010 average of 31 to 28 by December 31, 2013***. [In 2012 there were 13 fatal motorcycle crashes while negotiating a curve.]***
- Reduce the number of motorcyclist injury crashes from the 2008-2010 average of 709 to 680 by December 31, 2013. ***[In 2012 there were 1,028 non-fatal motorcyclists injuries.]***
- Decrease motorcyclist fatalities from the 2008-2010 calendar base year average of 46 to 44 by December 31, 2013. *(NHTSA)* ***[In 2012 there were 51 motorcyclist fatalities.]***
- Decrease unhelmeted motorcyclist fatalities from the 2008-2010 calendar base year average of 2 to 1 by December 31, 2013. *(NHTSA)* ***[In 2012 there were 3 unhelmeted motorcyclist fatalities.]***

Strategies

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

Project Summaries

Section 2010

K6-13-50-01 Motorist Awareness PI&E $2,053

This grant paid for PI&E for motorist awareness of motorcycles. There were re-purposed transit postings throughout Oregon. A grant adjustment decreased the authorized amount to $12,700.

K6-13-50-02 Motorcycle Safety Training Enhancement $87,300

This project provided funding for new training locations by purchase or lease of land, buildings and improvements. The project may fund curriculum improvement and development, development and enhancement of instructor recruitment and retention efforts, development and purchase of instructional materials, purchase of mobile training units and purchase or repair of training motorcycles. This project was funded at $87,300. 32 new motorcycles for the training program were purchased.

State Funds

$1

MC-13-80-01 Statewide Services Motorcycle Safety [$78,351]

Membership to SMSA was paid; a postcard was mailed to approximately 12,000 riders to encourage riders to take training. Expenses associated with the motorcycle helmet use observation survey were paid. Ownership of TEAM OREGON equipment was transferred to TEAM OREGON. The Governor's Advisory Committee (GAC) on Motorcycle Safety travel and meeting expenses were paid. Also, the GAC funded development of a motorcycle tourism-type brochure which is now available in the ODOT storeroom.

MC-13-80-03 Oregon State University TEAM OREGON [$812,757]

This grant funded salaries, benefits and indirect costs associated with TEAM OREGON staff and instructors ensuring delivery of the motorcycle safety training program in a timely and efficient manner. Staff includes the Director, Business Manager, Communications Manager, Facilities Manager, Operators Manager, Training Manager, Training Support Unit Manager and seven support staff positions. In 2013 TEAM OREGON trained over 10,000 students.

MC-13-80-04 Motorcycle Safety Improvements [$17,436]

This project provided funding for motorcycle safety training infrastructure by purchase of motorcycles, purchase or lease of land, buildings and improvements. A grant adjustment increased the authorized expenditures to $282,000. Twelve training motorcycles were purchased out of this grant. The remaining funds were carried forward to facilitate future range acquisition and/or expansion. TEAM OREGON will continue to seek out opportunities to expand program offerings.

Occupant Protection

Link to the Transportation Safety Action Plan:

Action # 75 – Continue public education efforts aimed at proper use of child safety seats
Continue public education efforts aimed at increasing proper use of safety belts and child restraint systems.

The Problem

- Non-use of Restraints: According to the 2011 Oregon observed use survey, three percent of passenger car drivers, four percent of pickup truck drivers and thirteen percent of sports car drivers did not use restraints. During 2010, Oregon crash reports (FARS) indicate twenty-six percent of motor vehicle occupant fatalities were unrestrained and nine percent were of unknown restraint use status.
- Improper Use of Safety Belts: Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual), or placing a child into a belt system before it fits correctly.
- Improper Use of Child Restraint Systems: According to the 2011 Oregon observed use survey, forty percent of children aged five to eight were not riding in booster seats as required by Oregon law. Drivers are confused by the multitude of child restraint models, changing laws and changing “best practice” recommendations. Drivers often place children into adult belt systems too soon. Instead, children must graduate through a series of differently sized restraints until they are grown enough to fit in an adult lap/shoulder belt.
- Affordability of Child Restraint Systems: Low income families and caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use or to reuse of second-hand seats which may be unsafe for various reasons.

NHTSA Observed Use Survey, 2008 – 2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Front Seat Outboard Use						
Passenger car	93.1%	96.3%	96.6%	97.0%	96.9%	0.6%
Pickup truck	88.4%	93.7%	94.3%	95.4%	94.2%	0.5%

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

Oregon Observed Use Survey Results, 2008 - 2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Total Occupant Use	95%	96%	96%	97%	96%	0.0%
Driver Use						
Passenger car	93%	97%	96%	97%	97%	0.0%
Pickup truck	88%	93%	91%	94%	96%	3.2%
Sports car	N/A	89%	85%	86%	87%	-2.2%
Child Restraint Use						
Under one year of age	91%	96%	94%	99%	98%	2.1%
Under four years of age	98%	99%	99%	99%	99%	0.0%
Booster seat use, ages five to eight *	42%	57%	58%	60%	60%	5.3%
Child Seat Present						
Under one year of age (rear-facing) *	N/A	96%	94%	99%	98%	2.1%
Age one to four years (forward-facing) *	N/A	94%	97%	94%	95%	1.1%
Child Position in Vehicle						
Child seat/booster in rear of vehicle	95%	96%	96%	96%	97%	1.0%
Children 12 and under in rear of vehicle *	N/A	85%	85%	86%	86%	1.2%

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

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

Occupant Use Reported in Crashes, 2007 – 2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Percent of Fatals Restrained	56.9%	52.2%	56.9%	55.4%	64.9%	24.4%
Total occupant fatalities	364	318	294	269	194	-39.0%
Percent of Nighttime Fatals Unrestrained	N/A	30.9%	34.0%	43.7%	29.7%	-4.0%
Total nighttime occupant fatalities	N/A	47	52	62	27	-42.6%
Percent of Injured Restrained	N/A	92.5%	91.5%	90.8%	90.0%	-2.7%
Total injured occupants	N/A	25,592	24,252	25,513	24,837	-3.0%
Injured < Age 8, in Child Restraint	N/A	65.3%	61.5%	66.0%	63.8%	-2.3%
Total injured occupants under age eight	N/A	836	751	728	892	6.7%

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

Belt Enforcement Contacts During Grant Funded Activities, 2008 – 2011

	03-07 Average	2008	2009	2010	2011	% Change 2008-2011
Seat belt citations issued	23,784	15,679	15,178	12,732	15,829	1.0%

Source: Transportation Safety Division, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use among passenger vehicle front seat outboard occupants from 97 to 98 percent, as reported by the NHTSA post-mobilization observed use survey, by 2015.
- To reduce the percentage of unrestrained occupant fatalities from the 2008-2010 average of 41 to 35 percent, as reported by FARS, by 2015.
- To increase proper child restraint use among injured occupants under eight years old, from 64 to 75 percent, as reported by FARS, by 2015.

Performance Measures

- Increase total occupant restraint use, as determined by the statewide Oregon Occupant Protection Observation Study, from 97 percent to 98 percent by December 31, 2013. ***[In 2013, the percentage of total occupant belt use was 98 percent.]***
- Increase restraint use among pickup truck drivers, as determined by the statewide Oregon Occupant Protection Observation Study, from 96 percent to 97 percent by December 31, 2013. ***[In 2013, the percentage of pickup driver belt use was 94 percent.]***
- Increase use of booster seats, as determined by the statewide Oregon Occupant Protection Observation Study, from 60 percent to 70 percent by December 31, 2013. ***[In 2013, the percentage of booster seat use was not measured.]***
- Decrease the number of nighttime occupant fatalities reported as "unrestrained" from the 2008- 2010 calendar base year average of 47 to 42 by December 31, 2013. *(NHTSA)* ***[In 2012, the number of "unrestrained" nighttime occupant fatalities was 42.]***
- Decrease the number of unrestrained passenger vehicle occupant fatalities in all seating positions from the 2008-2010 calendar base year average of 79 to 72 by December 31, 2013. *(NHTSA)* ***[In 2012, the number of "unrestrained" fatalities in all seating positions was 61.]***
- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, one percentage point from the 2009-2011 calendar base year average usage rate of 97 percent to 98 percent by December 31, 2013. *(NHTSA)* ***[In 2013, the percentage of front seat outboard occupant belt use was 98 percent.]***

Public Opinion Measures[7]

Have you recently seen or heard any advertising or public service announcements regarding Oregon safety belt laws? ***[Forty-nine percent of survey respondents report recently seeing or hearing such advertising.]***

Where did you see or hear these messages?
[Respondents who are aware of messages regarding Oregon safety belt law laws most often mention television (42 percent), roadway signs (33 percent), outdoor/billboard (25 percent), radio (16 percent) and/or newspaper (4 percent) as the primary sources.]

[7] Source: Statewide Public Opinion Survey, Summary and Technical Report, March 2013.

Have you recently seen or heard any advertising or public service announcements regarding Oregon child passenger safety laws?
[Thirty-three percent of survey respondents reported seeing or hearing such advertising.]

How often is your child in an approved child safety seat when traveling in your car?
[Ninety-six percent of respondents who travel with a child required to use a child restraint by law, report that the child "always" is in an approved child seat.]

How do you determine when it is appropriate for a child to use a lap/shoulder belt without using a booster seat or child safety seat?
[With regard to the requirements of Oregon law, eight percent identify four-feet nine-inches tall and thirteen percent identify age eight as the correct legal criteria for transition to a lap/shoulder belt system.]

Activity Measures

Seat Belt Citations
Number of seat belt citations issued during grant-funded enforcement activities. *(NHTSA)* ***[During the 2013 federal grant year, there were 5,096 grant funded seat belt citations issued.]***

Strategies

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

Project Summaries

Section 402

OP-13-45-02 OSSA Safety Belt Overtime Enforcement $214,917

This project paid overtime to provide year-round enforcement by twenty-seven local sheriff's offices towards increasing compliance with safety belt/child restraint laws with coordination by Oregon State Sheriffs Association. Concurrent enforcement of speed and other traffic laws was included. Participating agencies conducted three (3) two-week enforcement blitzes and coordinated with media. Deputies in Washington and Lake counties used a portion of funding to conduct child seat clinics.

OP-13-45-11 Enhancement of Community Level CPS Programs $16,803

This project provided mini-grants to community child seat fitting stations and seat distribution agencies within ODOT Regions 1 & 2 (Portland Metro area and Willamette Valley corridor) including: Randall Children's Hospital, Mt Hood Community College, Multnomah County Health Dept., Clackamas County Children's Commission, and Safekids Washington County. These mini-grants paid for new CPS technician and Instructor candidate scholarships , car seats and boosters for families in need, and equipment and/or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs having a significant CPS component.

Section 405

M1DE-13-4-01 Statewide Services Project $221,766

This project paid consulting fees for media design/production, survey research, and printing of educational materials. GARD Communications produced new advertising concepts for posting on internet, TV & billboard. GARD also re-released one Spanish-speaking radio & TV ads focusing on child passenger safety. Informational materials including brochures, stickers & cards were reproduced to maintain stock available for public consumption. Intercept Research Corporation carried out three statewide observed use surveys statewide & one telephone opinion survey. TSD provided annual SafetyBeltSafe USA subscriptions for CPS technician staff.

K2-13-46-03 OSP Safety Belt Overtime Enforcement $78,498

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

K2-13-46-08 OACP Safety Belt Overtime Enforcement $173,700

This project paid overtime to provide year-round enforcement by fifty-six local police departments towards increasing compliance with safety belt/child restraint laws with coordination by Oregon Association Chiefs of Police. Concurrent enforcement of speed and other traffic laws was included. Participating agencies conducted only two of (3) two-week enforcement blitzes due to early termination of this grant. Brookings, Central Point, Eugene, Lake Oswego, and Portland used a portion of funding to conduct child safety seat clinics and other related community education events.

K3-13-45-05 ACTS Oregon Child Safety Seat Resource Center $128,162

This project funded staff salaries, benefits, travel and overhead to operate the Center and provide statewide assistance to the public and CPS technicians. CSSRC provided twelve child passenger safety technician trainings resulting in 112 new technicians, seven CEU workshops serving 90 technicians, and mentorship for two new Instructors, one Lead Instructor, and seven new Senior Checkers. Partial funding was also provided to support a newsletter, website and 1-800 telephone line.

Pedestrian Safety

Link to the Transportation Safety Action Plan:

Action # 97 – Increase emphasis on programs that will encourage pedestrian travel
Increase emphasis on programs that will encourage pedestrian travel and improve pedestrian safety. The following efforts should be undertaken. Provide a consistent and comprehensive program for the Pedestrian Safety Program to:

- Expand public education efforts that focus on driver distraction and driver behavior near schools.
- Expand public education efforts relating to pedestrian awareness and responsibilities.
- Encourage more aggressive enforcement of pedestrian traffic laws, particularly near schools, parks and other pedestrian intensive locations.
- Consider legislative approaches to improving safety for the disabled and elderly communities.
- Assist communities to establish pedestrian safety efforts by providing technical assistance and materials.
- Address and resolve the widespread reluctance to install marked crosswalks; establish where they are appropriate and where other safety enhancing measures are needed.
- Require walkways and safe pedestrian crossings on all appropriate road projects.
- The lack of walkways and safe crossing opportunities contribute to pedestrian crashes.
- Increase funding for pedestrian system deficiencies including walkways and crossings. Funds should be allocated to serve schools, transit, business and commercial uses, and medium to high-density housing.
- Work with local and state transit authorities to review policies determining siting of transit stops and revise as needed to enhance safe access.
- Consider legislation requiring that police officials must investigate all pedestrian automobile crashes leading to injury.
- Support research to increase walking and promote pedestrian safety.

The Problem

- According to the 2009 National Household Travel Survey, walking and biking made up 11.9 percent of all trips made in the U.S. Walking was 10.9 percent, up 25 percent from 8.7 percent in 2001.
- In 2010, 813 pedestrians were involved in fatal or injury motor vehicle crashes compared to 628 in 2008.
- In 2010, 484 pedestrians were killed or injured at intersections or in a crosswalk compared to 384 in 2008.
- In 2010, 71 percent of the pedestrians killed (44 of 62) were illegally in the roadway, an increase from the average of 35 percent over the last five years.
- In 2010, 75 percent of the fatal pedestrian crashes (45 of 60) occurred during twilight or dark hours.
- A review of crash data from 2000 to 2009 shows the highest number of fatalities being those in the 45 to 54 year old age group, of which the larger percentage were males.
- Of the 792 pedestrian-involved motor vehicle crashes in 2010, 45.3 percent involved a pedestrian error. The most common pedestrian errors: crossing between intersections, failure to yield right-of-way, and disregarded traffic signal.

- Of the 792 pedestrian crashes in 2010, 58 percent involved a driver error.
- In 2010, 48.5 percent (384 of 792) of the total pedestrian crashes involved the driver error of "failing to yield to the pedestrian."
- Of the 60 fatal pedestrian crashes for 2010, 50 percent involved drivers who had been drinking.

Pedestrians in Motor Vehicle Crashes on Oregon Roadways, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Injuries						
Number	609	553	576	636	769	39.1%
Percent of total Oregon injuries	2.1%	2.0%	2.1%	2.3%	2.5%	27.7%
Number injured Xing in crosswalk or intersection	332	330	350	374	470	42.4%
Percent Xing in crosswalk or intersection	54.5%	59.7%	60.8%	58.8%	61.1%	2.4%
Injuries by Severity						
Major Injury	104	104	91	89	102	-1.9%
Moderate Injury	319	272	254	313	404	48.5%
Minor Injury	182	157	220	234	263	67.5%
Fatalities						
Number	48	50	52	38	62	24.0%
Percent of total Oregon fatalities	10.1%	11.0%	12.5%	10.1%	19.6%	78.0%
Number of fatalities Xing in crosswalk or intersection	11	16	14	10	14	-12.5%
Percent Xing in crosswalk or intersection	23.4%	32.0%	26.4%	26.3%	22.6%	-29.4%

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

Goals

- To reduce the number of pedestrian fatalities from the 2008-2010 average of 51 to 38 by 2015.
- To reduce the number of pedestrian injuries from the 2008-2010 average of 660 to 625 by 2015.

Performance Measures

- Reduce the number of pedestrian fatalities from the 2008-2010 average of 51 to 44 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 60 pedestrian fatalities.]***
- Reduce the number of pedestrian injuries from the 2008-2010 average of 660 to 650 by December 31, 2013. ***[In 2012, there were 939 pedestrian injuries.]***
- Reduce the number of crashes where the most significant driver error is "fail to yield right-of-way to pedestrian", from the 2008-2010 average of 294 to 265 by December 31, 2013. ***[In 2012, there were 547 crashes where "Failed to yield" was a contributing factor.]***
- Reduce the number of pedestrians killed crossing in crosswalk or intersection from the 2008-2010 average of 13 to 12 by December 31, 2013. ***[In 2012, 19 pedestrians were killed crossing at the intersection or crosswalk.]***

- Reduce the number of pedestrians injured crossing in crosswalk or intersection from the 2008-2010 average of 398 to 380 by December 31, 2013. ***[In 2012, 571 pedestrians were injured crossing in a crosswalk or intersection.]***

Strategies

- Update the 2005 Pedestrian Crash Data book with datasets from CAR unit and make information available on TSD Pedestrian Safety webpage.
- Work to develop media campaign with corresponding messages to pedestrians and drivers promoting sharing the road.
- Develop plan for outreach to pedestrians promoting visibility October-January.
- Develop educational slideshow for law enforcement and driver educators sharing engineering enhancements and changes to laws that lead to increased safety for bicyclists and pedestrians.
- Continue working with Bicycle Transportation Alliance in providing pedestrian safety enforcement operations statewide with local enforcement agencies.
- Continue to provide pedestrian safety educational materials for statewide distribution.
- Include pedestrian safety questions in Statewide Public Opinion Telephone Survey.

Project Summaries

Section 402

PS-13-68-01 Statewide Services $59,880

Contributed to the annual TSD telephone citizen opinion survey that includes questions around Pedestrian Safety Enforcement awareness. Updated and reprinted brochures, flyers and other resource materials and provided 2,254 packets of safety education materials to statewide events and school efforts. New items for distribution were bookmarks, "First Step to Safety Is Yours," "Keep An Eye Out for Pedestrians," and "Keep An Extra Eye Out for Bicycles." Contributed to the Public Information and Education contract to continue a campaign around motorist awareness of pedestrians and pedestrian safety awareness. The media campaign for 2012 was a :30 TV PSA "Simple Steps" and was produced in partnership with KATU, a Portland affiliate of ABC. This partnership guaranteed 286 spots on KATU for a total value of $50,600. The PSA was distributed in late October, 2013, to coincide with change from Daylight Savings Time. Worked with the ODOT Crash Analysis and Reporting Unit to update pedestrian crash data from 2007-2011. Provided data to training workshop for enforcement agencies at the Pedestrian Safety Enforcement mini-grant training in April 2013.

PS-13-68-02 Pedestrian Safety Enforcement and Training $75,317

Funded the pedestrian safety enforcement (PSE) mini-grant program to include operations, training and evaluation, and diversion classes, which was administered by OregonWalks, a non-profit advocacy organization dedicated to promoting walking and making the conditions for walking safe, convenient, and attractive for everyone. Twenty-five enforcement agencies were awarded pedestrian safety enforcement mini-grants equaling less than $5,000 each. Training was held April 15, 2013, with the instructor from the Hillsboro Police Department, assisted by OregonWalks partners of the BTA and ODOT-TSD. Twenty-four agencies completed pedestrian safety enforcements across the state with 996 citations and 716 warnings for crosswalk law violations. Some agencies found conducting back-to-school enforcement operations productive in late August and early September. Some agencies reported that it was becoming more difficult in getting media interest in the operations. Agencies reported that a time-saving practice was to videotape the enforcement and invite those with citations to view the video as it resulted in participants choosing not to contest the citations.

Police Traffic Services

Link to the Transportation Safety Action Plan:

Action # 35 – Develop a Traffic Law Enforcement Strategic Plan
Develop a Traffic Law Enforcement Strategic Plan which addresses the needs and specialties of the Oregon State Police, county sheriffs and city police departments. The plan should be developed with assistance from a high level, broadly based task force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities. Specifically, the plan should develop strategies to address the following:

- Speed Issues (enforcement, laws, legislative needs, equipment, public information and education. Targeted analysis of enforcement of laws that would address corner and "run off the road" crashes.
- Aggressive driving and hazardous violation issues.
- Crash investigations curriculum for an expanded police academy.
- Rail trespass issues and highway rail crossing crashes.
- Identify and seek enabling legislation for the best methods of providing secure, stable funding for traffic law-enforcement.
- Staffing needs; training; use of specialized equipment such as in-car video cameras, mobile data terminals, computerized citations (paperless), statewide citation tracking system, lasers and improved investigation tools; handling of cases by courts, information needs, and financing should be included in the strategic plan.
- Development of automated forms to increase law enforcement efficiency, and increase the number of police traffic crash forms completed and submitted.
- Maintenance of traffic teams, and identify incentives to persuade sheriffs and chiefs to establish teams locally.
- Seek mechanisms to automate enforcement activities.
- Identify strategies that encourage voluntary compliance, negating the need for enforcement activities.
- As specific elements of the plan are developed and finalized, begin implementation of those elements.

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 1.47 officers per 1,000 population in 2010.
- There is a need for increased training for police officers in the use of speed measurement equipment (radar/lidar), Crash Investigation Training, distance between cars technology training and traffic law changes from the recent legislative sessions.
- Due to retirements and promotions, there is a new group of supervisors in law enforcement, therefore training on managing or supervising traffic units would be timely.
- There is a need to increase the available training to certified motorcycle officers in Oregon.

- Decreasing budgets and inadequate personnel prevent most enforcement agencies from responding to crashes that are non-injury and non-blocking. Approximately 60 percent of these crashes are reported only by the parties involved and provide minimum data that can be used to assess crash problems.
- Many county and city police departments lack the resources necessary to dedicate officers to traffic teams thus would benefit from additional enforcement training and overtime grants.

Police Traffic Services, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Total Fatal Traffic Crashes	413	411	369	331	292	-29.0%
Total Injury Crashes	19,073	18,620	18,040	19,053	20,879	12.1%
Total Fatalities	474	455	416	377	317	-30.3%
Total Injuries	28,425	28,000	26,805	28,153	30,493	8.9%
Top 10 Driver Errors in Total Crashes:						
Failed to avoid stopped or parked vehicle ahead other than school bus	14,601	12,783	11,843	12,083	9,593	-25.0%
Did not have right-of-way	8,478	8,306	7,699	7,206	6,224	-25.1%
Driving too fast for conditions	7,224	6,766	6,750	5,257	3,666	-45.8%
Failed to maintain lane	N/A	5,263	6,308	5,840	2,794	-46.9%
Following too closely	1,007	1,383	2,125	1,887	1,915	38.5%
Improper change of traffic lanes	2,297	2,315	2,131	2,078	1,907	-17.6%
Inattention	2,556	2,310	2,011	2,038	1,897	-17.9%
Disregarded traffic signal	2,067	2,046	1,900	1,819	1,696	-17.1%
Careless driving	412	526	674	937	1,515	188.0%
Left turn in front of oncoming traffic	2,470	2,017	1,906	1,818	1,364	-32.4%
Number of Speed Related Convictions	N/A	168,568	170,110	176,421	149,697	-11.2%
No. of Law Enforcement Officers	5,394	5,346	5,403	5,502	5,658	5.8%
Officers per 1,000 Population	1.50	1.43	1.43	1.44	1.47	3.1%
Percent Who Say More Enforcement Needed	17%	24%	21%	17%	13%	-45.8%

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

Annual Total Traffic Stops by Oregon State Police, 2001-2010

Year	Number of Traffic Stops	% Change from Previous Year
2001	310,738	N/A
2002	306,994	-1.2%
2003	241,864	-21.2%
2004	202,858	-16.1%
2005	203,211	0.2%
2006	197,183	-3.0%
2007	207,592	5.3%
2008	230,045	10.8%
2009	277,460	20.6%
2010	285,100	2.8%

Source: Oregon State Police

Goals

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

Performance Measures

- Increase radar and lidar training statewide through online courses in order to increase the number of police officers who can utilize speed equipment to enforce speeding laws in Oregon from the 2009-2011 average of 550 police officers to 600 officers by December 31, 2013. ***[In 2013, 176 Police Officers were certified in the DPSST Lidar / Radar course.]***
- Increase training and certification in crash investigations from the 2009-2011 average of 28 police officers to at least 60 officers by December 31, 2013. ***[In 2013, 46 Police Officers were trained in the 3-day traffic crash investigations course.]***
- Increase the delivery of police supervisor training from the 2009-2011 average of 112 police officers to 150 officers prior to December 31, 2013. ***[Due to budget limitations, this training was discontinued and not held.]***

Strategies

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

Project Summaries

Section 402

PT-13-30-03 **DPSST Law Enforcement Training Grant** **$56,437**

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

Region 1

Link to the Transportation Safety Action Plan:

Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS
Continue efforts to enhance communication between engineering, enforcement, education, and EMS.

Region 1 Overview

Region 1 oversees the public's transportation investments in Clackamas, Hood River, and Multnomah counties and a portion of Washington County. Motorist, truckers, buses, and bicyclists travel more than 18 million miles on Region 1 highways every day. Region 1 is responsible for:

- 703 miles of highway
- 165 miles of sidewalks
- 386 traffic signals
- Over 100 highway cameras
- There are two currently active safety corridors and two truck safety corridors within the Region
- Thousands of smaller signs, lights, variable signs, etc.
- 197 miles of bikeways
- 494 bridges
- 144 ramp meters
- Over 3,500 major signs
- 9 cities, two counties have established local traffic safety committees or similar action groups

The Problem

- Despite our best efforts over the past twenty years, speed and alcohol and other drugs are still major contributing factors to deaths and injuries on the roads in Region 1 (see data charts). Our ability to make continued reductions in fatalities and injuries linked to speed, alcohol, and other drugs is hindered by complacency and the competition for public attention.
- There is a lack of consistent integration between transportation safety programs and other region level highway work including scoping, prospectus development, project design, public transportation, corridor planning, data collection and actual contracting/construction.
- As Region 1 encourages more travel by bike, foot and transit we discover new infrastructure needs and educational needs for all users of the transportation system to prevent conflict and injury between the modes.
    - ☼ Drivers lacking knowledge of or compliance with right-of-way laws expose bicyclists and pedestrians to potential safety risks.
    - ☼ Bicyclists and Pedestrians lacking knowledge of or compliance with existing laws and safe bicyclist/pedestrian behaviors place their own safety at risk.
- Emergence of distracted driving is becoming a greater safety threat to all modes of transportation. Types of distraction include cell-phones, GPS, computer devices as well as non-mechanical causes such as reading, eating, and conversation.

- The current “Top 10% List” for hazardous crash locations has about 3,000 qualifying entries - too many to guarantee more than a brief review of each site. Many locations are not addressable without major investments ($5-10 million) and so are beyond the scope of ODOT infrastructure safety funds. Region 1 has over half of all top 10 percent locations in the state. On the plus side, this list presents many new opportunities for partnerships with local governments and citizen groups to seek cooperative solutions.
- Media attention and political interest dedicated to specific locations or problems is often not related to the statistical injury potential of the actual crash problem. In addition, the local media market is expensive and competitive. These issues make it more difficult to design and implement a solution acceptable to the community of interest and appropriate to the problem.

Region 1 Transportation Safety Related Information

Statewide Fatalities vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	**32**	**30**	**29**	**21**	**-34.4%**
Hood River County	**5**	**3**	**6**	**2**	**-60.0%**
Multnomah County	**51**	**28**	**42**	**31**	**-39.2%**
Washington County	**27**	**27**	**20**	**11**	**-59.3%**
Region 1 Total	115	88	97	65	-43.5%
Statewide Fatalities	455	416	377	317	-30.3%
Region 1 Fatalities Percent of State	25.27%	21.15%	25.73%	20.50%	-18.9%
Region 1 Fatalities per 100,000 Population	7.12	5.38	5.87	3.90	-45.2%

Statewide Speed-Related Fatalities vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	**22**	**16**	**11**	**5**	**-77.3%**
Hood River County	**5**	**2**	**6**	**0**	**-100.0%**
Multnomah County	**27**	**17**	**21**	**10**	**-63.0%**
Washington County	**11**	**12**	**14**	**4**	**-63.6%**
Region 1 Speed Involved Fatalities Total	65	47	52	19	-70.8%
Statewide Total Speed Involved Fatalities	216	210	157	116	-46.3%
Speed-Involved Fatalities Percent of Region 1	56.52%	53.41%	53.61%	29.23%	-48.3%
Speed-Involved Fatalities Percent of State	30.09%	22.38%	33.12%	16.38%	-45.6%
Statewide Speed-Involved % Total	47.47%	50.48%	41.64%	36.59%	-22.9%

Statewide Alcohol-Involved Fatalities vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	**8**	**12**	**11**	**7**	**-12.5%**
Hood River County	**1**	**2**	**0**	**1**	**0.0%**
Multnomah County	**21**	**13**	**22**	**15**	**-28.6%**
Washington County	**9**	**8**	**11**	**6**	**-33.3%**
Region 1 Alcohol-Involved Fatalities	39	35	44	29	-25.6%
Statewide Total Alcohol-Involved Fatalities	181	171	144	107	-40.9%
Alcohol-Involved Fatalities Percent of Region 1	33.91%	39.77%	45.36%	44.62%	31.6%
Alcohol-Involved Fatalities Percent of State	21.55%	20.47%	30.56%	27.10%	25.8%
Statewide Fatalities Alcohol-Involved % Total	39.78%	41.11%	38.20%	33.75%	-15.1%

2010 Region 1, County Fatal and Injury Crash Data

	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Clackamas County	**381,775**	**21**	**7**	**1,984**	**5.20**	**284**
Hood River County	**21,850**	**2**	**1**	**58**	**2.65**	**9**
Multnomah County	**730,140**	**31**	**15**	**5,862**	**8.03**	**884**
Washington County	**532,620**	**11**	**6**	**2,798**	**5.25**	**316**
Region 1 Total	1,666,385	65	29	10,702	6.42	1,493
Statewide Total	3,844,195	317	107	21,171	5.51	2,970
Percent of State	43.35%	20.50%	44.62%	50.55%	N/A	50.27%

Statewide Bicyclist and Pedestrian- Involved Fatalities and Injury A's vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	**11**	**18**	**10**	**17**	**54.5%**
Hood River County	**0**	**0**	**1**	**0**	**0.0%**
Multnomah County	**94**	**66**	**64**	**57**	**-39.4%-**
Washington County	**19**	**22**	**23**	**19**	**0.0%**
Region 1 Total	124	106	98	93	-25.0%
Statewide Total	243	238	194	204	8.1%

Statewide Distracted Driver- Involved Fatalities and Injury A's vs. Region 1

	2007	2008	2009	2010	% Change 2007-2010
Clackamas County	**6**	**6**	**6**	**8**	**33.3%**
Hood River County	**1**	**1**	**0**	**1**	**0.0%**
Multnomah County	**22**	**26**	**3**	**4**	**-81.8%**
Washington County	**7**	**7**	**2**	**10**	**42.8%**
Region 1 Total	36	40	11	23	-36.1%
Statewide Total	147	107	84	113	-23.1%

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

Note: Distracted driving involved fatalities include the following behaviors: passenger interfered with the driver, driver's attention was distracted, an active participant was using a cell phone, or driver inattention.

Goals

- To decrease the number of annual fatalities in Region 1 from the 2008-2010 average of 83 to 73 by 2015.
- To decrease the number of annual fatal and injury crashes from the 2008-2010 average of 9,469 to 9,400 by 2015.

Performance Measures

- To decrease the number of annual speed related fatalities in Region 1 from the 2008-2010 average of 39 fatalities to 36 by December 31, 2013. * *"Speed related" means crashes coded as "speed too fast for conditions" and "speed exceeds posted limit" since both imply speed was a critical crash causing factor.* ***[In 2012 there were 26 speed related fatalities in Region 1.]***
- To decrease the number of annual alcohol and other drug-related fatalities in Region 1 from the 2008-2010 average of 52 to 48 by December 31, 2013. ***[In 2012 there were 56 alcohol and drug related fatalities in Region 1.]***
- To decrease the number of annual bicyclist and pedestrian fatalities and Injury A crashes in Region 1 from the 2008-2010 average of 106 to 100 by December 31, 2013. ***[In 2012 there were 115 bicyclist and pedestrian fatal and serious injury crashes in Region 1.]***
- To decrease the number of fatalities and Injury A crashes related to driver distraction in Region 1 from the 2008-2010 average of 25 to 22 by December 31, 2013. ***[In 2012 there were 16 fatalities and serious injuries in crashes with distracted driving reported in Region 1.]***

Strategies

- Look for new targets: Continue work to capture historical data and make projections in other crash causes which should be considered for following years' Performance Plans, such as:
  - ☼ Bicycle and Pedestrian crashes where a vehicle may not be involved,
  - ☼ Distracted Driving (including cell phone use and texting), and
  - ☼ Elderly Driver (including pedestrian, bicycle and vehicle).
- Improve partnerships: Continue to increase the number and effectiveness of partnerships.
- Current efforts like Safe Kids Oregon and Metro Injury Prevention Professionals include hospitals, EMS providers, fire services, health educators, health programs, enforcement and other players. These should be continued. Means should be considered to make up for budget shortfalls and unfunded mandates. Attempt to tie specific efforts of these partnerships to crash reductions in target populations, though there may be additional partnership goals.
- Work across business lines and divisions within the agency to identify effective safety solutions. As mentioned in the problem statement, Region 1 has far more SPIS sites than we can address with agency resources. We will continue utilizing the expertise housed at Region 1 and the Agency to better identify which SPIS sites would benefit the most from what type of improvement or approach.
- Encourage local and regional governments to incorporate safety goals into plans and projects.

- Increase training: Increase the number of opportunities for safety related training offered to ODOT non-safety personnel, local jurisdiction enforcement, engineering and managers, and community volunteers who are coordinating or managing pieces of local traffic safety efforts. The type of training should relate to deficiencies that we may have noted in areas like evaluation, data analysis, "leading edge" programs and partnering with the media.
- Simplify media outreach: Consider developing regional media events in support of specific TSD funded enforcement activities like DUII crackdowns, Safety Belt use, Speed patrols, School Zone speed and others. For each event, form a support coalition of interested parties including (but not limited to) enforcement agencies, courts, prosecutors, media, victims, EMS / health providers and others. Work with affected jurisdictions and organizations to improve media purchases and better saturate the information market.
- Data sharing and TSAPs: Encourage local agencies and safety organizations to consider Transportation Safety Action Planning. Increase the opportunities to provide state data (like crash, health, economic loss, etc) to them. Encourage matching local data with state data (state or local level) and working on multi-disciplinary teams to identify traffic safety problems, detect emerging trends and draft possible safety responses to those conditions.

Project Summaries

Section 402

DE-13-24-11 Region 1 – Regional Services $8,580

a. Prioritized 10 high crash locations from the state "Top 5%" list with significant speed, alcohol, or drug involvement. Developed countermeasures with three or more government, police or volunteer agencies for targeted crash reduction. Looked for emerging crash causes for future investigations. Prioritized crash locations were used to inform decision making in planning STIP and HSIP funded ODOT roadway projects on ODOT roadways.

b. Provided limited mini-grants to local agencies or multi-agency partnerships to address identified local or multi-modal safety issues. Emphasized problems relating to alcohol/drug involved crashes, speed related crashes, partnerships and distracted driving. No mini grants were requested, thus none provided under this grant; speed and DUI grants provided mini grants in those areas. A distracted driving video was shown to over 3000 people, most of those by partnering with Oregon Impact.

c. Provided for safety training to Regional staff and leaders in the community in targeted safety areas, including data sharing, project management and media development. Provided consulting and technical support for public information and education for 10 events or approximately 30,000 contacts. Safety training was provided to over 15 ODOT crews, as well as a high school football team. Outreach materials were purchased to provide safety messages on distracted driving, bicycle and pedestrian safety.

SA-13-25-05 Portland Safe Community

The safe community concept elements were used to work with communities, businesses, and individuals along high crash corridors to develop plans work initiatives to address problems using a 4E approach in these corridors.

SA-13-25-08 Clackamas County Safe Community

A Transportation Safety Action Plan was developed and adopted unanimously by the county commission. County leadership has actively embraced the plan and is working vigorously to implement the elements. The project has worked on outreach to new and in some cases unusual partners like surveyors. The project has assisted in providing safety effort outreach at statewide venues.

Section 410

K8-13-12-31 **Impaired Driving Regional Programs** **$13,671**

Provided funds to Region 1 to allow for Speed Equipment. Region 1 Police Agencies or other Speed-Related outreach to Region 1 residents. Portland Police Bureau received a mini grant for speed enforcement.

Section 2011

SC-13-35-11 **Region 1 Speed Equipment Grant** **$18,498**

The major activities of the project were to provide funding for speed overtime enforcement or speed enforcement equipment to police agencies in Region 1.

Region 2

Link to the Transportation Safety Action Plan:

Action # 19 – Provide a transportation safety specialist position in each of the ODOT regions Continue to provide for and enhance the transportation safety specialist positions in each of five regions, providing a safety perspective to all operations as well as direct communication between ODOT and local transportation safety agencies and programs.

Region 2 Overview

ODOT's Northwest Region 2 provides transportation facilities and services for one-third of Oregon's population. Region 2 is responsible for planning, developing, constructing, operating, and maintaining the transportation system in Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill Counties, as well as portions of Clackamas, Washington, Klamath, and Jefferson Counties. More than one million people live in the Region 2 area. Region 2 is responsible for about 4,000 miles of state highways. There are four Maintenance Districts and four Area Management Offices with approximately 485 employees.

The Problem

- Lack of full awareness and incorporation of Transportation Safety Division programs, such as work zone safety, safety corridors, occupant protection, driver education, safe routes to school, speed, DUII, and motorcycle safety into ODOT Region 2 and its communities.
- Need for identification of changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.
- In 2010, speed accounted for 33 percent of the fatalities in Region 2.
- In 2010, alcohol accounted for 33 percent of the fatalities in Region 2.

Region 2, Transportation Safety Related Information

Statewide Fatalities vs. Region 2

	2007	2008	2009	2010	% Change 2007-2010
Benton County	**7**	**10**	**5**	**2**	**-71.4%**
Clatsop County	**10**	**4**	**6**	**6**	**-40.0%**
Columbia County	**13**	**8**	**7**	**10**	**-23.1%**
Lane County	**43**	**32**	**40**	**27**	**-37.2%**
Lincoln County	**9**	**7**	**7**	**5**	**-44.4%**
Linn County	**28**	**18**	**18**	**11**	**-60.7%**
Marion County	**31**	**26**	**25**	**25**	**-19.4%**
Polk County	**9**	**13**	**10**	**10**	**11.1%**
Tillamook County	**4**	**13**	**3**	**2**	**-50.0%**
Yamhill County	**13**	**17**	**6**	**7**	**-46.2%**
Region 2 Total	167	148	127	105	-37.1%
Statewide Fatalities	455	416	377	317	-30.3%
Region 2 Fatalities Percent of State	36.70%	35.58%	33.69%	33.12%	-9.8%
Region 2 Fatalities per 100,000 Population	14.34	12.58	10.72	8.82%	-38.4%

Statewide Speed Involved Fatalities vs. Region 2

	2007	2008	2009	2010	% Change 2007-2010
Benton County	**4**	**2**	**2**	**0**	**-100.0%**
Clatsop County	**2**	**0**	**4**	**1**	**-50.0%**
Columbia County	**7**	**4**	**6**	**2**	**-71.4%**
Lane County	**11**	**12**	**19**	**12**	**9.1%**
Lincoln County	**4**	**4**	**2**	**0**	**-100.0%**
Linn County	**16**	**11**	**7**	**1**	**-93.8%**
Marion County	**18**	**11**	**13**	**8**	**-55.6%**
Polk County	**1**	**2**	**1**	**3**	**200.0%**
Tillamook County	**2**	**7**	**0**	**1**	**-50.0%**
Yamhill County	**10**	**13**	**0**	**5**	**-50.0%**
Region 2 Speed-Involved Fatalities	75	66	54	33	-56.0%
Statewide Total Fatalities Speed-Involved	216	210	157	116	-46.3%
Speed-Involved Fatalities Percent of Region 2	44.91%	44.59%	42.52%	31.43%	-30.0%
Speed-Involved Fatalities Percent of State	34.72%	31.43%	34.39%	28.45%	-18.1%
Statewide Fatalities Speed-Involved % Total	47.47%	50.48%	41.64%	36.59%	-22.9%

Statewide Alcohol Involved Fatalities vs. Region 2

	2007	2008	2009	2010	% Change 2007-2010
Benton County	**2**	**3**	**0**	**0**	**-100.0%**
Clatsop County	**5**	**1**	**4**	**1**	**-80.0%**
Columbia County	**8**	**5**	**2**	**0**	**-100.0%**
Lane County	**15**	**16**	**15**	**13**	**-13.3%**
Lincoln County	**4**	**3**	**0**	**0**	**-100.0%**
Linn County	**10**	**8**	**5**	**1**	**-90.0%**
Marion County	**14**	**6**	**10**	**11**	**-21.4%**
Polk County	**1**	**1**	**5**	**2**	**100.0%**
Tillamook County	**4**	**5**	**3**	**0**	**-100.0%**
Yamhill County	**6**	**2**	**0**	**3**	**-50.0%**
Region 2 Alcohol-Involved Fatalities	69	50	44	31	-55.1%
Statewide Total Fatalities Alcohol-Involved	181	171	144	107	-40.9%
Alcohol-Involved Fatalities Percent of Region 2	41.32%	33.78%	34.65%	29.52%	-28.5%
Alcohol-Involved Fatalities Percent of State	38.12%	29.24%	30.56%	28.97%	-24.0%
Statewide Fatalities Alcohol-Involved % Total	39.78%	41.11%	38.20%	33.75%	-15.1%

2010 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	**87,000**	**2**	**0**	**386**	**4.44**	**53**
Clatsop County	**37,860**	**6**	**1**	**235**	**6.21**	**28**
Columbia County	**48,620**	**10**	**0**	**158**	**3.25**	**21**
Lane County	**348,550**	**27**	**13**	**1,641**	**4.71**	**219**
Lincoln County	**44,620**	**5**	**0**	**233**	**5.22**	**33**
Linn County	**111,355**	**11**	**1**	**607**	**5.45**	**85**
Marion County	**320,640**	**25**	**11**	**1,675**	**5.22**	**211**
Polk County	**69,145**	**10**	**2**	**349**	**5.05**	**41**
Tillamook County	**26,170**	**2**	**0**	**140**	**5.35**	**20**
Yamhill County	**95,925**	**7**	**3**	**466**	**4.86**	**68**
Region 2 Total	1,189,885	105	31	5,890	4.95	779
Statewide Total	3,844,195	317	107	21,171	5.51	2,970
Percent of State	30.95%	33.12%	29.52%	27.82%	N/A	26.23%

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

Goals

- Decrease the number of region fatalities from the 2008-2010 average of 127 to 112 by 2015.
- Decrease the number of region fatal and all injury crashes from the 2008-2010 average of 5,734 to 5,000 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 2 from the 2008-2010 average of 51 to 47 by December 31, 2013. ***[In 2012, there were 32 speed related fatalities in Region 2.]***
- To decrease the number of alcohol involved fatalities in Region 2 from the 2008-2010 average of 42 to 38 by December 31, 2013. ***[In 2012, there were 39 alcohol involved fatalities in Region 2.]***
- To provide education to local traffic safety committees on the "4-E," which includes Education, Engineering, Enforcement and Emergency Medical Systems, approach to transportation safety by December 31, 2013. Attend every Region 2 local traffic safety committee at least once per year sharing information and resources. ***[In 2013, Region 2 staff have attended eight local traffic safety committee meetings.]***
- To develop and administer an annual plan for Region 2 Safety Corridors by December 31, 2013. ***[An annual plan was drafted for Region 2 safety corridors.]***
- To decommission safety corridors if warranted and stakeholder agreement can be reached by December 31, 2013. ***[A plan is in place to decommission several safety corridors over the next few years in Region 2.]***
- To create a Region 2 survey for awareness and understanding of the Region Transportation Safety Coordinator position and programs by December 31, 2013. ***[A survey was created and administered in Region 2.]***

Strategies

- Identify and implement a communications strategy for transportation safety at the Region 2 level which takes into account statewide efforts and messages.
- Develop strong partnerships with groups and individuals within the Region 2 geographic area.
- Coordinate and/or provide resources for local transportation safety events targeted at reducing crash instance and severity. Work with existing transportation safety committees and safety advocate groups to improve their performance in coordinating safety efforts targeted at reducing crash instance and severity within their geographic area of influence.
- Provide resources and encouragement to local governments to develop transportation safety action plans which integrate a 4-E approach to safety into local systems.
- Develop and conduct initial implementation of a business plan to address the needs and issues relating to child occupant protection which are unique to Region 2.
- Work to develop strong internal partnerships and a safety focus within the ODOT Region 2 organizational structure. Identify and implement steps to integrate transportation safety topic information and the 4-E approach to safety into the business systems of Region 2. Measure changes through the use of a survey tool.
- Seek opportunities to implement TSAP Actions within the region with both internal and external partners.
- Coordinate the management of effective Safety Corridors in accordance with the Safety Corridor Guidelines.
- Implement a robust Work Zone enforcement program, as funds are available.

Project Summaries

Section 402

DE-13-24-12 **Region 2 – Regional Services** **$7,760**

This project provided for the coordination of transportation safety services in all Region 2 communities, including Benton, Clatsop, Lane, Lincoln, Linn, Marion, Polk, Tillamook and Yamhill counties, as well as portions of Clackamas, Washington, Klamath, and Jefferson counties. Outreach and education was done through local safety fairs, safety committees, and safety presentations. A work zone safety event was completed at the State Capitol. Provided bicycle helmets and proper fitting at bike safety fairs. Developed distracted driving training materials for high schools, "TXT L8R" outreach materials, and retro-reflective tags for kids to be more visible.

OP-13-45-12 **Enhancement of Community Level CPS Programs** **$6,832**

This grant provided seats to low income families in Region 2 and education to parents/caregivers on the proper installation and fit of child passenger safety seats for their children. It also provided CPS training to increase the pool of certified child passenger safety seat technicians. There were 158 child passenger safety seats purchased during this grant year (convertibles, combination, infant, high back booster and low back boosters) and three CPS technicians trained.

K8-13-12-32 **Impaired Driving Regional Programs** **$3,341**

This grant provided funds to purchase impaired driving educational materials for teens and it provided 32 hours of overtime enforcement in Marion County where there has been the highest incidence of alcohol involved fatalities in Region 2. During this overtime enforcement in July, August and September, Salem Police Department made 105 arrests for DUII and issued 225 safety belt citations.

Section 2011

SC-13-35-12 **Region 2 Speed Equipment Grant** **$40,260**

The major activities of the project were to provide funding for speed overtime enforcement or speed enforcement equipment to police agencies in Region 2. Seven agencies received a mini-grant in Region 2. Out of the four agencies that did speed overtime enforcement, there were 879 citations issued (not including warnings, match hours or vehicles stopped).

Region 3

Link to the Transportation Safety Action Plan:

Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS
Continue efforts to enhance communications between engineering, enforcement, education and EMS.

Region 3 Overview

The Oregon Department of Transportation, Region 3 encompasses the five southwestern Oregon counties: Coos, Curry, Douglas, Jackson, and Josephine. The rural nature and the low socio-economic status of the region are reflected in the problems. The region is dominated by the three mountain ranges (the Coastal Range, the Siskiyous, and the Cascades) including five mountain passes on I-5 in southern Oregon.

The Problem

- Traffic fatalities are over-represented with 21.14 percent of total state traffic fatalities compared with 12.50 percent of the state's population.
- In 2010, speed was a factor in 35.82 percent of Region 3 traffic fatalities compared with a statewide speed-involved rate of 36.59 percent. While the Region total is lower than the statewide average at this time, this is still a serious problem with a third of the fatalities being speed related.
- In 2010, alcohol was involved in 29.85 percent of all Region 3 fatalities compared with a statewide alcohol-involved rate of 33.75 percent.
- In 2010, total occupant safety belt use and child safety seat use in Region 3 included in the statewide survey closely reflect the statewide figures; however, there continues to be a need for public education – particularly on the importance of child passenger safety and proper use of restraint systems.
- Although Region 3 has 14 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 support and be a resource to the present committees.
- There are a number of preventable crashes that occur during periods of inclement weather.

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

	2007	2008	2009	2010	% Change 2007-2010
Coos County	**8**	**12**	**10**	**10**	**25.0%**
Curry County	**7**	**5**	**1**	**8**	**14.3%**
Douglas County	**25**	**27**	**14**	**21**	**-16.0%**
Jackson County	**16**	**25**	**14**	**16**	**0.0%**
Josephine County	**21**	**20**	**21**	**12**	**-42.9%**
Region 3 Total	77	89	60	67	-13.0%
Statewide Fatalities	455	416	377	317	-30.3%
Region 3 Fatalities Percent of State	16.92%	21.39%	15.92%	21.14%	24.9%
Region 3 Fatalities per 100,000 Population	16.25	18.60	12.49	13.94	-1.2%

Statewide Speed-Involved Fatalities vs. Region 3

	2007	2008	2009	2010	% Change 2007-2010
Coos County	**2**	**5**	**6**	**5**	**150.0%**
Curry County	**2**	**3**	**0**	**1**	**-50.0%**
Douglas County	**6**	**15**	**5**	**8**	**33.3%**
Jackson County	**8**	**13**	**6**	**6**	**-25.0%**
Josephine County	**10**	**10**	**3**	**4**	**-60.0%**
Region 3 Speed-Involved Fatalities	28	46	20	24	-14.3%
Statewide Total Fatalities Speed-Involved	216	210	157	116	-46.3%
Speed-Involved Fatalities Percent of Region 3	36.36%	51.69%	33.33%	35.82%	-1.5%
Speed-Involved Fatalities Percent of State	12.96%	21.90%	12.74%	20.69%	59.6%
Statewide Speed-Involved Percent Total	47.47%	50.48%	41.64%	36.59%	-22.9%

Statewide Alcohol-Involved Fatalities vs. Region 3

	2007	2008	2009	2010	% Change 2007-2010
Coos County	**3**	**3**	**4**	**5**	**66.7%**
Curry County	**1**	**3**	**1**	**0**	**-100.0%**
Douglas County	**10**	**17**	**6**	**5**	**-50.0%**
Jackson County	**8**	**12**	**6**	**3**	**-62.5%**
Josephine County	**10**	**15**	**11**	**7**	**-30.0%**
Region 3 Alcohol-Involved Fatalities	32	50	28	20	-37.5%
Statewide Total Fatalities Alcohol-Involved	181	171	144	107	-40.9%
Alcohol-Involved Fatalities Percent of Region 3	41.56%	56.18%	46.67%	29.85%	-28.2%
Alcohol-Involved Fatalities Percent of State	17.68%	29.24%	19.44%	18.69%	5.7%
Statewide Alcohol-Involved Percent Total	39.78	41.11%	38.20%	33.75%	-15.1%

2010 Region 3, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Coos County	**62,930**	**10**	**5**	**272**	**4.32**	**44**
Curry County	**21,160**	**8**	**0**	**82**	**3.88**	**11**
Douglas County	**105,240**	**21**	**5**	**546**	**5.19**	**74**
Jackson County	**207,745**	**16**	**3**	**1,066**	**5.13**	**141**
Josephine County	**83,600**	**12**	**7**	**418**	**5.00**	**47**
Region 3 Total	480,675	67	20	2,384	4.96	317
Statewide Total	3,844,195	317	107	21,171	5.51	2,970
Percent of State	12.50%	21.14%	18.69%	11.26%	N/A	10.67%

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

Goals

- To decrease the number of traffic fatalities in Region 3 from the 2008-2010 average of 72 to 63 or below by 2015.
- To decrease the number of Injury A (serious) injuries in Region 3 from the 2008-2010 average of 175 to 170 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 3 from the 2008-2010 average of 30 to 27 by December 31, 2013. ***[In 2012, the total number of speed related fatalities in Region 3 was 21.]***
- To decrease the number of alcohol related fatalities in Region 3 from the 2008-2010 average of 33 to 31 by December 31, 2013. ***[In 2012, the total number of alcohol related fatalities in Region 3 was 15.]***
- To reduce the number of fatal and injury crashes associated with inclement weather on state highways in Region 3 from the 2008-2010 average of 1,808 to 1,778 by December 31, 2013. ***[The data for this measure is not yet available.]***

Strategies

- Coordinate, participate in, provide resources to, or provide technical expertise to child safety seat trainings, public CPS clinics, and County CPS Tech meetings in Region 3.
- Coordinate, participate in, provide resources to, (print materials, safety booths, safety wheel, and videos) for fairs, events and other transportation safety activities to educate and inform the public on transportation safety issues.
- Coordinate with and provide equipment and/or materials (possibly refresher trainings) to agencies in need of resources to help prevent transportation safety related fatalities or injuries.
- Provide mini-grants to qualifying agencies with a focus on providing DUII, pedestrian, bicycle, teen driving, or motorcycle safety education in schools or at community events.

- Utilize existing VMS boards to warn public of adverse weather and roadway conditions.
- Implement a Salt Use Pilot program next winter on Siskiyou Pass. Monitor for reduction in adverse weather crashes.
- Continue to remove trees on Hwy 42 and Hwy 101 that cause shading and can contribute to the formation of ice on the roadway.
- District 7 will have pavement markings in place on all highways before the winter starts.

Project Summaries

Section 402

DE-13-24-13 Region 3 - Regional Services $9,024

This project provided coordination for transportation safety education through safety fairs/community events and many planning meetings. The RTSC travel expenses were included in this project, as well as the purchase of bicycle helmets, and other transportation safety related training/educations supplies.

OP-13-45-13 Enhancement of Community Level CPS Programs $7,267

TSD Region 3 staff coordinated the provision of scholarships for CPS technician and instructor candidates, car seats and booster purchases for families in need, and equipment and/or supplies to enhance the quality or capacity of child seat fitting stations, child seat distribution sites, and/or alternative sentencing programs within their respective Region. There were 4 mini-grants administered from this project. Various equipment and child safety seats were purchased. One agency did not utilize their allotted funding.

SC-13-35-13 Region 3 Speed Equipment Grant $39,255

Provided funds to Region 3 to allow for Speed Equipment or Overtime to Region 3 Police Agencies or other Speed-Related outreach to Region 3 communities. Six agencies received speed enforcement equipment and seven received OT funding for dedicated speed enforcement.

Section 410

K8-13-12-33 Impaired Driving Regional Programs $3,568

This grant was to provide funding for educational purposes. A portion of the funding was used to provide an educational banner for use by the Pacific Racing Association. Also, a small amount was utilized to share DUII education with high schools and middle schools via an educational booklet.] One mini-grant was administered via this project, but because of a delay in the process the agency did not utilize the funding.

Region 4

Link to the Transportation Safety Action Plan:

Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS
Continue efforts to enhance communication between engineering, enforcement, education, and EMS.

Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and has a total population as of 2010 of 325,820. Region 4 has 1,955 state highway road miles (4,064 lane miles), three maintenance districts and two active Safe Kids Chapters. Region 4 has one safety corridor on Highway 270 (OR Route 140 W) Lake of the Woods from MP 29 to MP 47.

The Problem

- Region 4's population is 8.48 percent (325,820) of the total State's population (3,844,195) based on 2010 data. Region 4 crash fatalities totaled 48 in 2010 which is 15 percent of the State, which makes our fatalities over-represented based on population. Out of the total of 48 fatalities, 41 were either speed or alcohol involved.
- Alcohol involved fatalities in Region 4 increased from 17 in 2009 to 19 in 2010. Any fatality with alcohol as a contributing factor is unacceptable. Based on 2010 data, 40 percent of all fatalities in Region 4 were alcohol involved. Highest counties were Klamath (6), Deschutes (4) and Jefferson (4) in Region 4 in 2010.
- "Speed Too Fast For Conditions" continues to be the number one primary cause for all crashes in Region 4. Based on 2010 crash data, 46 percent (or 22) of the total fatalities in Region 4 had speed as the primary contributing factor in the fatal crash. Jefferson (6), Klamath (4), Deschutes (3), and Wasco (3) counties had the highest amount of speed involved fatalities.
- Roadway Departure – Data shows that from 2006 to 2010, the average percentage in Region 4 for roadway departure fatalities is at 74 percent of total fatalities which is over-represented compared to the statewide percentage of approximately 60 percent.
- Occupant Protection – Statewide booster seat usage is at an average of 60 percent per the Oregon Occupant Protection Observation Study in August of 2011 for children 4 to 8 years of age. Another note statewide is that thirty-nine (39) percent of passengers four to eight years of age were held by a safety belt. Booster seat usage in Region 4 is at 58 percent based on an average of Bend, Klamath Falls and The Dalles. Bend is at 70 percent; The Dalles is 63 percent and in Klamath Falls usage dropped to a low of 42 percent for 2011 (the lowest in the State). However, in regards to no seat belt use in Region 4 – 9 of our total fatalities in 2010 had no seat belt use. In Region 4 in regards to child safety seat proper use, Region 4 still shows 90 percent of seats checked at safety events are not installed properly. Poverty levels in Region 4 show a need for child safety seats for low/no income families.

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

	2007	2008	2009	2010	% Change 2007-2010
Crook County	**4**	**3**	**3**	**0**	**-100.0%**
Deschutes County	**13**	**18**	**10**	**12**	**-7.7%**
Gilliam County	**0**	**3**	**1**	**0**	**0.0%**
Jefferson County	**10**	**8**	**4**	**8**	**-20.0%**
Klamath County	**13**	**15**	**12**	**8**	**-38.5%**
Lake County	**5**	**5**	**6**	**6**	**20.0%**
Sherman County	**3**	**3**	**0**	**6**	**100.0%**
Wasco County	**7**	**2**	**9**	**6**	**-14.3%**
Wheeler County	**1**	**0**	**0**	**2**	**100.0%**
Region 4 Total	56	57	45	48	-14.3%
Statewide Fatalities	455	416	377	317	-30.3%
Region 4 Fatalities Percent of State	12.31%	13.70%	11.94%	15.14%	23.0%
Region 4 Fatalities per 100,000 Population	17.98	17.84	13.89	14.73	18.0%

Statewide Speed Involved Fatalities vs. Region 4

	2007	2008	2009	2010	% Change 2007-2010
Crook County	**1**	**1**	**1**	**0**	**-100.0%**
Deschutes County	**4**	**11**	**3**	**3**	**-25.0%**
Gilliam County	**0**	**1**	**1**	**0**	**0.0%**
Jefferson County	**6**	**6**	**0**	**6**	**0.0%**
Klamath County	**5**	**6**	**4**	**4**	**-20.0%**
Lake County	**5**	**4**	**2**	**2**	**-60.0%**
Sherman County	**3**	**3**	**0**	**2**	**-33.3%**
Wasco County	**2**	**1**	**3**	**3**	**50.0%**
Wheeler County	**1**	**0**	**0**	**2**	**100.0%**
Region 4 Speed-Involved Fatalities	27	33	14	22	-18.5%
Statewide Total Fatalities Speed-Involved	216	210	157	116	-46.3%
Speed-Involved Fatalities Percent of Region 4	48.21%	57.89%	31.11%	45.83%	-4.9%
Speed-Involved Fatalities Percent of State	12.50%	15.71%	8.92%	18.97%	51.7%
Statewide Fatalities Speed- Involved % Total	47.47%	50.48%	41.64%	36.59%	-22.9%

Statewide Alcohol Involved Fatalities vs. Region 4

	2007	2008	2009	2010	% Change 2007-2010
Crook County	**2**	**1**	**3**	**0**	**-100.0%**
Deschutes County	**8**	**6**	**4**	**4**	**-50.0%**
Gilliam County	**0**	**0**	**1**	**0**	**0.0%**
Jefferson County	**8**	**3**	**1**	**4**	**-50.0%**
Klamath County	**5**	**2**	**1**	**6**	**20.0%**
Lake County	**1**	**4**	**1**	**1**	**0.0%**
Sherman County	**1**	**3**	**0**	**2**	**100.0%**
Wasco County	**4**	**0**	**6**	**2**	**-50.0%**
Wheeler County	**1**	**0**	**0**	**0**	**-100.0%**
Region 4 Alcohol-Involved Fatalities	30	19	17	19	-36.7%
Statewide Total Fatalities Alcohol-Involved	181	171	144	107	-40.9%
Alcohol-Involved Fatalities Percent of Region 4	53.57%	33.33%	37.78%	39.58%	-26.1%
Alcohol-Involved Fatalities Percent of State	16.57%	11.11%	11.81%	17.76%	7.1%
Statewide Fatalities Alcohol-Involved % Total	39.78%	41.11%	38.20%	33.75%	-15.1%

2010 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	**27,280**	**0**	**0**	**108**	**3.96**	**17**
Deschutes County	**172,050**	**12**	**4**	**578**	**3.36**	**94**
Gilliam County	**1,885**	**0**	**0**	**31**	**16.45**	**4**
Jefferson County	**22,865**	**8**	**4**	**79**	**3.46**	**10**
Klamath County	**66,475**	**8**	**6**	**397**	**5.97**	**68**
Lake County	**7,570**	**6**	**1**	**48**	**6.34**	**5**
Sherman County	**1,825**	**6**	**2**	**29**	**15.89**	**7**
Wasco County	**24,280**	**6**	**2**	**106**	**4.37**	**17**
Wheeler County	**1,590**	**2**	**0**	**10**	**6.29**	**1**
Region 4 Total	325,820	48	19	1,386	4.25	223
Statewide Total	3,844,195	317	107	21,171	5.51	2,970
Percent of State	8.48%	15.14%	17.76%	6.55%	N/A	7.51%

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

Goals

- To decrease the number of traffic fatalities in Region 4 from the 2008-2010 average of 50 to 47 by 2015.
- To decrease the number of fatal and injury crashes in Region 4 from the 2008-2010 average of 1,367 to 1,350 by 2015.

Performance Measures

- To decrease the number of speed related fatalities in Region 4 from the 2008-2010 average of 23 to 21 by December 31, 2013. ***[In 2012, there were 13 speed related fatalities in Region 4.]***
- To decrease the number of alcohol related fatalities in Region 4 from the 2008-2010 average of 18 to 17 by December 31, 2013. ***[In 2012, there were 18 alcohol related fatalities in Region 4.]***
- To increase use of booster seats in Region 4, as determined by the Oregon Occupant Protection Observation Study (Aug. 2011), from the 2009-2011 average of 58 percent to 61 percent by December 31, 2013. ***[The data for this measure is not yet available.]***
- To decrease the number of fatal roadway departure crashes from the 2006-2010 average of 74 percent to 71 percent by December 31, 2013. ***[In 2012, there were 27 fatal roadway departure crashes in Region 4.]***

Strategies

- Work with local agencies (police agencies, community groups, etc.) to help reduce speed-related fatalities in Region 4.
- Work with local agencies (law enforcement, OLCC and community groups) to help reduce alcohol- related fatalities in Region 4.
- Work with local child passenger safety advocates and community groups to educate parents/caregivers on the importance of using booster seats to increase the usage rate for Region 4.
- Region 4 will utilize 2 percent or $24,480 of the 164 Penalty Transfer funds during 2012/2013 for the purpose of supporting roadway departure crashes with speed and alcohol being the primary cause. The focus will be Hwy #4 (US 97) MP 127.84 - MP132.95; Hwy #4 (US 97) MP 143.18 – MP 158.52; Hwy #16 (Santiam) MP 92.05 - MP 97.16 and Hwy #53 (US 26) MP
- 107.39 – MP 112.50. The funds will be utilized for speed enforcement in designated areas that are based on data that includes speed, alcohol and no seat belt use.
- Work with ODOT, Oregon State Police, County Sheriff (Klamath and Jackson) law enforcement agencies and local communities on safety efforts for the safety corridor established in April 2005 on Highway 270 (Oregon Route 140 W) Lake of the Woods from mile point 29 to mile point 47.
- Advocate for transportation safety in Region 4 by providing information and education on all aspects of traffic safety, coordinating traffic safety activities, work with community organizations and local traffic safety committees.

Project Summaries

DE-13-24-14 **Region 4 – Regional Services** **$9,997**

The majority of the funding for this project was used to provide bicycle helmets to 13 different agencies in Region 4 with a few educational items for community events. It also provided outreach and resources to communities and local law enforcement on transportation safety issues.

OP-13-45-14 **Enhancement of Community Level CPS Programs** **$13,860**

This grant provided funding for six different agencies in Region 4. There were approximately 140 child passenger safety seats distributed throughout Region 4 and over 1,000 families educated in the proper installation and use of child passenger safety seats.

SC-13-35-14 **Region 4 Speed Equipment Grant** **$37,814**

This grant provided funding for eight local law enforcement agencies throughout Region 4. The funding paid for speed overtime enforcement and speed radar equipment to enhance the speed enforcement program within these agencies.

K8-13-12-34 **Impaired Driving Regional Programs** **$1,700**

This grant was to provide funding for educational purposes, however, it was hard getting projects off the ground. A small amount was utilized to share DUII education with high schools and middle schools via an educational booklet.

Region 5

Link to the Transportation Safety Action Plan:

Action # 108 - Continue efforts to enhance communications between engineering, enforcement, education and EMS
Continue efforts to enhance communication between engineering, enforcement, education, and EMS.

Region 5 Overview

Region 5 includes Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union and Wallowa counties. The total population for the eight counties is 180,705 encompassing 2,108 State Highway, 8,101 county and 790 city miles of roadway, with three active safety corridors all located in Umatilla County.

All eight counties in Region 5 (Baker, Grant, Harney, Malheur, Morrow, Umatilla, Union, and Wallowa) have established local traffic safety committees or similar organizations.

The Problem

- In 2010, traffic fatalities continued to be a major issue in Region 5 with 32 deaths. This represents 10.1 percent of total state fatalities compared with 4.7 percent of the state's population.
- In 2010, 56.25 percent of the fatalities in Region 5 were speed-involved, totaling 18 deaths, compared to the statewide speed-involved rate of 36.59 percent.
- In 2010, alcohol was involved in 8 deaths in Region 5, down from 17 in 2008, a decrease of 53 percent.
- Traditionally, a large percentage of serious injury crashes and fatalities are caused by road departures due to the rural nature of the region. 2010 was no exception, with 564 serious injury crashes and 23 fatalities due to running off the roadway.
- Historically, snow and icy conditions have played a major role in the overall number of serious injury crashes and fatalities in Region 5. In 2010, there were 203 serious injury crashes or 22.4 percent of the statewide serious injury crashes and six fatalities or 50 percent of the statewide fatalities due to snow or icy conditions compared to 4.7 percent of the population.

Region 5, Transportation Safety Related Information

Statewide Fatalities vs. Region 5

	2007	2008	2009	2010	% Change 2007-2010
Baker County	**4**	**6**	**7**	**3**	**-25.0%**
Grant County	**3**	**3**	**3**	**2**	**-33.3%**
Harney County	**4**	**0**	**4**	**6**	**50.0%**
Malheur County	**11**	**4**	**8**	**5**	**-54.5%**
Morrow County	**3**	**2**	**5**	**1**	**-66.7%**
Umatilla County	**12**	**11**	**14**	**11**	**-8.3%**
Union County	**3**	**3**	**6**	**3**	**0.0%**
Wallowa County	**0**	**5**	**1**	**1**	**N/A**
Total Region 5	40	34	48	32	-20.0%
Statewide Fatalities	455	416	377	317	-30.3%
Region 5 Fatalities percent of State	8.79%	8.17%	12.73%	10.09%	14.8%
Region 5 Fatalities per 100,000 Population	22.19	18.82	26.53	17.64	-20.5%

Statewide Speed-Involved Fatalities vs. Region 5

	2007	2008	2009	2010	% Change 2007-2010
Baker County	**3**	**4**	**4**	**2**	**-33.3%**
Grant County	**2**	**3**	**0**	**2**	**0.0%**
Harney County	**3**	**0**	**1**	**3**	**0.0%**
Malheur County	**9**	**3**	**3**	**4**	**-55.6%**
Morrow County	**0**	**0**	**0**	**0**	**0.0%**
Umatilla County	**3**	**4**	**8**	**6**	**100.0%**
Union County	**1**	**3**	**1**	**1**	**0.0%**
Wallowa County	**0**	**1**	**0**	**0**	**0.0%**
Region 5 Speed-Involved Fatalities	21	18	17	18	-14.3%
Statewide Total Speed Involved Fatalities	216	210	157	116	-46.3%
Speed-Involved Fatalities Percent of Region 5	52.50%	52.94%	35.42%	56.25%	7.1%
Speed-Involved Fatalities Percent of State	9.72%	8.57%	10.83%	15.52%	59.6%
Statewide Speed-Involved % Total	47.47%	50.48%	41.64%	36.59%	-22.9%

Statewide Alcohol-Involved Fatalities vs. Region 5

	2007	2008	2009	2010	% Change 2007-2010
Baker County	**0**	**3**	**0**	**0**	**0.0%**
Grant County	**1**	**2**	**1**	**0**	**-100.0%**
Harney County	**1**	**0**	**0**	**0**	**-100.0%**
Malheur County	**3**	**1**	**5**	**2**	**-33.3%**
Morrow County	**1**	**0**	**0**	**0**	**-100.0%**
Umatilla County	**4**	**9**	**4**	**5**	**25.0%**
Union County	**1**	**0**	**1**	**1**	**0.0%**
Wallowa County	**0**	**2**	**0**	**0**	**0.0%**
Region 5 Alcohol-Involved Fatalities	11	17	11	8	-27.3%
Statewide Total Alcohol Involved Fatalities	181	171	144	107	-40.9%
Alcohol -Involved Fatalities Percent of Region 5	27.50%	50.00%	22.92%	25.00%	-9.1%
Alcohol -Involved Fatalities Percent of State	6.08%	9.94%	7.64%	7.48%	23.0%
Statewide Alcohol -Involved % Total	39.78%	41.11%	38.20%	33.75%	-15.1%

2010 Region 5, County Fatal and Injury Crash Data

County	Population	Fatalities	Alcohol Involved	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Baker County	**16,440**	**3**	**0**	**110**	**6.69**	**22**
Grant County	**7,510**	**2**	**0**	**31**	**4.13**	**6**
Harney County	**7,720**	**6**	**0**	**37**	**4.79**	**10**
Malheur County	**31,865**	**5**	**2**	**185**	**5.81**	**35**
Morrow County	**12,595**	**1**	**0**	**32**	**2.54**	**7**
Umatilla County	**72,720**	**11**	**5**	**285**	**3.92**	**55**
Union County	**25,495**	**3**	**1**	**100**	**3.92**	**19**
Wallowa County	**7,085**	**1**	**0**	**29**	**4.09**	**4**
Region 5 Total	181,430	32	8	809	4.46	158
Statewide Total	3,844,195	317	107	21,171	5.51	2,970
Percent of State	4.72%	10.09%	7.48%	3.82%	N/A	5.32%

Major Injuries in Fatal and Injury Crashes, Region 5

	2007	2008	2009	2010	% Change 2007-2010
Baker County	**14**	**10**	**11**	**10**	**-28.6%**
Grant County	**5**	**9**	**4**	**7**	**40.0%**
Harney County	**7**	**7**	**8**	**3**	**-57.1%**
Malheur County	**22**	**15**	**5**	**19**	**-13.6%**
Morrow County	**3**	**4**	**6**	**5**	**66.7%**
Umatilla County	**33**	**18**	**16**	**25**	**-24.2%**
Union County	**23**	**21**	**9**	**10**	**-56.5%**
Wallowa County	**4**	**7**	**9**	**8**	**100.0%**
Region 5 Major Injuries	111	91	68	87	-21.6%

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

Goals

- To reduce the number of traffic related fatalities in Region 5 from the 2008-2010 average of 38 to 26 by 2015.
- To decrease the number of Injury A (serious) injuries in Region 5 from the 2008-2010 average of 82 to 80 by 2015.

Performance Measures

- To reduce the number of traffic related fatalities in Region 5 from 38 in 2008-2010 to 34 by December 31, 2013. ***[In 2012, there were 44 traffic related fatalities in Region 5.]***
- To reduce the number of speed-involved fatalities in Region 5 from 18 in 2008-2010 to 17 by December 31, 2013. ***[In 2012, there were 21 speed related fatalities in Region 5.]***
- To reduce the number of alcohol-involved fatalities in Region 5 from 12 in 2008-2010 to 10 by December 31, 2013. ***[In 2012, there were 8 alcohol-involved fatalities in Region 5.]***
- To reduce the number of winter weather related Injury A crashes in Region 5 from 205 in 2008-2010 to 199 by December 31, 2013. ***[The data for this measure is not yet available.]***

Strategies

- Coordinate and/or provide resources for transportation safety events with a focus on speed, impaired driving, distracted driving, winter driving, motorcycle safety and occupant protection.
- Work with the seven existing local transportation safety committees to enhance programs and provide resources and information.
- Work with Region 5 Traffic Unit to identify the top five SPIS sites within Region 5. Work with regional law enforcement to increase patrols in those areas through overtime enforcement dollars. Work with local traffic safety committees and Region 5 Traffic Unit to find possible engineering fixes for those high crash sites.
- Work with regional law enforcement and traffic safety committees to identify areas with high DUII and speed related, specifically around winter conditions, citation and crash sites. Work to reduce the violations and crashes through enforcement and education.
- Work with the existing certified child safety seat technicians in Region 5 to accomplish holding 20 public clinics and trainings throughout Region 5. Encourage community members in Harney and Grant counties to become certified child safety seat technicians.

Project Summaries

Section 402

DE-13-24-15 Region 5 – Regional Services $8,614

One-third of this grant was spent on regional travel expenses. The other two-thirds were spent on “other costs” which included bicycle helmets for regional events and rental fees for safety and county fairs. RTSC attended over 75% of the traffic safety committee meetings working closely with the four county traffic safety coordinators. RTSC partnered with three county-wide drug-free communities to work on under-age drinking and driving issues.

OP-13-45-15 Enhancement of Community Level CPS Programs $14,012

This grant was spent entirely through nine mini-grants with local agencies throughout Region 5. The majority of the funds went to purchase 228 child safety seats for low-income families. A small portion was spent on certifying new CPS technicians.

SC-13-35-15 Region 5 Speed Equipment Grant $42,680

This grant was spent entirely through nine mini-grants with local law enforcement agencies throughout Region 5. Eight agencies received funds for both overtime and equipment. One agency only purchased speed equipment. A total of 532 citations and 466 warnings were given during the grant period.

SA-13-25-04 Malheur County Coordinator

This project provided funds for a part time local safe community coordinator for the Malheur county area. This grant year a new coordinator was hired. This position complemented the existing coalition in Malheur County, and provided further organization allowing greater output from the existing coalition. This position was moved from the Ontario Police Department to the Boys and Girls Club. It was a hard adjustment to become familiar with job expectations and programs within Malheur County and the State of Oregon. Project focus and direction continued working with the current business plan that has been in existence for three years.

SA-13-25-06 Harney County Coordinator

This project provided funds for a part time local safe community coordinator for the Harney County area. The coordinator position complemented the coalition in Harney County, and focus on providing organization which allowed greater output from the coalition. A business plan was developed this year in Harney County. Specific projects were targeted at the highest crash causes including a winter driving clinic at Burns High School.

SA-13-25-23 West Umatilla/North Morrow Safe Community

This project provided funds for a part time local safe community coordinator for Hermiston and West Umatilla and North Morrow counties. Project focus and direction was to continue working with the current business plan that was created in the 2012 grant year and continue to update the plan as a living document for future year(s) to guide the identification and implementation of promising projects that are appropriate for the Safe Community model. Several major activities were accomplished including monthly seatbelt diversion classes held at Good Shepherd Medical Center

SA-13-25-24 Grant County Coordinator

This project provided funds for a part time local safe community coordinator in Grant County. Grant County has developed an active Safe Community coalition, and has identified new projects to improve traffic safety in the county through their youth traffic safety coalition. Youth were engaged in changing their behavior toward drinking and driving and distracted driving by giving them a voice, a way to participate and educating the community as a whole with activities throughout the grant year focused on safety driving practices

Section 410

K8-13-12- 35 Impaired Driving Regional Programs $8,287

Nearly 44% of this grant was spent on Natalie Marti, a motivational speaker and victim in an alcohol-involved crash which killed her husband and five-month old daughter. Natalie spoke at 19 different locations around region 5 which involved 23 high schools. $1700 was spent on a drinking and driving publication for teens.

Link to the Transportation Safety Action Plan:

Action # 24 – ODOT should maintain responsibility of the SMS
ODOT should maintain responsibility for the continued implementation, enhancement, and monitoring of the SMS that serves the needs of all state and local agencies and interest groups involved in transportation safety programs. The following are some, but not all, of the potential improvement elements to be included:

Oregon's SMS should be further improved to serve the needs of state and local agencies and MPOs.

Oregon's SMS should seek ways to improve the current highway safety improvement process, including the following:

- Improve the Safety Priority Index System (SPIS) reports with added information from the roadway inventory files.
- Update ODOT's crash reduction factors.
- Modify the SPIS to allow variable segment lengths and specific types of crashes and roadway types.
- Update the SMS to be able to process local crashes (off state highway) and calculates SPIS for all public roads possibly through geospatial referencing systems.
- Determine a method for reporting the top 5 percent of locations statewide which exhibit the most severe safety needs.
- Develop a performance tracking system for ODOT's safety projects similar to that required for evaluating highway safety improvement projects in Section 148 of SAFETEA-LU.
- ODOT must develop a statewide committee with members from various universities, ODOT, local public works agencies, etc. to discuss, plan and implement the Highway Safety Manual methodologies for all roads in Oregon. Data must be gathered and high crash causalities identified for all roads and reported annually for Oregon stakeholders. The initial task for this group will be development of tracking mechanisms.
- The "4 E" approach should be embraced within ODOT and within local partner agencies to further advance safety. ODOT should have a multidivisional approach to promote and further the "4 E approach to transportation safety" as is described in FHWA's Office of Safety Mission Statement. (Education, Engineering, EMS and Enforcement.)

The SMS should continue to be designed to help monitor implementation of the OTSAP and to assist with evaluating the effectiveness of individual actions and overall system performance.

The Problem

- There's not a statewide "All Roads" crash conversation related to roadway safety (engineering) focusing on annual data findings, trends, countermeasures identification, etc.
- Non-state road authorities do not program safety as a stand-alone priority for their transportation dollars in a consistent manner. Training and awareness are lacking on their flexibility, legal requirements, and identification of safety projects.
- State and local public works along with local officials continue to express a need for safety engineering training due to lack of trained employees, new employees, turnover and changes in accepted practices.

- There's not a general acceptance of the Highway Safety Manual or an identified set of trainings for its potential implementation for Oregon state and local public works agencies as a whole.
- Lack of data available on local roads in order to use the Highway Safety Manual methods.
- There's a lack of funding available to provide current and enhanced trainings such as Road Safety Audits, Human Factors, Highway Safety Manual, etc.
- There's a lack of funding available and restrictions in place in order to get state and local staff to attend necessary trainings.
- There's a lack of funding available to conduct the number of traffic control device assessments in various cities and counties in Oregon available through Oregon State University.
- Re-evaluation of the current Oregon Safety Corridor Program. Commissioning and decommissioning criteria needs to be evaluated through a contractor using Highway Safety Manual type methodologies and included in a new version of the Guidelines.
- Discussions were held related to the evaluation of the Oregon Safety Corridor Program Guidelines; however, existing corridors continue to not be decommissioned in a timely manner.
- Staff resources have not been available as a priority to rewrite the Oregon Safety Corridor Program Guidelines to include minor changes. (These minor changes will not relate to the criteria of commissioning and decommissioning.)
- There's a lack of a blended "4 E" (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide.

Traffic Rates in Oregon, 2007- 2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
National Traffic Fatality Rate[1]	1.46	1.36	1.26	1.15	1.09	-19.6%
Oregon Traffic Fatality Rate[1]	1.35	1.31	1.24	1.11	0.94	-28.3%
Highway System, Non-freeway Crash Rate[2]	1.32	1.27	1.25	1.22	1.31	3.1%
Highway System Rural Non-freeway Crash Rate	0.83	0.83	0.80	0.78	0.80	-3.1%
Highway System, Freeway Crash Rate	0.41	0.38	0.37	0.38	0.41	6.6%
County Roads/City Streets Crash Rate	1.92	1.79	1.74	1.68	1.82	1.5%

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 Crashes per million vehicle miles traveled

[1] Deaths per 100 million vehicle miles traveled

[2] Crashes per million vehicle miles traveled

Goals

- Reduce fatal and serious injury crashes through the adoption of the "4 E" approach to traffic safety (e.g., education, enforcement, engineering and EMS). Primarily, through the focus of applying human factors into engineering countermeasures by 2015.
- Develop processes and recommend countermeasures to Regions to reduce the number of fatal and serious injury crashes occurring in safety corridors and reduce the number of safety corridors that meet the decommissioning criteria by 2015.

Performance Measures

- Maintain the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics at the 2009-2011 average of 613 by December 31, 2013. ***[In 2013, Oregon State University provided training to 135 workshop attendees. University of Portland provided training to 482 workshop attendees for a total of 617 workshop attendees.]***
- Maintain the number of trainings and local workshops for state and local public works and law enforcement staff on various engineering, enforcement and transportation safety related topics at the 2009-2011 average of 28 by December 31, 2013. ***[In 2013, Oregon State University provided five workshops. University of Portland provided 23 workshops for a total of 28 workshops.]***
- Increase the number of safety corridors having received a Roadway Safety Audit from the 2009- 2011 average of 1 to 2 by December 31, 2013. ***[In 2013, there was one formal Roadway Safety Audit conducted on a designated safety corridor.]***

Strategies

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

Project Summaries

Section 164

164HE-13-73-14 TEA-21 HSEC 2008 Safety Initiatives $1,504,650

This FFY 2013 grant provides continuation of infrastructure safety projects to the state highway system. Projects were originally selected by the Highway Safety Engineering Committee (HSEC) during FFY 2008. All eight of the safety projects included in this grant have been completed.

164HE-13-73-15 TEA-21 HSEC 2009 Safety Initiatives $35,614
This FFY 2013 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2009. Four of the five safety projects included in this grant have been completed.

164HE-13-73-16 TEA-21 HSEC 2010 Safety Initiatives $1,233,143
This FFY 2013 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2010. One of the six safety projects has been completed.

164HE-13-73-17 TEA-21 HSEC 2011 Safety Initiatives $12,264,772
This FFY 2013 grant provides state highway infrastructure safety projects selected from eligible Highway Safety Improvement Program (HSIP) projects. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2011. Two of the five safety projects have been completed.

164HE-13-73-18 TEA-21 HSEC 2012 Safety Initiatives $87,996
This FFY 2013 grant provides the first year of roadway departure related state highway enforcement that's eligible for Highway Safety Improvement Program (HSIP) funds. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2012. Roadway departure enforcement was conducted on sites identified. Numerous media releases were provided. Overtime enforcement hours totaled approximately 1,263. A total of 1,004 citations were written and 1,787 warnings issued with a total of 2,107 vehicles stopped.

164HE-13-73-19 TEA-21 HSEC 2013 Safety Initiatives $81,070
This FFY 2013 grant provides the first year of roadway departure related state highway infrastructure safety projects that are eligible for Highway Safety Improvement Program (HSIP) funds. Projects are selected by the Highway Safety Engineering Committee (HSEC) during FFY 2012. Safety projects have been selected however none have been completed to date.

Section 402

RS-13-77-01 Engineering Safety Short Courses and Distance Learning $84,356
Oregon State University, Kiewit Center provided five workshops to a total of 135 attendees. A broad range of positions were represented by attendees from state, local and federal agencies, as well as consultants. Additionally participants from Bureau of Indian Affairs, Confederated Tribes of Grande Ronde, Siuslaw National Forest, and representation from Washington State were served. The following workshops were provided: Traffic Engineering Fundamentals; Traffic Signal Operations and Timing; Retro reflectivity for Signs; Manual on Uniform Traffic Control Devices; and the Highway Safety Manual. Related materials were posted to the Internet for easy access. The following four jurisdictions received on-site traffic control device and safety engineering reviews which included a written report: Crook County, City of Bend, City of Forest Grove and City of Albany. Some consulting services were provided.

RS-13-10-02 Statewide Services – Roadway Safety $77,123
Consultant services provided enhancement options to the Safety Corridor Program in an effort to implement Highway Safety Manual methods. Consultant services provided roadway safety annual survey data.

RS-13-77-04 Safety Features for Local Roads and Streets $110,140
University of Portland, School of Engineering provided technical and educational workshops to local agencies such as cities, counties, members of traffic committees, department of transportation employees, political subdivisions of local governments, law enforcement agencies and concerned citizens. Developed training materials, conducted site visits and road tours with public agencies.

RS-13-77-05 Safety Corridor Education and Enforcement $962
Oregon State Police sought to reduce the number of crashes in ODOT identified safety corridors. Media releases, overtime enforcement and match enforcement were provided. Priority corridors included Oregon 140 Lake of the Woods. Overtime enforcement hours totaled approximately 481 and match hours totaled approximately 126. A total of 411 citations were written and 1,140 warnings issued with a total of 922 vehicles stopped.

RS-13-77-06 Safety Corridor Education and Enforcement $4,379
City of Newport Police Department sought to reduce the number of crashes in ODOT identified safety corridors. Media releases, overtime enforcement and match enforcement were provided. Priority corridors included US 101 Depoe Bay to Newport. Overtime enforcement hours totaled approximately 68 and match hours totaled approximately 5. A total of 123 citations were written and 78 warnings were issued.

Section HSIP

RS-13-77-01 Engineering Safety Short Courses and Distance Learning $135,400
Oregon State University, Kiewit Center provided five workshops to a total of 135 attendees. A broad range of positions were represented by attendees from state, local and federal agencies, as well as consultants. Additionally participants from Bureau of Indian Affairs, Confederated Tribes of Grande Ronde, Siuslaw National Forest, and representation from Washington State were served. The following workshops were provided: Traffic Engineering Fundamentals; Traffic Signal Operations and Timing; Retro reflectivity for Signs; Manual on Uniform Traffic Control Devices; and the Highway Safety Manual. Related materials were posted to the Internet for easy access. The following four jurisdictions received on-site traffic control device and safety engineering reviews which included a written report: Crook County, City of Bend, City of Forest Grove and City of Albany. Some consulting services were provided.

RS-13-77-04 Safety Features for Local Roads and Streets $39,860
University of Portland, School of Engineering provided technical and educational workshops to local agencies such as cities, counties, members of traffic committees, department of transportation employees, political subdivisions of local governments, law enforcement agencies and concerned citizens. Developed training materials, conducted site visits and road tours with public agencies.

RS-13-77-05 Safety Corridor Education and Enforcement $31,243
Oregon State Police sought to reduce the number of crashes in ODOT identified safety corridors. Media releases, overtime enforcement and match enforcement were provided. Priority corridors included Oregon 140 Lake of the Woods. Overtime enforcement hours totaled approximately 481 and match hours totaled approximately 126. A total of 411 citations were written and 1,140 warnings issued with a total of 922 vehicles stopped.

Safe & Courteous Driving

Link to the Transportation Safety Action Plan:

Action 26 - Seek legislation that would prohibit cell phone and texting activities

Seek legislation that would prohibit cell phone and texting activities by all motor vehicle operators, with no exception groups.

Action 86 - Implement program to address the problem of fatigued driving

Implement a program to address the problem of fatigued driving. The program should follow national progress toward identifying data sources, and developing countermeasures for fatigued driving. As part of the program, implement a public information and education program to address fatigued driving.

Action 87 - Develop program to address the issue of distracted driving

Continue development of a program to address the issue of distracted driving. Use nationally available materials and information on the problem. Continue to progress in addressing the problem through:

- ☼ Identify sources of rider or driver distraction including in/on-vehicle equipment and distracting driver, rider, and passenger behaviors.
- ☼ Provide public information and education about distractions and their relationship to crashes, paying special attention to distractions identified as significant crash causes.
- ☼ Raise vehicle operator, law enforcement and judicial awareness of the role of distraction in crashes; encourage application of existing statutes as an appropriate response to the problem.

The Problem

- There is strong evidence, in Oregon and in other states, that laws and enforcement efforts are only effective if they are effectively and continuously publicized. According to the National Highway Traffic Safety Administration, public information programs should be comprehensive, seasonally focused, and sustained.
- Since 1982 the Transportation Safety Division has been carrying out comprehensive traffic safety public education programs. Research has been utilized to evaluate the success of the program and to assist with targeting the message. Surveys of Oregon's driving population indicate that Transportation Safety Division's public information program is widely recognized.
- Safe Following Distance, for example, everyone should know that it is an important consideration for safe motor vehicle operation. Although following distance related crashes rate 6 in the most common driver errors in Oregon for 2011, according to Oregon's Crash Analysis Unit, the issues around following distance received infrequent attention in the media, perhaps due to the seemingly everyday nature of this type of crash. Rear end collisions are also a major source of property damage claims every year.
- Red Light Running is a significant cause of serious injury in Oregon. Importantly, red light running is also a significant cause of debilitating brain injury and death. It is essential that every driver in Oregon heed the warning to stop on Red.
- Lights & Swipes: The Oregon legislature felt so strongly about the need to raise citizen awareness of the need for using your headlights in inclement weather that they passed a special law requiring an awareness campaign. Studies show that headlights help your vehicle to be seen more easily.

- Drowsy Driving: Every year Oregon loses citizens to suspected or confirmed incidences of drivers falling asleep at the wheel. Sometimes the loss of life is the driver, all too often it is a child passenger or passing motorist who had the misfortune to be in the wrong place at the wrong time.
- Distracted Driving is a behavior dangerous to drivers, passengers, and nonoccupants alike. Distraction is a specific type of inattention that occurs when drivers divert their attention from the driving task to focus on some other activity instead (per NHTSA). Distracted Driving crashes rate 7 in the most common driver errors in Oregon for 2011, according to Oregon's Crash Analysis Unit. Over the past three years in Oregon, 12 people died in crashes involving an active participant who was reportedly using a cell phone at the time of the crash. Officials say this number could be even higher, because cell phone usage is believed to be underreported. When someone is driving 55 mph, 4.6 seconds of texting is like travelling the distance of a football field full of people while blindfolded (per Oregon's Crash Analysis Unit.
- Passing a law or putting in place a new program does not make the law or program a success. The public needs to be informed about the law and take it seriously. If people perceive the risk of apprehension as small, they tend to disregard laws they consider to be overly harsh or rigid or just not all that important.

Goals

- To fulfill the requirement that public information programs be comprehensive, seasonally focused, sustained and address the issues contributing to the greatest number of traffic crashes for the Safe and Courteous Program statewide.

Performance Measures

- Continue working toward legislation that would prohibit cell phone and texting activities by all motor vehicle operators, with no exception groups by December 31, 2015. ***[Active in bills/laws for cell phones during the 2013 Legislative Session resulted in the passage of SB9, which increases fines and requires posting of signs throughout Oregon.]***

- To fulfill the requirement that public information programs be comprehensive, seasonally focused, sustained and address the issues contributing to the greatest number of traffic crashes for the Safe and Courteous Program statewide by December 31, 2015. ***[Public information programs were conducted statewide. Public Opinion Survey shows an increase in awareness and compliance of the Safe and Courteous Program.]***

- Contract for an evaluation of the PI&E program for Safe and Courteous using a telephone attitude survey and other research. Analyze data for future work by December 31, 2015. ***[The contract is complete. Data was analyzed tand determined future survey questions effectiveness and results.]***

Strategies

- Continue to seek ways to limit or prohibit cell phone and texting activities by all motor vehicle drivers, with no exception groups.

- Develop in public information programs to raise awareness.

- Analyze data, the telephone attitude survey and other research to target campaigns for public information and education for all Safe and Courteous efforts.

DE-13-20-03 Statewide Services – Safe and Courteous $38,441

This split funded project provided for specific public information, education activities, media and high visibility enforcement for the Safe and Courteous Program. Transportation safety program areas such as Occupant Protection and Impaired Driving, contribute additional funds so programs complement each other for public information and outreach.

Safe Routes to School

Link to the Transportation Safety Action Plan:

Action # 1 – Implement Statewide Safe Communities
Develop ways to implement those aspects of the Safe Communities model that can apply at the statewide level. Develop interconnected groups and working relationships that build stronger bonds between and among the various government bodies, agencies, organizations and citizens with a role in transportation safety through working groups, partnerships, and cross disciplinary efforts.

Safe Routes to School Overview

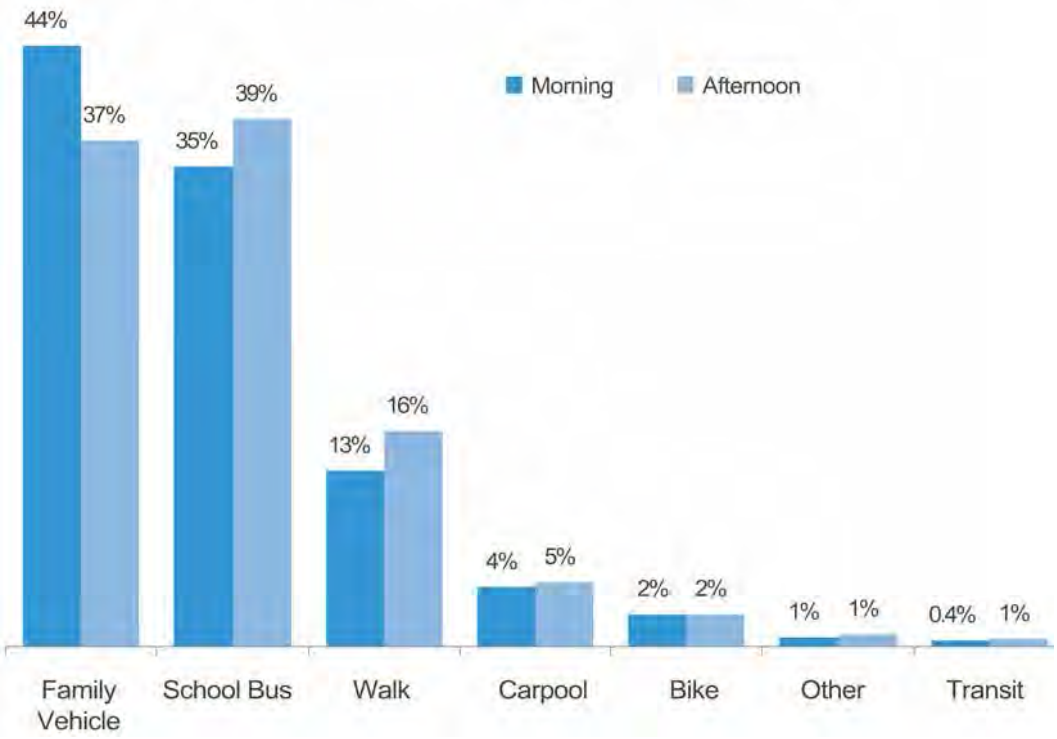
The purpose of a SRTS Program is to increase the ability and opportunity for children to walk and bicycle safely to and from school. In Oregon, completion of the Safe Routes to School (SRTS) Action Plan is the initial step of a SRTS Program at a school. The plan requires collection of student travel data, along with other pertinent data and policy information, leading to the identification of the barriers and hazards to students walking and biking to/from school based on the 5Es of Education, Encouragement, Enforcement Engineering and Evaluation. The final step is to propose solutions within each "E," prioritize the needs and deficiencies, and work towards implementation. Application for Oregon SRTS funding for grades K-8 requires a completed SRTS Action Plan for every benefiting school. Awards of SRTS project proposals address, at a minimum, regional equity, potential to increase walking and bicycling, lack of infrastructure, project readiness based on the 5 E's, and benefit to the community.

The Problem

- According to the Safe Routes to School Travel Data: A Look at Baseline Results from Parent Surveys and Student Tallies (a summary of school travel data, including Oregon data, from April 2007 to May 2009), across all grades, the family car and school bus were the two most frequently used travel options to/from school. Walking was a distant third.
- More students arrive at school in the family car than leave by car at departure time. The majority of departure trips shifted to riding the school bus or walking. Safety factors, like traffic speed and volume and street crossing safety were frequently selected as barriers by parents who live within one half mile of school but do not allow their children to walk or bike to/from school.

Safe Routes to School National Data, 2007-2009

Figure 8. School arrival and departure travel modes reported by students



Source: Safe Routes to School Travel Data: A Look at Baseline Results from Parent Surveys and Student Tallies, January 2010 (based on 2.4 M student trips, collected April 2007 to May 2009, and includes Oregon school data).

Methods of Traveling to School in Oregon, Grades K-8*

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

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

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

Goals

- Increase the number of completed Oregon SRTS Action Plans from 125 in 2010 to 190 by 2015.
- Decrease the percentage of children enrolled in SRTS program schools who ride in the family vehicle to/from school from the average of 45 percent to 35 percent by 2015. ***[In 2012, approximately 49 percent of children arrive in the family vehicle.]***

Performance Measures

- Increase the number of schools that have a SRTS Action Plan from 125 in 2010 to 150 by December 31, 2013. ***[170 Action Plans are known to be completed by 9/30/2013.]***

- Conduct at least two Safe Routes to School Oregon Action Plan trainings by December 31, 2013. ***[There were no trainings specifically on creation of a SRTS Action Plan. An October 2012 webinar dealt with MAP-21 funding and SRTS activities in Oregon. A second webinar dealt with navigating the Oregon Safe Routes to School website.]***

Strategies

- Work to develop media campaign to parents and kids promoting walking and biking to/from school.
- Continue to work with Sustainable Oregon Schools Initiative (SOSI) non-profit in maintaining and updating website www.oregonsaferoutes.org and providing technical service to communities on Neighborhood Navigator SRTS curriculum and on developing SRTS school teams.
- Continue to provide educational materials for statewide distribution promoting walking and biking safely to/from school.
- Continue to include SRTS-oriented questions in annual Public Opinion Telephone Survey.
- Provide webinars on creation and implementation of a school Action Plan.
- Encourage statewide networking of SRTS practitioners by being part of annual Walk+Bike To School Retreat put on by the Statewide Walk+Bike Committee.

Project Summaries

Section 1404

2012 Safe Routes to School Grant Program — Non- Infrastructure $708,000
Infrastructure $1,282,000

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

HU-13-10-06 — Safe Routes to School Statewide Services Program — $52,438

With the assistance of the Safe Routes Advisory Committee the State SRTS Program selected 13 community-based SRTS projects which covered 18 school districts in four ODOT Regions and across ten counties. These school-based projects implemented education, encouragement, evaluation and enforcement activities to promote safe walking and biking to/from school. Provided statewide support to interested communities initiating Safe Routes to School discussion and the creation of SRTS Action Plans by providing technical assistance and online resources through Oregon Safe Routes website. Media campaign "School is in. Keep an eye out." released with transit posting September-November (in Portland, Albany, Corvallis, Eugene, Medford) and print PSA for statewide coverage. Distributed SRTS-themed informational brochures promoting active transportation and safety through ODOT Storeroom. As of end of September, 959 packets of stickers, flyers, booklets and reflectors under the SRTS theme were distributed, along with thousands of bicycle and pedestrian safety brochures, posters, and tattoos.

HU-13-10-07 **Walk + Bike to School Promotion** **$51,525**

Administered through the Bicycle Transportation Alliance, the project expanded efforts to encourage Oregon students and families to use safe, active, transportation to get to / from school by building on Oregon's Walk + Bike to School Day and Walk+Bike Challenge Month. Two hundred and sixty schools in Oregon registered for the October 2013 Walk+Bike to School Day, exceeding the goal of 250 schools and showing an increase of 30% from the 2012 event. The program provided incentives and support materials to registered schools. The 2012 May Walk+Bike Challenge Month saw 140 registered schools, an increase of 21% from the 2011 May Challenge month. This year the BTA partnered with "Fire Up Your Feet" national campaign for increased promotion and communication and included videos to intensify outreach. BTA hosted a statewide Walk+Bike Annual Meeting in June with 21 attendees, fostering increased networking opportunities.

HU-13-10-09 **Oakland School District SRTS** **$13,853**

Second of two-year project, expanded from Middle School motivational program to reach elementary students. Program provided bike safety education for grades 5-8; Walking Wednesdays held throughout the year along with Walk Every Day in May challenge month. Forty five grade schoolers walked every day in May, earning a group hiking trip. Twenty nine middle schoolers recorded walking every day in May, earning a bicycle field trip. Student leadership groups covered bike maintenance and planned Walking Wednesday events. Former participants from middle school, now high schoolers, were steady volunteers walking with younger students. Collected data shows a 3% increase in walking from 2012, to 26% in 2013. More parents agree that the schools promote walking and biking and that walking and biking are healthy activities for their children.

HU-13-10-10 **City of Portland SRTS** **$19,763**

Administered through the City of Portland SRTS Program, the project provided trip tracking equipment and free-standing bike parking to interested partner schools, Sunnyside School and Richmond Elementary received trip tracking equipment made by Saris, which allowed the schools to run their own sustainable encouragement programs for walking/ biking school trips. The project also provided 158 of the budgeted 324 bike parking spaces (as free-standing bike racks) at schools throughout the city. The project benefited from relationships built over the years among the city and schools and district partners. A significant hurdle was the tight timeline of the grant period once the project was approved in the 2nd quarter of the grant year. The project is currently entering most recent fall 2013 survey data and final results for the 50 schools to be available in January at www.saferoutesportland.org .

HU-13-10-11 **Corvallis School District 509J SRTS** **$35,000**

During the 2012-13 school year, 300 5th grade students from Franklin, Garfield, Hoover, Jefferson, and Lincoln completed Bicycle Safety Education. Local management of Bike Safety Education program, curriculum updates with SMARTBoard applications, bike fleet/trailer updates and maintenance, trained BSE Instructor Pool, scheduling system, and funding structure. Enforcement operations documented for all grant schools; police presence during Back to School Traffic Enforcement Blitz, monthly WB2S days, and Jefferson parking lot project. School site safety patrol training and implementation at six grant schools.

Increased the percentage of students who walked to school - Adams 7%, Franklin 19%, Garfield 25%, Hoover 25%, Jefferson 25%, Lincoln 19%, and Wilson 17%. Walking goal accomplished at Jefferson and Franklin, within reach at Adams, Garfield, Hoover, Lincoln, and Wilson. Increased the percentage of students who biked to school - Adams 16%, Franklin 6%, Hoover 7%, and Jefferson 21%. Goal met at Adams and Jefferson, within reach at Garfield, Hoover, Franklin, and Wilson. More accessible/visible bike parking built at Garfield (Spring 2012). Second phase of Garfield bike parking expansion in planning stages. Jefferson bike parking expansion (funded by Jefferson Parent Association) completed Feb 2013. Wilson in planning stages. Increased usage of bike parking at all grant schools.

HU-13-10-13 **ACTS Oregon Bike Rack Distribution Mini-Grants** **$26,744**

Administered through Alliance for Community Traffic Safety (ACTS) Oregon, which developed and implemented a competitive application process for schools with completed SRTS Action Plans to request free-standing bike racks for bike parking for up to 24 bikes. The racks met Buy America steel manufactured product requirements and were manufactured by Oregon Corrections Enterprises. Utilized the ACTS Oregon website and traffic safety partner listserv to announce the call for applications and provide application documents. Awarded bike racks to fifteen schools, providing 61 bike racks accommodating 366 bike parking spaces. Schools were in nine counties (Corvallis, Hood River, Clackamas, Deschutes, Jefferson, Lane, Union, Washington, Yamhill) across Regions 1, 2, 4, 5.

HU-13-10-14 **Beaverton School District #48 SRTS Program** **$31,951**

The project addressed Beaverton School District's struggle with motor vehicle congestion and associated safety concerns around school site, as the district has unique mix of urban, suburban and rural neighborhoods. The project coordinator mapped good walk and bike routes to/from 41 district K-8 schools; coordinated enforcement efforts with walk and bike events and route maps; hosted Walk + Bike to School Days and May Challenge Month; coordinated school walk/bike route maps with Transportation and Bus route maps; 5) educated district staff about financial, safety and health benefits when alternatives to driving and busing are promoted. Grant funds purchased one radar speed trailer for use at school sites. Washington County Sheriff's Office used trailer in targeted high speed school zones. WCSO enforcement within two miles of the school site resulted in 105.75 hours of overtime and 4.5 match hours for 238 traffic stops. Beaverton Police Department enforcement resulted in 126 contacts (118 citations and 8 warnings) with cellphone use ranking as highest reason for traffic stop (49% of all contacts).

HU-13-10-15 Commute Options for Central Oregon SRTS $30,109

The project funded a SRTS Coordinator through Commute Options to implement strategies and collect data that support advocacy and education efforts at five schools, Bear Creek, Elk Meadow, Highland, Juniper elementary schools, and REALMS. Through the use of assemblies and meeting students in grade level wings, program was able to provide encouragement and education activities throughout school year, especially during dark winter months. Conducted Walk+ Bike to School Day events and Challenge Month at all program schools, Juniper experienced increase in walking of 18%, and Highland showed 100% increase (from 5% to 10%). Bear Creek had an 11% increase in walking. REALMS students have been carpooling and using public transportation as a result of school moving the campus in 2011. Bear Creek showed an 80% increase in biking, 150% increase at Juniper, 400% increase in biking at Highland, 137% increase at Elk Meadow. REALMS showed 333% increase in biking.

HU-13-10-16 Greater Albany School District SRTS $24,999

Second year of two year project at the Greater Albany School District providing a half-time SRTS Coordinator to coordinate walking and biking efforts at the district level to establish a SRTS culture at participating schools. The project completed data collection at participating schools, updated route maps for Park and Stride program and walking programs. Schools participated in Walk + Bike to School Day in October, and May Walk + Bike Challenge month. Participation in bike and pedestrian safety education has increased throughout Albany schools. Oak and Lafayette elementary schools have participated long enough to develop sustainable walk and bike culture, with walking school buses, safety education, and events as school traditions and nearly all other Albany elementary schools have become involved. The program has benefited greatly from active bike safety staff and community volunteers, including those from the City of Albany, YMCA, and bike/ped advocate groups.

HU-13-10-18 Jefferson County Health Department SRTS $14,860

Second year of two year program providing part-time SRTS Coordinator through the county health department for program at Buff Intermediate and Madras Primary schools. Volunteers recruited from Mountain View Hospital, county health department, and from the community provided pedestrian safety instruction to all students in grades 2-3. Students in 4-5 grades instructed on safe bicycling practices. Walk + Bike to School Day held in October; Bike Round-up safety event held in May, at which 60 bikes were repaired and bike helmets were sold. Program successes also include after-school bicycle program for 6-7 graders and new outreach efforts to reach the Latino community.

HU-13-10-19 Klamath County Health Department SRTS $34,024

Provided half-time SRTS Coordinator through the health department for school programs at Malin, Shasta, Fairview, and Stearns elementary schools. Collaborated with Klamath County School District, Klamath Falls City School District, county sheriff's office, Sky Lakes Medical center, county bike/pedestrian committee, Eagle Ridge High School, Hutch's Bicycles, and other partners to provide education, encouragement, enforcement activities to schools. Dedication and persistence by the SRTS Coordinator over the four years of the program resulted in the approval of the Walk and Bike Policy and adoption into the Klamath Falls City School District wellness program policy; adoption of the policy from Klamath County Public School District is still in process. The program gained increased support from school administration and staff , and from law enforcement. Three additional elementary schools, Merrill, Chiloquin and Malin, received bike safety education classes utilizing district bike fleet. All participating schools have trained student navigators to lead Walk and Bike to School events. Six teachers, one para-professional, and several parents were trained in bike safety education in Klamath County.

HU-13-10-20 Lebanon School District SRTS $8,212

Utilized Community Liaison position to focus traffic safety awareness activities at Seven Oak Middle School where the issues are lack of sidewalks and bike lanes and students' attitudes towards traffic safety. Engaged enforcement agency and local hospital to provide classroom program on trauma prevention/awareness/traffic safety. Conducted a bike rodeo later in the year. School held periodic sessions on bike maintenance, which the Assistant Principal would like to continue in the future. Provided safety materials to parents during visitation and open house events.

HU-13-10-23 Technical Service Provider - Commute Options $57,838

The program administered through Commute Options provided a technical service provider to foster the effectiveness of Oregon's SRTS statewide program in encouraging and enabling safe walking and bicycling to/from school. The project developed and maintained the Oregon SRTS website, www.oregonsaferoutes.org, providing social networking opportunities, a comprehensive map of SRTS programs, and tips, tools and techniques based on the 5 E's. The technical service provider trained 22 instructors on bike safety education and on the State's SRTS curriculum, Neighborhood Navigators; sent out monthly newsletters and made updates to Facebook SRTS account; hosted monthly webinars and training events (11 total), besides traveling across the state making contact with individuals, schools, districts and communities. The technical service sponsorship through Commute Options has provided the Oregon SRTS Program connections with regional transportation agencies, school boards, organizations and individuals.

HU-13-10-25 Lane Transit District SRTS $15,151

Program administered through Lane Transit District Point2Point Solutions, addressing accessibility to safe walking route information for 13 targeted schools in the region (Irving, Malabon, Meadow View, Prairie Mountain, Arts & Technology Academy, Buena Vista, Camas Ridge, Cesar Chavez, Edison, Mccornack, Monroe, Cal Young and Roosevelt) and 16 additional Eugene/Springfield schools. Reached 346 students with bike safety education at six schools; created walking route maps for the 13 schools plus 16 additional region schools. Maps were well-received by students as they identified neighborhoods with classmates and potential routes to school. From Fall 2012-Spring 2013 consistency or an increase of both walking and biking occurred in three of four Bethel target schools (13% increase overall), and consistency or an increase in all four schools for biking (10% increase overall). Measurements were not available for Lane 4J schools.

HU-13-10-26 Hallman Elementary, Salem-Keizer Education Foundation $18,098

Project administered by Salem-Keizer Education Foundation for a pilot project at Hallman Elementary, selected because it was designed as a walking school. Developed a bilingual afterschool program that supported bike and ped safety, physical activity and wellness, and supported Salem Keizer school district standards. Documented and evaluated program as it developed. Used program successes and strategies as a model for other SKEF afterschool programs throughout district. Activities included a week-long intensive programming (camps) and bike rodeo events. These were a success based on the number of children served and the amount of community support these events received. Volunteers and assistance came from local partners: Hallman Elementary, Northgate Neighborhood Association, Keizer Rotary, Salem Bike Club, Courthouse Athletic Club, Scott's Cycle, Santiam Bikes, Mommy and Maddies, Keizer Traffic Safety Committee, Kroc Center, Roth's, Bike Peddler, and Salem-Keizer Transit.

HU-13-10-27 Multnomah County Land Use & Transportation SRTS $17,072

Administered by Multnomah County Land Use & Transportation Planning, provided SRTS Coordinator to implement activities for Troutdale Elementary School, where about 6% of students walk to the school, and majority of students ride the bus or in family vehicle. The SRTS Action Plan indicated that the school site has good street and sidewalk connectivity, with two intersections that pose some safety issues. Program provided bicycle and pedestrian safety instruction to all 14 classrooms, including bicycle helmet safety education from Trauma Nurses Talk Tough. Implemented Troutdale Trekkers year-round walk/bike program, Stop and Walk program, May Walk and Bike Challenge, subsidized helmet sale and safety outreach, and other events. Program completed school pedestrian safety video culminating in a viewing party and successful video distribution.

HU-13-10-28 Commute Options for Central Oregon II $15,137

Administered by Commute Options, these new SRTS program schools include Miller and Ponderosa elementary schools in Bend, Sage Elementary in Redmond, Black Butte School in Camp Sherman. Through the use of assemblies and meeting students in grade level wings, SRTS instructors provided instruction throughout year including in dark winter months. Recruited staff and parent volunteers to champion SRTS messages in schools. Bike and pedestrian safety instruction delivered to staff during this first year enabling school to weave education and encouragement into daily classroom routines. Neighborhood Navigators and Safe Routes for Kids curricula presented to 360 students. Learn to Ride clinics held at all program schools at lunch and recess, where teachers assisted students in learning how to ride bikes. Integrated bicycle as transportation on science field trips with all trips starting with safety briefing and modeling safe bicycling behavior. Black Butte School has taken on the SRTS program with their own resources and committed volunteers in Camp Sherman.

Speed

Link to the Transportation Safety Action Plan:

Action # 35 – Develop a Traffic Law Enforcement Strategic Plan
Develop a *Traffic Law Enforcement Strategic Plan* which addresses the needs and specialties of the Oregon State Police, county sheriffs and city police departments. The plan should be developed with assistance from a high level, broadly based task force that includes representatives of all types of enforcement agencies, as well as non-enforcement agencies impacted by enforcement activities. Specifically, the plan should develop strategies to address the following:

- Speed Issues (enforcement, laws, legislative needs, equipment, public information and education. Targeted analysis of enforcement of laws that would address corner and "run off the road" crashes.
- Aggressive driving and hazardous violation issues.
- Crash investigations curriculum for an expanded police academy.
- Rail trespass issues and highway rail crossing crashes.
- Identify and seek enabling legislation for the best methods of providing secure, stable funding for traffic law-enforcement.
- Staffing needs; training; use of specialized equipment such as in-car video cameras, mobile data terminals, computerized citations (paperless), statewide citation tracking system, lasers and improved investigation tools; handling of cases by courts, information needs, and financing should be included in the strategic plan.
- Development of automated forms to increase law enforcement efficiency, and increase the number of police traffic crash forms completed and submitted.
- Maintenance of traffic teams, as well as to identify incentives to persuade sheriffs and chiefs to establish teams locally.
- Seek mechanisms to automate enforcement activities.
- Identify strategies that encourage voluntary compliance, negating the need for enforcement activities.
- As specific elements of the plan are developed and finalized, begin implementation of those elements.

The Problem

- In 2010, 37 percent of all traffic fatalities in Oregon involved speeding (116 of 317 traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number one single contributing factor to fatal traffic crashes on Oregon roads in the year 2010.
- Over 63 percent of all 2010 traffic deaths in Oregon (including speed-related events) occurred on the Rural State Highway System. The Oregon State Police do not have the staffing levels needed to appropriately address and make significant death and injury reductions given current and known future staffing levels. Multi-agency partnerships will be required to address this problem.
- According to Intercept Research Corporation's "Public Opinion Survey, Summary and Technical Report" for August 2010, speeding was ranked number one as the most observed example of unsafe driving behavior (31 percent) by Oregon citizens.

- Speed-related crashes cost Oregonians an estimated $305,000,000 in total economic costs in 2009.[8]
- Following are facts relative to increased speed:
  - ☼ The chances of dying or being seriously injured in a traffic crash doubles for every 10 mph over 50 mph - this equates to a 400 percent greater chance at 70 mph than 50 mph.
  - ☼ Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).
  - ☼ The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph - a 69 percent increase in stopping distance.
  - ☼ Safety equipment in vehicles is tested at 35 mph - that same equipment loses the ability to work effectively at higher speeds.
- Police agencies, large and small, do not have adequate funding to allow for the purchase of needed enforcement equipment such as radar and laser devices to assist them with traffic enforcement duties.

Speed in Oregon, 2007-2010

	Average 02-06	2007	2008	2009	2010	% Change 2007-2010
Total Number of Fatalities Statewide	474	455	416	377	317	-30.3%
Number of People Killed Involving Speed	247	216	210	157	116	-46.3%
Percent Involving Speed	52.0%	47.5%	50.5%	41.6%	36.6%	-22.9%
Total Number of Injuries Statewide	28,425	28,000	26,805	28,153	30,493	8.9%
Number of People Injured Involving Speed	8,671	6,653	5,776	5,259	4,925	-26.0%
Percent Involving Speed	30.6%	23.8%	21.5%	18.7%	16.2%	-32.0%
Number of Speed Related Convictions	179,050	176,259	169,937	167,660	149,493	-15.2%
Number of Speed eCitations Issued	N/A	N/A	7,722	22,212	24,103	N/A
Total Number of eCitations Issued	N/A	N/A	18,681	47,894	70,000	N/A
Number of eCrash Reports Completed	N/A	N/A	187	705	1,198	N/A

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

Note: Speed- related offenses and convictions count the following statutes: ORS 811.100, 811.111, and 811.125.

Goals

- Reduce the number of fatalities in speed-related crashes from the 2008-2010 average of 161 to 156 by 2015.
- Reduce the number of injuries in speed-related crashes from the 2008-2010 average of 5,320 to 4,911 by 2015.

Performance Measures

- Reduce the number of fatalities in speed-related crashes from the 2008-2010 average of 161 to 151 by December 31, 2013. *(NHTSA)* ***[In calendar year 2012, there were 113 speed-related deaths.]***

[8] Estimating the Costs of Unintentional Injuries, 2009; Statistics Department, National Safety Council

- Reduce the number of injuries in speed-related crashes from the 2008-2010 average of 5,320 to 5,200 by December 31, 2013. ***[In calendar year 2012, there were 5,980 speed-related injuries recorded.]***
- Increase the number of speeding citations issued during grant-funded enforcement activities from the 2010 calendar base year average of 13,689 to 14,960 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 17,217 speeding citations issued during grant funded enforcement activities.]***
- Increase the number of eCitations issued statewide from the 2008-2010 average of 45,525 to 250,000 by December 31, 2013. ***[In 2012, there were 223,189 eCitations issued.]***
- Increase the number of eCrash reports issued statewide from the 2008-2010 average of 697 to 3,500 by December 31, 2013. ***[In calendar year 2012, 8,063 eCrash reports were submitted.]***
- Increase the number of speed related eCitations issued from the 2008-2010 average of 29,800 to 85,000 by December 31, 2013. ***[In calendar year 2012, 93,080 speeding eCitations were issued.]***

Public Opinion Measures

On a local road with a speed limit of 30 miles per hour, how often do you drive faster than 35 miles per hour – most of the time, half of the time, rarely, or never?
[An overwhelming majority of those surveyed indicate they do not frequently exceed the speed limit: Seventy-five percent (75%) report that they rarely (52%) or never (23%) drive faster than 35 miles per hour on local roads with a speed limit of 30 miles per hour.]

On a road with a speed limit of 65 miles per hour, how often do you drive faster than 70 miles per hour – most of the time, half of the time, rarely, or never?
[Eighty-one percent (81%) report that they rarely (46%) or never (34%) drive faster than 70 miles per hour on roads with a speed limit of 65 miles per hour.]

In the past 30 days, have you read, seen or heard anything about speed enforcement by police?
[Twenty-nine percent (29%) of survey respondents indicate they have read, seen or heard something about speed enforcement by police within the past 30 days.]

Where did you see or hear these messages?
[Respondents who are aware of messages regarding speed enforcement by police most often mention television (40%), newspaper (31%), police/giving tickets (21%), roadway signs (18%) and/or radio (10%) as the primary sources.]

What do you think the chances are of getting a ticket if you drive over the speed limit - that is, how many times out of 100 would you be ticketed?
[The average perceived chance of getting a ticket for driving over the speed limit is 34%. Almost one- half (48%) of those surveyed believe the chances of getting a ticket for driving over the speed limit are over 20%, while 38% believe the chances are 20% or less.]

Action Measure

Speeding Citations
Increase the number of speeding citations issued during grant-funded enforcement activities from the 2009 calendar base year average of 13,689 to 14,960 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 17,217 speeding citations issued during grant funded enforcement activities.]***

Strategies

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

Project Summaries

Section 402

SC-13-35-05 Speed Enforcement, Public Information and Equipment $198,518

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

SC-13-35-06 OSP Rural State Highway Speed Enforcement $95,492

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

Traffic Records

Link to the Transportation Safety Action Plan:

Action #112 – Better, more effective traffic records
Develop and implement an effective traffic records program to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for national, state and local highway and traffic safety programs. Key elements include:

- Methods to improve reporting of traffic crashes by police and citizens.
- Better integration of the various crash records systems that are currently maintained by separate state and local agencies or the development of one crash data system.
- Wider, timelier distribution of crash and related data, including distribution of available data.
- Evaluation of new technology to improve quality and timeliness of reporting crash and other data.
- Improved coordination among state and regional criminal justice system information systems and other traffic records systems.
- Utilization of geospatial referencing systems to locate and code crashes.
- Link the state data systems, including traffic records, with other data systems within Oregon, such as systems that contain medical, roadway, and economic data.

The Problem

- Law enforcement agencies completed approximately 45 percent of the total crash reports filed with DMV in 2010 and only 58 percent of the fatal and injury crash reports. Primary reliance for crash reports is placed on the drivers directly involved in the crashes. The data obtained from an operator report is less reliable than the police report (e.g., it is less likely that a driver will report circumstances that might indicate their fault for the crash).
- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data all have been reviewed for the benefits that electronic collection would provide. To date, only minimal use of automation for data collection has been implemented for citations, crash reports, and EMS. Explore a web-based tool for use by crash involved drivers to complete the operator report.
- Continue to improve access to crash data online with user-friendly analytic tools supporting GIS mapping and non-spatial (e.g., cross-tabulated data aggregation) analysis through a single point of access. Continue to improve ODOT's TransGIS and Collision Diagram Tool and provide information to potential users about these tools.
- The software for collection of EMS run reports information is out of date. Currently, there is only a Trauma Registry system in place statewide. Pursue a unique identifier system that follows patients across multiple incidents, is shared among medical data applications, and can be used for linkage with crash and other data to support analysis of crash outcomes and driver characteristics. A pilot project was initiated in 2008, although permanent funding will need to be established to continue toward statewide implementation.
- There is a need for crash report training to be delivered at the enforcement conferences, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection.

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

Statistics for Traffic Records, 2007-2010

	Average 02-06	2007	2008	2009	2010	% Change 2007-2010
Total Crashes	46,305	44,342	41,815	41,270	44,094	-0.6%
Fatal Crashes	413	411	369	331	292	-29.0%
Injury Crashes	19,073	18,620	18,040	19,053	20,879	12.1%
Property Damage Crashes	26,820	25,311	23,406	21,886	22,923	-9.4%
Fatal Crashes Police Reported	98.7%	97.8%	98.9%	99.7%	100.0%	2.2%
Serious Injury Crashes Police Reported	80.0%	80.5%	70.1%	84.9%	83.9%	4.2%
Moderate Injury Crashes Police Reported	62.7%	70.0%	71.2%	71.7%	72.3%	3.3%
Minor Injury Crashes Police Reported	38.7%	43.5%	47.2%	47.9%	47.4%	9.1%
Fatalities	474	455	416	377	317	-30.3%
Fatalities per 100 Million VMT	1.35	1.31	1.24	1.11	0.93	-28.8%
Injuries	28,425	28,000	26,805	28,153	30,493	8.9%
Injuries per 100 Million VMT	80.74	80.57	80.09	82.84	89.73	11.4%

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

Goals

- Improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of transportation safety data by 2015.
- Link the state traffic records data systems with other data systems within the state, such as systems that contain crash, vehicle, driver, enforcement/adjudication, and injury surveillance data by 2015.

Performance Measures

- Increase the percentage of crash reports submitted by law enforcement officers in Oregon from the 2008-2010 average of 43.4 percent to 49.0 percent by December 31, 2013***. [In 2012, the percentage of crash reports submitted was 53.8 percent.]***
- Increase the percentage of fatal and injury crash reports (no property damage only) submitted by law enforcement officers from the 2008-2010 average of 57.7 percent to 65.0 percent by December 31, 2013. ***[In 2012, the percentage of fatal and injury crash reports submitted was 68.3 percent.]***

Strategies

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

- This will help agencies with no automation to submit their reports electronically and reduce the amount of data entry and delay in both DMV and the CAR Unit.
- Implement electronic data transfer of crash data from law enforcement.
- Expand the existing Safety Priority Index System (SPIS).
- Revise and improve the Strategic Plan for Traffic Records Improvement through more targeted planning and continued cooperation among the data stakeholders.
- Continue crash report training delivered at law enforcement conferences and DPSST to improve the collection and error rate of crash reports.
- Create a single resource that lists the traffic records system components and contacts for each.
- Make this resource available on the TSD Traffic Records web page.
- Continue the development of the TransGIS system to support detailed analyses as needed by users.
- Expand the TransViewer Internet Crash Reporting program and add query capabilities to meet the safety needs of ODOT's external customers.
- Continue progress toward implementing a statewide EMS Patient Encounter Database for ambulance service data tracking that conforms to NEMSIS guidelines.
- Continue production of the annual trauma registry report.

Project Summaries

Section 408

K9-13-54-03 eCrash, eCitation and Data Based Policing $1,251,470

This project provided eCrash and eCitation software to 16 agencies. A total of 259,379 eCitations were issued, and 8949 eCrash records generated during the period. Marion County participated with the DDACTS software pilot and is near completion of training and installation at grant period end. The county has committed to continuing utilization of the resultant information.

Work Zone Safety

Link to the Transportation Safety Action Plan:

Action # 67 – Expand efforts to reduce traffic-related deaths and injuries in work zones
Continue and expand efforts to reduce traffic-related deaths and injuries in roadway work zones. Continue the work zone enforcement program and enhance public information programs. Conduct periodic reviews of ODOT policies and procedures relating to crew activity in work zones. Conduct periodic review of road construction contract specifications dealing with placement and condition of traffic control devices. Consider legislative action to further develop photo radar in work zones.

The Problem

- Work zones are not engineered to the same standards as permanent facilities, thus there is a higher risk for crashes in work zones.
- Work zones make up a very small percentage of the entire roadway system during a very limited time of the year, thus comparing work zone crashes to all roadway crashes is not possible. This comparison would only be possible if all roadways had an active work zone.
- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding factor.
- The five-year rolling average number of Oregon work zone fatal and serious injury crashes (2006- 2010) is 28 in Oregon. This is a slight increase from the 2005-2009 average of 24.
- More drivers and their passengers are injured and killed than on-site workers.
- There is a general misperception that all work zone signing should be removed when workers are not present or visible to the public.
- There is a general misperception that work zone fines only double if workers are present.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of national work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and workers, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP), American Recovery and Reinvestment Act (ARRA) and Oregon Jobs and Transportation Act (HB2001).
- Some of the commonalities in work zone crashes during 2007-2010 include:
    - ☼ The most common work zone crash types were fixed object and rear end.
    - ☼ 76% of work zone crashes occur in dry versus wet weather.
    - ☼ 73% of work zone crashes occur during the day versus night.
    - ☼ 26% of work zone crashes occur at intersections or are intersection related.
    - ☼ 21% of work zone crashes occur off road.
    - ☼ 11% of work zone crashes involve pedestrians.

Work Zones in Oregon, 2007-2010

	02-06 Average	2007	2008	2009	2010	%Change 2007-2010
Work Zone Fatal/Serious Injury Crashes	27	28	30	34	24	-14.3%
Work Zone Injury Crashes	236	311	261	286	252	-19.0%
All Work Zone Crashes	495	591	505	508	490	-17.1%
Work Zone Fatalities	9	10	5	18	9	-10.0%
Work Zone Fatal/Serious Injuries	33	40	39	38	28	-30.0%
Work Zone Injuries	386	511	407	464	409	-20.0%

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

Goals

- Reduce work zone fatalities from 11, the average for 2008-2010, to 8 or below by 2015.
- Reduce work zone fatal and serious injury crashes from 29, the average for 2008-2010, to 25 or below by 2015.

Performance Measure

- Reduce work zone injury crashes from 274, the average for 2006-2010, to 266 by December 31, 2013. ***[In 2012 there were 244 work zone injury crashes.]***
- Reduce work zone crashes from 525, the average for 2006-2010, to 509 by December 31, 2013. ***[In 2012 there were 429 work zone crashes.]***

Strategies

- Participate in the Department's identification, development and promotion of new and existing work zone safety related countermeasures. Promote the "4-E" approach to ODOT staff, local agencies, consultants, contractors, police etc.
- Complete 15,000 overtime patrol hours in work zones between July 1, 2012 and June 30, 2013.
- Identify best practices for work zone enforcement, projects and funding.
- Support efforts to reduce work zone crashes through liaison work with ODOT Traffic and Roadway Section, Risk and Safety Manager, Regions, local agencies, consultants, contractors, utility associations, police and state and national nonprofits.
- Distribute at least 15,000 work zone safety promotional materials to citizens, tourists, public works' agencies, utility companies, city and county agencies, etc.
- Develop additional educational materials aimed at a broader audience such as utility workers, construction workers, business owners, etc.
- Develop an Oregon Work Zone Data Book to be updated annually.
- Complete the pilot of photo radar in ODOT work zones in coordination with ODOT Research and the Technical Advisory Team.

- Consult with ODOT Traffic on deployment of Smart Work Zones and other work zone safety strategies.

Project Summaries

Statewide Transportation Improvement Program (STIP)

1113WKZN-000 Work Zone Education & Equipment Program [$147,893]
Provided the development, printing, and distribution of promotional materials related to work zone safety. Consultant services were provided for the development and distribution of work zone safety messages including, posting of billboards, transit, radio and television (English and Spanish) public services announcements. Consulting services were provided for portions of the annual survey data collection and maintenance of the work zone safety electronic tracking application.

1113WKZN-421 AAA Work Zone Enforcement to OSP [$616,177]
Provided special enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by OSP.

1113WKZN-421 Work Zone Enforcement to Local Police Agencies [$450,431]
Provided special enforcement patrols in work zones that met federal design criteria for construction projects managed by ODOT. Enforcement was provided by various local police agencies statewide.

Youth Transportation Safety (0-14)

Link to the Transportation Safety Action Plan:

Action # 83 – Help locals evaluate youth programs
Encourage effective youth programming by assisting locals with program evaluation planning and implementation of evaluation plans through training workshops and providing user-friendly impact evaluation tools.

The Problem

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

Oregon Crashes, 2007-2010

	02-06 Average	2007	2008	2009	2010	% Change 2007-2010
Fatalities, ages 0-4	7	2	4	2	5	150.0%
Fatalities, ages 5-9	8	4	7	3	3	-25.0%
Fatalities, ages 10-14	10	7	4	7	2	-71.4%
Total	25	13	15	12	10	-23.1%
Injuries, ages 0-4	491	482	421	432	524	8.7%
Injuries, ages 5-9	752	670	676	619	699	4.3%
Injuries, ages 10-14	955	819	811	898	901	10.0%
Total	2,198	1,971	1,908	1,949	2,124	7.8%

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

Goals

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2006-2010 average of 15 to 12 by 2015.

Performance Measures

- Reduce the number of crash-related fatalities of children ages 0-14 from the 2006-2010 average of 15 to 14 by December 31, 2013. ***[In 2012, there were 8 children age 0-14 killed in traffic crashes.]***
- Reduce the number of crash-related injuries of children ages 0-14 from the 2006-2010 average of 2,025 to 2,000 by December 31, 2013**. *[In 2012, there were 2,449 children age 0-14 injured in traffic crashes.]***

Strategies

- Continue to support and help enact laws impacting children in the 0-14 portion of the Youth Program in upcoming legislative session.
- Continue to provide a comprehensive and coordinated public information and education campaign on the causes of high motor vehicle crash rates for this age group. Continue to target issues such as occupant protection, education and parental driver responsibility messages through media efforts for youth aged 0-14, identifying any potentially unreached audiences.
- Encourage communication among youth transportation safety program providers and coalitions through the continued development of a youth program task force to meet when needed.
- Collaborate with the Oregon Medical Association; the Oregon Health Authority, and local physician offices and partner with school districts and "Safe Routes to School" organizations to address family traffic safety education issues for youth aged 0-14.

Project Summaries

Section 402

DE-13-21-02 Trauma Nurses Talk Tough – Train the Trainer $13,141

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

DE-13-21-03 Bike Wheels to Steering Wheels $15,000

This project was declined by Legacy Emanuel Hospital to conduct the "Bike Wheels to Steering Wheels" program. The funding ($15,000 was transferred to the Youth Program Statewide Services grant and a mini-grant was then provided to OHSE in the amount of $7,500 to conduct a total of 5 events to continue to support and help enact laws impacting children age 0-14.

DE-13-21-01 Statewide Services - Youth $82,894

This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for all Oregon youth. Topic areas included media messages to parents and other drivers of young children regarding speeding and impaired driving, using correct restraints for young children; and media messages to young drivers regarding seat belt use, underage drinking, substance abuse, distracted driving (specifically, cell phone use), increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, graduated driver licensing media, and the creation of materials and publications for the public. A portion of this funding was also provided to the statewide Team Safety Program, which included school traffic safety presentations, crashed car displays at community events and public awareness campaigns through public service announcements.

School Zone

13SCHOOL-000 School Zone [$4,739]

Half of this funding was provided to region coordinators (Regions 2, 3, 4, & 5) for the purpose of purchasing paint for striping crosswalks and/or purchasing signs in areas where students must cross a state highway to get to school. Additionally, half of this funding was provided to the Oregon Department of Education for the purchase of crossing guard materials, such as flags and vests, however the Oregon Department of Education informed TSD that another funding source was used for their 2013 purchases of crossing guard materials.

Youth Transportation Safety (15-20)

Link to the Transportation Safety Action Plan:

Action # 84 – Target law enforcement on youth speed and alcohol-involved crash causes
Assist law enforcement in identifying and targeting times and areas where the greatest number of speed related and alcohol-related collisions are occurring. Provide funding for electronic speed devices and the requisite trainings so those officers can work directed enforcement in these areas in need of attention.

The Problem

- In 2010, drivers age 15-20 were involved in fatal and injury crashes at nearly twice the rate of the population as a whole.
- In 2010, drivers age 15-20 represented 6.3 percent of total drivers, but also represented 10.8 percent of drivers involved in crashes. "Failure to Avoid a Stopped or Parked Vehicle Ahead," "Driving Too Fast For Conditions," and "Did Not Have the Right Of Way" were the three most common errors.
- In 2010, 16.2 percent of youth drivers (ages 15-20) in fatal crashes had been drinking alcohol. The count of drinking drivers (ages 15-20) in fatal and injury crashes decreased approximately 36 percent from 2006 to 2010 (106 to 68). While male drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes decreased by only about 26 percent (66 to 49) from 2006 to2010, female drivers (ages 15-20) that were alcohol-involved in fatal and injury crashes decreased by about 53 percent from 2006 to 2010 (40 to 19).
- Of the ongoing high priority traffic safety issues related to young drivers ages 15-20, those that currently merit the most attention are distracted driving and young drivers in fatal crashes who were alcohol-involved. The National Highway Traffic Safety Administration has made distracted driving a major focus. In Oregon from 2006 to 2010, drivers age 16 to 18 reported to be using a cell phone at the time of the crash were involved in 170 crashes. Additionally, in Oregon there were a total of 471 fatal and injury crashes where young drivers age 15 to 20 were alcohol- involved.

Youth Drivers on Oregon Roadways, 2007-2010

	02-09 Average	2007	2008	2009	2010	% Change 2007-2010
Age 15-20, % of Total Licensed Drivers	7.14%	6.70%	6.44%	6.29%	6.31%	-5.8%
Overrepresentation of Drivers Age 15-20**	N/A	2.06	2.00	1.95	1.86	-9.6%
Total 15-20 Drivers in Fatal Crashes	76	74	34	46	37	-50.0%
Total 15-20 Drivers Alcohol-Involved	14	19	6	13	6	-68.4%
Percent Alcohol-Involved	17.8%	25.7%	17.6%	28.3%	16.2%	-36.8%
15-20 Auto Occupant Fatalities	61	49	38	40	24	-51.0%
15-20 Unrestrained Auto Occupant Fatalities	20	15	9	15	8	-46.7%

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

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

Goals

- Reduce the over-representation of drivers, age 15-20, in fatal and injury crashes from the 2006- 2010 average of 2.01 to 1.90 by 2015.
- Reduce the number of drivers age 15-20 in fatal and injury crashes from the 2008-2010 average of 4,417 to 4,200 by 2015.

Performance Measures

- Reduce the number of drivers, age 15-20, in fatal and injury crashes from the 2008-2010 average of 4,417 to 4,350 by December 31, 2013***. [In 2012, there were 4,641 drivers, age 15-20, in fatal and injury crashes.]***
    - ☼ Reduce the number of "Failure to Avoid Stopped Vehicle," age 15-20, driver errors from the 2008-2010 average of 1,218 to 1,200 by December 31, 2013. ***[In 2012, there were 1,107 "Failure to Avoid Stopped Vehicle," age 15-20, driver errors.]***
    - ☼ Reduce the number of "Driving Too Fast for Conditions," age 15-20, driver errors from the 2008-2010 average of 781 to 770 by December 31, 2013. ***[In 2012, there were 671 "Driving Too Fast for Conditions," age 15-20, driver errors.]***
    - ☼ Reduce the number of "Did Not Have Right of Way," age 15-20, driver errors from the 2008- 2010 average of 761 to 750 by December 31, 2013. ***[In 2012, there were 763 "Did Not Have Right of Way," age 15-20, driver errors.]***
- Reduce the number of drivers, age 15-20, that were alcohol-involved in fatal and injury crashes from the 2008-2010 average of 80 to 77 by December 31, 2013. ***[In 2012, there were 117 drivers, age 15-20, that were alcohol-involved in fatal and injury crashes.]***
- Reduce the number of unrestrained, age 15-20, passenger and driver fatalities from the 2008-2010 average of 11 to 10 by December 31, 2013. ***[In 2012, there were 9 unrestrained, age 15-20, passenger and driver fatalities.]***
- Reduce the number of drivers; age 15-20, involved in fatal crashes from the 2008-2010 calendar base year average of 39 to 36 by December 31, 2013. *(NHTSA)* ***[In 2012, there were 40 drivers age 15-20 in fatal crashes.]***

Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and transportation safety programs. Continue to generate discussion about secondary restrictions versus primary restrictions and the enforcement of the graduated driver licensing restrictions in general.
- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.
- Encourage programs that address high school and college campus impaired driving and other high-risk behaviors such as speeding and cell phone use while driving.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.
- Partner with other program areas such as bicyclist and pedestrian safety, motorcycle safety, occupant protection, driver education and impaired driving programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.

- Continue to provide all necessary information regarding youth transportation safety related issues impacting recent legislation.

Project Summaries

Section 402

DE-13-21-01 Statewide Services - Youth

This project provided guidance, assistance and materials supporting efforts toward improving traffic safety for all Oregon youth. Topic areas included media messages to parents and other drivers of young children regarding speeding and impaired driving, using correct restraints for young children; and media messages to young drivers regarding seat belt use, underage drinking, substance abuse, distracted driving (specifically, cell phone use), increased driver awareness and attentiveness, making safe and healthy choices, parental involvement with young drivers, graduated driver licensing media, and the creation of materials and publications for the public. A portion of this funding is also provided to the statewide Team Safety Program, which included school traffic safety presentations, crashed car displays at community events and public awareness campaigns through public service announcements.

DE-13-21-02 Trauma Nurses Talk Tough – Train the Trainer

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

Highway Fund

13SCHOOL-000 School Zone

Half of this funding is provided to region coordinators (Regions 2, 3, 4, & 5) for the purpose of purchasing paint for striping crosswalks and/or purchasing signs in areas where students must cross a state highway to get to school. Additionally, half of this funding is provided to the Oregon Department of Education for the purchase of crossing guard materials, such as flags and vests.

Transportation Operating Fund (TOF)

13-TOFYOUTH-961 Think First [$47,442]

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

13-TOFYOUTH-962 Trauma Nurses Talk Tough [$47,500]

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

U.S. Department of Transportation
National Highway Traffic Safety Administration
Federal Highway Administration

O.M.B. No. 2127-0003

Highway Safety Program Cost Summary

STATE: OREGON NUMBER: 2014-01 REPORT DATE: 12/24/2013

Program Area	Approved Program Costs	State / Local Funds	Federally Funded Programs			Federal Share to Locals
			Previous Balance	Increase / (Decrease)	Current Balance	
402 Planning and Administration	$ 260,200	$ 375,000	$ 260,120		$ 260,120	$ -
402 Emergency Medical Services	$ 30,000	$ -	$ 13,363		$ 13,363	$ -
402 Motorcycle Safety	$ 1	$ 3,253,721	$ 1		$ 1	$ -
402 Occupant Protection	$ 475,000	$ 3,363,921	$ 273,692		$ 273,692	$ 248,647
402 Pedestrian/Bicycle Safety	$ 155,000	$ 104,886	$ 135,196		$ 135,196	$ 75,317
402 Police Traffic Services	$ 97,000	$ 154,560	$ 56,437		$ 56,437	$ -
402 Codes and Laws	$ 15,000	$ -	$ 612		$ 612	$ -
402 Driver Education	$ 870,000	$ 948,764	$ 806,068		$ 806,068	$ 75,594
402 Roadway Safety	$ 300,000	$ 95,601	$ 276,959		$ 276,959	$ 136,034
402 Safe Communities	$ 440,000	$ 782,089	$ 370,505		$ 370,505	$ 370,505
402 Speed Management	$ 553,000	$ 174,018	$ 472,517		$ 472,517	$ 472,517
402 Traffic Courts	$ 40,000	$ 28,800	$ 25,166		$ 25,166	$ 25,166
NHTSA 402 Subtotal	***$ 3,235,201***	***$ 9,281,360***	***$ 2,690,636***	***$ -***	***$ 2,690,636***	***$ 1,403,779***
405 Occupant Protection	$ 505,853	$ 1,625,714	$ 308,084	$ -	$ 308,084	$ 214,368
405 OP SAFETEA-LU Subtotal	***$ 505,853***	***$ 1,625,714***	***$ 308,084***	***$ -***	***$ 308,084***	***$ 214,368***
406 Pedestrian/Bicycle Safety	$ 85,753	$ 104,690	$ 69,556	$ -	$ 69,556	$ 29,557
NHTSA 406 Subtotal	***$ 85,753***	***$ 104,690***	***$ 69,556***	***$ -***	***$ 69,556***	***$ 29,557***
408 Data Program Incentive	$ 1,809,000	$ 463,382	$ 1,306,957	$ -	$ 1,306,957	$ 1,251,470
408 Data Program SAFETEA-LU Subtotal	***$ 1,809,000***	***$ 463,382***	***$ 1,306,957***	***$ -***	***$ 1,306,957***	***$ 1,251,470***
410 Alcohol SAFETEA-LU	$ 2,680,917	$ 9,485,650	$ 1,732,357	$ (136,102)	$ 1,596,255	$ 1,240,848
411 Alcohol SAFETEA-LU Paid Media	$ 200,000	$ -	$ 165,716	$ -	$ 165,716	$ 124,287
410 Alcohol SAFETEA-LU Subtotal	***$ 2,880,917***	***$ 9,485,650***	***$ 1,898,074***	***$ (136,102)***	***$ 1,761,972***	***$ 1,365,135***
2010 Motorcycle Safety Incentive	$ 100,099	$ -	$ 89,353	$ -	$ 89,353	$ 2,053
2010 Motorcycle Safety Subtotal	***$ 100,099***	***$ -***	***$ 89,353***	***$ -***	***$ 89,353***	***$ 2,053***
2011 Child Seat Incentive	$ 175,000	$ 180,742	$ 128,162	$ -	$ 128,162	$ 96,121
405 Subtotal	***$ 175,000***	***$ 180,742***	***$ 128,162***	***$ -***	***$ 128,162***	***$ 96,121***
164 Planning and Administration	$ 136,000	$ -	$ 6,248	$ -	$ 6,248	$ -
164 Alcohol	$ 2,204,232	$ 710,181	$ 459,212	$ -	$ 459,212	$ 220,267
164 Hazard Elimination	$ 28,923,041	$ 9,500	$ 15,205,243	$ -	$ 15,205,243	$ -
164 Transfer Funds Subtotal	***$ 31,263,273***	***$ 719,681***	***$ 15,670,704***	***$ -***	***$ 15,670,704***	***$ 220,267***
405b High HVE	$ 711,868	$ 177,968	$ -	$ -	$ -	$ -
405b High HVE	$ 121,098	$ -	$ 121,098	$ -	$ 121,098	$ -
405b High Driver Education	$ 200,852	$ 55,500	$ 221,766	$ (221,766)	$ -	$ 88,706
405b High Paid Advertising	$ 100,668	$ 55,500	$ 100,668	$ -	$ 100,668	$ -
MAP 21 405b OP High Subtotal	***$ 1,134,486***	***$ 288,968***	***$ 443,532***	***$ (221,766)***	***$ 221,766***	***$ 88,706***
405c Data Program	$ 606,875	$ 151,719	$ -	$ -	$ -	$ -
MAP 21 405c Data Program Subtotal	***$ 606,875***	***$ 151,719***	***$ -***	***$ -***	***$ -***	***$ -***
405d Mid Court Support	$ 203,480	$ 432,000	$ -	$ -	$ -	$ -
405d Mid Paid / Earned Media	$ 600,000	$ -	$ -	$ -	$ -	$ -
450d Mid Traning	$ 65,000	$ -	$ -	$ -	$ -	$ -
405d Mid Other Based on Problem ID	$ 1,259,308	$ -	$ -	$ -	$ -	$ -
MAP 21 405d Impaired Driving Mid Subtotal	***$ 2,127,788***	***$ 432,000***	***$ -***	***$ -***	***$ -***	***$ -***
405f Motorcyclist Training	$ 45,658	$ 13,415	$ -	$ -	$ -	$ -
405f Motorcyclist Awareness	$ 8,468	$ 116	$ -	$ -	$ -	$ -
MAP 21 405f Motorcycle Programs	***$ 54,125***	***$ 13,531***	***$ -***	***$ -***	***$ -***	***$ -***
1404 Safe Routes To School (Infrastructure)	$ 1,282,000	$ -	$ 1,282,000	$ -	$ 1,282,000	$ -
1404 Safe Routes (Program Management)	$ 52,438	$ -	$ 52,438	$ -	$ 52,438	$ -
MAP 21 405f Motorcycle Programs	***$ 1,334,438***	***$ -***	***$ 1,334,438***	***$ -***	***$ 1,334,438***	***$ -***
Total NHTSA	***$ 43,978,369***	***$ 22,747,438***	***$ 22,605,057***	***$ (357,868)***	***$ 22,247,189***	***$ 4,671,457***
Total FHWA	***$ 1,334,438***	***$ -***	***$ 1,334,438***	***$ -***	***$ 1,334,438***	***$ -***
Total	$ 45,312,807	$ 22,747,438	$ 23,939,495	$ (357,868)	$ 23,581,627	$ 4,671,457

State Official Authorized Signature

Name: Troy E. Costales
Title: Governor's Highway Safety Representative
Agency: Oregon Department of Transportation
Date: December 31, 2013

Federal Official(s) Authorized Signature

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

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

Drive Safely. *The Way to Go*.