OREGON

TRAFFIC SAFETY

PERFORMANCE PLAN

Fiscal Year 2006

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

Table of Contents

Process Description 1
Overview of Highway Safety Planning and Project Selection Process 4

Performance goals 5
Statewide 7
Bicyclist Safety 9
Community Traffic Safety Programs 11
Driver Education 15
Equipment Safety Standards 17
Impaired Driving – Alcohol 19
Impaired Driving – Drugs 21
Judicial Outreach 23
Motorcycle Safety 25
Occupant Protection 27
Pedestrian Safety 31
Police Traffic Services 33
Region 1, Transportation Safety 37
Region 2, Transportation Safety 41
Region 3, Transportation Safety 45
Region 4, Transportation Safety 49
Region 5, Transportation Safety 53
Roadway Safety 57
Speed 59
Traffic Records 63
Work Zone Safety 65
Youth Transportation Safety (0-14) 67
Youth Drivers (15-19) 69

Program Cost Summaries 71
2006 Anticipated Revenue Summary 73
Section 157 Incentive 77
Section 157 Innovative 79
Section 163 Incentive 81
Section 164 Transfer 83
Section 402 85
Section 405 Incentive 87
Section 410 Incentive 89
Section 411 91

Highway Safety Plan 93
Certification Statement 97
Project Summaries 107

Process Description

Process Description

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

Process for Identifying Problems

Problem analysis is completed by Transportation Safety Division staff, the Oregon Transportation Safety Committee (OTSC), and involved agencies and groups. A state-level analysis is completed, using the most recent data available (currently 2003 data), to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use, helmet use, public perception), and other data on traffic safety problems are analyzed. State and local agencies are asked to respond to surveys throughout the year to help identify problems. Program level analysis is included with each of the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA) priority areas such as impaired driving, safety belts, and police traffic services. This data is directly linked to performance goals and proposed projects for the coming year, and is included in project objectives. Not all of the reviewed data is published in the Performance Plan.

Process for Establishing Performance Goals

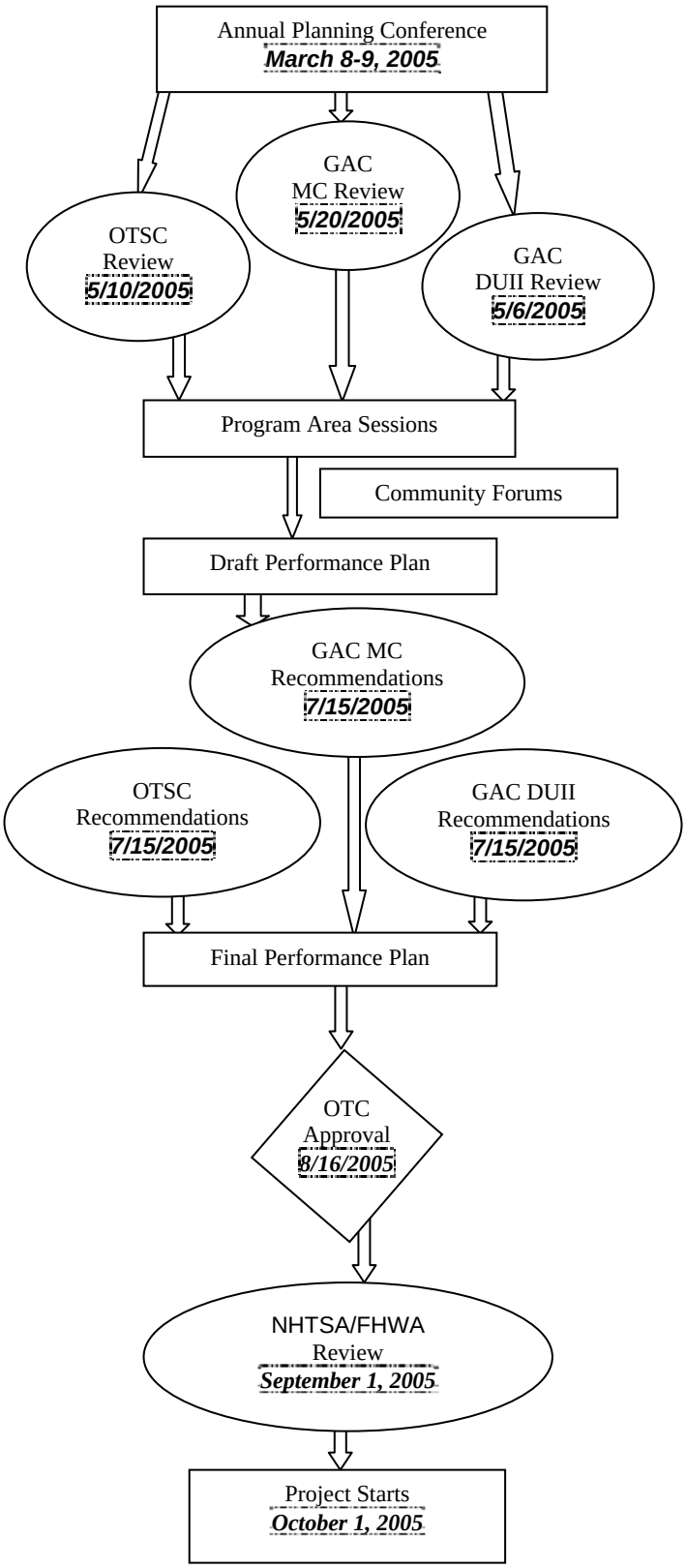
Performance goals for each program are established by TSD staff, taking into consideration data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Performance measures incorporate elements of the Oregon Benchmarks, *Oregon Transportation Safety Action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

Process for Developing Programs and Projects

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

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

Overview of Highway Safety Planning And Project Selection Process



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

Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2006. The data contained in this report reflects the most current available. Due to the time frame within which statewide records are compiled, transportation statistics for 2004 were not always available.

Statewide

The Problem

- In 2004, 456 people were killed and 27,314 were injured in traffic crashes in Oregon.
- In 2003, the VMT increased to approximately 1.52% compared to 2002.
- In 2004, 25% of Oregon's citizens do not believe the transportation system is safe or as safe as the prior year.

Oregon Traffic Crash Data and Measures of Exposure, 2001- 2004

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

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

Fatal and Injury Crash Involvement by Age of Driver, 2004

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

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

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

Goal

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

Performance Measures

- To reduce the fatality rate of 1.46 per hundred million vehicle miles traveled, the 2003 level, to 1.23 per hundred million vehicles miles traveled, 423 fatalities, through December 31, 2006.

- To reduce the traffic injury rate of 80.50 per hundred million miles traveled, the 2003 level, to 72.0 per hundred million vehicle miles traveled, 24,500 injuries, through December 31, 2006.

Strategies

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

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

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

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

- Implement 2005 law changes.

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

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

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

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

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

Bicyclist Safety

The Problems

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

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

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

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

Goals

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

Performance Measures

- To reduce the number of bicyclists injured in motor vehicle crashes to 587 or fewer by December 31, 2006.
- To reduce the number of bicyclists age 0-19 injured in motor vehicle crashes from the 2003 level of 213 to 202 (reduction of 5%) or fewer by December 31, 2006.
- To reduce the number of bicyclists age 20+ injured in motor vehicle crashes from the 2003 level of 393 to 381 (a reduction of 3%) or fewer by December 31, 2006.
- To increase correct bicycle helmet use by children to 60% from the 2004 level of 58 % (a 3% increase) by December 31, 2006.

Strategies

- Continue to inform and educate adult bicyclists concerning correct riding behaviors and safety.
- Continue funding bicycle safety education programs for youth to encourage development and practice of bicycle safety habit.
- Continue funding working with communities to institutionalize the Bicycle Safety Education program.
- Continue to help identify and engage schools with youth bicyclists at risk in the implementation of the Bicycle Safety Clinic and Resource Center program.
- Identify a community with high bicyclist exposure and collaborate with enforcement, traffic management, bicyclist advocates and the traffic safety community to develop and implement a bicyclist safety enforcement program with a diversion element for both motorists and bicyclists.
- Continue as a resource for information to encourage collaboration and partnership.
- Continue working with appropriate local and statewide partners and TSD programs.
- Provide funding for annual mini-grant programs to support local community efforts.
- Develop and implement strategies to disseminate messages that encourage motorists to share the road with bicyclists.

Community Traffic Safety Programs

The Problems

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

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

Jurisdictional Data for Oregon Counties, 2003

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

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

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

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

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

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

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

Goal

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

Performance Measures

- To increase the number of local transportation safety committees in Oregon from 62 to 65 by December 31, 2006.

- To increase the number of documented neighborhood associations addressing traffic safety from 120 to 130 by December 31, 2006.

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

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

Strategies

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

- Continue Comprehensive Community Traffic Safety Programs and the CTSP Mini-Grant Program.

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

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

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

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

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

Driver Education

The Problem

- Pursuant to an audit of the use of state highway funds, the Office of the Attorney General requested changes in the criteria for determining which students qualify for State Driver Education Reimbursement Funds through the public school system.

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

- There is a statewide need for more qualified and updated driver education instructors. Western Oregon University has created instructor preparation courses: the Basic Foundation, Behind-The-Wheel and Classroom. A need exists to provide this training on a regional basis and to monitor the delivery of these teacher preparation courses.

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

Driver Education in Oregon 2002-2004

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

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

Goal

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

- To implement consistent, statewide driver education program standards that include content, delivery and outcomes for the public and private providers by 2010.

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

Performance Measures

- To improve and expand the delivery system for driver education in Oregon by increasing the number of students completing driver education by five percent or 485 by December 31, 2006.

- To complete training of 150 out of 176 driver education teachers by December 31, 2006.

- To distribute Driver Education Reimbursement funds and update web tool for Transportation Safety Division and provider use supporting changes in student qualification in reimbursement process by December 31, 2006.

- To revise the Driver Education Program, Oregon Administrative Rule Division 15, 737-015-0010, by December 31, 2006.

Strategies

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

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

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

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

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

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

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

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

- Continue to promote best practices through quality professional development.

Equipment Safety Standards

The Problem

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

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

Automobile Vehicle Defect Crashes on Oregon Highways, 2001-2004

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

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

Goal

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

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

Performance Measures

- To track and return calls for information and data on vehicle and safety equipment issues within two working days.

- To update the TSD administrative rules on vehicle and equipment safety standards within nine months of legislative changes.

- To continue to develop information sheets, flyers, web pages, etc., for continued or emerging vehicle safety issues and post the information on the TSD Web site and disseminate to automobile dealerships, automobile parts and after-market equipment retailers by December 31, 2006.

- To update the Oregon Driver Manual and Oregon Motorcycle and Moped Manual with information on vehicle equipment to educate and inform drivers of vehicle equipment law changes within nine months of any legislative changes.

Strategies

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

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

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

Impaired Driving – Alcohol

The Problem

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

Impaired Driving in Oregon 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatal & Injury Crashes	21,464	18,422	19,067	19,530	18,648	1.2%
Nighttime F&I Crashes*	2,847	2,386	2,541	2,661	2,596	8.8%
Percent Nighttime F&I Crashes	13.2%	13.0%	13.3%	13.6%	13.9%	7.5%
Fatalities	491	488	436	512	456	-6.6%
Alcohol Only Fatalities	N/A	163	147	168	N/A	N/A
Combination Alcohol & Other Drugs	N/A	11	16	16	N/A	N/A
Total Alcohol-Related Fatalities	201	175	174	163	N/A	N/A
Percent Alcohol- Related Fatalities	40.8%	35.7%	37.4%	35.9%	N/A	N/A
DUII Offenses	24,262	25,223	25,342	24,949	24,525	-2.8%
DUII Enforcement Index**	8.70	10.57	9.97	9.38	9.45	-10.6%
Percent Who Say Drinking & Driving is Unacceptable Social Behavior	N/A	93%	93%	91%	92%	-1.1%

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

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

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

Goal

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

Performance Measures

- To continue the reduction of traffic fatalities that is alcohol-involved from 184, the 2003 level, to 155 by December 31, 2006.

- To maintain the DUII enforcement index at 9.97 or above by December 31, 2006.

- To provide a minimum of two DUII-related training opportunities for district attorneys and judges by December 31, 2006.

- To provide 3,000 hours of training for law enforcement relating to DUII equipment and updated impairment procedures by December 31, 2006.

- To provide a minimum of one cross-professional, multi-disciplinary, DUII-related training opportunity for all DUII partners by December 31, 2006.

Strategies

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

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

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

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

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

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

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

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

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

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

Impaired Driving – Drugs

The Problem

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

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

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

Other Drugs Impaired Driving in Oregon 2001-2004

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

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

Goal

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

Performance Measures

- To increase the number of certified DRE's from 208, in 2003, to 230 by December 31, 2006.

Strategies

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

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

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

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

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

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

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

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

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

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

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

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

Judicial Outreach

The Problem

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

Judicial Outreach, 2002-2003

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

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

Goal

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

Performance Measures

- Increase by 20 percent (128), the number of judges, district attorneys and court staff educated in traffic safety related areas (i.e. traffic enforcement and laws, legislation and related changes) by December 31, 2006.

- To increase by 15 percent (80) the number of judges, district attorneys and court staff educated in impaired driving and drug recognition expert issues as well as legislation relating to impaired driving by December 31, 2006.

- Develop and distribute Traffic Enforcement desk reference manual by December 31, 2006.

- To host one NHTSA sponsored regional DUII Court conference by December 31, 2006.

Strategies

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

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

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

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

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

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

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

- Support DUII Intensive Supervision Program for DUII repeat offenders.

- Support OJD DUII Specific Conference/Training.

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

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

Motorcycle Safety

The Problem

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

Motorcycles on Oregon Highways, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
Fatal Crashes						
Number	26	34	29	41	34	0.0%
Percent of fatal crashes	6.0%	8.0%	7.5%	9.6%	8.9%	11.2%
Number of motorcyclists killed	27	33	28	44	N/A	N/A
Fatalities						
Percent alcohol-involved fatalities	51.3%	36.4%	53.6%	38.6%	N/A	N/A
Percent non-endorsed fatalities	25.7%	30.3%	14.3%	15.9%	N/A	N/A
Injury Crashes						
Number	311	394	345	422	454	15.2%
Percent of injury crashes	1.5%	2.2%	1.8%	2.2%	2.5%	13.5%
Registered Motorcycles	65,090	76,097	80,699	86,040	92,158	21.1%
Percent of registered vehicles	1.8%	2.0%	2.1%	2.2%	2.3%	18.0%
Percent Helmet Use	99.8%	100%	99%	99%	N/A	N/A
Percent Motorcyclists wearing non-DOT helmet	4.6%	2.0%	4.0%	4.0%	N/A	N/A
TEAM Oregon Students Trained	3,770	5,197	5,492	5,621	5,970	14.9%

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

Goal

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

Performance Measures

- To reduce the fatal traffic crashes that involves motorcycles from 41, the 2003 level, to 25 by December 31, 2006.
- To reduce the number of estimated fatal motorcycle crashes involving riders over 20 years of age from 37 in 2003, to 25 by December 31, 2006.
- To reduce the number of injury crashes that involved motorcycles from 422, the 2003 level, to 300 by December 31, 2006.
- To reduce the number of fatal motorcycle crashes that involved impairment (alcohol/and or other drugs) from 38.6 percent, the 2003 level, to 30 percent by December 31, 2006.
- To reduce the number of fatal motorcycle crashes that involved speed from 22, the 2003 level, to 18 by December 31, 2006.
- To increase the percentage of helmet use, as measured by both State and Federal Observation Use Survey, from 99 percent, the 2003 level, to 100 percent by December 31, 2006.
- To reduce the number of motorcyclist using non-DOT helmets from 4.0 percent in 2003, to 2.0 percent by December 31, 2006.
- To continue the 17 present TEAM OREGON Motorcycle Safety Program training site locations and increase course offerings statewide from 360 in 2003 to 375 in 2006.

Strategies

- Continue the TEAM OREGON Motorcycle Safety Program beginning, intermediate and experienced rider training courses at 19 different locations throughout the state.
- Continue the motorcycle campaigns in the Transportation Safety Division's Public Information and Education program, focusing on separating drinking and riding, correct licensing, proper protective riding gear (including warnings about non-DOT motorcycle helmets), speed, and rider training for all riders, including the older riders that have been showing up in fatal and injury crashes.
- Ensure courses are located within 50 miles of 97 percent of Oregon's motorcycling population and courses are offered within a maximum of 60 days at all course locations, with most locations offering at least one course per month. Site locations with higher populations offer anywhere from two to twelve courses per month.

Occupant Protection

The Problem

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

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

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

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

Occupant Protection in Oregon, 2001-2004

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

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

Occupant Protection in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
FATAL MOTOR VEHICLE OCCUPANT USE	52.8%	54.1%	49.6%	57.6%	N/A	N/A
FATALS AGED FOUR & UNDER	8	8	2	5	4	N/A
Properly Restrained in Safety Seat	40.9%	62.5%	100.0%	100.0%	N/A	N/A

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

Goals

- To increase the statewide average of all passenger vehicle occupants using vehicle safety restraints to 96% by the year 2010.
- To increase the proper use of child safety seats for children under age four from 14% to 25% by the year 2010.
- To increase the percentage of children under age four who are being transported in vehicles equipped with child safety seat from 76% to 85% by the year 2010.
- To increase use of belt-positioning “boosters”, for children who are at least four years old and children weighing between forty and sixty pounds, from 44% to 50% by the year 2010.

Performance Measures

- To increase total occupant usage, as determined by the statewide Occupant Protection Observation Study, from the 2004 rate of 94% to 95% by December 31, 2006.
- To increase the percentage of vehicles carrying child passengers under age four, and which are equipped with child safety seats to accommodate those child passengers from the 2004 level of 76% to 80% by December 31, 2006.
- To increase the use of belt-positioning “boosters” for children ages four to six years, and children weighing between forty and sixty pounds, as determined by the statewide Occupant Protection Observation Study from 44% to 50% by December 31, 2006.
- To increase the percentage of children under age four who are properly restrained, as determined by the actual hands-on inspections at fitting stations, from the 2004 level of 14% to 20% by December 31, 2006.
- To increase public awareness and understanding of Oregon’s child safety seat and booster laws as determined by ODOT TSD’s annual attitude survey.

Strategies

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

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

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

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

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

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

- Look at driver profiles of unbelted fatalities.

Pedestrian Safety

The Problems

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

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

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

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

Goals

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

Performance Measures

- To reduce the number of pedestrian fatalities to 49 by December 31, 2006.
- To maintain or reduce the number of pedestrian injuries at 561 or less by December 31, 2006.
- To reduce the number of pedestrians killed crossing in a crosswalk or intersection to 11 or less, a reduction of 3%, from the average number of fatalities between 2000 and 2004, by December 31, 2006.

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

Strategies

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

Police Traffic Services

The Problem

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

Police Traffic Services, 2001-2004

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

Police Traffic Services, 2001-2004 (Cont.)

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

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

Goals

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

Performance Measures

- To increase training of officers statewide through regional courses. Provide at least one course in each of the five ODOT regions prior to December 31, 2006.
- To provide at least three statewide announcements to all law enforcement agencies outlining the availability of the online radar and lidar certification course by December 31, 2006.
- To deliver the course “First Responder to Traffic Collisions”, a 24-hour DPSST certified curriculum, to at least 50 police officers by December 31, 2006.
- To help develop and certify training curriculum that supports the use of following too close enforcement technologies. Develop and deliver a training course that will provide training to at least 100 officers by December 31, 2006.
- To assist finalizing the pilot for Electronic Traffic Citation issuance and electronic transfer to the primary court. Identify and secure funding to purchase equipment and software to support project. Work directly with State and Local Courts to implement. Develop annual progress report identifying status, cost savings, implementation timelines and project summary supplemental to PDFE by December 31, 2006.
- To initiate the development of a statewide Traffic Law-Enforcement Strategic plan to complement the OSP GAP Study as outlined in the TSAP. Implement developed element by December 1, 2006.

Strategies

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

Region 1, Transportation Safety

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

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

- Eleven Cities, three counties and two unincorporated areas have established Local Traffic Safety Committees or similar action groups.

- There are three currently active Safety Corridors and two Truck Safety Corridors within the Region.

The Problem

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

- The current "Top 10% List" for hazardous locations has nearly 3,100 entries – too many to guarantee even a cursory look at each site. Many locations in the top 10 percent are not addressable without major investments ($5-10 million), and are therefore beyond the scope of ODOT safety funds in all categories. Region 1 has over half of all top 10 percent locations in the State of Oregon.

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

Region 1, Transportation Safety Related Information

Statewide Fatalities vs. Region 1

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

Statewide Alcohol-Involved Fatalities vs. Region 1

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

Statewide Speed-Related Fatalities vs. Region 1

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

2003 REGION 1, COUNTY FATAL AND INJURY CRASH DATA

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

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

Goal

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

Performance Measures

- To evaluate 100 percent of the 3,100 “Top 10% Sites” for possible safety projects using available ODOT safety funds (STIP Safety, Safety Improvement Program, SIP, HEP, TSD grant programs) using 2001-2003 data by December 31, 2006.

- To identify and prioritize 20 sites with significant speed, alcohol or drug-related crashes from the “Top 10% Sites” list that could benefit from targeted enforcement and/or education campaigns by December 31, 2006.

- To provide at least two training sessions or other opportunities to Region staff (including ODOT Project Leaders) to provide greater access to and understanding of Transportation Safety programs by December 31, 2006.

- To identify, assist in developing and provide funds for at least four Local Traffic Safety projects based on locally-identified priorities. Provide funds to projects, to be completed by December 31, 2006.

Strategies

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

- Identify the top sites from this list which could benefit from targeted enforcement and/or education campaigns as opposed to construction fixes. Give priority to those areas where speed, alcohol or other drug use may be a primary factor. Since law enforcement budgets are becoming more limited, we need to look for creative ways to target patrols and use educational programs to boost or replace enforcement efforts (when possible).

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

- Identify and assist in development of at least four Local Traffic Safety projects. Provide mini-grants or loanable equipment (such as radar) to local agencies to address identified safety problems. Provide means for these projects to access and develop media relationships with Regional ODOT staff and local media. New projects may target but will not be not limited to: (a) formation and vitalization of local traffic safety committees; (b) multi-modal safety, including pedestrian, bicycle and vehicles sharing the road; and, (c) cooperative projects among several adjoining jurisdictions.

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

Region 2, Transportation Safety

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

The Northwest Region includes:

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

The Problem

- Lack of full awareness/incorporation of Transportation Safety Division programs/topic areas into ODOT Region 2 and its communities.
- Need for identification changing local traffic safety committees, safe communities or similarly functioning transportation safety advocacy groups.
- Need for more representation/availability of Region Transportation Safety Coordinator (RTSC) within the Region.

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

Region 2, Transportation Safety Related Information

Statewide Population vs. Region 2

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

Statewide Fatalities vs. Region 2

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

Statewide Alcohol Involved Fatalities vs. Region 2

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

2003 REGION 2, COUNTY FATAL AND INJURY CRASH DATA

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

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

Goal

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

Performance Measures

- To communicate with and serve as a resource 10 the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, through December 31, 2006.
- To concentrate effort with 50 percent of the currently established local traffic safety committees by meeting with them regularly and providing agency support through December 31, 2006.
- To incorporate transportation safety “4 E” approaches (education, engineering, enforcement and emergency medical services) into Region safety project scoping trips, SPIS site investigations, community planning efforts and special projects as much as possible through December 31, 2006.
- To develop and administer annual Safety Corridor Plans per statewide guidelines for the six Region 2 existing safety corridors by December 31, 2006. Receive community in put on Corridor Plans and publish for public review when completed

Strategies

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

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

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

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

- Continue to promote transportation safety issues and the “4 E” approach into Region safety project scoping trips, SPIS site analysis, planning efforts and traffic/community projects. The RTSC will continue to promote these efforts. Additionally, the RTSC will provide transportation safety educational efforts/training to Region Staff and local Community members to further promote the “4 E” approach to safety.

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

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

Region 3, Transportation Safety

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

The Problem

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

Region 3, Transportation Safety Related Information

Statewide Fatalities vs. Region 3

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

Statewide Alcohol-Involved Fatalities vs. Region 3

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

Statewide Speed-Related Fatalities vs. Region 3

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

2003 REGION 3, COUNTY FATAL AND INJURY CRASH DATA

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

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

Goal

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

Performance Measures

- To communicate with and serve as a resource for the 14 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2006.

- To coordinate or participate in a least ten child safety seat trainings and public clinics in Region 3 through December 31, 2006.

- To incorporate transportation safety and the 4-E approach (education, engineering, enforcement, and emergency medical services) into 3 regional project scopings by December 31, 2006.

- To coordinate and/or provide resources (print materials, safety booths, safety wheel, and videos) for 15 fairs, events and other traffic safety activities to educate and inform the public on traffic safety issues through December 31, 2006.

- To identify at least one safety related engineering project within Region 3 and work with the necessary agencies to fix the identified problem by December 31, 2006.

Strategies

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

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

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

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

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

Region 4, Transportation Safety

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

The Problem

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

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

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

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

Region 4, Transportation Safety Related Information

Statewide Fatalities vs. Region 4

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

Statewide Alcohol Involved Fatalities vs. Region 4

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

Statewide Speed-Related Fatalities vs. Region 4

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

2003 REGION 4, COUNTY FATAL AND INJURY CRASH DATA

County	Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes /1,000 Pop.	Nighttime Fatal and Injury Crashes
Crook County	20,300	44	1	65	3.20	10
Deschutes County	130,500	22	8	695	5.33	90
Gilliam County	1,900	2	1	32	16.84	6
Jefferson County	19,900	14	9	86	4.32	26
Klamath County	64,600	20	5	394	6.10	65
Lake County	7,400	0	0	37	5.00	5
Sherman County	1,900	7	3	29	15.26	4
Wasco County	23,550	9	0	108	4.59	18
Wheeler County	1,550	3	1	12	7.74	2
Region 4 Total	**271,600**	**81**	**28**	**1,458**	**5.37**	**226**
Statewide Total	**3,541,500**	**512**	**184**	**19,530**	**5.51**	**2,661**
Percent of State	**7.67%**	**15.82%**	**15.22%**	**7.47%**	**N/A**	**8.49%**

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

Goal

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

Performance Measures

- To communicate with and serve as a resource for the 3 currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2006.

- To maintain or reduce the number of crash related fatalities by 5%, or 4 from 81 to 77, and reduce the number of fatal/injury crashes by 5% from 1,458 to 1,385 by December 31, 2006.

- To coordinate or provide a minimum of 15 child safety seat clinic in Region 4 by December 31, 2006.

- To coordinate and/or provide resources for safety fairs, county fairs, schools, and other traffic safety activities to educate and inform the public on traffic safety issues. Reach 150,000 people (55 percent of the population of Region 4 in 2003) by December 31, 2006.

- To establish one additional traffic safety committee or develop a plan to establish a more workable volunteerism effort within Region 4 communities by December 31, 2006.

- To analyze all safety projects within Region 4 every biennium after construction to see if safety improvements were met and have made a measurable difference.

Strategies

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

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

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

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

- Work with local community and law enforcement and ODOT on the new safety corridor in Region 4. It is located on OR Route 140 (Lake of the Woods) from MP 29 to MP 47. There are future engineering projects in the STIP for 2005, 2006 and 2008. In 2005, there will be a RWIS/ICE sign project; 2006 will be an overlay project and guardrail improvements; and in 2008 two left turn refuges with a third one being proposed. Passing lanes will be added to Region 4's need list.

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

Region 5, Transportation Safety

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

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

The Problem

- Region 5 currently has one active safety corridor located the last four miles to the Washington border on OR Route 11 (Highway 8) Milton-Freewater, designated in January 1995. The local crash rate has been consistently above the state rate. The local fatal rate has been significantly above the state rate in nine of the fourteen years of data collected.

- The second safety corridor in Region 5 is located on US 395 (highway 54), Hermiston north city limits to Highway 730, designated in February 1997. This safety corridor is consistently problematic with local crash and fatal crashes. The local fatal rate has been significantly above the state rate in ten of the twelve years of data collected. Heavy saturation of enforcement has taken place in 2002 and 2003 on this section of highway.

- The third safety corridor was designated in May 2003. It is a six-mile stretch of highway between the east city limits of Irrigon at mile point 176.6 to the west city limits of Umatilla at mile point 182.6. Three of the six years of data collected shows the local crash rate slightly higher than the State rate. Speed and left-turn crashes are the two major concerns at this time.

- Total Occupant Safety belt use and child safety seat use in Region 5 cities included in the statewide survey closely reflect the statewide figures; however, child safety seat clinics still show a high percentage (over 90 percent) of improper use of child safety seats or lack of child safety seat.

- Speed is on the increase in fatal crashes and serious injury crashes in Region 5. In 2003, speed involved fatalities and serious injuries increased in six counties, with seven of the eight county fatalities having speed as a major contributor.

Region 5, Transportation Safety Related Information

Statewide Fatalities vs. Region 5

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

Statewide Alcohol-Involved Fatalities vs. Region 5

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

Statewide Speed-Related Fatalities vs. Region 5

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

2003 REGION 5, COUNTY FATAL AND INJURY CRASH DATA

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

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

Goal

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

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

Performance Measures

- To communicate with and serve as a resource for the currently established local traffic safety committees, either in person or by utilizing other ODOT staff, by December 31, 2006.

- To provide traffic safety information to approximately 54,000 people or 30 percent of the population in Region 5 by December 31, 2006.

- To continue to develop and assist Harney County's Traffic Safety Committee. Focus on maintaining active traffic safety committees in all eight counties in Region 5 by December 31, 2006.

- To coordinate and/or provide 15 child safety trainings and public clinics in Region 5, a 50% increase, by December 31, 2006.

- To identify the top five SPIS sites within Region 5 and work to reduce fatalities by five percent through implementation of education, enforcement, emergency services and engineering solutions (4-E) by December 31, 2006.

Strategies

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

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

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

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

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

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

Roadway Safety

The Problem

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

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

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

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

- An overwhelming percentage of crashes occur in rural areas.

Traffic Fatality Rate in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
National Traffic Fatality Rate[1]	1.60	1.50	1.51	1.48	1.46	-2.7%
Oregon Traffic Fatality Rate[1]	1.50	1.42	1.26	1.46	1.28	-9.8%
Highway System, Non-freeway Crash Rate[2]	1.68	1.58	1.49	1.46	N/A	N/A
Hwy System Rural-Secondary Non-freeway Crash Rate	1.16	1.08	0.98	0.87	N/A	N/A
Highway System, Freeway Crash Rate	0.43	0.41	0.44	0.42	N/A	N/A
County Roads/City Streets Crash Rate	2.24	1.94	1.99	2.08	N/A	N/A

N/A = Data Unavailable at time of Publication

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

[1] Deaths per 100 million vehicle miles traveled

[2] Crashes per million vehicle miles traveled

Goals

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

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

Performance Measures

- To train at least 1,000 state and local public works employees on various engineering and traffic safety related topics including Safety Management System, Traffic Engineering Fundamental for the non Engineer etc. by December 31, 2006.

- To provide additional transportation safety cost-effective trainings for state and local public work staff by 2010.

- To conduct a minimum of 20 local workshops on roadway safety, new Manual on Uniform Traffic Control Devices (MUTCD) and traffic safety benefits of traffic law enforcement by December 31, 2006 to local agency staff.

- To implement statewide "4-E" initiatives:

    - To implement Intersection Safety Program by December 31, 2006.

    - To implement Rural Roadway Safety Initiative by December 31, 2006.

    - To Implement Roadway Safety Audit Program by December 31, 2006.

Strategies

- Coordinate engineering and traffic safety related courses statewide.

- Continue implementation of local emergency/incident response actions identified at 2002 Moving Forward Conference and subsequent 2003 local meetings.

- Participate in statewide Highway Safety Engineering Committee (HSEC) to revise and integrate Hazard Elimination Program (HEP), Safety Investment Program (SIP) and Roadway Safety Initiatives (RSI) etc.

- Fund enforcement in the top problem safety corridors. Continue to provide up to date safety corridor data.

- Evaluate opportunities in Section 150 of SAFETEA, Highway Safety Improvement Program.

- Continue Department participation as an AASHTO lead state on the Roadway Departure initiative.

- Assist in distribution of the NCHRP Guideline to state and local public works agencies.

- Incorporate AASHTO Implementation Guides into training and make training materials available to state and local public works agencies.

Speed

The Problem

- In 2003, 53.3 percent of all traffic fatalities in Oregon involved speeding (273 of 512 traffic deaths). Data reflect excessive speed or driving too fast for present conditions as the number one single contributing factor to fatal traffic crashes on Oregon roads in the year 2003.

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

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

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

- Following are little know facts relative to increased speed:

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

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

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

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

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

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

Speed in Oregon, 2001-2004

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

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

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

Goal

- To reduce the percentage of speed-related fatalities by 20 percent (55) or 218 deaths by the year 2010.
- To reduce the percentage of speed-related injuries by 10% (913) or 8,218 total injuries by the year 2010.

Performance Measures

- To reduce the number of people killed in speed-related crashes from 273, the 2003 level, to 235 (10%) by December 31, 2006.
- To reduce the number of people injured in speed-related crashes from 9,131, the 2003 level, to 6,571 (10%) by December 31, 2006.

Strategies

- Fund state, county, and city speed enforcement efforts after speed-related problem identification of rural state highways, county roads and city streets. Work closely with those agencies to ensure success.
- Work directly with TSD Regional staff to focus on their individual speed fatal and injury problems to support the statewide speed fatal and injury reduction performance measure.
- Provide public information and education on the effects of excessive vehicle speed.
- Train officers in speed measurement, both radar and lidar through DPSST.
- Include speed enforcement as part of other enforcement programs (i.e., DUII and occupant protection).
- Cooperate with city, county, tribal and state police agencies to promote and support the development of traffic teams and/or multi-agency partnerships for multi-jurisdictional traffic

saturations that provide primary focus to traffic law violations in connected communities within the same county.

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

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

- Provide support to Oregon Motor Officer training programs.

Traffic Records

The Problems

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

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

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

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

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

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

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

Statistics for Traffic Records, 2001-2004

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

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

Goals

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

Performance Measures

- To increase the percentage of crash reports completed by law enforcement where present at crash sites to more than 30.75%, the 2003 level, by December 31, 2006.
- To maintain the number of crash data reports completed monthly at 4,000, the 2003 level, by December 31, 2006.
- To convene the Safety Information Advisory Committee (SIAC) at least two meetings per year, to review project proposals and progress, by December 31, 2006.
- To disperse dedicated Traffic Record funds by December 31, 2006.

Strategies

- Research and implement an electronic system for automated court/driver conviction and suspension reporting to DMV for all court systems.
- Establish a Linear Referencing System-All Roads (LRS) compatible with the Geographic Information Systems (GIS) and will allow eventual migration to a geo-coded reference system.
- De-Code state vehicle traffic crash data file from flat file format to relational database format to allow searching of data files by public and private entities for research.
- Provide training and education to law enforcement for preparation of crash reports.
- Produce an electronic version of Police Traffic Crash Form.
- Research the data needs of an auto-launch EMS pilot program.

Work Zone Safety

The Problem

- Inattentiveness continues to be the number one cause of work zone crashes. Speed is a compounding contributing factor.
- The five-year rolling average number of Oregon work zone deaths (1999-2003) is 5.6 in Oregon. This is a further decrease from the 1998-2002 rolling average of 8.
- In 2002, the national figure for traffic related work zone deaths increased nine percent from 2001 while Oregon's fatalities dropped 33 percent for the same period.
- More drivers and their passengers are injured and killed than on-site workers.
- Inaccurate signing is the primary complaint drivers report with work zone operations.
- According to national studies, work zone crashes tend to be more severe than other crashes.
- Over 40 percent of work zone crashes occur in the transition zone before the work area.
- There's an increase in exposure and, therefore an increase in potential risk to drivers and worker, due to a significant increase in state highway construction. This is a result of the Oregon Transportation Investment Act (OTIA) along with the annual State Transportation Improvement Program (STIP) projects.

Work Zones in Oregon, 2001-2004

	96-00 Average	2001	2002	2003	2004	% Change 2001-2004
All Work Zone Traffic Crashes						
Number	433	321	421	515	490	52.6%
Work Zone Fatalities						
Number	12	6	5	2	8	33.3%
Percent of all fatalities	2.3%	1.2%	1.1%	0.4%	1.8%	46.4%
Work Zone Injuries						
Number	264	199	290	353	415	108.5%
Percent of all injuries	0.9%	0.7%	1.0%	1.2%	1.5%	105.9%

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

Goal

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

Performance Measure

- To increase Work Zone good practices by providing the NCHRP Project 17-18(3) Guide for addressing Work Zone Collisions or access to it a minimum of 100 state and local partners along with utilities by December 31, 2006.

- To provide greater awareness of work zone safety through the development of one new and enhanced public awareness and education radio psa and one new television psa along with companion print materials by December 31, 2006.

- To enhance understanding of ODOT's Work Zone enforcement program with police agencies and internal and external construction project managers through the development of written processes and procedures and their distribution to all ODOT construction office and all OSP Field Offices by December 31, 2006.

Strategies

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

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

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

- Participate in statewide multi-agency work zone review.

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

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

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

Youth Transportation Safety (0-14)

The Problem

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

Oregon Crashes, 2001-2004

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

Source: Crash Analysis and Reporting, Oregon Department of Transportation

Goal

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

Performance Measures

- To reduce the number of crash-related fatalities of children ages 0-14 to 20 by December 31, 2006.
- To reduce the number of crash-related injuries of children 0-14 to 2,100 by December 31, 2006.

Strategies

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

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

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

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

- Continue to incorporate NHTSA Youth Assessment recommendations specific to the 0-14 age level:

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

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

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

Youth Drivers (15-19)

The Problem

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

- In 2003, drivers age 19 and under, made up 5.69 percent of total drivers, but were responsible for 11.4 percent of driver errors. "Failure To Avoid a Stopped or Parked Vehicle Ahead", "Driving Too Fast For Conditions", and "Did Not Have The Right Of Way" were the three most common errors.

- In 2003, 27.5 percent of youth driver crashes resulting in fatalities involved alcohol.

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

- A 2002 Youth Program Assessment identified 68 recommendations for improving and/or strengthening the program. Although state/local youth funding should continue to correlate with the top priority areas of Assessment, other youth priority areas recommended may be addressed as well.

Youth Drivers on Oregon Roadways, 2001-2004

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

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

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

Goal

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

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

Performance Measures

- To reduce the number of drivers age 19 and under in fatal and injury crashes to 4,000 by December 31, 2006.
    - To reduce the number of "Failure to Avoid Stopped or Parked Vehicle Ahead", age 15-19, errors from 1,994, in 2003, to 1,815 by December 31, 2006.
    - To reduce the number of "Driving Too Fast For Conditions", age 15-19, errors from 959 in 2003, to 870 by December 31, 2006.
    - To reduce the number of "Did Not Have The Right of Way", age 15-19, errors from 906 in 2003, to 820 by December 31, 2006.
- To reduce the number of fatalities where the driver, age 15-19, was alcohol-involved to 12 by December 31, 2006.
- To reduce the number of unrestrained, age 15-19, passenger and driver fatalities from 19 to 15 by December 31, 2006.
- To change the ages covered by the Youth program to 15-20 by December 31, 2006.

Strategies

- Continue to emphasize the graduated driver licensing law for teens in all driver education and traffic safety programs. Continue to generate discussion about secondary restrictions vs. primary restrictions and the enforcement of the graduated driver licensing restrictions in general.
- Encourage youth programs that combine enforcement, education and adjudication services to address youth driver safety.
- Encourage program(s) that address college campus impaired driving and other high-risk behaviors such as speeding.
- Coordinate and collaborate with other agencies and organizations that address youth issues and problems as they relate to transportation safety.
- Partner with other program areas such as Bicycle, Motorcycle, Occupant Protection, and Driver Education programs to address youth driving issues which will attempt to effect change in statistics of youth injuries and fatalities.
- Provide necessary information regarding youth transportation safety related issues impacting 2005 legislation.
- Continue to incorporate Youth Assessment recommendations specific to the 15-19 age level:
    - Coordinate and implement training on the traffic safety laws that affect youth for the judiciary.
    - Assist law enforcement in targeting areas of the leading traffic safety causes of injury and death for ages 15-19.
    - Create opportunities to engage parents and guardians of young drivers in a meaningful safety impact course that is reality based and skill based.

Program Cost Summaries

Transportation Safety Division
FY 2006 Anticipated Revenues

FUND SOURCES	AREA	FY 2005 Carryforward	Anticipated FY 2006
USDOT Block Grants			
NHTSA Section 157 Incentive	Discretionary Highway Safety	$ 1,802,000	$ -
NHTSA Section 157 Innovative	Occupant Protection	$ -	$ -
FHWA Section 163	Discretionary Highway Safety	$ 1,760,000	$ -
FHWA Section 164	Impaired Driving and HEP	$ 9,240,000	
NHTSA Section 402 (A)	Discretionary Highway Safety	$ -	$ 2,100,001
NHTSA Section 402 (B)	Performance Base	$ -	$ -
NHTSA Section 402 (C)	Impaired Driving	$ -	$ -
NHTSA Section 407	Emergency Medical Services	$ -	$ -
NHTSA Section 412	Traffic Records - Data	$ -	$ -
NHTSA Section 405	Occupant Protection	$ 540,000	$ -
NHTSA Section 410	Impaired Driving Projects	$ 860,000	$ -
NHTSA Section 411	Traffic Records - Data	$ 300,000	$ -
	Sub-Total	$ 14,500,000	$ 2,100,001
Other Revenues			
ODOT	Youth Programs - TOF	$ -	$ 88,000
ODOT	Youth Programs - CRIMFEE	$ -	$ 195,000
Private Donation	Speed Outreach	$ 3,655	$ -
DHS Grant	Impaired Driving	$ -	$ 10,000
Federal Construction	Work Zone	$ -	$ 1,205,000
$28 per MC Endorsement	Motorcycle	$ -	$ 965,000
State Match	Program Management - HQ	$ -	$ 415,000
$6 per License	Driver Education	$ -	$ 3,000,000
ODOT - Operations	Program Mgmt. - Regions	$ -	$ 342,000
	Sub-Total	$ 3,655	$ 6,220,000

	FY 2005	FY 2006
Federal Revenues	$ 14,500,000	$ 2,100,001
State/Other Revenues	$ 3,655	$ 6,220,000
GRAND TOTAL	**$ 14,503,655**	**$ 8,320,001**

	FY 2006
Federal Revenues	$ 16,600,001
State/Other Revenues	$ 6,223,655
GRAND TOTAL	**$ 22,823,656**

FY2006 Anticipated Revenues
By Program Area

		FY 2006 Anticipated Revenues	
164	Impaired Driving Projects	$ 1,700,000	
410	Impaired Driving Projects	$ 770,000	
Private Donation	Impaired Driving Projects	$ 10,000	**$ 2,480,000**
402 - Base	Safe Community Projects	$ 450,000	
163 - .08	Safe Community Projects	$ 45,000	**$ 495,000**
163 - .08	Judicial Information/Education	$ 30,000	
SDT Fund	Information/Education (GDL)	$ 400,000	
163 - .08	At Risk Driver	$ 35,000	
163 - .08	Work Place Education	$ 10,000	
163 - .08	Hospital Mini-Grants	$ 25,000	
402 - Base	Information/Education (Base Prog)	$ 125,000	**$ 625,000**
157 (Belt)	Driver Education (Prog Mgmt)	$ 1,325,000	
163 - .08	Driver Education (Prog Mgmt)	$ 300,000	
402 - Base	Driver Education (Prog Mgmt)	$ 225,000	
402 - Base	Planning and Administration	$ 200,000	
410	Impaired Driving (Prog Mgmt)	$ 90,000	
DMV - Flat	State Match (Prog Mgmt)	$ 415,000	
SDT Fund	TSE Program Management	$ 175,000	
DMV - $14	Motorcycle Prog Mgmt	$ 55,000	
164-P/A	Planning and Administration	$ 40,000	
Highway Fund	Regional Match	$ 342,000	**$ 3,167,000**
163 - .08	Regional Projects - Region 1	$ 50,000	
163 - .08	Regional Projects - Region 2	$ 50,000	
163 - .08	Regional Projects - Region 3	$ 50,000	
163 - .08	Regional Projects - Region 4	$ 50,000	
163 - .08	Regional Projects - Region 5	$ 50,000	**$ 250,000**
163 - .08	Motorcycle Safety	$ 75,000	
DMV - $14	Motorcycle Safety	$ 910,000	**$ 985,000**
157 (Belt)	Occupant Protection Projects	$ 252,000	
157 Innov	Occupant Protection Projects	**Underruns**	
402 - Base	Occupant Protection Projects	$ 400,000	
405	Occupant Protection Projects	$ 538,000	
2003(b)	Occupant Protection Projects	**Underruns**	**$ 1,190,000**
163 - .08	Pedestrian Projects	$ 150,000	**$ 150,000**
157 (Belt)	Bicycle Projects	$ 150,000	**$ 150,000**
163 - .08	Enforcement Training	$ 70,000	**$ 70,000**
163 - .08	Roadway Safety Projects	$ 500,000	**$ 500,000**
402 - Base	Speed Control Projects	$ 700,000	
157 (Belt)	Speed Control Projects	$ 75,000	
Private Donation	Speed Outreach	$ 3,655	**$ 778,655**
411	Traffic Records	$ 300,000	**$ 300,000**

FY2005 Anticipated Revenues
By Program Area (Continued)

		FY 2006 Anticipated Revenues	
163 - .08	Youth Projects	$ 220,000	
ODOT	Youth Projects	$ 88,000	
CRIMFEE	Youth Projects	$ 195,000	**$ 503,000**
ODOT	Work Zone Enforcement/Educ.	$ 1,205,000	**$ 1,205,000**
SDT Fund	Traffic Safety Education-Schools	$ 2,425,000	
163 - .08	Driver Education/Information (Training)	$ 50,000	**$ 2,475,000**
164	New HEP Projects	$ 7,500,000	**$ 7,500,000**
			$ 22,823,656

Highway Safety Plan

Highway Safety Plan

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

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

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

Date

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

Certification Statement

Certifications and Assurances

In accordance with 49 CFR §18.12, I hereby certify that the State of Oregon complies with all applicable Federal statutes and regulations, and give assurances that:

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

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

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

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

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

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations in accordance with 49 CFR 18.20, 18.21, and 18.41. Failure to adhere to these provisions may result in the termination of drawdown privileges;

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

This *Performance Plan* incorporates the *Highway Safety Plan,* which was submitted for review and approval to the Oregon Transportation Commission and the Oregon Traffic Safety Committee. Comments received through these reviews were considered before the final submittal to the National Highway Traffic Safety Administration and the Federal Highway Administration. There is no longer a state clearinghouse.

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

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

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of handicaps (and 49 CFR Parts 21 and 27) and with Executive Order 11246, entitled “Equal Employment Opportunity” as amended by Executive Order 11375 and supplemented by Department of Labor regulations 41 CFR Part 60; (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (49 CFR PART 29 SUB-PART F):

The State will provide a drug-free workplace by:

a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

b) Establishing a drug-free awareness program to inform employees about:

1) The dangers of drug abuse in the workplace.

2) The grantee's policy of maintaining a drug-free workplace.
3) Any available drug counseling, rehabilitation, and employee assistance programs.
4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.

c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --

1) Abide by the terms of the statement.

2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted –

1) Taking appropriate personnel action against such an employee, up to and including termination.

2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

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

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees”.

CERTIFICATION REGARDING FEDERAL LOBBYING:

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No federally-appropriated funds have been paid or will be paid, by or on behalf of the sub-grantee, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress or an employee of a member of Congress in connection with the awarding of any federal loans, the entering into of any cooperative agreement and the extension, continuation, renewal, amendment or modification of any federal contract, grant, loan or cooperative agreement.

(2) If any funds other than federally appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress or an employee of a member of Congress in connection with this federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Reporting Lobbying," in accordance with its instructions.

(3) The sub-grantee shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants and contracts under grants, loans and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING:

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION:

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency’s determination whether to enter

into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled ”Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participants shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2003 *Performance Plan* and hereby declares that no significant environmental impact will result from implementing this *Performance Plan*. If, under a future revision, this *Plan* will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Date

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

Project Summaries