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OREGON  
HIGHWAY SAFETY  
PERFORMANCE PLAN

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Fiscal Year 2023

*Comprehensive Highway Safety Plan*



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**Fiscal Year 2023**

Comprehensive Highway Safety Plan

**Produced: August 2022**

**DMV - Transportation Safety Office  
Oregon Department of Transportation  
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# Foreword

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The highway safety program provides resources to communities to prevent both physical harm and property damage from motor vehicle crashes focusing on behaviors that contribute to such crashes. These resources lead directly to safer roads and highways for Oregonians by providing information, education and analysis to implement a statewide transportation safety program. Programs sponsored and funded by Transportation Safety are woven throughout the Safety Policy Vision.

Transportation Safety Office Mission Statement: To prevent transportation deaths and serious injuries in Oregon by positively influencing all road user behaviors through the development and implementation of safety programs with local, county, tribal and state partnerships.

This performance plan has been prepared to provide documentation that supports Oregon's 2023 program plan for highway safety (HSP).

The 2023 Performance Plan will be presented for approval to the Oregon Transportation Safety Committee (OTSC) on August 31, 2022. The 2023 NHTSA grant application was presented for approval to the Oregon Transportation Commission (OTC) on April 12, 2022. The majority of the projects will occur from October 2022 through September 2023.

The process for identification of problems, establishing performance goals, and developing programs and projects to meet those goals is detailed on page 3. A detailed flow chart of the grant program planning process is offered on page 7, Overview of Highway Safety Planning Process.

Each program area page consists of five different parts.

1. A link to the [Transportation Safety Action Plan](#) (TSAP) outlining how ODOT-TSO is addressing the long range strategies for Oregon.
2. Problem statements for each topical area.
3. Data visualizations reflecting the latest information available and providing previous year averages where available.
4. Goal statements for the five year 2025 (5-yr TSAP); performance measure targets for the annual year 2023.
5. Individual grant project summaries are listed by program area and include the funding source in the '2023 Project Funding Narratives by Program Area' chapter. The dollar amounts presented are federal dollars, with state and other funding sources contained in **[brackets.]**

Throughout the 2023 fiscal year the following funds are anticipated:

Federal funds	\$21,095,323
State/local funds	[\$6,615,824]
Grand Total	\$27,711,147

Copies of this performance plan are available and may be requested by contacting the Transportation Safety Office at (503) 986-4188.

# Document Purpose

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This document is Oregon's annual Highway Safety Plan, which also serves as the state's FFY2023 application for federal funds in meeting the requirements of Title [23 CFR Part 1300](#).

The plan represents a one-year look into the 2023 transportation safety program and the State and Federal (NHTSA and FHWA) funds managed by the ODOT-Transportation Safety Office. In addition, every year an Annual Evaluation Report is completed that explains how funds were actually spent, challenges faced, and how ODOT-TSO fared on meeting its annual performance measure targets (December).

TSO always looks forward to a successful program where many transportation crashes are avoided and the fatality and injury toll is dramatically reduced. Each and every day, Oregon's goal is zero fatalities.

# Process Description

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The following is a summary of the current process by the Transportation Safety Office (TSO) for the planning and implementation of its grant programs. The performance plan is based on a complete and detailed problem analysis prior to the selection of grant projects. A broad spectrum of agencies at state and local levels and special interest groups are involved in project selection and implementation. In addition, federal grants are awarded to TSO directly (on behalf of the State) that allows the awarding of contracts to private and partner agencies, or to manage multiple sub-grants. Self-awarded TSO grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working with traffic safety programs that are usually not eligible for direct grant funds.

A state-level analysis is completed, using the most recent CARS data (Crash Analysis Reporting System); Oregon's 2020 crash data file and FARS data available (2020 data). 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).

Performance goals for each program are established by TSO program staff, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. Programs and projects are designed to impact problems that are identified through the problem identification process described above.

TSO and its partner agencies work together in providing continuous follow-up to these efforts throughout the year, adjusting plans or projects in response to evaluation and feedback as feasible.

## Process for Identifying Problems

Problem analysis begins with Transportation Safety Office staff and the Oregon Transportation Safety Committee (OTSC) when reviewing data for completion of the prior grant year's Annual Evaluation Report (Nov-Dec). An annual planning meeting is then hosted with several partner and stakeholder agencies and groups participating in program break-out sessions; to review proposed performance measures and draft goals or targets that are data-driven. The HSP 2023 planning meeting was held virtually on January 18, 19, and 20, 2022. (These meetings were held virtually this year and last due to ongoing COVID-19 pandemic restrictions).

## HSP development process Organizations and Committees

AAA	ODOT - Transportation Data Section
Albany Area MPO	ODOT - Communications
Association of Oregon Counties	ODOT - Government Relations
Bend MPO	ODOT - R5 Bridge Maintenance
City of Roseburg/SWACT Chair	ODOT - Region 1 Traffic
Clackamas County - Transportation Safety Program Manager	ODOT - Traffic Roadway Safety
Clackamas County Dept. of Transportation and Development	OHSU Doernbecher Children's Hospital
Clackamas County Public Health Division	OHSU Doernbecher Injury Prevention Program
Confederated Tribes of Siletz Indians	OR DOT Engineers
DMV - Business Operations Administrator	OR Metro - Safe Routes to School Coordinator
DMV - Operations and Policy Analyst	Oregon City School District Driver Education
DMV - Program Services Policy Analyst	Oregon Metro - Senior Transportation Planner
DMV Driver Programs, CDL Programs	Oregon State Police - GHQ Patrol Services Division
Federal Highway Administration (FHWA)	Oregon State Police - Patrol Division
Governor Advisory Committee on DUII	Oregon State Police - Patrol Services Division
Washington County Sheriff's Office	Oregon Transportation Safety Committee (OTSC)
Governor Advisory Committee on MS	Portland Bureau of Transportation
Judicial Outreach	Scappoose Municipal Court
Mothers Against Drunk Driving (MADD)	Transportation Safety Office - Region 1
MV At-Risk Coordinator	Transportation Safety Office - Region 2
NHTSA Region 10	Transportation Safety Office - Region 3
ODOE- Public Transportation Division, Safe Routes to School	Transportation Safety Office - Region 4
ODOT - Region 4 Traffic Design & Ops Manager	Transportation Safety Office - Region 5

A state-level analysis is completed, using the most recent data available, to certify that Oregon has the potential to fund projects in various program areas. Motor vehicle crash data, survey results (belt use and public perception), and other data on traffic safety problems are analyzed. 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.



## **Process for Establishing Performance Goals**

Performance goals for each program are established by TSO program staff. 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 2025) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history averages, then a change rate of 3 percent, plus or minus, to *initially* propose performance measures and their target goal. If the 3 percent performance change is deemed unreasonable based on crash data, partner input during planning workshops, and/or legislative and environmental changes (i.e. Oregon voters approved Measure 110, an initiative to decriminalize controlled substances for personal, non-commercial use. Under Measure 110, possession of heroin, cocaine, LSD, methamphetamine, and other controlled substances are no longer punishable by a prison sentence, but instead subject to a \$100 fine or completion of a health assessment); the 3 percent may be adjusted in determining the final target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to initially forecast what can be expected. This level of change is generally representative of one standard deviation, meaning that the actions taken had an influence on the result outside of just pure chance. The Oregon highway safety community has also embraced this formula and supports the use of 3 percent improvement.

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

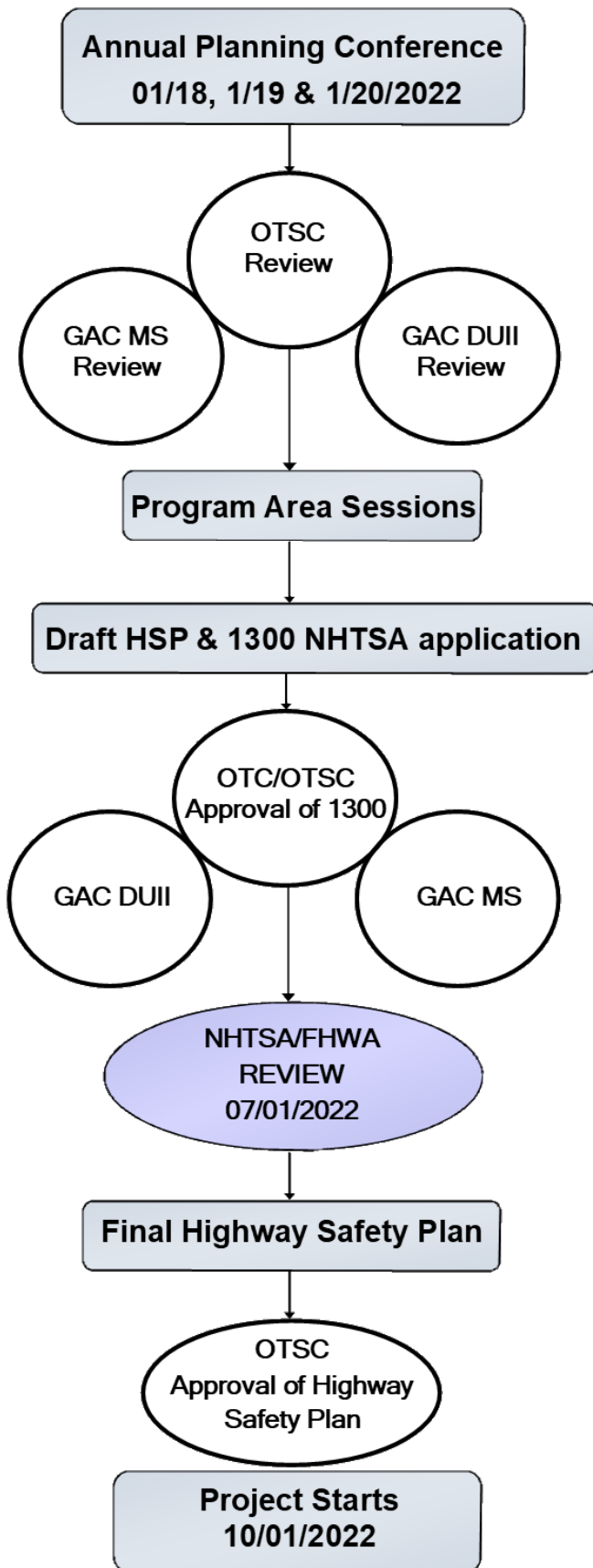
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. 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 jurisdictions determined to have a significant problem based on both jurisdictional (local) and state problem analysis. Some project selection may come from 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 TSO staff work in order to identify the best projects for the coming year. Projects are selected using criteria that include response to identified problems, potential for impacting performance goals, innovation, clear objectives, adequate evaluation plans, and cost effective budgets. Those projects ranked the highest are included in Oregon's performance, or Highway Safety Plan.

As required under FAST Act, the project selection process for NHTSA-funded grants also relies on published reports and various types of studies or reviews. The Transportation Safety Office relies on these reports to also make project selections for other grant funded programs contained in Oregon's Performance Plan (other than NHTSA funds). The sources of information include but are not limited to:

- ✓ Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- ✓ National Agenda for Motorcycle Safety
- ✓ Annual Report Evaluation - TSO
- ✓ Annual Report Evaluations - various SHSO's from across the country
- ✓ State Highway Safety Showcase - GHSA
- ✓ Mid-Year Project Evaluations - TSO
- ✓ Research Notes - USDOT
- ✓ Program Assessments - various SHSO's from across the country
- ✓ Uniform Guidelines for State Highway Safety Programs - USDOT

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

# Overview of Highway Safety Planning Process



Time	Purpose
January	Annual Planning Workshop which involves partner agency and stakeholder suggestions to determine priorities for the overall direction of data driven traffic safety programs.
February	OTSC approval of revenue and multiple committee advice on direction of programs.
March	Program area sessions to create specific plans and projects within each program area.
April	Draft of comprehensive Highway Safety Plan and 1300 NHTSA grant funds application created and distributed for review by ODOT, GAC MS, GAC DUII, and program area experts.
May/June	1300 NHTSA grant funds application submitted GAC MS and GAC DUII for review and to OTSC and OTC for approval.
July	1300 NHTSA grant funds application due to NHTSA and FHWA.
Aug/Sept	OTSC approval of comprehensive Highway Safety Plan. Formal approval from NHTSA of 1300 NHTSA grant funds application.
October	Field implementation of grants projects.
December	Staff debrief of current year's programs and data for Annual Report to determine needed adjustments and strategies.

# Acronyms and Definitions

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“4-E”	Education, Engineering, Enforcement and Emergency Medical Services
23 CFR	Code of Federal Regulations
AASHTO	American Association of State Highway and Transportation Officials
ACTS	Alliance for Community Traffic Safety
AGC	Associated General Contractors
AMHD	Addictions and Mental Health Division
AMR	American Medical Response
ARIDE	Advanced Roadside Impaired Driving Enforcement
ARTS	All Roads Transportation Safety
ATV	All-Terrain Vehicles
BAC	Blood Alcohol Concentration
BIL	Bipartisan Infrastructure Law 2021, also known as IIJA
CARS	Crash Analysis Reporting System
CCF	Commission on Children and Families
CDC	Centers for Disease Control and Prevention
CEU	Continuing Education Unit
CFR	Code of Federal Regulations
CLE	Continuing Legal Education
CLTSG	County/Local Traffic Safety Group: An advisory or decision body recognized by one or more local governments and tasked with addressing traffic safety within the geographic area including one or more cities.
COVID-19	'CO' for 'corona,' 'VI' for 'virus,' and 'D' for disease, -19 pandemic, discovered in 2019
CPS	Child Passenger Safety
CTSP	Community Traffic Safety Program
DHS	Oregon Department of Human Services
DMV	Driver and Motor Vehicle Services, Oregon Department of Transportation
DPSST	Department of Public Safety Standards and Training
DRE	Drug Recognition Expert
DUII	Driving Under the Influence of Intoxicants (sometimes DUI is used)
EMS	Emergency Medical Services
F & A	Fatalities and Serious Injuries
F & I	Fatal and Injury
FARS	Fatality Analysis Reporting System, U.S. Department of Transportation
FAST Act	Fixing America’s Surface Transportation Act, (P.L. 114-94), was signed into law by President Obama on December 4, 2015.
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GAC-DUII	Governor’s Advisory Committee on DUII
GAC-MS	Governor’s Advisory Committee on Motorcycle Safety
GHSA	Governors Highway Safety Association
GMSS	Grants Management Solutions Suite, intended by NHTSA to be a comprehensive solution to ultimately automate the entire grant lifecycle

application and financial management process of NHTSA grant funds. Over time, GMSS was to replace the current Grants Tracking System (GTS).

GR	Governor's Representative
HB	House Bill
HSIP	Highway Safety Improvement Program
HSM	Highway Safety Manual
HSP	Highway Safety Plan, an annual traffic safety plan to meet the requirements of Title <a href="#">23 CFR Part 1300</a> .
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ICS	Incident Command System
IID	Ignition Interlock Device
IIHS	Insurance Institute for Highway Safety
IIJA	Infrastructure Investments and Jobs Act
IRIS	Integrated Road Information System
LSD	Lysergic acid diethylamide, a psychedelic drug
LTSG	Local Traffic Safety Group: An advisory or decision body recognized by a local government and tasked with addressing traffic safety. Limited to one geographic area, and may not include cities or other governmental areas within the boundaries.
MADD	Mothers Against Drunk Driving
MAP-21	Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), was signed into law by President Obama on July 6, 2012.
MCLE	Minimum Continuing Legal Education
MPH	Miles Per Hour
MPO	Metropolitan Planning Organization: MPOs are designated by the governor to coordinate transportation planning in an urbanized area of the state. MPOs exist in the Portland, Salem, Eugene-Springfield, and Medford areas.
MS	Motorcycle Safety
MVMT	Million Vehicle Miles Traveled
NEMIS	National EMS Information System
NHTSA	National Highway Traffic Safety Administration
OACP	Oregon Association Chiefs of Police
OAR	Oregon Administrative Rules
OASIS	Oregon Adjustable Safety Index System
ODAA	Oregon District Attorneys Association
ODE	Oregon Department of Education
ODOT	Oregon Department of Transportation
OHA	Oregon Health Authority
OJD	Oregon Judicial Department
OJIN	Oregon Judicial Information Network
OLCC	Oregon Liquor Control Commission
ORS	Oregon Revised Statute
OSP	Oregon State Police
OSSA	Oregon State Sheriffs' Association
OTC	Oregon Transportation Commission
OTP	Oregon Transportation Plan

OTT	Over the top
OTSC	Oregon Transportation Safety Committee
PAM	Police Allocation Model
PDO	Property Damage Only
PSA	Public Service Announcement
PUC	Oregon Public Utility Commission
RAPID	Reporting and Provider Inspection Database
RUC	Road User Charge
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
SHSO	State Highway Safety Office
SHSP	Strategic Highway Safety Plan, also known as TSAP
SJOL	State Judicial Outreach Liaison
SMS	Safety Management System or Highway Safety Management System
SPF	Safety Performance Functions
SPIS	Safety Priority Index System
SRTS	Safe Routes to School
STIP	Statewide Transportation Improvement Program
STSI	State Traffic Safety Information Title 23 of the CFR is one of fifty titles comprising the United States Code of Federal Regulations (CFR), containing the principal set of rules and regulations issued by federal agencies regarding highway programs. Part 1300 of 23 CFR is the Uniform Procedures for State Highway Safety Grant Programs
TNTT	Trauma Nurses Talk Tough
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Roadway Safety Division, ODOT (HSIP)
TSAP	Transportation Safety Action Plan
TSEP	Traffic Safety Enforcement Plan
TSO	Transportation Safety Office, (formerly TSD, or Trans Safety Division; transitioned July 1, 2021 to DMV as a service group.
TSRP	Traffic Safety Resource Prosecutor
TV	Television
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WOU	Western Oregon University

# Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2023. The data contained in this report reflects the most current data available.

The following performance measures satisfy NHTSA's required core outcome, behavior and activity measures. This document was approved by the Oregon Transportation Safety Committee, endorsed by the Governor's Advisory Committees, and these measures were reviewed January 2022 as part of the 2023 planning process.

## Performance Goals and Trends, 2016-2020

<i>Core Outcome Measures</i>		2016	2017	2018	2019	2020	2016-2020 Avg	Target 2022	Target 2023
<i>Traffic Fatalities</i>	(C-1)	498	439	502	493	508	488	468	488
<i>Serious Traffic Injuries</i>	(C-2)	1,973	1,764	1,686	1,904	1,590	1,783	1,722	1,783
<i>Fatalities/100M VMT</i>	(C-3)	1.36	1.19	1.36	1.38	1.57	1.37	1.46	1.37
	Rural	2.12	1.63	1.96	2.06	2.30	2.00	1.95	1.95
	Urban	0.85	0.91	0.97	0.96	1.12	0.96	0.85	0.85
<i>Unrestrained Passenger Vehicle Occupant Fatalities(All Seat Positions)</i>	(C-4)	89	64	86	87	94	84	73	77
<i>Alcohol-Impaired Driving Fatalities (BAC=.08+)</i>	(C-5)	152	144	157	171	191	163	153	163
<i>Speeding-Related Fatalities</i>	(C-6)	143	170	143	154	124	147	140	153
<i>Motorcyclist Fatalities</i>	(C-7)	55	57	85	57	68	64	63	64
<i>Unhelmeted Motorcyclist Fatalities</i>	(C-8)	4	3	4	8	4	5	4	5
<i>Drivers Age 15-20 Involved in Fatal Crashes</i>	(C-9)	56	40	46	60	59	52	50	52
<i>Pedestrian Fatalities</i>	(C-10)	71	70	77	82	71	74	72	72
<i>Bicyclist and Other Cyclist Fatalities</i>	(C-11)	10	10	9	11	14	11	9	10
<i>Observed Seat Belt Use</i>	(B-1)	96.2	96.8	95.8	95.7	94.6	n/a	97	96

Sources: Injury data from Crash Analysis and Reporting, Oregon Department of Transportation  
 Fatality data from Fatality Analysis Reporting System, U.S. Department of Transportation  
 Survey data from Oregon Occupant Protection Observation Study,

\*\*FFY 2020 [STSI \(FARS\) data](#)

## Grant Funded Enforcement

	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	5-Year Average
<i>Seat Belt Citations</i>	8,236	4,032	2,743	2,276	2,858	4,029
<i>Impaired Driving Arrests</i>	1,474	1,065	656	468	536	840
<i>Speeding Citations Issued</i>	6,162	4,238	11,456	4,489	7,247	6,718

Sources: TSO Grant files, 2017 - 2021

Note: \*Previous years counted all TSO grant program overtime activities (not just speed grant overtime). Starting in 2015, the number reported counts only speed enforcement grant overtime citation activity.

## Core Outcome Measures<sup>1</sup>

### *Traffic Fatalities (C-1)*

- Decrease traffic fatalities\* from the 2016-2020 moving average of 488 to 488 by December 31, 2023. (NHTSA)

### *Serious Traffic Injuries (C-2)*

- Decrease serious traffic injuries\* from the 2016-2020 moving average of 1,783 to 1,783 by December 31, 2023.

### *Fatalities/VMT (C-3)*

- Decrease the increase of the traffic fatality rate\* from the 2016-2020 moving average of 1.37 to 1.37 per hundred million vehicle miles traveled by December 31, 2023. (NHTSA)

### *Rural Fatalities/VMT (C-3)*

- Decrease rural fatalities per 100 million VMT from the 2016-2020 moving average of 2.00 to 1.95 by December 31, 2023. (NHTSA)

<sup>1</sup> \*CFR 23 1300.11 (2)(c) (iii) State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP. These performance measures shall be based on a 5-year rolling average that is calculated by adding the number of fatalities or number of serious injuries as it pertains to the performance measure for the most recent 5 consecutive calendar years ending in the year for which the targets are established. The ARF may be used, but only if final FARS is not yet available. The sum of the fatalities or sum of serious injuries is divided by five and then rounded to the tenth decimal place for fatality or serious injury numbers and rounded to the thousandth decimal place for fatality rates.



### ***Urban Fatalities/VMT (C-3)***

- Decrease urban fatalities per 100 million VMT from the 2016-2020 moving average of 0.96 to 0.85 by December 31, 2023. *(NHTSA)*

### ***Unrestrained Passenger Vehicle Occupant Fatalities (C-4)***

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2016-2020 moving average of 84 to 77 by December 31, 2023. *(NHTSA)*

### ***Alcohol Impaired Driving Fatalities (C-5)***

- Maintain or reduce alcohol impaired driving fatalities from the 2016-2020 moving average of 163 by December 31, 2023. *(NHTSA)*

### ***Speeding Related Fatalities (C-6)***

- Decrease fatalities in speed related crashes from the 2016-2020 moving average of 147 to 153 by December 31, 2023. *(NHTSA)*

### ***Motorcyclist Fatalities (C-7)***

- Maintain or reduce motorcyclist fatalities from the 2016-2020 average of 64 by December 31, 2023. *(NHTSA)*

### ***Unhelmeted Motorcyclist Fatalities (C-8)***

- Maintain or reduce un-helmeted motorcyclist fatalities at the 2016-2020 average of 5 thru December 31, 2023. *(NHTSA)*

### ***Drivers Age 20 or Younger Involved in Fatal Crashes (C-9)***

- Maintain or reduce the number of drivers; age 15-20, involved in fatal crashes from the 2016-2020 moving average of 52 by December 31, 2023. *(NHTSA)*

### ***Pedestrian Fatalities (C-10)***

- Decrease pedestrian fatalities from the 2016-2020 moving average of 74 to 72 by December 31, 2023. *(NHTSA)*

### ***Bicycle Fatalities (C-11)***

- Decrease bicyclist fatalities from the 2016-2020 moving average of 11 to 10 by December 31, 2023. *(NHTSA)*

## **Core Behavior Measure**

### ***Seat Belt Use Rate (B-1)***

- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2021 usage rate of 94.9 percent to 96 percent by December 31, 2023. *(NHTSA)*

## **Activity Measures**

### **A-1) Number of seat belt citations issued during grant-funded enforcement activities\***

Seat belt citations: 2,858

Fiscal Year A-1: 2021

### **A-2) Number of impaired driving arrests made during grant-funded enforcement activities\***

Impaired driving arrests: 536

Fiscal Year A-2: 2021

### **A-3) Number of speeding citations issued during grant-funded enforcement activities\***

Speeding citations: 7,247

Fiscal Year A-3: 2021

## **2021 NHTSA Public Opinion Measures<sup>2</sup>**

### **Purpose**

The purpose of this study is to learn about Oregonians' driving habits and attitudes. The information provided will help ODOT develop traffic safety programs and campaigns to increase public awareness of Oregon roadway laws and encourage safe behaviors.

### **Approach**

Two waves of a statewide online survey were conducted. Wave 1 was before ODOT's summer traffic safety campaigns and Wave 2 was after these campaigns. Comparing differences in the results indicate the influence of campaigns on the public's attitudes and behaviors.

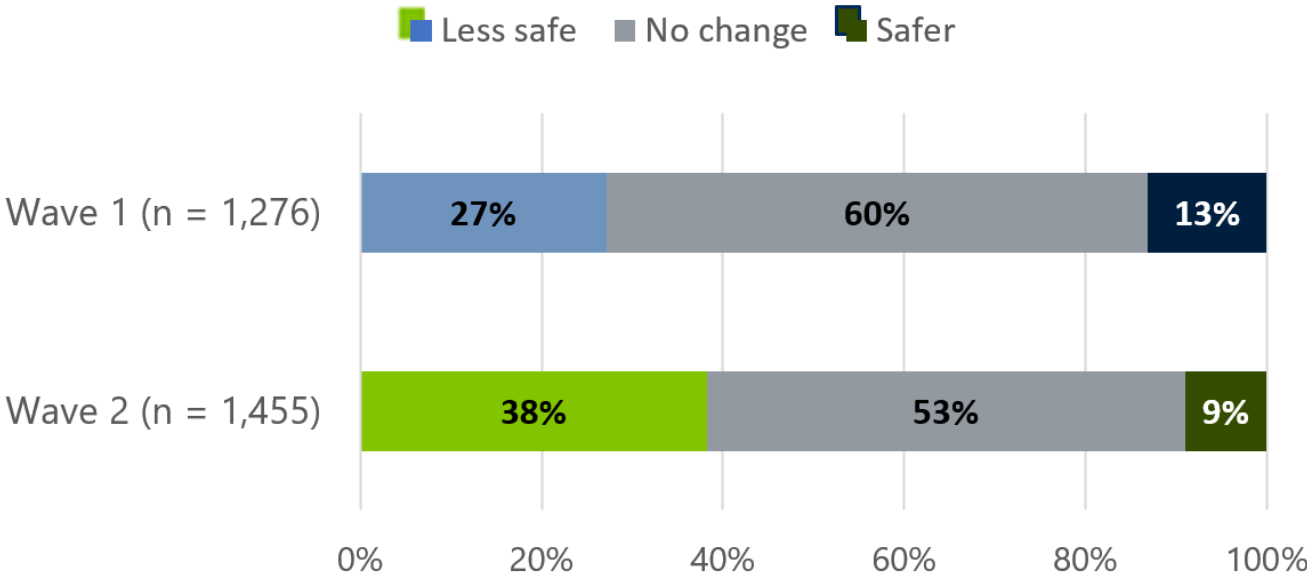
*\* The 2020 survey fielded more than 60 days after Oregon issued a stay-at-home order due to the COVID-19 pandemic, which reduced how much people were driving and going to public places.*

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<sup>2</sup> Source: "2021 ODOT: NHTSA Program Measures Statewide Public Opinion Survey Final Results Report", September 2021.

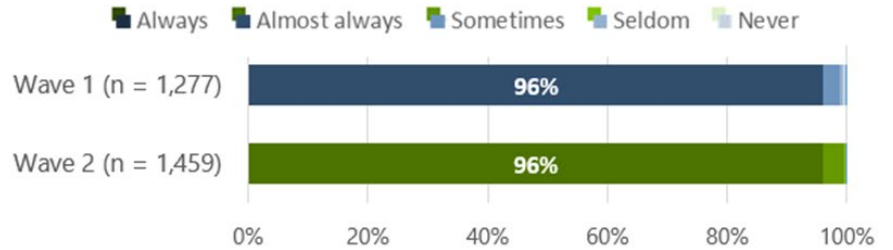
**Think about your experience driving on Oregon’s roadways. Do you believe the transportation system in your community is safer now, less safe now, or about the same as it was a year ago?**

Base: all respondents.



**How often do you use safety belts when you drive or ride in a passenger vehicle (cars, vans, sport utility, pick-up trucks, etc.)?**

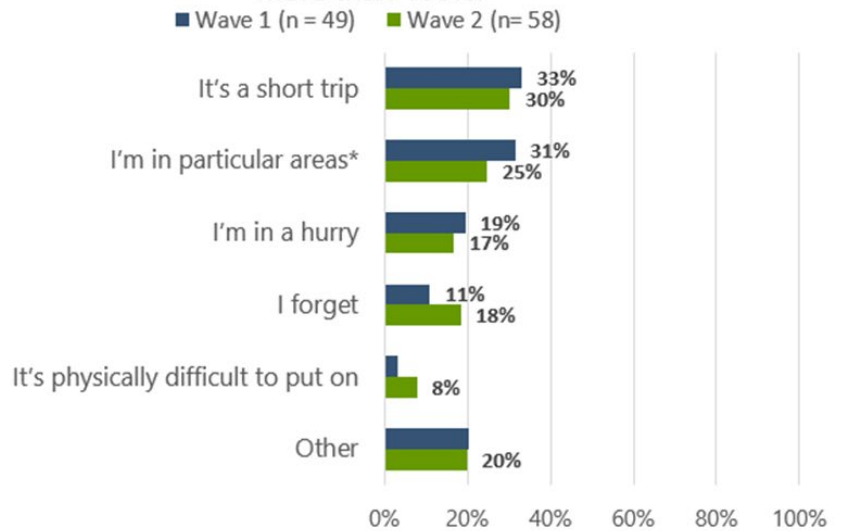
Base: all respondents.



**Why do you not always wear your seat belt?**

Base: respondents who do not always wear seat belts.

Multiple responses allowed. Percentages may sum to more than 100%.

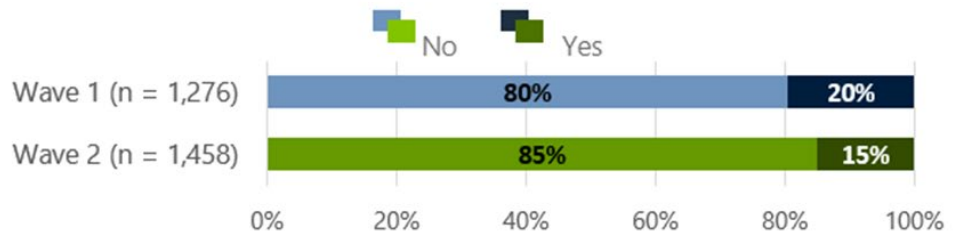


\*Farm, logging or gravel roads, in woods, rural roads, etc.

"Other" includes personal choice, anti-authoritarian attitudes, and physical discomfort

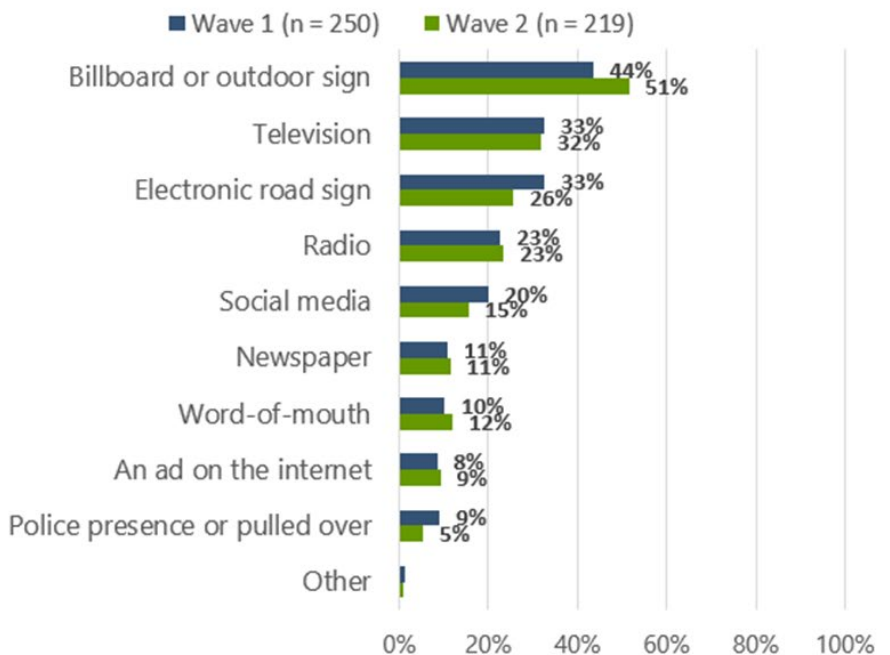
### Recently, have you read, seen, or heard anything about seat belt law enforcement by police?

Base: all respondents.



### Where did you see or hear these messages?

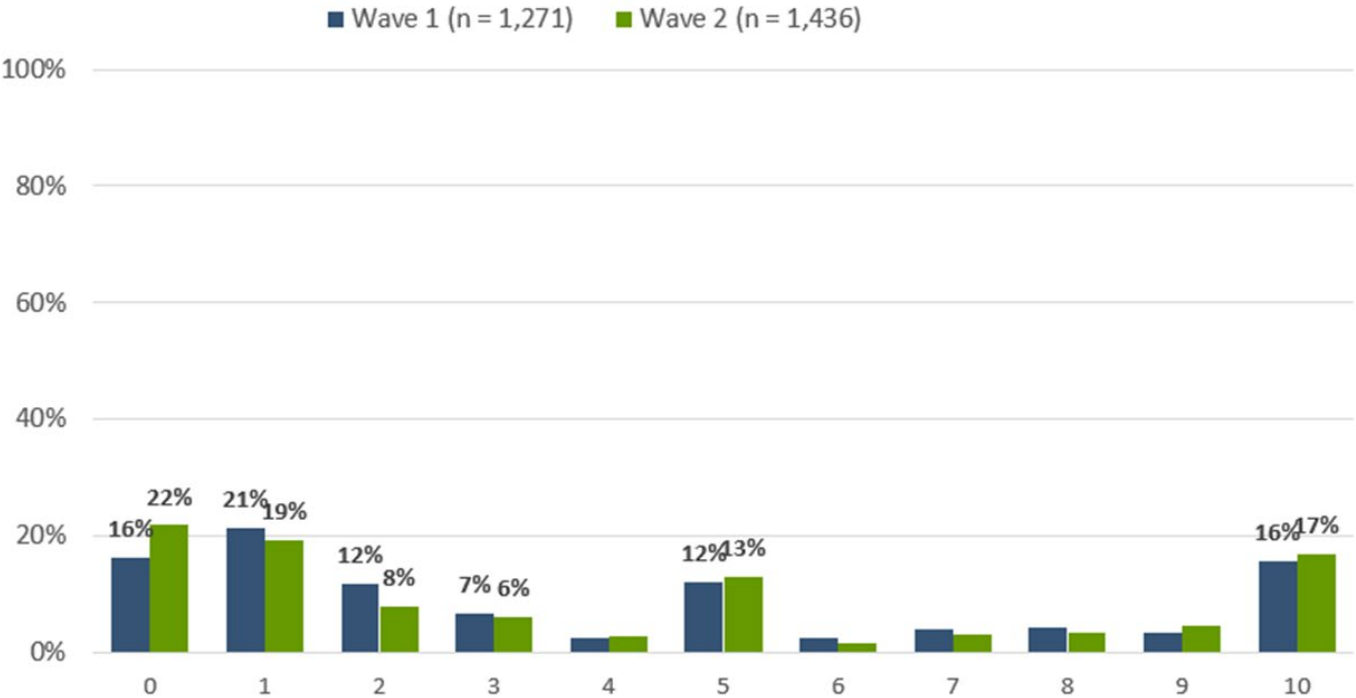
Base: respondents who recently heard about seat belt law enforcement by police. Multiple responses allowed. Percentages may sum to more than 100%.



“Other” includes employment or connection to the justice system, social networks, relationship with police, etc.

**Based on anything you know or may have heard, what do you think the chances are of getting a ticket if you don't wear your safety belt – that is, how many times out of 10 would you be ticketed?**

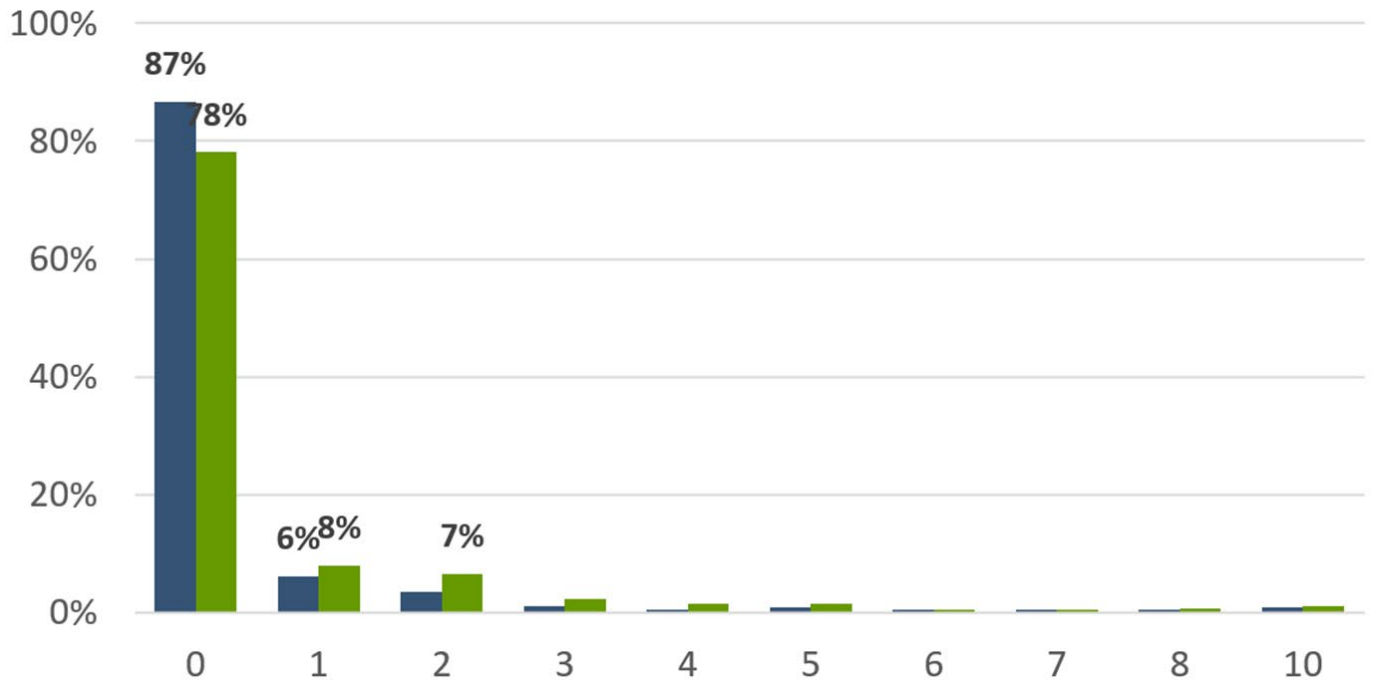
Base: all respondents.



## In the past 60 days, how many times have you driven within two hours after drinking alcohol?

Base: all respondents.

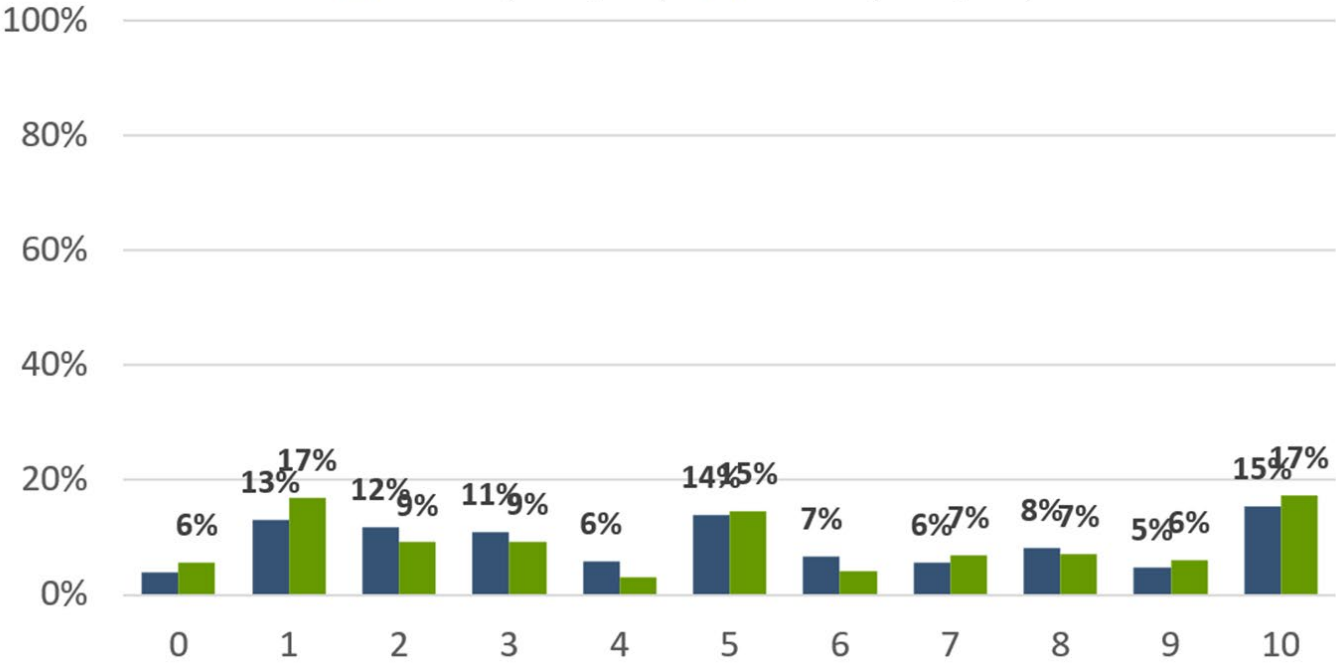
■ Wave 1 (n = 1,262) ■ Wave 2 (n = 1,443)



**Based on anything you know or may have heard, what do you think the chances are (how many times out of 10) of someone getting arrested if they drive after drinking?**

Base: all respondents.

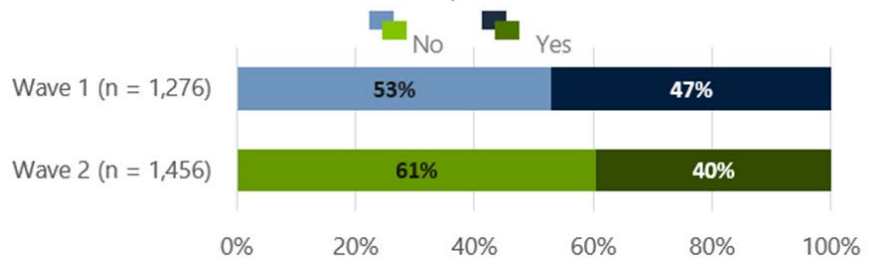
■ Wave 1 (n = 1,260) ■ Wave 2 (n = 1,447)





**Recently, have you read, seen, or heard anything about alcohol impaired driving, or drunk driving enforcement by police?**

Base: all respondents.

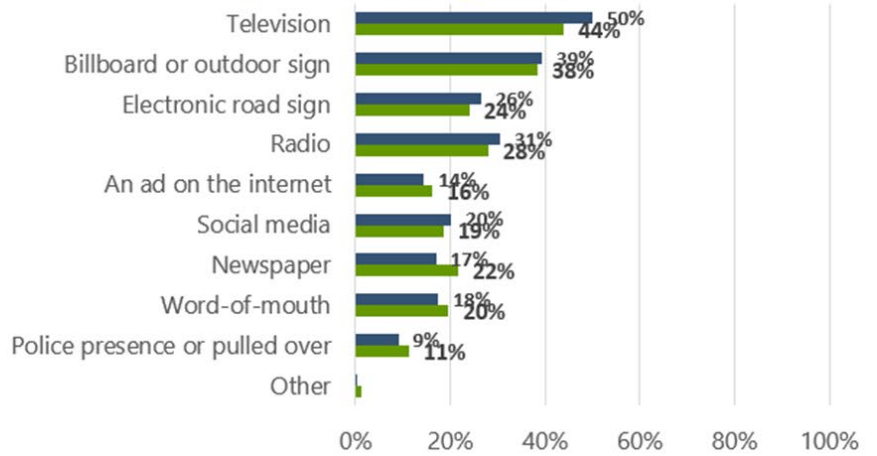


**Where did you see or hear these messages? Please select all that apply.**

Base: respondents who have recently heard about impaired driving enforcement by police. Multiple responses allowed.

Percentages may sum to more than 100%.

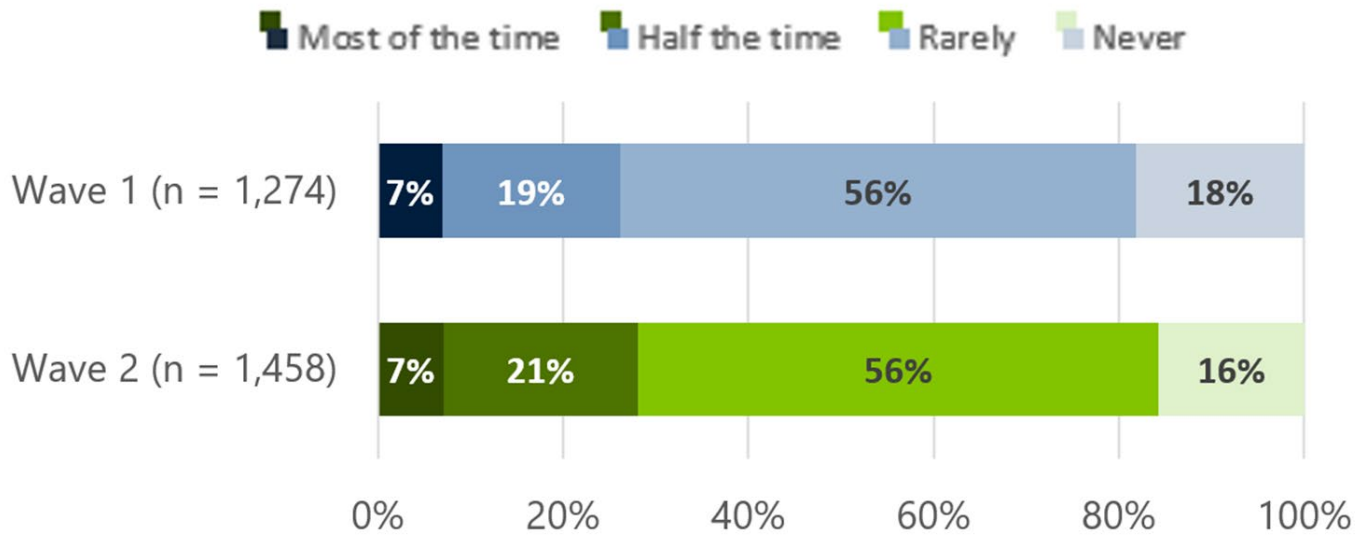
■ Wave 1 (n = 597) ■ Wave 2 (n = 572)



“Other” includes Internet news, local police department, and Nextdoor, a social media platform for neighbors to connect and share information.

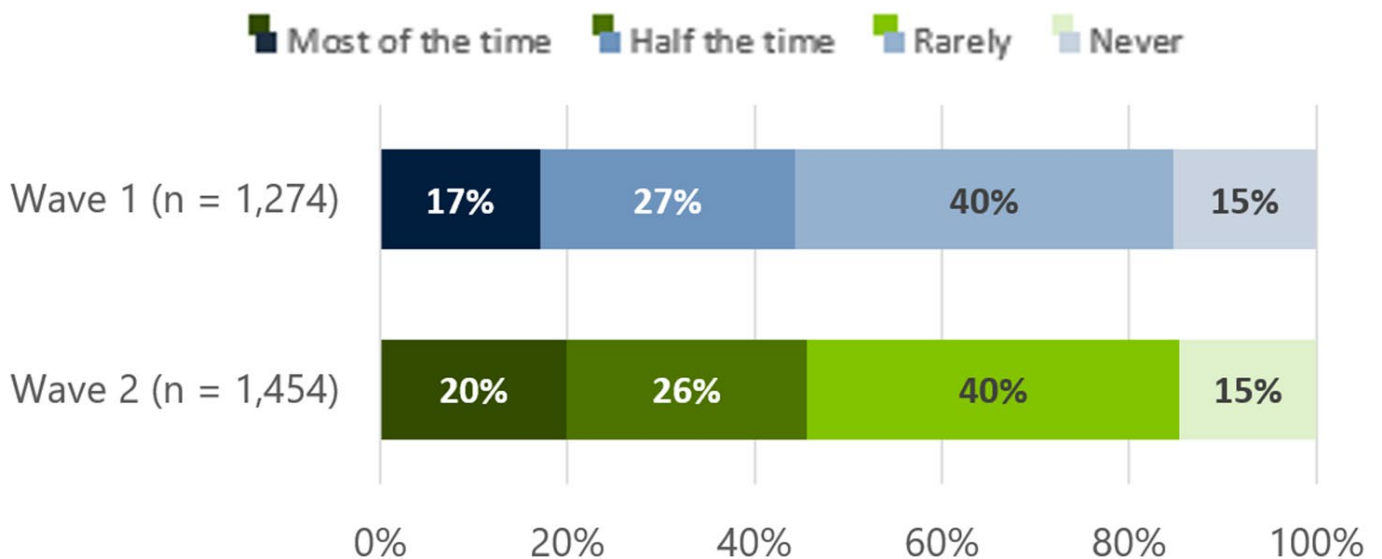
**On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?**

Base: all respondents.



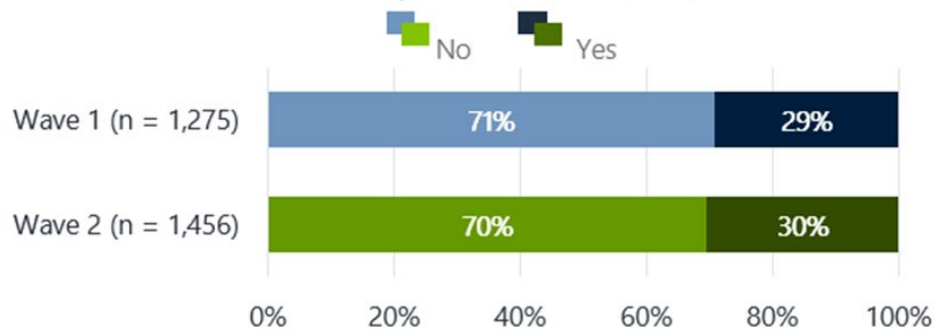
**On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?**

Base: all respondents.



### Have you read, seen, or heard anything recently about speed enforcement by police?

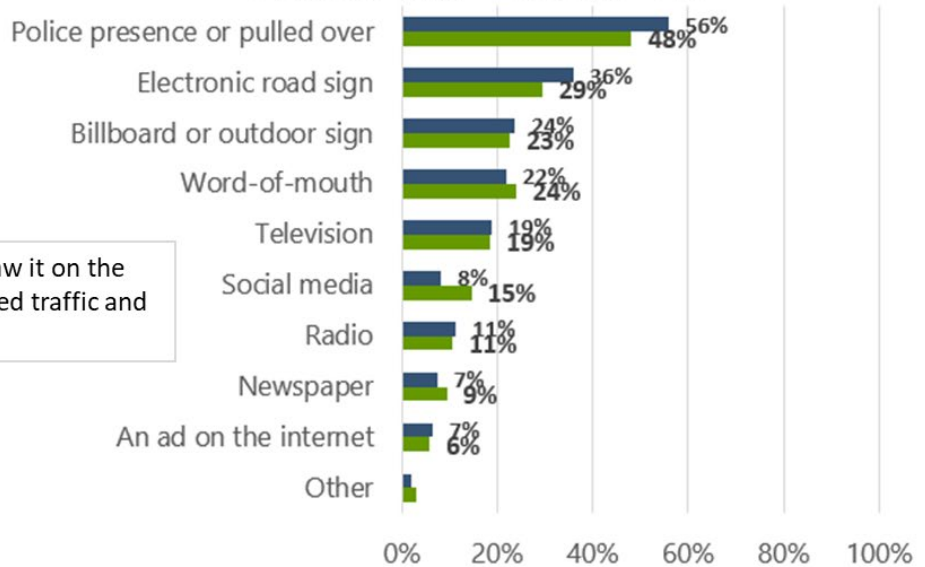
Base: all respondents (n = 3,099).



### Where did you see or hear these messages?

Base: respondents who have recently heard about speed enforcement by police. Multiple responses allowed. Percentages may sum to more than 100%.

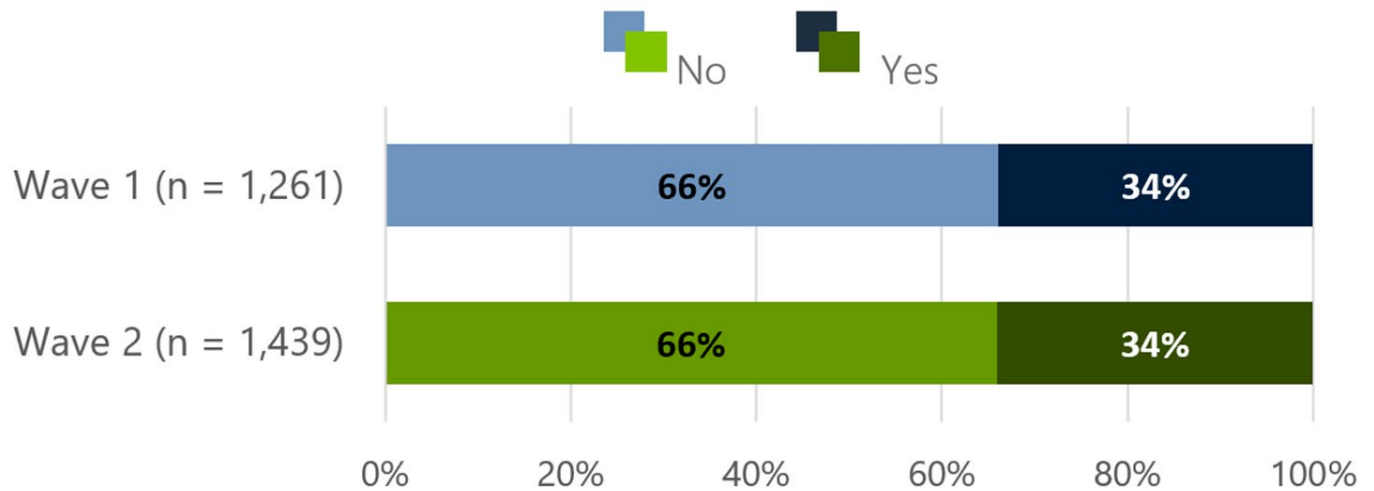
■ Wave 1 (n = 373) ■ Wave 2 (n = 444)



“Other” includes Internet news, saw it on the road, and Waze, a community-based traffic and navigation app, etc.

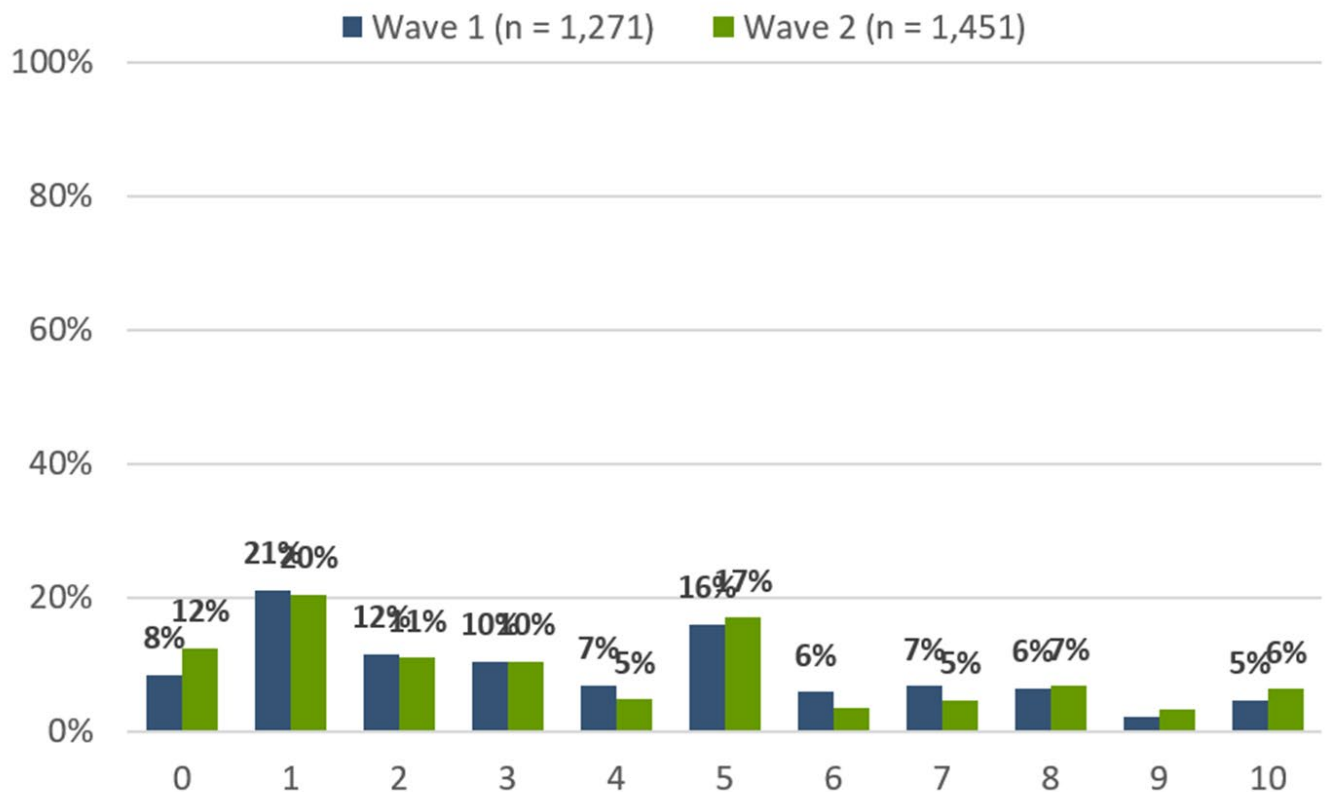
## Do you believe traveling ten (10) miles an hour over the posted speed limit is safe?

Base: all respondents.



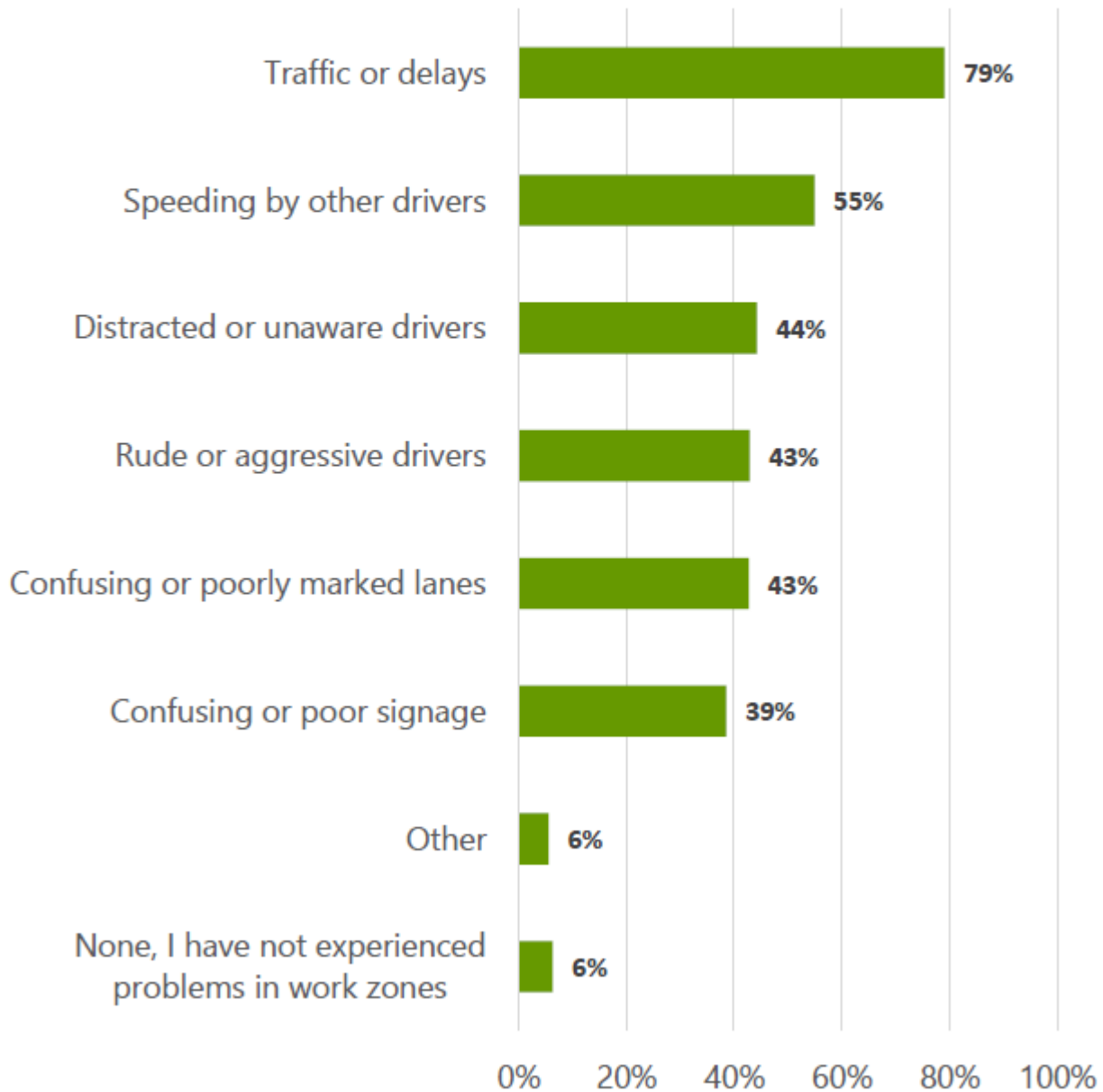
## What do you think the chances are (how many times out of 10) of getting a ticket if you drive over the speed limit?

Base: all respondents.



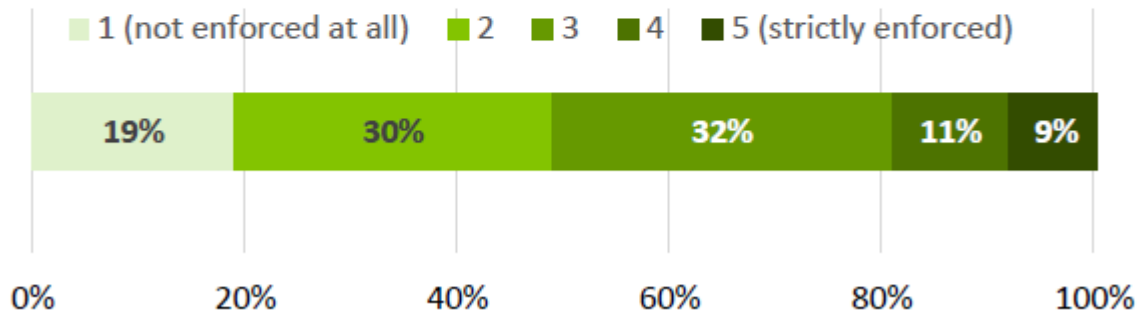
**Which of the following have you seen or experienced while traveling through work zones or areas of road construction?**

Base: Wave 2 respondents (n = 1,456).



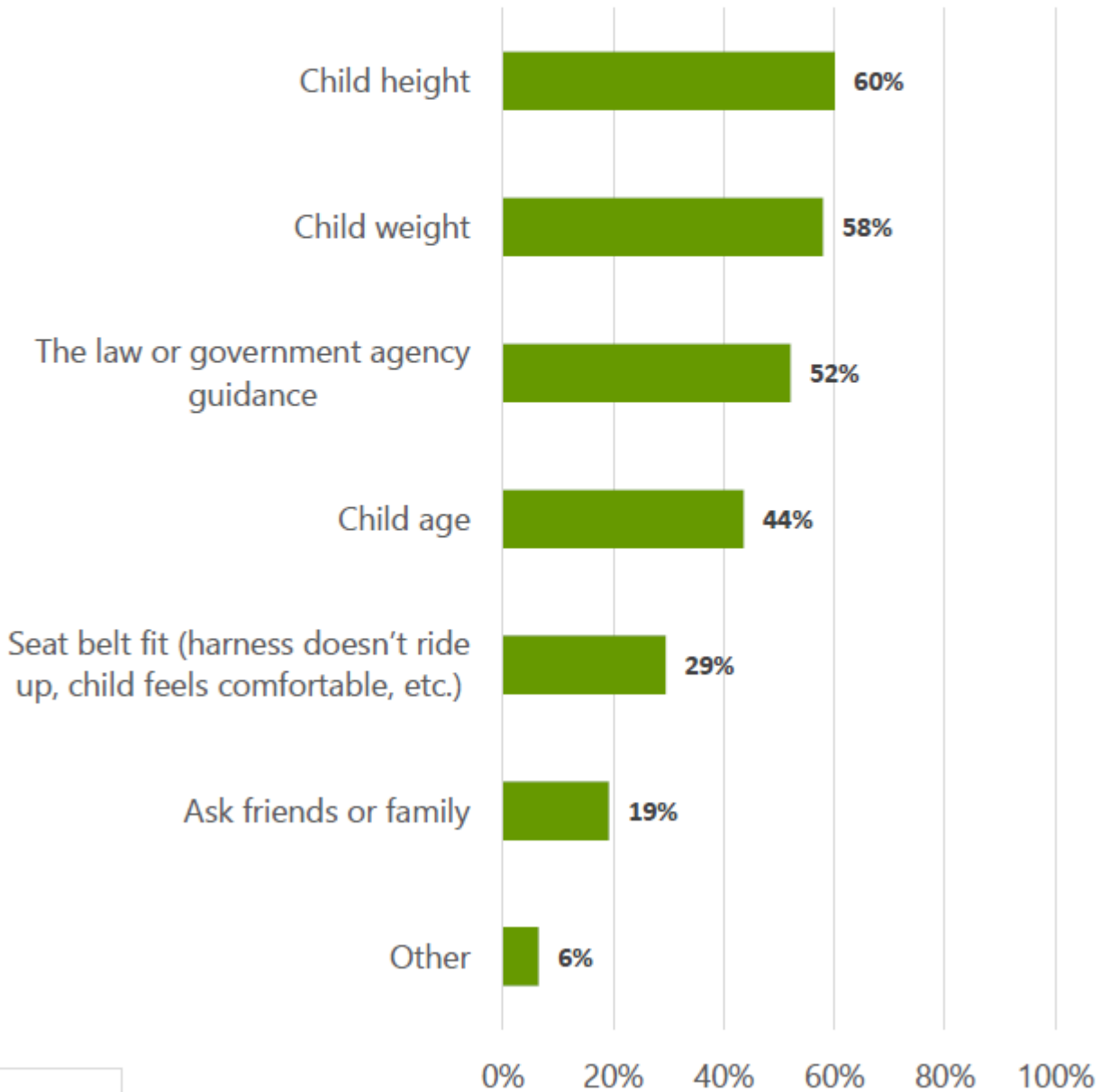
## How strictly enforced are Oregon's laws regarding driving through work zones or areas of road construction?

Base: Wave 2 respondents (n = 1,449).



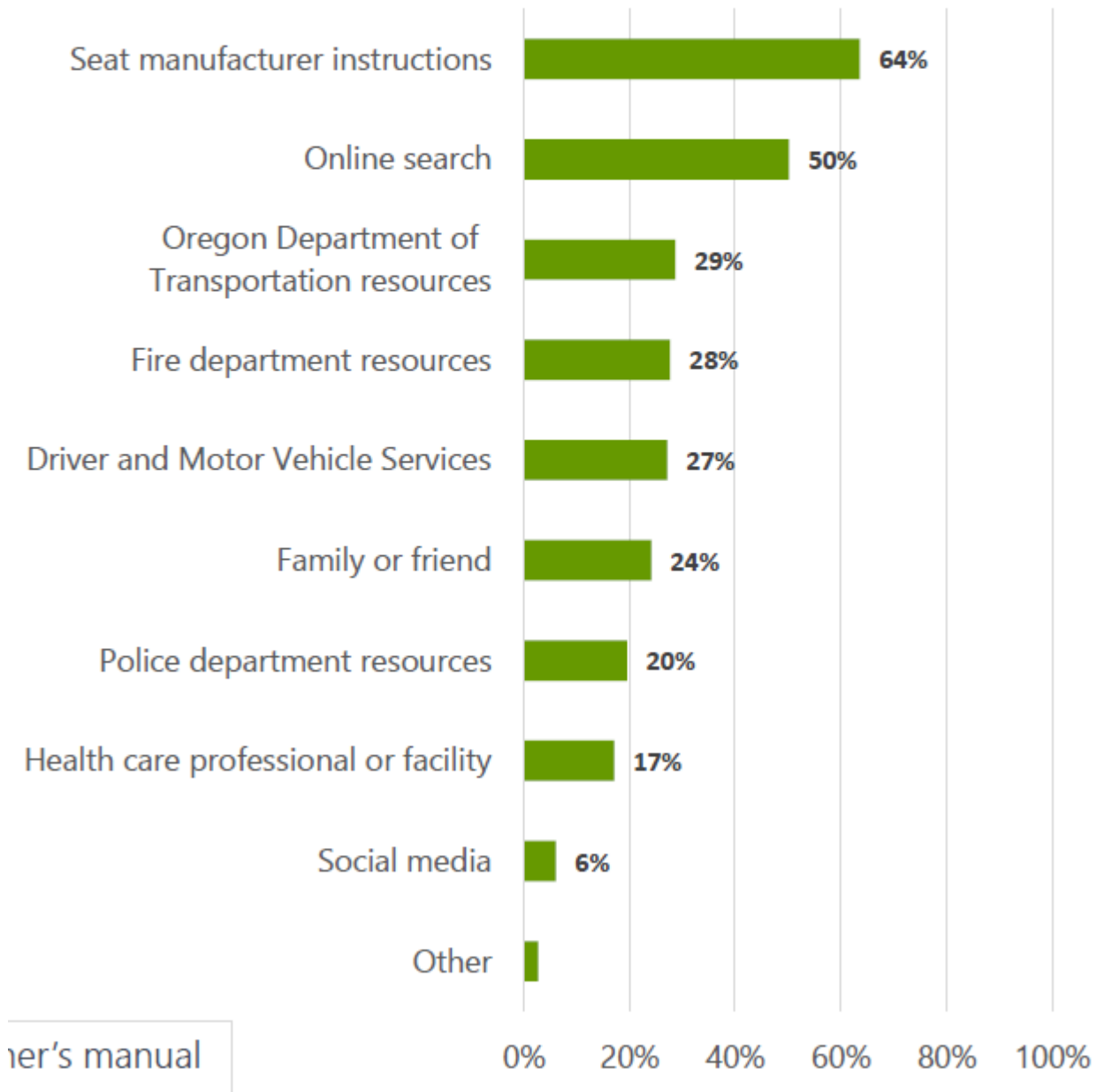
**If you have a child riding in your vehicle, how do you decide when to use a regular adult seat belt or a child safety or booster seat?**

Base: Wave 2 respondents (n = 1,427).



## Where would you look for information on how to use and install child safety seats or booster seats?

Base: Wave 2 respondents (n = 1,435).

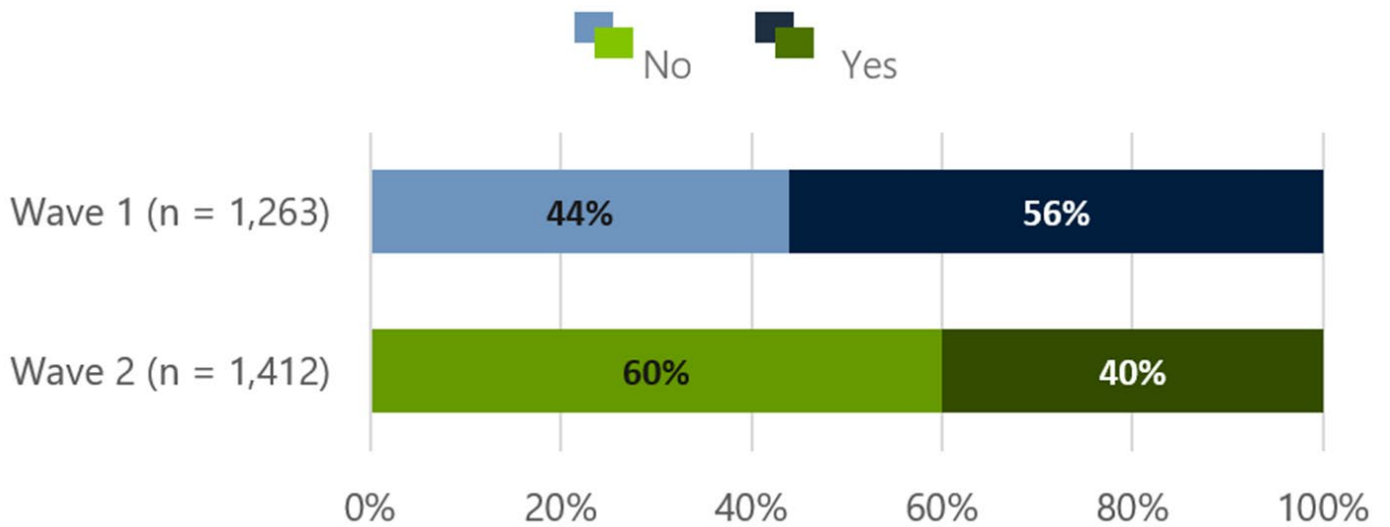


er's manual



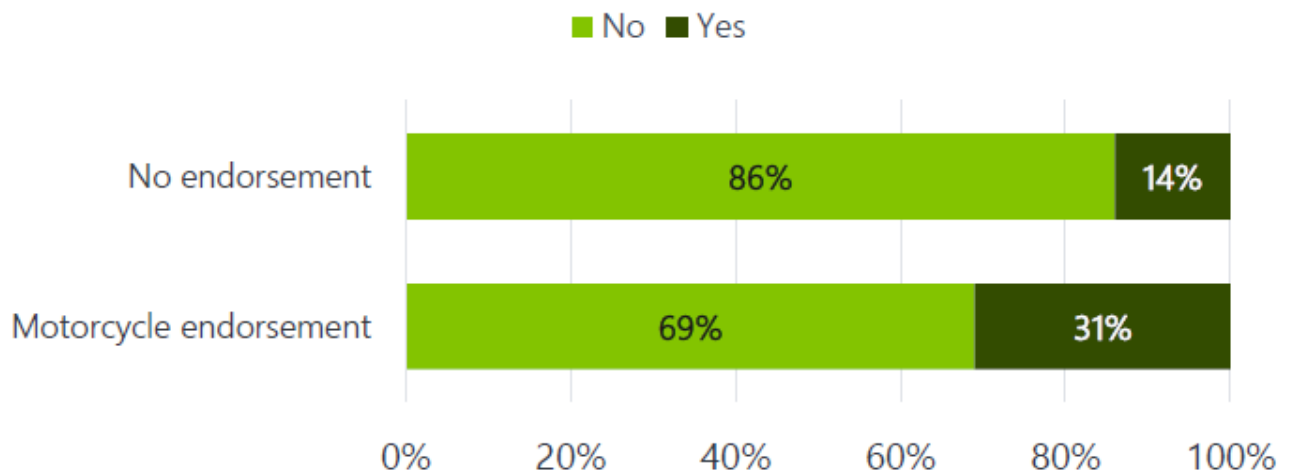
## Do you think that drug-impaired driving crashes have increased since Measure 110 is in effect?

Base: all respondents.



## Would you support a new law giving motorcyclists the right to "lane split" while driving?

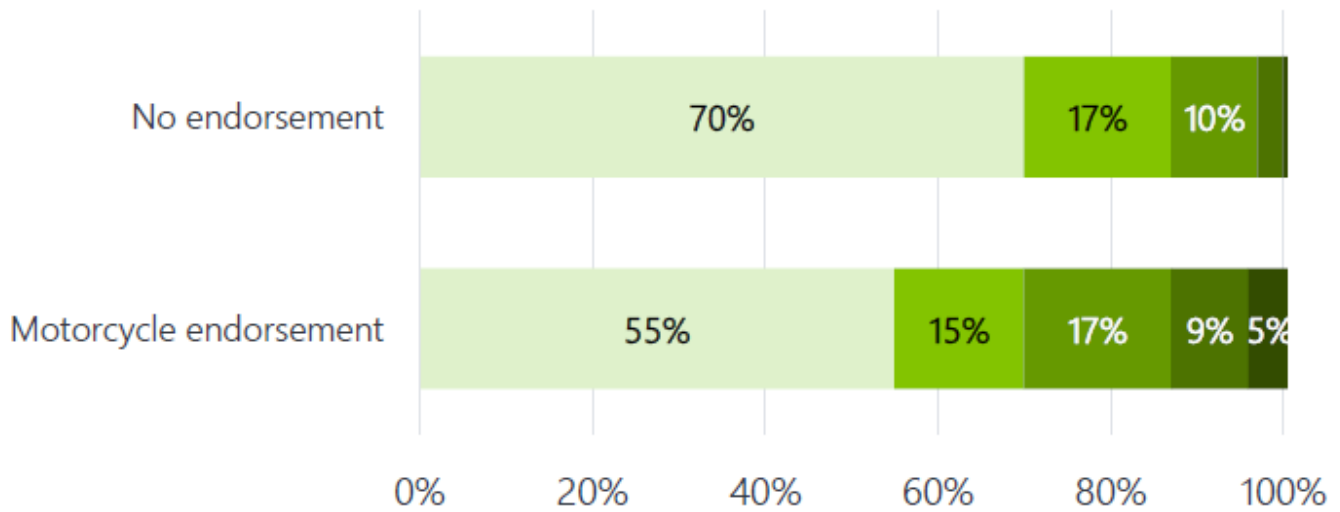
Base: Wave 2 respondents (n = 1,537).



# How safe do you think the practice of lane splitting is for motorcyclists and surrounding vehicles?

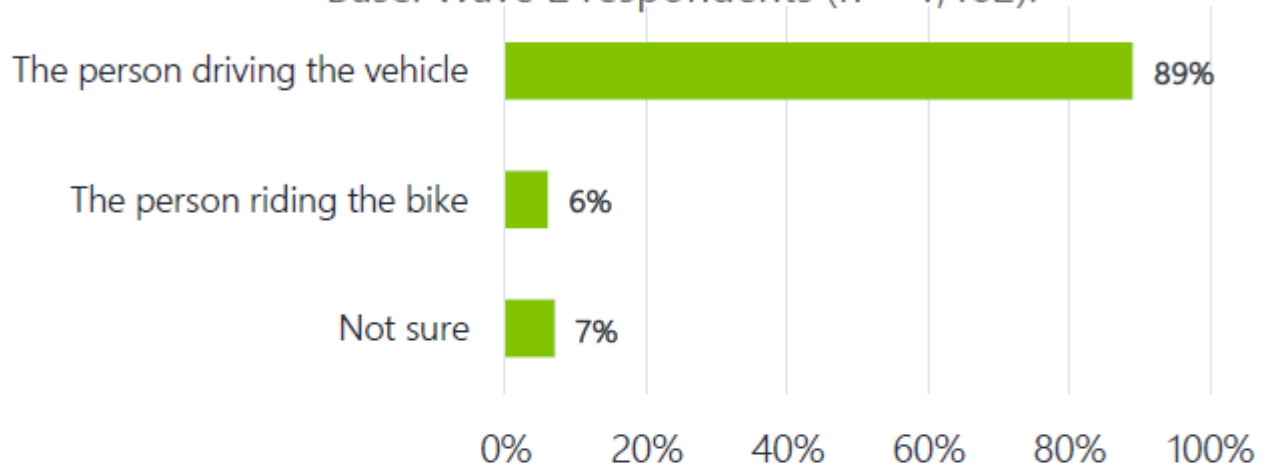
Base: Wave 2 respondents (n = 1,554)

1 (not safe at all) 2 3 4 5 (very safe)



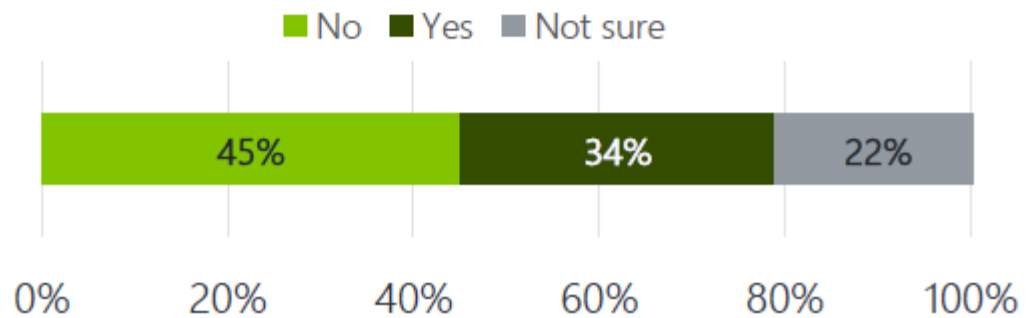
**In Oregon, when a driver makes a right-hand turn crossing over a bicycle lane, legally who must yield?**

Base: Wave 2 respondents (n = 1,482).



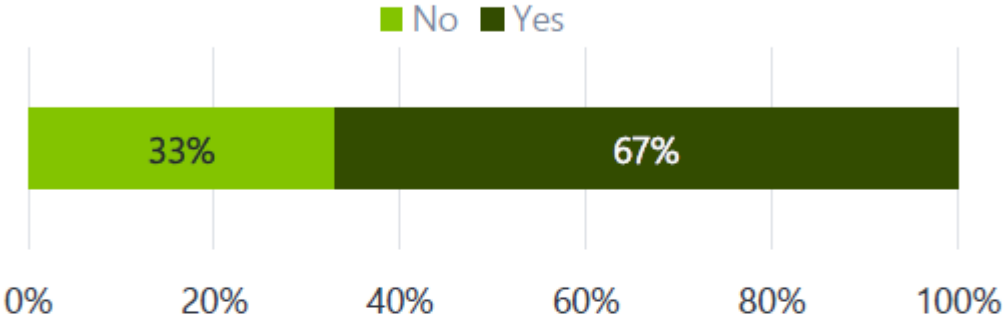
**Is it legal in Oregon for a person riding a bike to slow down at a stop sign or flashing red signal, look for oncoming traffic and roll through the stop without first coming to a complete stop?**

Base: Wave 2 respondents (n = 1,455).



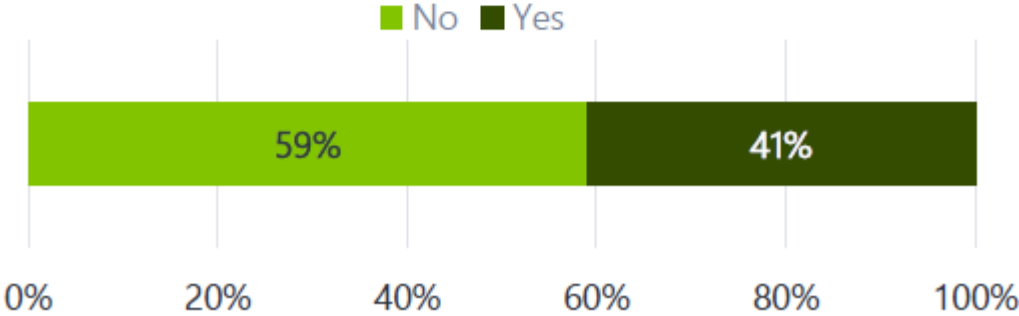
**Do you support sobriety checkpoints in Oregon if they follow approved standards on how the checkpoint is conducted?**

Base: Wave 2 respondents (n = 1,447).



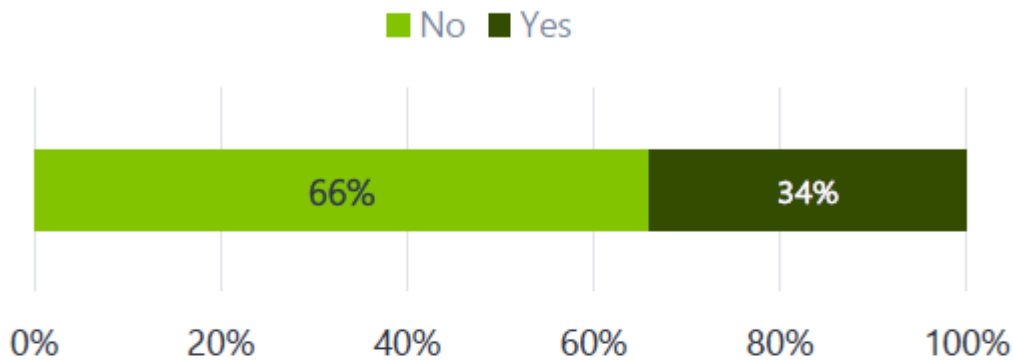
**Do you think that drug-impaired driving crashes have increased since Oregon legalized recreational marijuana?**

Base: Wave 2 respondents (n = 1,425).



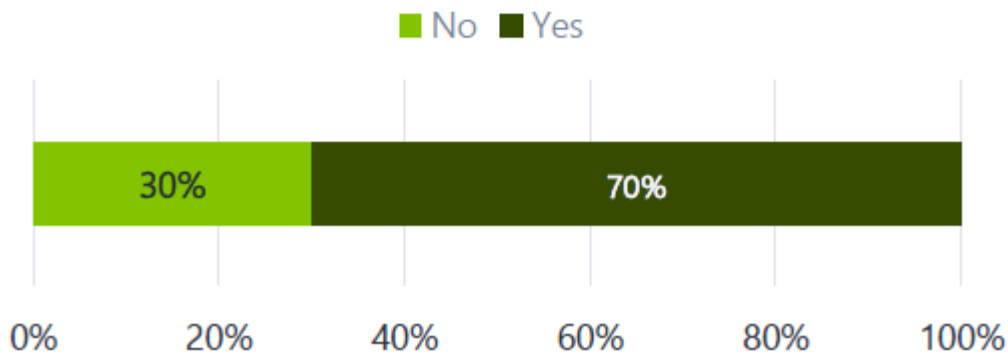
**Do you think Oregon's DUI limit of 0.08 BAC should be lowered to 0.05 BAC?**

Base: Wave 2 respondents (n = 1,442).



**Many over-the-counter and prescription medicines can cause physical and mental impairment. Should a Driving Under the Influence of Intoxicants (DUI) arrest include these medications?**

Base: Wave 2 respondents (n = 1,435).



# Statewide

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## Link(s) to the Transportation Safety Action Plan

TSAP Vision: Oregon envisions no deaths or life-changing injuries on Oregon's transportation system by 2035.

**Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

**Strategy 1.3.1** Collaborate with state, regional, Tribal, county, and city transportation and safety agencies, and other stakeholders, to identify unsafe walking, biking, or driving behaviors that could be addressed through legislation. Identify and pursue legislation to modify these behaviors.

Transportation crashes and resulting injuries have historically been considered an inevitable consequence of mobility. Recently, this idea has been challenged as countries, states, and cities around the world seek to change safety culture and eliminate traffic fatalities and life-changing injuries entirely. The idea may be difficult to grasp initially, but when people are asked how many traffic fatalities are acceptable for their friends and family, the response is the same: zero.

## Problem Identification Statement

Hundreds of thousands of Oregonians travel safely to and from work, recreation, and excursions on a daily basis. Even so, over 550 people died on Oregon's transportation system in 2021, which averages more than one person every day. Traffic crashes are one of the leading causes of preventable deaths and injuries in Oregon. While significant progress has been made in the last decade, 2020 crash data shows 507 people were killed in motor vehicle crashes in Oregon and another more than 1,590 people suffered life-altering injuries.

Oregon has experienced a higher number of roadway fatalities than in prior years, specifically since 2016 (498) to the 2020 (507). This increase has also been the unfortunate trend for other states of the nation as well. When updating the TSAP for 2021-2025, serious conversations were held on whether to maintain the goal of 'zero' fatalities by 2035, or to adjust the goal based on the last few years of increased crashes and fatalities; the goal of zero was maintained.

Overall, 2021 (preliminary state data) highway fatalities were 18.3 percent more than the previous year, with fatal crashes also up 20.2 percent. A recent National Safety Council report indicated that across the country traffic fatalities are up, even with less traffic volumes on the nation's roads this year and last (due to the COVID-19 pandemic). Oregon is also similar to other states where lower traffic volumes led to higher, greater than 100 mph speeds being driven by motorists due to the perception of an 'open road.' There is also an uptick in risky driving behavior on Oregon roadways, where some of this might be attributable to the constant updates and changes regarding the pandemic, social gathering and work-related rules, and the continuing new COVID variants affecting the world today.

## Oregon Traffic Crash Data and Measures of Exposure

	2016	2017	2018	2019	2020	2016-2020 Average
Fatal Crashes	448	403	446	456	460	433
Injury Crashes	30,283	28,397	27,727	27,032	19,178	26,517
Fatalities and Serious Injuries	2,471	2,203	2,188	2,398	2,084	2,269
Fatalities	498	439	502	494	507	488
Fatalities per 100 Million VMT	1.36	1.19	1.36	1.37	1.37	1.33
Fatalities per Population (in thousands)	0.12	0.11	0.12	0.12	0.12	0.12
Injuries	44,628	41,893	41,089	39,737	27,737	39,017
Serious Injuries per Population (in thousands)	0.48	0.43	0.40	0.45	0.37	0.43
Injuries per 100 Million VMT	121.24	113.99	111.51	110.45	75.74	106.65
Injuries per Population (in thousands)	10.95	10.12	9.79	9.38	6.50	9.35
Population (in thousands)	4,076	4,141	4,195	4,236	4,268	4,183
Vehicle Miles Traveled (in millions)	36,719	36,753	36,848	35,977	32,298	35,719
No. Licensed Drivers (in thousands)	3,002	3,060	3,108	3,148	3,303*	3,010
No. Registered Motorcycles and Passenger Vehicles (in thousands)*	3,530	3,472	3,433	3,420	3,530	3,457

Sources: Crash Analysis and Reporting, Oregon Department of Transportation; Center for Population Research and Census, School of Urban and Public Affairs; Seat Belt Observation Study; \*2021 DMV Statistics for GAC-MC, Report

## Fatal and Injury Crash Involvement by Age of Driver, 2019\*

Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation^
14 & Younger	10	0.02%	0	0.00%	0.00
15	63	0.12%	16,753	0.52%	0.24
16	651	1.26%	29,152	0.90%	1.40
17	953	1.85%	34,349	1.06%	1.74
18	1,256	2.44%	38,688	1.20%	2.04
19	1,208	2.35%	41,979	1.30%	1.81
20	1,320	2.56%	43,274	1.34%	1.92
21	1,218	2.37%	45,660	1.41%	1.68
22-24	3,530	6.85%	145,339	4.49%	1.53
25-34	10,987	21.34%	570,741	17.65%	1.21
35-44	8,757	17.01%	545,786	16.88%	1.01
45-54	7,246	14.07%	483,984	14.97%	0.94
55-64	6,366	12.36%	513,351	15.88%	0.78
65-74	4,072	7.91%	455,180	14.08%	0.56
75 & Older	2,054	3.99%	269,327	8.33%	0.48
Unknown	1,805	3.51%	31	0.00%	0.00
Total	51,496	100.00%	3,233,594	0.00%	n/a

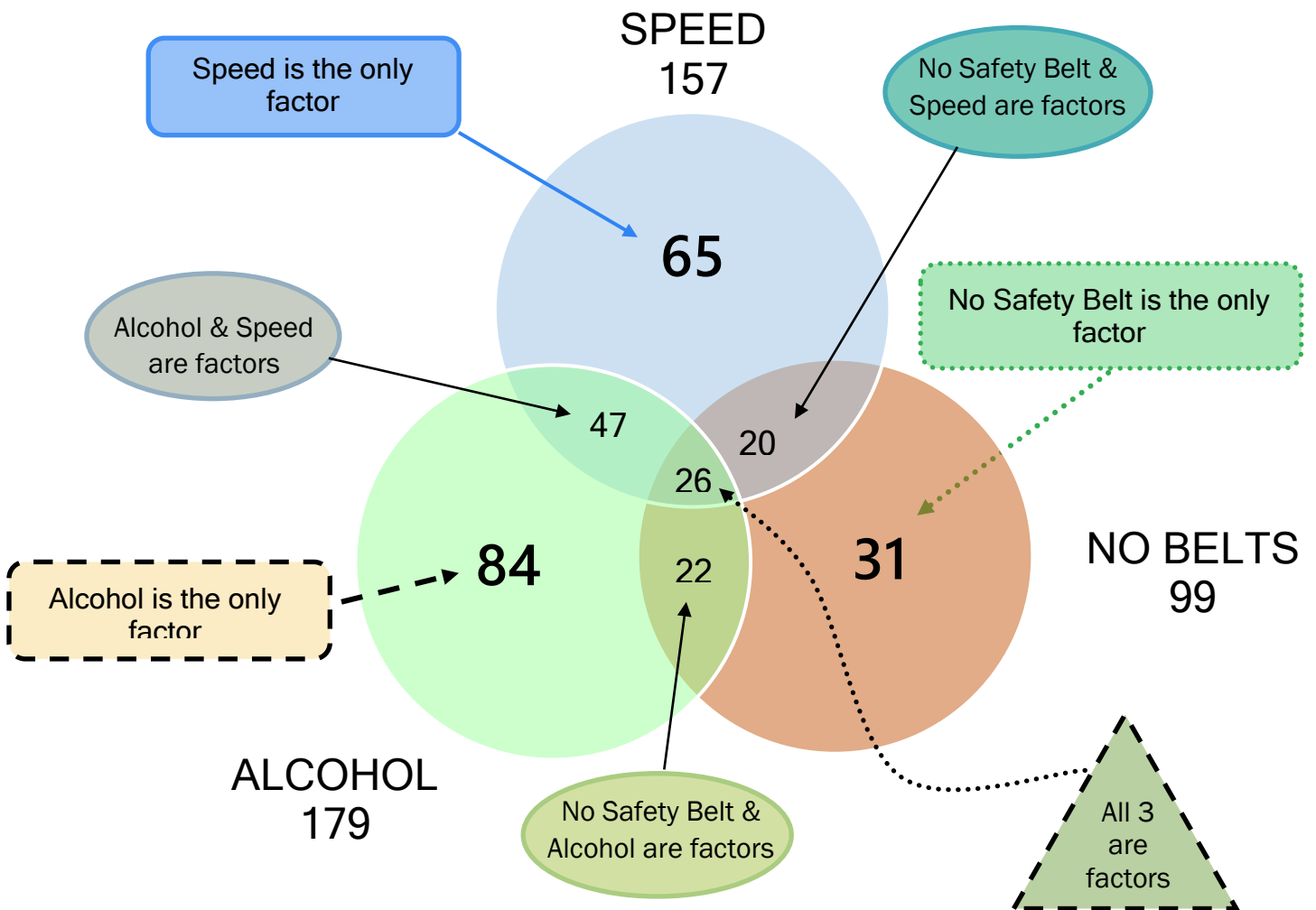
Sources: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation, Driver and Motor Vehicle Services, Oregon Department of Transportation

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

\*2020 data not available at the time of this report.

The following Venn diagram shows the relationship between driver behavior factors in Oregon fatalities.

Oregon Traffic Fatalities involving Alcohol, Speed and Restraints  
 Average per Year: 2018 - 2020  
 (with rounding)



Speed, Alcohol and No Safety Belts are 59 percent average of the fatalities for 2018-2020.

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



## Goals

- Increase zero fatality days from the 2016-2020 moving average of 111 to 101 by December 31, 2025.

## Performance Measures

- Maintain or reduce traffic fatalities\* from the 2016-2020 moving average of 488 to 488 by December 31, 2023. *(NHTSA)*
- Maintain or reduce the increase of the traffic fatality rate\* from the 2016-2020 moving average of 1.37 to 1.37 per hundred million vehicle miles traveled by December 31, 2023.
- Maintain or reduce serious traffic injuries\* from the 2016-2020 moving average of 1,783 to 1,783 by December 31, 2023.
- Maintain or reduce the increase of the serious traffic injury rate\* from the 2016-2020 moving average of 4.99 to 4.99 per hundred million vehicle miles traveled by December 31, 2023.
- Maintain rural fatalities per 100 million VMT from the 2016-2020 moving average of 2.01 by December 31, 2023. *(NHTSA)*
- Maintain or reduce urban fatalities per 100 million VMT from the 2016-2020 moving average of 0.96 to 0.96 by December 31, 2023. *(NHTSA)*

\*CFR 23 1300.11 (c)(2)(iii) State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP. These performance measures shall be based on a 5-year rolling average that is calculated by adding the number of fatalities or number of serious injuries as it pertains to the performance measure for the most recent 5 consecutive calendar years ending in the year for which the targets are established. The ARF may be used, but only if final FARS is not yet available. The sum of the fatalities or sum of serious injuries is divided by five and then rounded to the tenth decimal place for fatality or serious injury numbers and rounded to the thousandth decimal place for fatality rates.

# Aging Road Users

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## Link(s) to the Transportation Safety Action Plan

**Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

**Strategy 3.5.2** Provide transportation safety educational opportunities for people of all ages, ethnicities, and income levels.

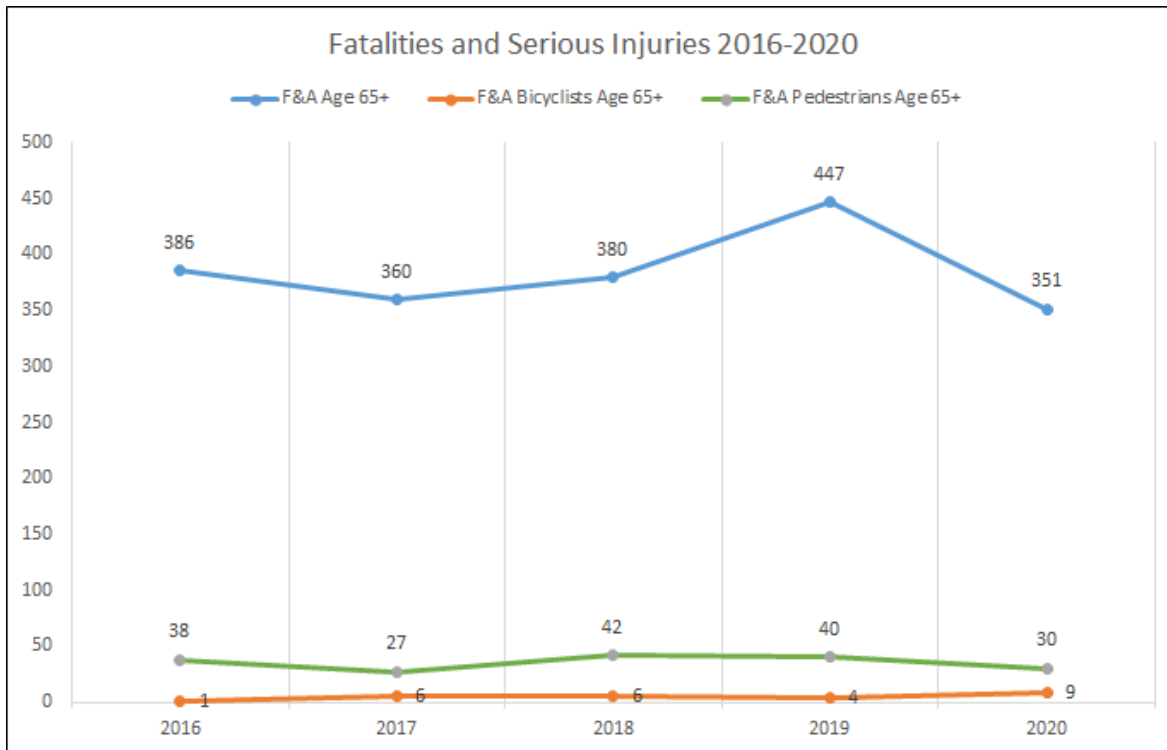
## Problem Identification Statement

According to U.S. Census Bureau, Population Projections, the number of Americans ages 65 and older is projected to nearly double from 52 million in 2018 to 95 million by 2060, and the 65-and-older age group's share of the total population will rise from 16 percent to 23 percent.

Average U.S. life expectancy increased from 68 years in 1950 to 78.6 years in 2017, in large part due to the reduction in mortality at older ages. Older adults are working longer. By 2018, 24 percent of men and about 16 percent of women ages 65 and older were in the labor force. These levels are projected to rise further by 2026, to 26 percent for men and 18 percent for women. This means there will be a steadily increasing population of drivers, bicyclists and pedestrians experiencing declining vision; slower decision-making and reaction times; exaggerated difficulty when dividing attentions between traffic demands and other sources of input; and reductions in strength, flexibility, and general fitness. These are normal and expected physical and mental changes as we grow older.

As people age, it's important to monitor changes in overall health as it relates to driving. Aging impacts vision, memory, physical strength, reaction time, and flexibility - all necessary for safe driving, walking and bicycling. There are significant consequences for this changing demographic, where the quality of life for aging persons depends a great deal on being able to remain independent, and where independence requires mobility. America's overwhelming choice of transit is the personal automobile. Other mobility options include public transit, ride sharing, bicycling and walking.

During 2023, TSO will make mini-grants available to DMV Certified Driver Education vendors to deliver Aging Road Users training throughout rural Oregon to educate and assist drivers with these life changes as listed above. Participate in December's National Aging Road Users week using news release and social media.



Source: ODOT Crash Data System.

Topic areas Age-Related Driving Difficulties may include:

- The Challenge of Turning across Opposing Traffic
- Nighttime Driving
- Road-Hazard Detection
- Sign Perception

Countermeasures to Improve Road-User Safety may include:

- Communication and Outreach
- Older Driver Education Programs

### Goals

- Decrease the number traffic fatalities for people 65 years of age and older from the 2016-2020 average of 105 to 96 by December 31, 2025.

### Performance Measures

- Decrease the number of motor vehicle fatalities and serious injuries for persons 65 years of age and older from the 2016-2020 average of 385 to 351 by December 31, 2023.
- Decrease the number of motor vehicle pedestrian fatalities and serious injuries for people 65 years of age and older from the 2016-2020 average of 35 to 32 by December 31, 2023.
- Maintain the number of motor vehicle bicyclist fatalities and serious injuries for people 65 years of age and older from the 2016-2020 average of 5 to 5 by December 31, 2023.

## Strategies

- This project will fund a public education campaign for Aging Road Users to increase awareness and to educate drivers, pedestrians and bicyclists on traffic safety strategies for preventing traffic crashes from occurring .Expand knowledge of transportation choices and community resources to assist the mobility needs of an aging population.
- Explore partnerships with organizations directly involved with messaging and education involved in this demographic to expand project reach statewide.

# Bicyclist and Pedestrian (Non-Motorized)

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Strategy 1.1.2** Tailor safety culture marketing and media tools to specific user groups with specific needs (e.g., youth, aging travelers, walkers, motorcyclists, bicyclists, under-invested groups, and different income groups).
- Strategy 3.1.2** Support a high-visibility enforcement program increasing traffic, bicycle and pedestrian law enforcement capabilities (priority and funding).
- Strategy 3.1.5** Conduct education and outreach to law enforcement to increase understanding and enforcement of traffic, commercial vehicle, pedestrian, and bicycle laws.

## Problem Identification Statement

Section 405h of the FAST Act established the Non-Motorized Safety grant awards to states to decrease bicyclist and pedestrian crashes with motor vehicles, where bicyclist and pedestrian fatalities exceed 15 percent of the state's overall traffic fatalities. Using the most current data from NHTSA FARS, Oregon's 2020 fatalities for bicyclists and pedestrians exceeded this benchmark with 17% percent of Oregon's total traffic fatalities. Eligible expenditures with these 405h funds include:

- Training law enforcement officials on bike/pedestrian related state traffic laws (and/or how to enforce them)
- Enforcement campaigns related to state bike/pedestrian safety traffic laws
- Education and awareness programs related to state bike/pedestrian traffic laws

As vulnerable road users, bicyclists and pedestrians face special safety challenges when traveling on multi-modal roadways as they often face a higher risk of fatality or serious injury in motor vehicle related crashes (MVCs). Using the most current national available data from 2019, the number of pedestrian fatalities was 6,205 (NHTSA, 2021). Nationally in 2019, bicycle and pedestrian fatalities made up 20 percent of overall motor vehicle crash fatalities (bicycle (2.5 percent) and pedestrian (17.5 percent) (NHTSA FARS, 2021).

Compared to the national statistics, in Oregon, there were 71 pedestrian fatalities (14 percent) and 14 bicycle fatalities (3 percent) in 2020, for a combined total of 17 percent of Oregon's 2020 motor vehicle fatalities ( NHTSA FARS Data 2022). Using the most current state ranking posted on the NHTSA.gov website, Oregon ranks the 20th highest pedestrian fatality rate state at 1.92 per 100,000 people (NHTSA.gov). There is no current state bicycle fatality rate ranking available; however, the rate for Oregon is .28 per 100,000 (National rate is .26 with a range of 0.0-0.75).

Oregon’s pedestrian crashes are primarily in its urban areas like Portland and Eugene, and primarily in the western portion of the state, where eastern Oregon is rural and even ‘frontier’ territory. There are large bicycling communities in these areas, and where ‘going green’ (reducing carbon footprint) is a popular theme among many Oregonians, many local advocacy groups and riding clubs as well. Fatalities are primarily adults for both pedestrians and bicycles in Oregon.

Nationally, pedestrian fatalities have increased in percentage of overall traffic fatalities from 12 percent in 2008 to 16 percent in 2017 and increasing to 17 percent in 2018-2019 (NHTSA.gov). Bicyclist fatalities have also increased in their percentage of total crash fatalities from 1.9 percent in 2008 to 2.3 percent in 2019. Many factors can be involved in pedestrian and bicycle fatalities that can contribute to these increases nationally such as: lack of multimodal or pedestrian and bicycle facilities to make travel safer, poor lighting, vehicle design, and roads not designed for active modes of transportation. However, there are also many risky road user behaviors that can be addressed through education programs such as higher driving speeds, increased intoxication by road users, and distraction by road users, conspicuity, road user impatience and aggressive driving behaviors and not giving right of way.

### Bicyclists in Motor Vehicle Crashes on Oregon Roadways

	2016	2017	2018	2019	2020	2016-2020 Average
<b><u>Injuries:</u></b>						
Number (Non-Fatal)	846	761	824	724	465	724
Serious injuries	55	52	49	43	45	49
Percent of total Oregon serious injuries	1.9%	1.8%	1.9%	2.0%	3.0%	2.0%
<b><u>Fatalities:</u></b>						
Number*	10	10	9	12	14	11
Percent of total Oregon fatalities*	2.0%	2.3%	1.8%	2.5%	3.0%	2.1%
<b><u>Crashes:</u></b>						
Number	847	764	826	731	475	728
Fatal and serious injury crashes	65	62	58	56	58	63
Percent of Oregon total fatal and serious injury crashes	2.8%	2.6%	2.9%	3.0%	3.0%	3.0%

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation.

\*This data is not used in the NHTSA performance measures

### Bicyclist Fatalities Motor Vehicle on Oregon Roadways (FARS Data, NHTSA)

	2016	2017	2018	2019	2020	2016-2020 Average
<b><u>Fatalities:</u></b>						
Number*	10	10	9	12	14	11
Percent of total Oregon fatalities*	2.0%	2.3%	1.8%	2.5%	3.0%	2.3%

Source: Fatality Analysis Reporting System Data, FARS, NHTSA. [STSI \(FARS\) data](#)

\* This data is used for the NHTSA performance measures.

## Pedestrians in Motor Vehicle Crashes on Oregon Roadways

	2016	2017	2018	2019	2020	2016-2020 Average
<b>Injuries:</b>						
All pedestrian Injuries (Non-fatal)	1,066	942	952	953	690	921
Serious pedestrian Injuries	141	116	112	114	124	121
Percent of total Oregon serious injuries	7%	6%	6%	5%	8%	6%
<b>Fatalities:</b>						
Number*	74	73	79	85	78	78
Percent of total Oregon fatalities*	15%	17%	16%	17%	15%	16%
<b>Crashes:</b>						
Number of pedestrian crashes	1,078	974	971	980	741	948
Fatal and serious injury crashes	207	184	189	199	202	196
Percent of total Oregon fatal and serious injury crashes	10%	10%	10%	9%	11%	10%

Source: Crash Analysis Reporting Unit, Oregon Department of Transportation.

\*This data is not used in the NHTSA performance measures

## Pedestrian Fatalities in Motor Vehicle on Oregon Roadways (FARS Data, NHTSA)

	2016	2017	2018	2019	2020	2016-2020 Average
<b>Fatalities:</b>						
Number*	71	70	77	81	71	74
Percent of total Oregon fatalities*	14%	16%	15%	17%	14%	15%

Source: Fatality Analysis Reporting System Data, FARS, NHTSA. [STSI \(FARS\) data](#)

\* This data is used for the NHTSA performance measures.

## Goals

- Reduce bicyclist fatalities and serious injuries from the 2016-2020 moving average of 60 to 52 by December 31, 2025.
- Reduce pedestrian fatalities and serious injuries from the 2016-2020 moving average of 199 to 171 by December 31, 2025.

## Performance Measures

- Decrease bicyclist fatalities from the 2016-2020 moving average of 11 to 10 by December 31, 2023. (NHTSA)
- Decrease bicyclist serious injuries in Oregon from the 2016-2020 moving average of 49 to 47 by December 31 2023.
- Decrease pedestrian fatalities from the 2016-2020 moving average of 74 to 72 by December 31, 2023. (NHTSA)
- Decrease pedestrian serious injuries from the 2016-2020 moving average of 121 to 117 by December 31, 2023.

## Strategies

- Develop awareness campaigns with corresponding safety messages to drivers, pedestrians and bicyclists alike that safety 'is a shared responsibility.'
- Contribute to the annual TSO public opinion survey for questions regarding pedestrian and bicyclist safety, enforcement, and law awareness.
- Continue outreach to drivers and pedestrians promoting core messages: look out for each other; be visible; and every road user is responsible for safe behavior.
- Continue outreach to drivers and bicyclists promoting core messages that bicyclists are vehicles on the road; only pass bicyclists if it's safe to pass; drive defensively; be visible, and every road user is responsible for safe behavior.
- Continue to update pedestrian and bicyclist safety educational materials for both the English and Spanish-speaking audiences.
- Provide bicyclist and pedestrian friendly driver education to targeted areas where increased pedestrian and bicyclist fatal and serious injury crashes occur, and in ways that successfully educate drivers.
- Continue to provide pedestrian safety enforcement operations and pedestrian safety education to law enforcement statewide.
- Continue to promote bicycle and pedestrian safety education to youth to help them form safe behaviors and habits as adult drivers who share the road.
- Work with Region Traffic Safety Coordinators, Active Transportation program managers and liaisons, ODOT engineers and local communities interested in the promotion of bicycle and pedestrian safety education and corresponding safety resources.



# Community Traffic Safety

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## Link(s) to the Transportation Safety Action Plan

**Strategy 3.5.4** Encourage implementation of Safe Communities statewide.

### Problem Identification Statement

Every Oregonian deserves to live in a safe, livable community; Oregonians also place a premium on getting involved in their communities to make a difference. These two principles -- coupled with research demonstrating that data driven approaches to planning for, and delivering community level traffic safety programs are more effective than stand-alone activities -- have led to ongoing commitments to local transportation safety efforts for the last 30 years. Currently, however, some specific and noteworthy problems in both developing and maintaining safe livable communities include:

- Volunteerism is changing. For many Oregon communities, there is no local mechanism for mobilizing and motivating volunteer resources, as well as plans for keeping up with attrition numbers and training requirements.
- Over half of Oregon's fatal and injury crashes occur in the north Willamette Valley in just four counties, significantly impacting overall state crash statistics. Two counties, Gilliam and Sherman, have experienced an average fatal and injury crash rate above 7 per 1,000 people for the past decade. These counties have minimal local resources to address their traffic safety issues.
- While safety is a stated priority for many organizations and governments, when confronted with financial difficulties, safety is often the first area where budget cuts or other changes are made.
- Few local governments in Oregon have developed a plan specific to reducing motor vehicle related deaths and injuries, either as a standalone or as part of a transportation system plan; even fewer have undertaken a more comprehensive "4-E" approach to the problem.
- A traffic safety academy or other systematic approach to training and motivating local volunteers is not currently in place. Efforts to train local government employees are not always well coordinated.
- Two MPOs have now published their required Strategic Highway Safety Plans (Portland Metro and Lane Council of Governments).

The following pages represent a series of data visualizations regarding Oregon's diverse local traffic safety problems.

## Jurisdictional Data for Oregon Counties, 2020

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal and Injury Crashes	F&I Crashes/ 1,000 Pop.	Nighttime Fatal And Injury Crashes
Baker	*	16,910	5	1	88	5.20	11
Benton		94,665	7	0	292	3.08	32
Clackamas	@!	426,515	37	18	1,713	4.02	249
Clatsop		39,455	11	5	267	6.77	27
Columbia	@*	53,280	3	0	206	3.87	35
Coos		63,315	11	6	280	4.42	54
Crook		23,440	2	1	136	5.80	30
Curry		23,005	4	2	100	4.35	19
Deschutes	@	197,015	30	12	791	4.01	89
Douglas	*	112,530	31	15	567	5.04	90
Gilliam		1,990	2	2	37	18.59	10
Grant	@!	7,315	4	1	36	4.92	9
Harney	@!	7,280	2	0	50	6.87	9
Hood River		25,640	4	2	106	4.13	13
Jackson	!	223,240	15	5	1,174	5.26	183
Jefferson		24,105	9	4	131	5.43	19
Josephine		86,560	13	6	470	5.43	61
Klamath		68,075	18	3	481	7.07	83
Lake		8,075	5	2	55	6.81	15
Lane	@!	381,365	30	9	1,512	3.96	211
Lincoln		48,305	17	4	305	6.31	30
Linn		127,320	29	6	814	6.39	132
Malheur	@!	32,105	9	3	212	6.60	49
Marion		349,120	36	8	2,085	5.97	352
Morrow	!	12,825	2	1	50	3.90	8
Multnomah		829,560	83	35	3,643	4.39	664
Polk		83,805	13	4	399	4.76	62
Sherman		1,795	4	2	37	20.61	11
Tillamook		26,530	13	4	196	7.39	36
Umatilla	!	81,495	12	1	362	4.44	60
Union	@!	26,840	3	0	102	3.80	17
Wallowa		7,160	0	0	29	4.05	4
Wasco		27,295	9	5	137	5.02	35
Washington	@#	620,080	23	7	2,441	3.94	367
Wheeler		1,440	2	0	7	4.86	2
Yamhill		108,605	9	5	492	4.53	81
Statewide Total		4,268,055	507	179	19,803	4.64	3,159

Sources: Crash Analysis and Reporting 2020 data, Oregon Department of Transportation, U.S. Department of Transportation, Center for Population Research and Census, School of Urban and Public Affairs, Portland State University, Text in italics based on urban boundary changes per national census.

\*=Local Traffic Safety Group # = County/Local Traffic Safety Group != Safe Communities Group @ = Has or is developing a local plan for safety Nighttime fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

## Jurisdictional Data for Oregon Cities (Population Over 10,000), 2020

City		Population Estimate	Fatalities	Alcohol Involved Fatalites	Fatal & Injury Crashes	F&I Crashes /1000 Population	Night-time Fatal and Injury Crashes
Albany	*	54,120	4	0	247	4.56	27
Ashland	*	20,960	0	0	53	2.53	4
Astoria		9,675	0	0	50	5.17	3
Baker City	*	10,010	0	0	20	2.00	0
Beaverton	*	98,255	3	1	600	6.11	74
Bend	!	91,385	3	0	328	3.59	25
Canby	*	16,950	0	0	30	1.77	2
Central Point		18,365	0	0	42	2.29	2
Coos Bay	*	16,700	0	0	52	3.11	3
Cornelius		12,225	1	0	51	4.17	7
Corvallis		58,885	3	0	164	2.79	16
Cottage Grove		10,140	0	0	26	2.56	5
Dallas		16,260	1	0	44	2.71	2
Eugene	!	171,210	4	1	570	3.33	74
Forest Grove		25,180	1	0	62	2.46	8
Gladstone	*	11,905	1	1	32	2.69	5
Grants Pass		37,485	1	1	269	7.18	24
Gresham		111,810	22	10	551	4.93	106
Happy Valley		21,700	0	0	135	6.22	20
Hermiston		18,415	1	1	57	3.10	7
Hillsboro		103,350	4	2	552	5.34	77
Keizer	*	38,580	2	1	112	2.90	16
Klamath Falls	*	22,000	2	1	110	5.00	13
La Grande	*	13,290	0	0	17	1.28	3
Lake Oswego	*	39,115	1	0	50	1.28	9
Lebanon		17,135	0	0	66	3.85	9
McMinnville		33,930	0	0	123	3.63	19
Medford	*	81,465	3	1	508	6.24	59
Milwaukie	*	20,535	1	0	78	3.80	16
Newberg		24,045	0	0	64	2.66	6
Newport		10,285	0	0	71	6.90	3
Ontario	*	11,485	0	0	64	5.57	12
Oregon City		35,570	0	0	164	4.61	30
Pendleton		17,020	2	1	58	3.41	3
Portland	*	657,100	54	31	2,840	4.32	500
Prineville		10,220	0	0	38	3.72	7
Redmond	*	30,600	2	1	110	3.59	12
Roseburg		24,890	3	1	138	5.54	10
Salem	*	167,400	12	3	1,106	6.61	172
Sandy		11,075	2	2	61	5.51	8
Sherwood		19,595	0	0	66	3.37	6
Silverton		10,380	0	0	17	1.64	1
Springfield		61,355	2	0	312	5.09	28

St. Helens		13,410	0	0	32	2.39	3
The Dalles	*	14,820	0	0	38	2.56	9
Tigard		53,450	0	0	232	4.34	31
Troutdale		16,185	2	0	80	4.94	13
Tualatin		27,135	1	0	166	6.12	17
West Linn		25,905	1	1	61	2.35	4
Wilsonville		25,635	0	0	94	3.67	9
Woodburn		25,135	1	1	126	5.01	17
<b>Statewide Total</b>		<b>4,268,055</b>	<b>507</b>	<b>179</b>	<b>19,803</b>	<b>4.64</b>	<b>3,159</b>

Sources: Crash Analysis and Reporting 2020 data, Oregon Department of Transportation, U.S. Department of Transportation, Center for Population Research and Census, School of Urban and Public Affairs, Portland State University Text in italics based on urban boundary changes per national census. \*Nighttime F&I Crashes are those fatal and injury crashes that occur between 8 p.m. and 4:59 a.m.

\*= Local Traffic Safety Group

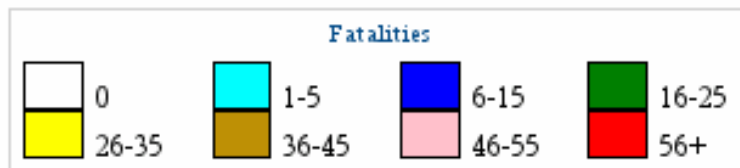
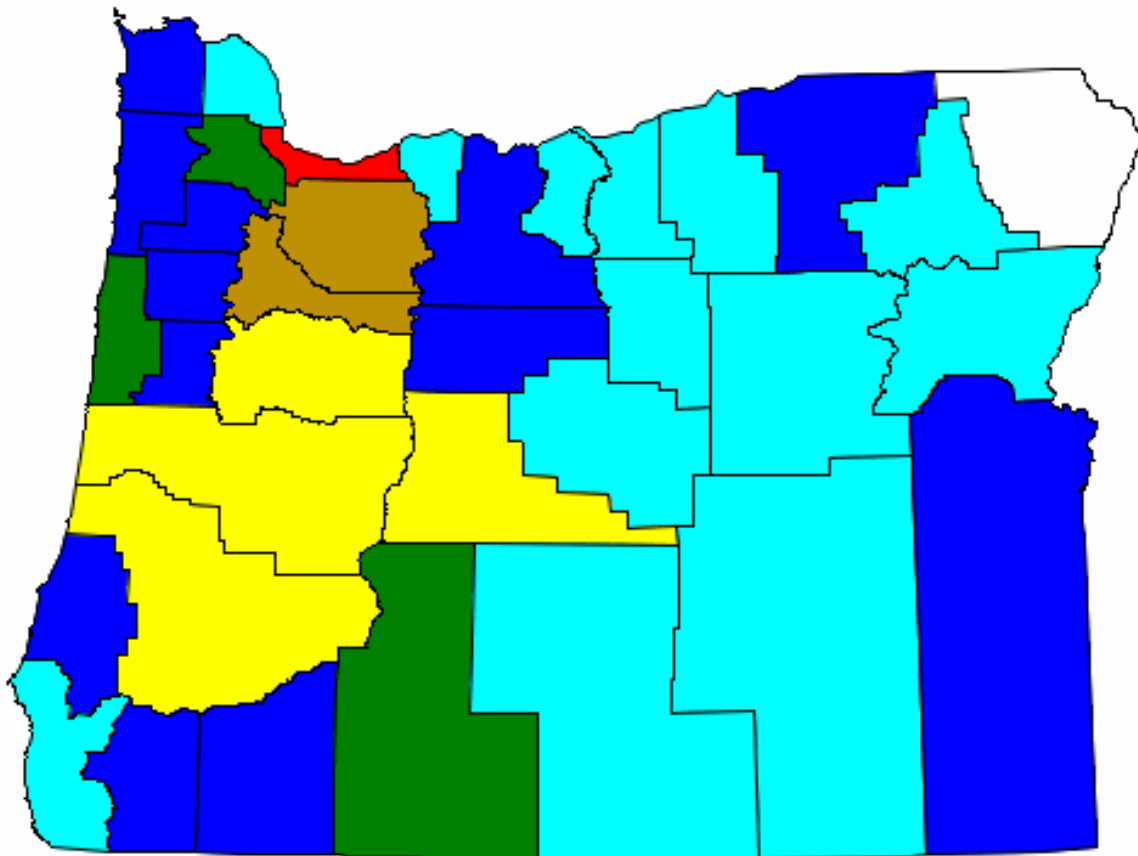
#= County/Local Traffic Safety Group

!= Safe Communities Group

@=Has or is developing a local plan for safety

The following data map provides a quick overview of fatalities in Oregon by County in 2020 (Source NHTSA)

Fatalities (All Crashes)



## Goal

- To increase the number of Oregonians represented by a community-level transportation safety group (a local safety committee, safe community or other active group focused on transportation safety) from the 2016-2020 average of 66 percent to 70 percent by December 31, 2025.

## Performance Measure

- To maintain the December 2021 number of 50 active local transportation safety groups at 50 by December 31, 2023.

## Strategies

- Provide statewide coordination to local governments and volunteers
- Provide training to local governments and volunteers
- Provide assistance developing local government safety action plans which coordinate with the state plan
- Provide assistance with staff and materials for local Safe Communities Groups

# Driver Education

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Strategy 1.1.2** Tailor safety culture marketing and media tools to specific user groups with specific needs (e.g., youth, aging travelers, walkers, motorcyclists, bicyclists, under-invested groups, and different income groups).

## Problem Identification Statement

- According to 2020 final CARS data, drivers age 15-20 represented 4.5 percent of total licensed drivers but were involved in 14.6 percent of all fatal and serious injury crashes that year. There is a need to increase the number of teens who participate in an approved driver education program to reduce the incidence of these crashes.
- There is a need to eliminate inconsistencies in the various driver education public/private provider services by enforcing a model statewide program with standards proven to reduce the risk factors of teen driver crashes.
- There is a statewide need for more qualified and updated driver education instructors. Current approved instructors need to be evaluated and compared to the national standards, and a refresher course needs to be provided for instructors out in the field more than four years.
- There is a statewide need for more exposure to novice driver training outside of the Willamette Valley.
- There is a need to measure citations, crashes and convictions of students that have completed approved driver education to compare against those teens that do not complete an approved course, to evaluate program effectiveness; and a need to be able to identify the approved provider in cases of repeated deficiencies.
- There is a need to continually update the Playbook and Instructor interface (curriculum guide), in an effort to acknowledge best practices and compare to the national curriculum standards.
- There are currently 32 Commercial Drive Schools certified by Oregon DMV operating in the State of Oregon; sixteen of these also participate in the ODOT-Approved Driver Education Program. The need continues for incorporating the remaining DMV certified schools into TSO Approved status.

## Youth Drivers on Oregon Roadways

	2016	2017	2018	2019	2020	2016-2020 Average
Age 15-20, % of Total Licensed Drivers	6.37%	6.43%	6.40%	6.31%	4.53%	6.01%
Overrepresentation of Drivers Age 15-20**	1.72	1.76	1.67	0.96	2.32	1.69
Total 15-20 Drivers in Fatal Crashes	56	40	45	57	55	51
Total 15-20 Drivers Alcohol Involved	8	8	8	12	13	10
Percent Alcohol Involved	14.3	20.0	17.8	21.1	23.6	19.4
15-20 Auto Occupant Fatalities	34	26	26	39	38	33
15-20 Unrestrained Auto Occupant Fatalities	12	8	8	17	10	11

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

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

## Driver Education in Oregon

	2016	2017	2018	2019	2020	2016-2020 Average
DMV Provisional Licenses Issued (Age 16-18)	27,292	29,779	30,281	30,946	35,868	30,833
Students completing Driver Education	9,761	10,140	9,770	9,701	9,437	9,762
Students that did not complete an ODOT-TSO approved DE program before licensing	17,531	19,639	20,511	21,245	26,431	21,071
Number of instructors completing two courses or more	73	49	62	59	35	56
DMV Certified Drive Schools	25	24	27	30	32	28
DMV Certified Drive Schools with ODOT-TSO Approval (Driver Education)	10	14	15	16	18	14

Sources: Driver and Motor Vehicle Services, Oregon Department of Transportation, Transportation Safety Office, Oregon Department of Transportation

## Goal

- Reduce the number of drivers age 15-20 involved in fatal and serious injury crashes from the 2016-2020 average of 274 to 266 by December 31, 2025.

## Performance Measures

- Maintain or reduce the number of drivers; age 15-20, involved in fatal crashes from the 2016-2020 moving average of 52 by December 31, 2023. (*NHTSA*)
- Maintain the number of students completing driver education at the 2016-2020 moving average of 9,762 by December 31, 2023.
- Increase the number of DMV Certified drive schools participating in the TSO-Approved program from the 2016-2020 moving average of 15 to 16 by December 31, 2023.
- Maintain the number of youth exposed to research proven vehicle injury prevention formational education at the 2016-2020 annual average of 30,519 by December 31, 2023.

## Strategies

- Develop and implement a marketing plan intended to increase interest in ODOT-approved driver education and in instructor recruitment.
- Continue implementation of statewide curriculum standards and instructor training, including development and implementation of an instructor evaluation program.
- Develop web tools that integrate DMV licensing information into course completion tracking for students of schools involved in the reimbursement process.
- Increase access to ODOT-approved driver education in underserved areas of the state utilizing adaptive strategy programs.
- Continue to work with NHTSA, ODOT Research Division and other groups to evaluate elements of the Oregon Driver Education program and other ways to effectively teach and reach Oregon youth.
- Maintain the centralized instructor certification process and continue to improve the efficiency of system(s) for which student and instructor certification is accomplished.



# Emergency Medical Services

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## Link(s) to the Transportation Safety Action Plan

- Strategy 3.3.1** Identify community needs for funding and training to enhance EMS systems and improve response times and services. Recognize and address the differing needs of paid and volunteer providers.
- Strategy 3.5.3** Support adequate funding for EMS particularly in rural and remote areas, to the extent that this is the most efficient use of resources to eliminate fatalities and serious injuries.

## Problem Identification Statement

Traffic crashes contribute heavily to the patient load of Oregon hospitals and EMS agencies. During the last recession many larger hospitals had to make budget cuts and their foundations suffered financially which has continued to present day. Smaller rural community hospitals faced even more severe budget constraints that also continue to impact their ability to obtain necessary training and equipment. Oregon Administrative Rules determine continuing education units and licensure requirements for Emergency Medical Technicians (EMT) of all levels.

Rural crashes can be more severe than other crashes because they often involve higher rates of speed and longer emergency response times. A cohesive EMS system is essential to ensuring positive patient outcomes. The stabilization and long-distance transport of motor vehicle crash patients to facilities that can provide the appropriate level of trauma care is critical to reducing the health and financial impact of these injuries.

Trauma patients are of particular concern for rural/frontier counties where motor vehicle crash patients may require a higher level of care than what the rural hospital or facility can provide. The location of these crashes can seriously extend response times and delay adequate care needed in that critical 'golden hour' after a serious crash injury. Every effort needs to be made to increase and strengthen Oregon's EMS workforce to shorten response times due by having a better trained workforce.

EMS agencies have been significantly impacted by COVID, the wildfires in 2020, and subsequent ice storm in February of 2021. During 2023, TSO plans to fund mini-grants for rural and frontier EMS agencies. This training will build and educate Oregon's EMS workforce, ideally resulting in lower response times especially in rural and frontier areas.

## Oregon's EMS Workforce

EMS Level	2018	2019	2020
Emergency Medical Responders (EMR)	1,614	1,605	1,222
Emergency Medical Technician (EMT)	5,198	5,159	5,772
Advance/Emergency Medical Technician (A/EMT)	198	197	201
Emergency Medical Technicians-Intermediate (EMT-I)	688	686	706
Paramedics	4,078	4,039	4,238
<b>Total</b>	<b>11,776</b>	<b>11,686</b>	<b>12,139</b>

Source: Data according to Oregon Health Authority. The EMS Workforce is expected to renew their license every two years.

## Oregon's Average Response Times (minutes)

	2018	2019	2020
Response time	6	6	5
Time on Scene to stabilize and prepare for transport	15	15	15
Transport time to medical facility	14	14	13
<b>Total Incident time</b>	<b>36</b>	<b>35</b>	<b>33</b>

Source: Data according to Oregon Health Authority, reported in minutes

## Goals

- Decrease response, scene and transport times, through EMS training and equipment from the statewide average of 34 minutes in 2019-2020 to 29 minutes by December 31, 2025.

## Performance Measures

- Increase the number of EMS rural/frontier responder training (online or in-person) for rural/frontier EMS personnel to earn CEUs from 0 in 2020 to 100 by December 31, 2023. (All conferences were cancelled due to COVID-19.)

## Strategies

- Increase the number of emergency response trainings for rural and frontier EMS personnel to earn CEUs in order to increase and/or maintain the EMS workforce in Oregon.
- Decrease response, scene and transport times by increasing EMS personnel knowledge and providing EMS equipment.
- Provide EMS training to rural and frontier EMS providers.
- Provide EMS equipment and corresponding training to rural and frontier EMS providers.

# Highway Safety Improvement Program

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## Link(s) to the Transportation Safety Action Plan

- Strategy 6.1.3**      Apply proven countermeasures to address the contributing factors and reduce severity.
- Strategy 6.1.4**      Use benefit-cost analysis (or similar) to select measures and projects with the greatest potential to reduce fatalities and serious injuries.

## Problem Identification Statement

The purpose of the Highway Safety Improvement Program (HSIP) is to achieve a significant reduction in fatalities and serious injuries on all public roads. HSIP requires a data-driven, strategic approach to improving highway safety that focuses on performance. With limited HSIP funds, project selection can suffer from subjective opinions and crash variability (i.e., short term spike in crashes). Low funding statewide coupled with increasing project costs as well as low levels of law enforcement and changes in driver behavior are some of the challenges we're up against. To most effectively use limited HSIP funds, projects should continue to be prioritized using the cost of the project and the estimated reduction in fatal and serious injury crashes.

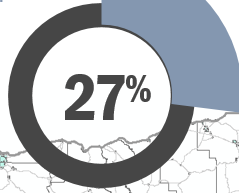
Based on the 2016 through 2020 crash data:

- The five year average for fatalities and serious injuries has been steadily increasing from 2,046 in 2016 to 2,272 in 2020. About half of all fatal and serious injury crashes occur on State highways. State highways have the highest rate of fatal and serious injury crashes per mile whereas city streets and county roads have the highest rates per Vehicle Mile Traveled (VMT).
- Rural low volume roads are typically more risky because they have narrow or no shoulders and steeper roadside areas; therefore, while they have lower overall number of crashes, they typically have a higher rate of high severity crashes. On rural roads, roadway departure crashes account for more almost 70 percent of fatalities and serious injuries.
- Half of all intersection fatalities occur on state highways and half of all pedestrian and bicycle fatalities occur on local roads.

# Statewide Averages

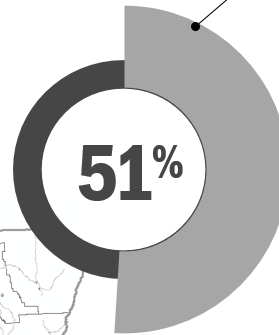
## City Streets

- 619 fatal and serious injuries per year;
- 11,000 miles



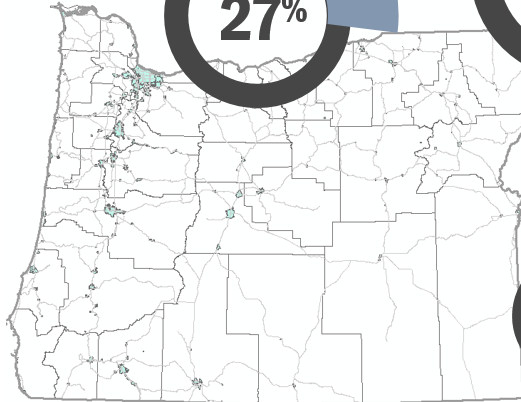
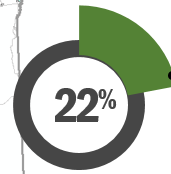
## State Highways

- 1,152 fatal and serious injuries per year;
- 8,000 miles



## County Roads

- 500 fatal and serious injuries per year;
- 33,000 miles



2016 – 2020 Fatal and Serious Injury crash data

## Oregon Highways, Fatalities and Serious Injuries (F&A) 2016-2020

Public Roads by Jurisdiction	State Highways		Urban & Suburban Non-State Streets		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*
All F&A	1,152	5.91	745	12.03	374	5.67	2,272	7.03
Roadway Departure F&A	535	2.74	181	2.92	267	4.05	983	3.04
Intersections F&A	320	1.64	404	6.53	62	0.94	786	2.43
Pedestrians and Bicyclists F&A	100	0.51	154	2.49	10	0.15	264	0.82

\*Fatalities and serious injuries per one hundred million vehicle miles traveled (non-state VMT is 40% of total, best estimate is that it is almost evenly split between urban and rural)

**Roadway Departure Crash** - a crash not related to an intersection, which occurs after a vehicle crosses an edge line, a centerline, or otherwise leaves the traveled roadway.

**Intersectional Crash** - a crash which occurs within the limits of the intersection of two or more roads; or a crash which occurs outside the intersection but are generally within 50 feet and a direct result of some maneuver at or because of the intersection.

**Pedestrian and Bicyclist Crash** - a crash in which a pedestrian or pedal cyclist was struck by a motor vehicle.

**Fatalities and Serious Injuries (F&A)** - Number of people killed (Fatalities) and seriously injured (Serious Injury A) in crashes.

### Goal

- Reduce fatalities and serious injuries from the 2016-2020 average of 2,272 to 1,951 by December 31, 2025.

## Performance Measures

- To reduce the average number of roadway departure fatalities and serious injuries from the 2016-2020 average of 983 to 897 by December 31, 2023.
- To reduce the average number of intersection fatalities and serious injuries from the 2016-2020 average of 786 to 717 by December 31, 2023.
- To reduce the average number of pedestrian and bicycle (non-motorized) fatalities and serious injuries from the 2016-2020 average of 259 to 259 by December 31, 2023.

## Strategies

- Improve the reporting, accuracy, and usefulness of the Project Safety Management System.
- Continue to develop a safety tracking mechanism/performance measuring to enable ODOT to track effectiveness of ODOT safety projects.
- Continue to monitor, update and investigate existing and new Crash Reduction Factors for inclusion in CRF list.
- Implement recommendations from FHWA's review of the HSIP plan ("A Review of Oregon's All Road Transportation Safety Program, November 2020").
- Evaluate and suggest further changes to the ARTS Safety program and guidance based on the implementation of the 2025-2027 STIP.
- Develop an All Roads Transportation Safety Manual to support the region staff, local agencies and consultant support teams.
- Investigate new methods to evaluate the cost effectiveness of bicycle and pedestrian safety projects. Explore new methods and approaches to help flag locations where speeding and vulnerable road users are critical elements to improving safety.
- Develop a Vulnerable Road User (VRU) safety plan.
- Integrate a Safety System Approach (SSA) for the Intersection Safety Implementation Plan update.
- Develop a Wrong Way Driving (WWD) Implementation plan pilot in one region that includes implementable strategies and measures for reducing WWD crashes.
- Research risks of pedestrian and bicycle crashes to further explore improving project selection for bike and pedestrian safety projects.
- Continue to work with Transportation Development Division (TDD) to incorporate any new locations from updated safety plans into TransGIS (or incorporate in new crash reporting tool above).
- Continue to investigate new tools and methods to help visualize crash data to aid in identifying potential project locations as well as selecting safety countermeasures.
- Evaluate developing a statewide Older Driver Safety Plan that includes implementable strategies and measures as well as outreach and support to local jurisdictions.
- Evaluate Older Driver, Vulnerable Road Users (VRU) and High Risk Rural Roads (HRRR) measures to determine if penalties occur.

- Develop and implement an Intersection Control Evaluation (ICE) Plan along with guidance.
- Provide training on the update to the Safety Investigations Manual (SIM) & SIM tool.
- Update HSM predictive worksheets using more recent crash data.
- Evaluate, refine and update the ARTS Safety program and guidance based on the implementation of the 2025-2027 STIP.
- Continue to investigate new tools and methods that support the processes and methods outlined in the ARTS program guidelines.
- Develop and implement internal training for Regions and HQ staff on applications for safety data tools.
- Implement the Highway Safety Manual (HSM) and supporting software in ODOT (this is anticipated to take 2 to 5 years), including:
  - ✓ Conduct and evaluate existing research for HSM implementation.
  - ✓ Evaluate HSM analysis tools for possible development.
- Improve coordination and communication between and within ODOT and local agencies responsible for safety, including:
  - ✓ Provide training for local agency staff on Safety process, data analysis and the use of new SPIS/OASIS for all public roads.
  - ✓ Continue to improve coordination and communication with local agencies responsible for safety.
  - ✓ Work with Traffic Safety Office (TSO) to develop local Safety plans for counties.
  - ✓ Expand reporting capabilities to enhance usefulness of crash data to local agencies.
  - ✓ Continue collecting the MIRE Fundamental Data Elements (FDE).
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety.
- Participate in national research and pooled fund studies that support and implement safety improvements such as low cost countermeasures.

# Impaired Driving

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## Link(s) to the Transportation Safety Action Plan

- |                       |   |
|-----------------------|---|
| <b>Strategy 3.1.1</b> | Support a data-driven approach to law enforcement, using data analysis to efficiently deploy enforcement resources to locations or corridors.             |
| <b>Strategy 3.1.2</b> | Support a high-visibility enforcement program increasing traffic, bicycle and pedestrian law enforcement capabilities (priority and funding)              |
| <b>Strategy 3.1.4</b> | Engage law enforcement in community safety activities such as teaching education classes on safer behaviors.  |
| <b>Strategy 3.1.5</b> | Conduct education and outreach to law enforcement to increase understanding and enforcement of traffic, commercial vehicle, pedestrian, and bicycle laws. |

## Purpose Statement

Impaired Driving is the leading cause of fatal and serious injury crashes on Oregon’s roadways, involving alcohol, drugs, or a combination therein. This complex problem has touchpoints with law enforcement, prosecution, treatment, prevention, and the judicial system, with each stakeholder group confronting a unique set of challenges with differing systems that must work together for meaningful improvements to be effective and lasting. It is the goal of ODOT’s Highway Safety Office to address these challenges and remove barriers for all our partners across the Impaired Driving continuum.

## Challenges

Oregon and its stakeholders have some very specific and unique challenges when it comes to reducing Impaired Driving.

1. Shrinking law enforcement resources statewide mean fewer law enforcement officers on the road, and a re-tasking of dedicated traffic teams to generalized patrol means less accountability for impaired drivers.
2. In 2021, Ignition Interlock Devices (IIDs) in Oregon prevented the operation of a vehicle with persons having a Breath Alcohol Concentration (BAC) of 0.05% or higher 8,786 times. Of those, 3,431 were 0.08% or higher. The highest BAC recorded was 0.42%. However, low Ignition Interlock Device compliance rates of 23% mean fewer convicted impaired drivers are held accountable by the courts and their treatment providers. As the Oregon State Police continues improvements of the program, compliance rates are expected to increase, saving more lives.
3. High rates of substance abuse and chemical dependency problems are detected in impaired driver evaluations, but effectiveness of treatment programs are unmeasured and unknown.
4. The Oregon Legislature has not allowed Sobriety Checkpoints, which CDC national data shows would reduce alcohol related fatalities by upwards of 17 percent.

5. Oregon is one of only a handful of states that continue to provide a clear defense for impairment from non-controlled substances, like many impairing over-the-counter medications that are still abused. As such, the Oregon Legislature continues to not allow the expansion of the offense of driving while under influence of intoxicants to include any drug that is used in combination with intoxicating liquor, inhalant, cannabis or controlled substance.
6. Legalized marijuana and the recent decriminalization of illicit drugs such as cocaine, heroin and methamphetamines continue to contribute to a growing number of Impaired Driving fatalities and growing presence in toxicology results.
7. Significant backlogs at the Oregon State Police Crime Lab and the COVID-19 pandemic have caused prosecution delays, outright dismissals, refusals to prosecute, and delayed entry into diversion agreements and subsequent treatment programs for offenders.
8. Recent Oregon Supreme Court decisions, specifically *State v. Shevyakov* have created uncertainty about implied consent and how out-of-state DUI convictions apply to new Oregon DUI crimes. These decisions often require legislative changes.
9. Drug-Only DUI fatalities and Alcohol and Drug (polysubstance) DUI fatalities are on a steep upward trend. In 2019, after a decline, Alcohol-Only DUI fatalities increased by 12%. In 2018, Oregon had the same number of Alcohol Only fatalities as it did for Alcohol and Drug fatalities, on a respective trajectory. This problem and the strategies to combat it can no longer be separated by substance.
10. In 2021 Measure 110 passed in Oregon, which de-criminalized most illicit drugs making the likelihood of drug-impaired driving crashes increase. The Oregon State Police Crime Lab preliminary reports showed cases with the presence of three or more drugs in them, increased from 40.8% in 2019 to 45.2%. A significant increased presence of the drug Fentanyl was also reported.

## OREGON ALCOHOL and DRUG FATALITIES

	2016	2017	2018	2019	2020	2016-2020 Average
Total Number of Fatalities Statewide	498	439	502	494	507	488
Number of People Killed Involving Impaired Driving	194	204	257	250	326	290
Alcohol Impaired with BAC .08+ fatalities (FARS)	152	144	157	171	191	163
Alcohol Impaired with BAC.08+ fatalities (CARS)	126	112	103	129	112	116
Alcohol Involved (CARS) fatalities with BAC .01+	173	170	164	193	179	176
Drug and Alcohol Impaired	38	63	83	108	103	79
Number of People Injured Involving Impaired Driving	1,683	1,542	1,690	1,599	1,305	1,564
Number of Impaired Driving Fatal Crashes	170	185	221	223	219	225

NOTE: Alcohol and Drug use data for 2020 is under-reported due to decreased availability of forensic lab test results. Data is preliminary and expected to change as late reports are received.

## Goals

- Further reduce (alcohol and/or drug) Impaired Driving fatalities from the 2016-2020 average of 290 to 265 or lower by December 31, 2025.



## Performance Measures

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2021 level of 6,781, representing a compliance rate of 21.33 percent, to 6,809 by December 31, 2023.
- Increase the number of certified Drug Recognition Experts in Oregon by 10 percent of the 177 in 2021, to 195 by December 31, 2023.
- Maintain the number of participating municipal agencies in High Visibility Enforcement at the 2021 level of 65 by December 31, 2023.
- Decrease the turnaround time for urine toxicology results from the Oregon State Police Crime Lab from the June 2021 level of 44 days to 30 days or less by December 31, 2023.
- Maintain or reduce alcohol impaired driving fatalities from the 2016-2020 moving average of 163 by December 31, 2023. (NHTSA)

## Strategies

- Conduct targeted public opinion research to help guide legislative and public education efforts regarding DUII.
- Expand resources available for HVE events in prioritized areas and promote local flexibility in targeting significant events with a specific or implied alcohol focus.
- Study DUII offense/offender patterns statewide and look for incident commonalities and ways to better prioritize efforts for maximized return in the form of lowered recidivism.
- Support law enforcement agency media and local public safety education efforts on DUII, especially with smaller agencies that may not have dedicated public education and information staff.
- Develop and refine a standardized, online method to report HVE statistics compatible across state, county and city agencies to reduce administrative burden and increase participation.
- Continue to study the nexus between Treatment, Prevention and Enforcement efforts to better target resources and provide solid policy advice and data-driven prioritization.
- Work to replicate effective best practices for DUII specialty courts in Oregon for those communities that can support this resource locally.
- Continue support for increased judicial and prosecutorial outreach and education on DUII and Drug DUII issues. Utilize the State Judicial Outreach Liaison (SJOL) to increase these educational opportunities.
- Promote the Ignition Interlock Device (IID) management and oversight program that will increase installation rates and a uniform approach to data reporting.
- Work across program areas within ODOT-Transportation Safety Office to find common touchpoints and gaps with Impaired Driving: Motorcycles, Youth, Driver Education, Judicial Programs, etc.
- Maintain collaboration with and provide support to the Governor's Advisory Committee on DUII and promote cooperative efforts of public education, stakeholder partnerships and advancement of policy.

- Promote and support continued SFST training (and trainer) opportunities around the state.
- Promote “No Refusal” training, awareness and events in every ODOT region in cooperation with local enforcement, prosecution and courts.
- Work to develop a statewide 24/7 Sobriety Program.
- Continue support for DRE training and education.
- Expand ARIDE training in efforts to increase awareness and to recruit potential DRE officers from within the ARIDE classes, paying attention to underserved rural areas.
- Utilize the State Judicial Outreach Liaison position through the American Bar Association to build support for treatment courts, 24/7 Sobriety programs, and No Refusal programs across the state.

# Judicial Outreach

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## Link(s) to the Transportation Safety Action Plan

**Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

### The Problem

There is limited outreach and training available for judges, prosecutors, and court clerks/administrators relating to traffic safety issues and traffic law. There are numerous issues of inconsistent adjudication of traffic safety laws from jurisdiction to jurisdiction which provide citizens with inconsistent and mixed messages. Additionally, many of the judges who serve smaller communities do so on a part-time basis; frequent changes in traffic related case law as well as legislative changes may not be readily known or interpreted consistently. Recent legislative changes to statewide speed limits should help provide more consistent adjudication when it comes to speed related statutes. With speeds now being “limits” statewide, factors such as road design, traffic levels, vehicle performance, etc. are removed making more consistent adjudication.

As more jurisdictions are combining services to manage costs, the number of judges is declining. Many of the municipal judges preside over several courts creating a challenge for goal setting; the same number of courts are receiving the information fewer judges are attending due to court consolidation.

Impaired driving continues to be a leader cause of traffic deaths on Oregon roadways. Recent legislation has decriminalized many illicit drugs causing prosecutors and law enforcement concern that there will be a further increase in impaired driving cases and crashes. Very few judges receive information and training on impaired driving which in turn can create challenges with resulting case law. Teen driving, motorcycle safety and increased speed limits also need to be addressed. Acceptance of continued attempts at outreach to include training are consistently made, but judges at a state court level remain low.

ODOT Transportation Safety Office and its partners, including Oregon Department of Justice and Oregon District Attorney’s Association, offer numerous trainings to prosecutors both in the form of webinar trainings (that can also be viewed at later dates if the prosecutor cannot view the actual webinar) and various conference style trainings throughout the year that are grant funded. Prosecutors assigned to traffic cases are often assigned for a very short duration of time and many traffic cases are assigned to new law students/prosecutors that have experience and limited knowledge of traffic laws and statutes. There is a high turnover of prosecutors for lower level traffic cases, however, this issue is outside of TSO’s control.

In 2021, in partnership with NHTSA, Oregon now has the first Judicial Outreach Liaison in the state. There is optimism that this position will help fill additional training and outreach needs for judges statewide especially after a difficult and challenging year due to the COVID-19 pandemic.

## Judicial Outreach, 2017-2021

	2017	2018	2019	2020	2021	2019-2021 Average	2017-2021 Average
No. of Judges trained during offered training sessions	64	65	68	50	0	39	49
No. of Court Staff/Administrators trained	23	16	22	18	0	13	16
No. of Prosecutors trained	115	107	73	61	25	53	92
Combined total of CLE* Credits Approved	64	59.5	55.5	32.5	22	37	47

Sources: TSO Judicial Training and ODAA Training (Impaired Driving and Judicial Education Programs). \*CLE is short for the MCLE which means Minimum Continuing Legal Education activities. For Judges and Prosecutors that are active members of the Oregon State Bar, there is a minimum number of continuing legal education credits required to maintain certification as a licensed attorney. More information about MCLE rules can be found at MCLE Rule 3.2 and 5.5 at OSB's webpage <http://www.osbar.org/docs/rulesregs/mclerules.pdf>

### Goals

- Maintain the number of judges participating in transportation safety related judicial education training programs hosted by TSO at the 2017-2021 average of 49 annually by December 31, 2025.
- Maintain the number of prosecutors participating in annual transportation safety related legal education programs funded by TSO at the 2017-2021 moving average of 92 by December 31, 2025.
- Increase the number of prosecutors specifically trained in the prosecution of serious injury and fatal crash cases caused by distracted driving from the 2019 (no conference was held in 2020 or 2021 due to continuation of the COVID-19 pandemic) calendar base year of 15 to 30 by December 31, 2025.

### Performance Measures

- Maintain the number of prosecutors participating in annual transportation safety related legal education programs funded by TSO at the 2017-2021 moving average of 92 by December 31, 2023.
- Increase the number of judges participating in annual traffic safety related judicial education training programs hosted by TSO from the 2017-2021 average of 49 annually to 60 by December 31, 2023.

### Strategies

- Coordinate and deliver an annual Traffic Safety Education Conference for Oregon judges. Invite court administrators to attend if secondary spots allow. Continue Circuit Court Judges to also attend. Utilize the SJOL position to assist in encouraging their attendance.
- Coordinate with Oregon Judicial Department to offer a one day Judicial Education Workshop specific to Impaired Driving for the Circuit Court judges.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors.
- Coordinate with Oregon District Attorney's Association to coordinate and deliver a Traffic Safety Education Conference for prosecutors specifically related to the prosecution of distracted driving crashes.

# Motorcycle Safety

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## Link(s) to the Transportation Safety Action Plan

**Strategy 1.1.2** Tailor safety culture marketing and media tools to specific user groups with specific needs (e.g., youth, aging travelers, walkers, motorcyclists, bicyclists, under-invested groups, and different income groups).

**Strategy 1.1.3** Evaluate the effectiveness of policies, programs, and projects implemented to improve public understanding of safety culture and changes in positive transportation safety behaviors.

## Problem Identification Statement

ODOT leadership, staff, and stakeholders strategically influence, inform and assist in the development of the annual safety plan chapter for the Oregon Motorcycle/Moped Rider Safety Program. This collaboration and ongoing partnership with these key groups allows the program to continue to refine its efforts in working towards the goals and performance measures set forth. These partnerships also allow the program to continuously improve its service to motorcyclists, moped riders, and motorists.

- Leading causative factors contributing to crashes include the following: riding on public roads impaired, riding too fast for conditions, riding distracted, riding fatigued, not following basic safe riding strategies/tactics (practicing situational awareness, maintaining escape routes, maintaining follow distance/space cushion), and riding above the posted speed. These choices continue to contribute to fatalities, and injuries in single vehicle, multi-vehicle, curve, roadway departure, and intersection crashes.
- Other motorists continue to violate motorcyclist and moped riders' right of way due to distracted driving, in-attentional blindness, motion blindness, errors in proximity/speed judgement, speeding motorcycle riders, and not "expecting" riders. This is resulting in crashes, fatalities and injuries.
- Riders choose to wear non-compliant helmets, or wear no helmet at all even though Oregon has a mandatory helmet law. Department of Transportation (DOT) compliant helmets reduce head trauma. Riders also choose to wear clothing that does not provide the protective characteristics that motorcycle-specific riding gear provides. This can result in increased injury severity or contribute to the death of the rider.
- People returning to riding after a significant break (months/years) may not be taking into account the changes in motorcycle technology, power, weight, and handling characteristics of modern motorcycles. Additionally, returning riders may not be accounting for personal human factors or choices (slower reaction time, vision decline, reduced physical fitness, use of alcohol/drugs preceding or during a ride, decreased situational awareness, and unpracticed riding skills) that negatively impact their ability to ride safely. These factors overwhelmingly contribute to motorcycle crashes resulting in fatalities in Oregon.

- Legislative proposals including the repeal of the helmet law, increased speed limits in rural areas, and lane sharing/splitting may lead to additional crashes. Passage of these proposals may make the goal of eliminating motorcycle and moped crashes less achievable.

### Motorcyclists on Oregon Roads - The Crashes

	2016	2017	2018	2019	2020	2016-2020 Average
Motorcycle Fatal Crashes	55	56	85	56	71	65
Motorcycle Serious Injury Crashes	250	199	232	240	193	233
Motorcyclist Fatalities	54	53	81	53	67	64
Percent alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities	33%	51%	46%	53%	44%	45%

Source: Crash Analysis and Reporting, Oregon Department of Transportation, 2020

FARS DATA Motorcyclist Fatalities	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Total (C-7)	40	51	34	46	61	55	57	85	57	68
Helmeted	34	46	32	41	57	46	48	73	46	55
Unhelmeted (C-8)	5	4	2	4	3	4	3	4	8	4
Unknown	1	1	0	1	1	5	6	8	3	9

Source: FARS STSI DATA

### Motorcyclists on Oregon Roads

	2016	2017	2018	2019	2020	2016-2020 Average
Registered Motorcycles	135,464	136,442	136,476	134,178	115,059	131,524
Percent of all registered vehicles	3.1%	3.0%	3.0%	2.9%	2.9%	3.0%
Students Trained by Team Oregon	9,832	8,939	9,812	9,409	6440**	8,886

Source: Crash Analysis and Reporting, Oregon Department of Transportation, U.S. Department of Transportation. NHTSA Shoulder Harness and Motorcycle Helmet Usage Study, Intercept Research Corporation. TEAM Oregon Motorcycle Safety Program, TSO files. \*DMV operations for registration services\*\*Impacted by COVID-19 - temporary site closures.

### Goal

- Maintain or reduce the number of motorcycle riders killed or seriously injured in motorcycle crashes from the 2016-2020 average of 297 by December 31, 2025.

### Performance Measures

- Maintain or reduce motorcyclist fatalities from the 2016-2020 average of 64 by December 31, 2023. (NHTSA)
- Maintain or reduce un-helmeted motorcyclist fatalities at the 2016-2020 average of 5 thru December 31, 2023. (NHTSA)
- Maintain or reduce the average number of riders killed in motorcyclist crashes when they were impaired by alcohol (.08% BAC or higher) and/or under the influence of drugs at the same number as the 2016-2020 average of 28 by December 31, 2023.

## Strategies:

- Conduct planning and delivery of a public information and education campaign related to motorist awareness of motorcycle and moped riders, media/education/outreach/enforcement partnership activities related to impaired riding/driving.
- Carry out program related travel, program related research, purchase program related equipment and cover related expenses, pay for program publication expenses, carry out countermeasure activities and outreach to address impaired riding/safety gear selection/speeding and focus area studies/research.
- Support motorcycle rider safety training, focused media, projects, and purchase equipment/materials.
- Implement data-driven program activities including media, education, enforcement partnerships, and outreach designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.
- Partner with law enforcement agencies through training (crash investigations), outreach, enforcement, and crash causative factor identification efforts to reduce the need for law enforcement services and to prevent motorcycle and moped rider crashes.
- Evaluate the effectiveness of policies, programs, and projects implemented to improve public understanding of safety culture and changes in positive transportation safety behaviors. Continue working toward equity in access, opportunity, and experience in all State and federally funded projects.
- Continue to partner with stakeholders to employ strategies from Countermeasures That Work which address factors related to motorcycle crashes.
- Identify and monitor non-mandatory training course participation and offerings throughout State to determine level of participation and opportunities to support.
- Assess motorcycle and moped sales, registrations, endorsements, permits, motorcycle style, demographic group, and trauma registry data to calculate rate of crashes, injuries, and fatalities to provide additional information to ODOT and stakeholders in understanding specific risks and opportunities to address these risks within sub-populations.
- Identify and begin working on specific opportunities within the Safe Systems concept to reduce motorcycle and moped rider risks within the four elements of the system. Examples include road maintenance and construction practices, and system user information-gathering practices and implementation of Best Management Practices (BMP's) based on research findings.

# Occupant Protection

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Strategy 3.1.2** Support a high-visibility enforcement program increasing traffic, bicycle, and pedestrian law enforcement capabilities (priority and funding).
- Strategy 3.5.2** Provide transportation safety educational opportunities for people of all ages, ethnicities, and income levels.
- Strategy 5.2.1** Collaborate with the media and agency public information offices to develop information which improves public awareness of safety programs, laws, roles, responsibilities, and expectations. Ensure campaigns take into account Oregon demographics.

## Problem Identification Statement

The Occupant Protection program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of seat belts and other motor vehicle safety restraints. Oregon has traditionally had a high seat belt usage rate, sometimes the highest in the nation, but continuous education is needed for new citizens, visitors, and high-risk populations to maintain a high use rate.

- **Non-use of Restraints:** According to the annual 2021 Oregon observed seat belt use survey, 5.1 percent of front seat passenger vehicle occupants did not use restraints, an improvement from 5.4 percent in the 2020 survey. During 2020, crash reports (FARS) indicate 31.9 percent of motor vehicle occupant fatalities were unrestrained and 14.2 percent were unknown restraint use.
- **Improper Use of Safety Belts:** Oregon law requires “proper” use of safety belt and child restraint systems. Some adult occupants inadvertently compromise the effectiveness of their belt systems and put themselves or other occupants at severe risk of unnecessary injury by using safety belts improperly. This is most often accomplished by placing the shoulder belt under the arm or behind the back, securing more than one passenger in a single belt system, or using only the automatic shoulder portion of a two-part belt system (where the lap belt portion is manual).
- **Improper Use of Child Restraint Systems:** Motor vehicle crashes remain a leading cause of death for children. Nationally, a total of 845 children younger than 13 died in motor vehicle crashes in 2020; nearly three-quarters of these deaths were children riding in passenger vehicles, according to the Insurance Institute for Highway Safety (IIHS). Proper restraint use can help significantly reduce these deaths. Although the majority of children ride restrained, 212 children killed in crashes in 2020 were unrestrained, where others were *improperly* restrained, (IIHS). Drivers are also confused by frequently changing state laws, national “best practice” recommendations, and constantly evolving child seat technology.



- **Premature Graduation of Children to Adult Belt Systems:** Current crash data from 2020 indicates that of the 1,019 injured children under age twelve, 9.8 percent were reported not using a child restraint system. This is slight improvement from 2019. Although Oregon law requires use of child restraints to age eight or four feet nine inches in height, Safe Kids Worldwide indicates many children will be eight to twelve years of age before they meet this height requirement and thus fit properly in an adult belt system.
- **Affordability of Child Restraint Systems:** Caregivers may have difficulty affording the purchase of child safety seats or booster seats, particularly when they need to accommodate multiple children. This contributes to non-use of seats, or the reuse of second-hand seats which may be unsafe for multiple reasons.
- **Risky Drivers:** According to the 2021 TSAP analysis, between 2014 and 2018, 900 fatal and serious injury crashes involved occupants not properly using restraints. In Oregon, 21 percent of fatal crashes involved an unrestrained occupant. Approximately 65 percent of these crashes occurred in a rural environment. The majority of unrestrained fatal and serious injury crashes (71 percent) result from lane departure crashes. Approximately 46 percent of all unrestrained fatal and serious injury crashes were speed related.
- **2021 Statewide Public Opinion Survey:** The annual public opinion survey of Oregonians conducted statewide showed the following results:
  - 96 percent of respondents reported ‘Always using their safety belts when driving or riding in a passenger vehicle,’ the 2021 observed seat belt usage rate for Oregon was 94.9 percent.
  - The respondents who reported they did not ‘Always use safety belts’ when they drive or are a passenger in a vehicle were asked why they do not. The most common reason statewide was a Short Trip, Driving/riding in a rural area, and In a Hurry.

### NHTSA Observed Use Survey, 2017-2021

	2017	2018	2019	2020	2021	2017-2021 Average
<i>Front Seat Outboard Use</i>	97%	96%	96%	95%	95%	96%

Source: NHTSA Seatbelt Usage Study Post-Mobilization Findings, Intercept Research Corporation, Portland State University, and Quality Counts. This Study employs trained surveyors to examine, from outside the vehicle, use or non-use of a shoulder harness by the driver and right front outboard occupant of passenger vehicles.

## Occupant Use Reported in Crashes, 2016-2020

	2016	2017	2018	2019	2020	2016-2020 Average
Total Occupant Fatalities	343	285	311	308	311	312
– Number Unrestrained	89	64	86	81	100	84
– Percent Unrestrained	25.9%	22.5%	27.7%	26.3%	32.2%	26.92%
– Number Unrestrained, Night Time	57	39	50	51	58	51
– Percent Unrestrained, Night Time	29.4%	27.3%	27.6%	30.0%	32.0%	29.3%
Total Occupants Injured	41,015	38,617	37,699	36,541	25,622	35,899
– Percent Injured Restrained	87.4%	87.3%	87.4%	87.4%	87.0%	87.3%
Total Injured Occupants Under Age Twelve	1,992	1,906	1,845	1,636	1,019	1,680
– Percent of Injured in Child Restraint	42.8%	44.2%	41.5%	42.4%	43.1%	42.8%

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

Note: Restrained" figures include only those coded as "Belt Used" or "Child Restraint Used." "Unrestrained" figures include only those coded as "None Used". "Nighttime" figures are from crashes that occurred between the hours of 6 p.m. and 6 a.m. "Nighttime" figures do not include motorcycle helmet use.

## Belt Enforcement Citations During Grant Funded Activities, 2017-2021

	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021	2017-2021 Average
Seat belt citations issued	8,236	4,032	2,743	2,276	2,858	4,029

Source: TSO Grant files, 2017 - 2021, Oregon Department of Transportation (note: includes belt and child restraint)

## Goals

- To increase proper safety belt use from the 2021 usage rate of 94.9 to 97 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by December 31, 2025.  
Note: Front outboard designated seating positions means those designated seating positions for the driver and outside front seat passenger.
- To increase percentage of proper child restraint use among injured occupants under twelve years old from the 2016-2020 average of 43 percent to 47 percent by December 31, 2025.
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2016-2020 average of 84 to 72, as reported by FARS, by December 31, 2025.

## Performance Measures

- Increase statewide observed seat belt use among front seat outboard occupants in passenger vehicles, as determined by the NHTSA compliant survey, from the 2021 usage rate of 94.9 percent to 96 percent by December 31, 2023. (NHTSA)
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2016-2020 moving average of 84 to 77 by December 31, 2023. (NHTSA)
- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2016-2020 moving average of 51 to 47 by December 31, 2023.

- Increase percentage of proper child restraint use among injured occupants under twelve years old from the 2016-2020 moving average of 43 percent to 45 percent by December 31, 2023.

### **Strategies**

- Conduct public education activities to explain why vehicle restraints are needed, how to properly use them, and how to meet requirements of Oregon law.
- Provide educational materials to the public, safety advocates and partners including parents, child care providers, new residents, health professionals, emergency medical personnel, law enforcement officers, and the court system.
- High visibility overtime enforcement of Oregon's occupant protection laws.
- Maximize enforcement visibility by encouraging multi-agency campaigns, and coordinating campaigns with the timing of news releases, PSA postings, and nationwide events such as "Click It or Ticket" and National Child Passenger Safety Week.
- Target marketing and enforcement campaigns to high-risk and low-usage populations.
- Statewide coordination of child passenger safety technician training and mentoring.

# Police Traffic Services

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## Link(s) to the Transportation Safety Action Plan

**Strategy 3.1.2** Support a high-visibility enforcement program increasing traffic, bicycle, and pedestrian law enforcement capabilities (priority and funding).

**Strategy 3.1.5** Conduct education and outreach to law enforcement to increase understanding and enforcement of traffic, commercial vehicle, pedestrian, and bicycle laws.

## Evidence Based Traffic Safety Enforcement Plan (TSEP)

The Oregon Department of Transportation, in conjunction with its law enforcement partners, provides for an evidence based traffic safety enforcement program designed to prevent traffic safety violations, crashes, and crash fatalities and injuries across the state.

ODOT-TSO identifies Oregon law enforcement partner agencies with the data-driven need to conduct overtime traffic enforcement projects within their communities. All of Oregon's TSEP high visibility enforcement (HVE) projects are designed to coordinate with national mobilizations and/or state efforts for maximized visibility and effectiveness. High visibility enforcement has proven to be an effective countermeasure to traffic violations and poor driving behaviors, as motorists fear getting a ticket more than getting hurt in a crash.

Distracted driving remains a primary violation and crime that law enforcement observes on a daily basis. Without a change in this behavior, a continual increase in serious injury and fatal traffic crashes on Oregon roadways remains a concern. Funding received in 2023 for the distracted driving problem will again be made available utilizing the same criteria and focus as in 2022.

Law enforcement agencies are awarded funds focused on conducting HVE for what Oregon considers as its 'fatal five:' distracted driving, impaired driving, occupant protection, pedestrian safety, and speed campaigns throughout the grant year. Agencies are also encouraged to conduct Multi-Agency Traffic Team saturation events, partnering several jurisdictions together for their high visibility enforcement efforts. TSO and its partner agencies work together in providing continuous follow-up to the efforts, adjusting plans in response to data analysis, evaluation, and feedback relating to HVE.

In addition to grant project monitoring, TSO is continually in contact with the state's law enforcement agencies through related meetings, conferences, training sessions, governor advisory committees, workgroups, joint press events, and similar forums throughout the year. At the end of each funding cycle, a TSO program report evaluates the State's performance in meeting the PTS program's goals through an analysis of regional performance and needs, cost-effectiveness of deployed strategies, and any opportunities for improved performance or a shifting of resources.

In 2023, the Oregon State Police and local police agencies throughout Oregon will again be awarded HVE grant projects. Grantees will be required to participate during these specific campaign and calendar events in 2023:

### Required HVE Campaigns:

- Christmas/New Year's Eve holidays (December-January) (Impaired Driving Focus)
- *Click It or Ticket* mobilization (May) (Occupant Protection Focus)
- Labor Day (late Aug-Sept) (Impaired Driving Focus)

### The Problem

- The need for increased enforcement resources is not generally recognized outside the law enforcement community. Agencies who perform High Visibility Enforcement activities are often depicted as conducting traffic enforcement as a “money grab” versus the true need for traffic safety enforcement, to reduce serious injury and fatal crashes on Oregon’s roadways.
- The need for increased training for police officers in the use of speed measuring equipment (Radar/Lidar), crash investigations, and traffic law (including any updates from recent legislative sessions, increased crashes associated with distracted driving and constraining changes in Oregon case law related to impaired driving).
- Due to the recent passage of Measure 110, which decriminalized single use possession of illicit drugs, there is an increased need for police officers to be trained in drug recognition tactics. Oregon has already seen an increase in serious injury and fatal crashes associated with impaired driving as it relates to poly-substance use (more than one drug or drugs and alcohol), constraining changes in Oregon laws and case law related to impaired driving and the decline of officers dedicated to traffic safety enforcement.
- There is also an identified need to increase advanced motor officer training availability to motorcycle officers in Oregon.
- Decreasing agency budgets resulting in larger officer-to-population ratios prevent most enforcement agencies from having capacity to respond to crashes that are non-blocking and/or non-injury. In some larger metropolitan areas, this includes serious injury crashes without a trauma system entry patient or a vulnerable road user involved. . The need for increased crash investigations and crash reporting training in the law enforcement community. Recent changes at the basic police academy have drastically reduced training hours in these areas.
- Many county and city police agencies lack the resources necessary to dedicate officers to traffic teams, or to even have a traffic team.

Statewide there is an overall decline in the number of citations being issued to the motoring public. This may be due to several factors including the current climate of the general public’s view of law enforcement, the continued COVID-19 pandemic priorities, and the understaffing of law enforcement agency operations throughout the state. Many agencies are struggling to recruit and train qualified officer candidates. This in turn makes it difficult to maintain regular patrol functions and some agencies do not have the resources to increase or in some cases, even maintain traffic enforcement levels (traffic teams/motor units). FFY2023 will continue presenting additional challenges impacting high visibility enforcement or grant funded enforcement activities as a result of the continuation of the COVID-19 pandemic in Oregon. Some law enforcement agencies are still advising officers to limit traffic enforcement to egregious violations only in order to limit contact and exposure. This directive will likely be evident in future data of traffic safety violation citations issued, and an increase in serious injury and fatality crashes.

Working to increase OSP trooper staffing levels from the current 8 troopers per 100,000 residents to at least 15 troopers per 100,000 residents by January 1, 2030 is a statewide goal and was recently outlined in several Bills in the Oregon 2021 Legislative Session. OSP staffing levels have continually declined over the past 20 years, while Oregon’s population has exponentially increased. OSP has responsibility for providing general public and traffic safety for the state’s highways, but is also often called upon to assist with enforcement or responder needs at the local level due to limited enforcement resources for smaller communities.

### Police Traffic Services, 2016-2020

	2016	2017	2018	2019	2020	2016-2020 Average
<i>Total Fatal Traffic Crashes</i>	448	403	463	456	460	446
<i>Total Fatalities</i>	498	439	502	494	507	488
<i>Total Injuries</i>	44,628	41,893	41,089	39,737	27,737	39,017
<i>No. of Law Enforcement Officers</i>	5,336	5,373	5,518	5,569	5,646	5,488
<i>Officers per 1,000 Population</i>	1.30	1.32	1.33	1.31	1.33	1.32

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

### Annual Total Traffic Stops by Oregon State Police

Year	Number of Traffic Stops	% Change from Previous Year
2014	258,065	16.70%
2015	198,805	-22.96 %
2016	211,891	6.58%
2017	229,994	8.54%
2018	238,415	3.66%
2019	207,716	-12.88%
2020	137,886	-33.62%

Source: Oregon State Police

### Annual Total Number of Officers Attending TSO Traffic Safety Trainings, 2016-2020

Year	Number of Officers Attending Training	2016- 2020 Average
2014	105	105
2015	258	154
2016	291	188
2017	291	214
2018	302	249
2019	308	290
2020	200	278

Source: TSO Files

## Goals

- Increase the number of police officers trained through TSO sponsored traffic safety trainings from the 2016-2020 moving average of 278 officers to an average of 300 officers by December 31, 2025.

## Performance Measures

- Increase number of officers trained in advanced crash investigations with the 2016-2020 moving average of 51 police officers to 55 by December 31, 2023.
- Maintain Oregon motorcycle officers trained in advanced rider techniques with the 2016-2020 moving average number of 35 by December 31, 2023.
- Maintain the number of police officers trained in the use of Radar/Lidar with the 2016- 2020 moving average number of 674 by December 31, 2023.
- Increase number of officers trained statewide through the Police Traffic Safety training conference from the 2016-2020 moving average of 185 officers to an average of 225 officers by December 31, 2023.

## Strategies

- Coordinate and deliver an annual Police Traffic Safety Education Conference for Oregon police officers.
- Provide two-day Advanced Traffic Crash Investigation training for Oregon police officers, which includes training on proper crash reporting.
- Provide additional training opportunities for law enforcement officers as it relates to the investigation of crashes due to distracted driving.
- Continue to support Oregon Advanced Motor Officer training.
- Conduct HVE events throughout the State based on crash data and problem identification.
- Expand outreach into other areas in TSO by working with Program Managers to create short program training webinars for officers (example: Pedestrian, Motorcycle, Driver Education, etc.)

# Region 1

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

## Region 1 Overview

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

- 2,130 Highway Lane Miles (70% Urban/ 30% Rural)
- 1,144 Bridges (Including 8 Willamette, and 2 Columbia River Bridges)
- 330 Traffic Signals
- 150 Ramp Meters
- 70 Flashers and,
- the Metro Area Intelligent Transportation System

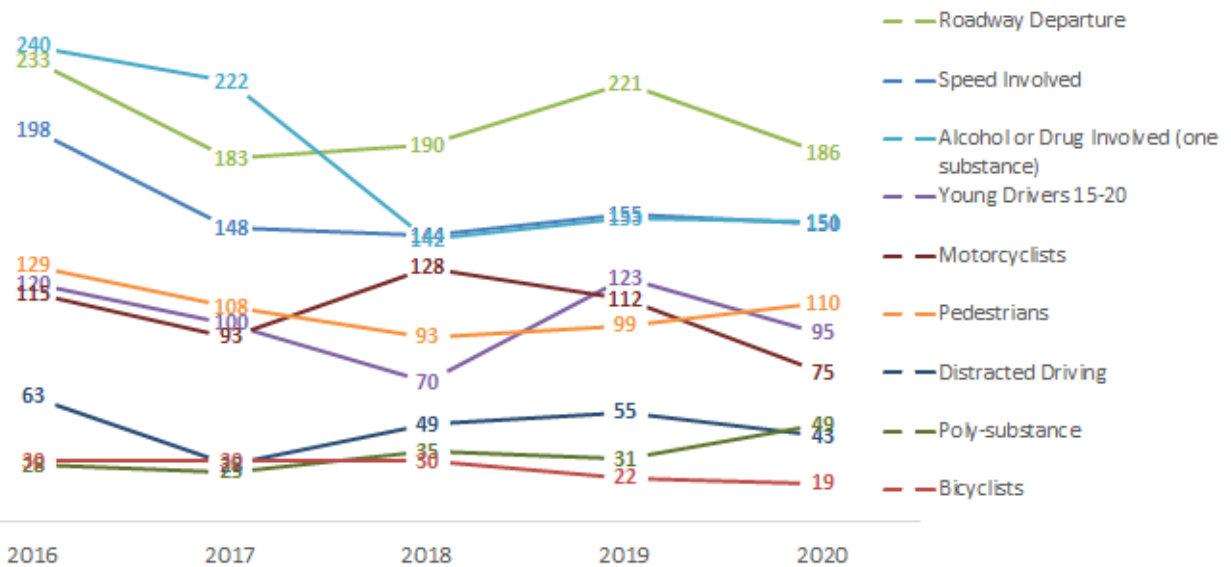
## Problem Identification Statement

Of the 3,308 fatal and serious injury crashes in Region 1 from 2016 - 2020, 99.5% involved human factors, with human behavior being the only factor in 79 percent of the fatal and serious injury crashes, indicating a need to address this through changing our transportation culture through education and enforcement, while amplifying traffic safety messages by outreach through existing channels and partnerships.

2020 saw a 20% decrease in fatalities and serious injuries. Region 1 saw a decrease in fatalities and serious injuries in all categories except pedestrians and alcohol and drug (crashes involving both alcohol and drugs). Pedestrian fatalities and serious injures increased 11% (99 to 110). Alcohol and drug (two-substances) fatalities and serious injuries increased 58% (31 to 49). Roadway departure remains the top cause of fatal and serious injury crashes in Region 1, accounting for 21 % of all fatal and serious injuries; followed by alcohol or drug involved and speed at 17%, however, all three causes have strong overlap. While fatal and serious injuries decreased in 2020, Region 1 fatalities increased 12%. Estimates for decreases remain modest due to the significant increase in 2021 as indicated by preliminary data.



## FATAL & SERIOUS INJURIES - REGION 1



### Goals

- Maintain fatalities in Region 1 at the 2016-2020 average of 128 by December 31, 2025.
- Maintain serious injuries in Region 1 from the 2016-2020 average of 609 by December 31, 2025.

### Performance Measures

After the brief reprieve where fatal and serious injuries decreased in seven of nine categories, in 2020, Region 1 expects to see fatal and serious injuries in all categories increasing in the next five years with the exception of bicyclists.

- Decrease bicyclist involved fatalities and serious injuries from crashes in Region 1 from the 2016-2020 average of 27 to 24 by December 31, 2023.
- Maintain fatalities and serious injuries from Roadway Departure crashes in Region 1 at the 2016-2020 average of 203 by December 31, 2023.
- Maintain fatalities and serious injuries from alcohol or drug involved (one substance) crashes in Region 1 at the 2016-2020 average of 181 by December 31, 2023.
- Maintain fatalities and serious injuries speed involved crashes in Region 1 at the 2016-2020 average of 159 by December 31, 2023.
- Maintain pedestrian involved fatalities and serious injuries in Region 1 at the 2016-2020 average of 108 by December 31, 2023.
- Maintain young driver (15-20) involved fatalities and serious injuries in Region 1 at the 2016-2020 average of 102 by December 31, 2023.

- Maintain fatalities and serious injuries from distracted driving crashes in Region 1 at the 2016-2020 average of 48 by December 31, 2023.
- Maintain fatalities and serious injuries from substance-involved crashes in Region 1 at the 2016-2020 average of 215 by December 31, 2023.
- Maintain fatalities and serious injuries from alcohol and drug (crashes involving both alcohol and drugs) crashes in Region 1 at the 2016-2020 average of 34 by December 31, 2023.

### Strategies

- Employ deterrence countermeasures including enforcement and education campaigns to reduce speeding, impaired driving, distracted driving, non-safety belt use, and pedestrian deaths and serious injuries. Work with local law enforcement to identify high crash areas within Region 1 to implement targeted high visibility enforcement.
- Maintain and build on partnerships in all four Region 1 counties with law enforcement, health educators and programs, traffic engineering, government traffic safety counterparts, and injury prevention specialists.
- Provide leadership to develop a safety culture through Region 1 focused on reducing fatal and serious injury crashes through addressing behavioral issues. Encourage multi-disciplinary teams to collaborate and leverage efforts on strategic actions to increase the effectiveness of education, outreach, and law enforcement efforts region wide.
- Develop a strategic traffic safety communications plan focused on issues specific to Region 1 that works to amplify education campaigns implemented by the state, pushing traffic safety messaging through existing channels to include local grassroots outreach efforts.
- Identify corridors that have high frequency of crashes and apply the 4-E efforts of engineering, education, enforcement, and EMS to improve the safety of high crash corridors.
- Support local and regional governments carrying out or developing local Transportation Safety Action Plans (TSAPs) by attending community meetings, providing them with state data and technical assistance to help inform their decisions and support local traffic safety efforts.
- Develop methodologies to identify traffic safety problem areas in Region 1. Employ efforts aimed at reducing crashes caused by speed, impaired driving, young drivers, distracted driving and pedestrian crashes.

# Region 2

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## Link(s) to the Transportation Safety Action Plan

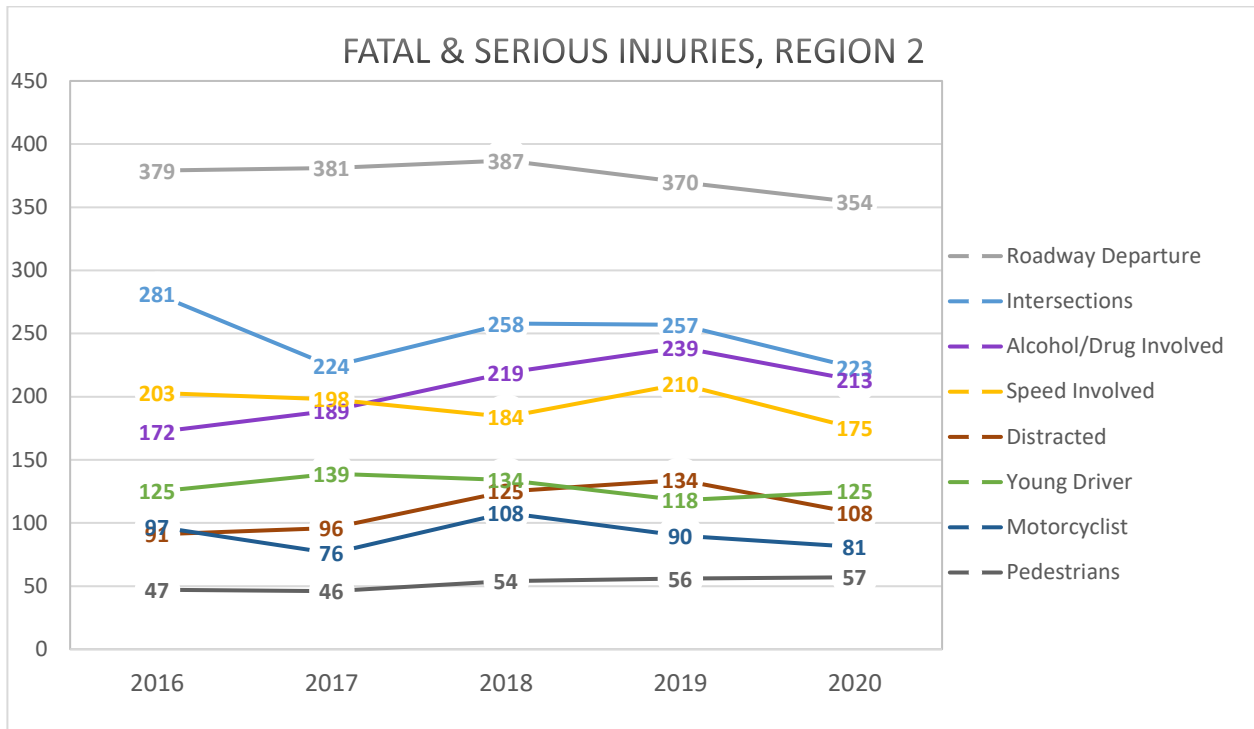
- Strategy 1.1.1**      Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

## Region 2 Overview

ODOT's Northwest Region provides transportation facilities and services for nearly one-third of Oregon's population. Region 2 comprises Benton, Clatsop, Columbia, Lane, Lincoln, Linn, Marion, Polk, Tillamook, Yamhill, southwestern Clackamas, and western Washington counties. The Region is responsible for the safety, construction, and maintenance of almost 25 percent of the state's highway miles and has two major Cascade mountain passes (Santiam and Willamette). It is home to nearly 200 miles of U.S. 101 - the Oregon Coast Highway is a destination, a historic and cultural resource; and a challenge to maintain with landslides, hurricane force winds, and more than 90 inches of rain per year.

## Problem Identification Statement

- Roadway departure crash types result in the highest number of fatalities and serious injuries in Region 2. And despite efforts to reduce traffic fatalities over the last decade, speed, alcohol/drugs, distracted driving, and proper safety belt use continue to be major factors contributing to deaths and injuries on all roads. Other challenges in the Region include teen driver, motorcyclist, and pedestrian crashes.
- Region 2 has seen a dramatic increase in drug impaired fatal and serious injury crashes. There is a need for more training for officers, and public education campaigns related to reducing drug impaired driving.
- There continues to be a need to provide education and resources to local traffic safety committees on the 4-E (education, engineering, enforcement, and emergency medical services) approach to transportation safety.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

## Goals

- Decrease fatalities in Region 2 from the 2016-2020 average of 169 to 145 by December 31, 2025.
- Decrease serious injuries in Region 2 from the 2016-2020 average of 637 to 547 by December 31, 2025.

## Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2016-2020 average of 374 to 341 by December 31, 2023.
- Decrease fatalities and serious injuries that occur at or in intersections in Region 2 from the 2016-2020 average of 248 to 226 by December 31, 2023.
- Decrease speed related fatalities and serious injuries in Region 2 from the 2016-2020 average of 194 to 177 by December 31, 2023.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2016-2020 average of 128 to 117 by December 31, 2023.
- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2016-2020 average of 137 to 125 by December 31, 2023.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2016-2020 average of 111 to 101 by December 31, 2023.
- Decrease drug related fatalities and serious injuries in Region 2 from the 2016-2020 average of 104 to 95 by December 31, 2023.

- Decrease fatalities and serious injuries from motorcycle crashes in Region 2 from the 2016-2020 average of 90 to 83 by December 31, 2023.
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2016-2020 average of 52 to 48 by December 31, 2023.

### Strategies

- Employ deterrence countermeasures, including enforcement and education campaigns, to reduce speeding, impaired driving, distracted driving, and safety belt and child car seat use violations. Work with local law enforcement to increase patrols at top Safety Priority Index System (SPIS) sites within Region 2 (SPIS has been recognized as an effective problem identification tool for evaluating road segments with higher crash histories).
- Apply 4-E safety countermeasures within active Safety Corridor sites, develop and implement Safety Corridor Plans, meet with active stakeholder groups, and decommission sites that no longer meet the criteria.
- Identify corridors that have high frequencies of roadway departure crashes and implement low-cost engineering, education, and enforcement initiatives to improve safety at those locations.
- Continue to increase the number and effectiveness of partnerships. Current efforts like Safe Kids and local traffic safety committees include hospitals, EMS providers, fire services, health educators, health programs, enforcement, engineering, and others. Attempt to tie specific efforts of these partnerships to crash reductions in target populations.
- Identify and increase the opportunities to provide state data (crash, health, economic loss, etc.) to local jurisdictions and safety organizations. Work with multi-disciplinary teams to identify traffic safety problems, detect emerging trends, and draft possible safety responses to those conditions. Provide technical assistance.

# Region 3

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

## Region 3 Overview

Region 3 is the Oregon Department of Transportation's Southwest Oregon region, extending from the Oregon coast to Crater Lake and from the northern California border to the border of Lane and Douglas counties.

The region manages the longest section of Interstate 5 in Oregon which includes the highest mountain pass along the West Coast Interstate Highway from Mexico to Canada. The project delivery teams work in White City, Coquille and Roseburg. The region operates eight maintenance stations spread throughout its five counties that include Coos, Curry, Douglas, Jackson, and Josephine.

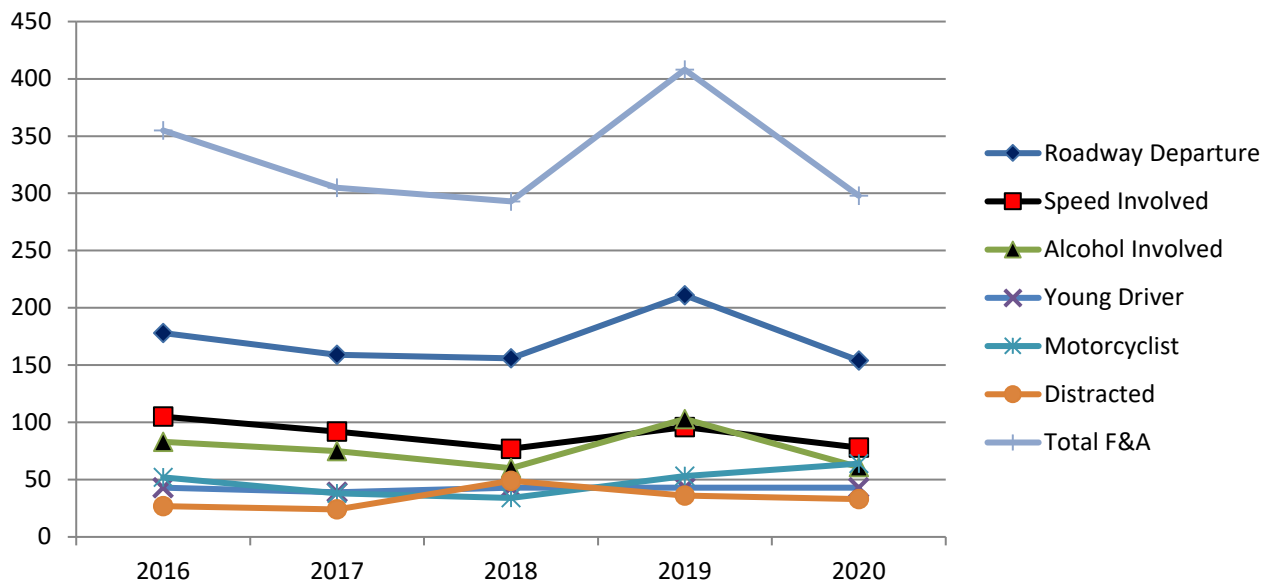
The geographic diversity in the region is extraordinary. The gem of Oregon's only National Park is Crater Lake, the deepest and possibly bluest lake in the country. The region has a wide range of rivers and lakes, coastline, mountains, wetlands, desert, and the largest stand of old growth timber in the world.

## Problem Identification Statement

- Fatal and serious injury motor vehicle crashes are over-represented and caused primarily by human behavior and poor choices, as opposed to vehicle or roadway issues. In 2020 Region 3 had 15 percent of total state traffic fatalities compared with 12 percent of the state's licensed drivers. Despite sustained reductions in traffic fatalities over the last decade, speed, alcohol, and roadway departure continue to be major factors contributing to deaths and injuries on all roads in Region 3.
- Speed was a contributing factor in 78 fatal and serious injury crashes in Region 3 (15 percent of the statewide fatal and serious injury crashes) in 2020, decreasing considerably from 96 in 2019.
- In 2020, 15 percent of the alcohol involved fatal and serious injury crashes in the state (61) occurred in Region 3.
- Drug involved fatal and serious injuries decreased in Region 3 from 62, to 50, in 2020 which equates to 16 percent of the statewide total.
- In 2020, total safety belt use and child safety seat use in Region 3 closely reflected statewide figures; however, there continues to be a need for public education on the importance of child passenger safety and proper use of restraint systems.
- Motorcycle fatalities and serious injuries increased from 53 in 2019 to 64 in 2020 in Region 3 and continued work is needed to reduce these fatal and serious injury crash types.

- Roadway departure crash fatalities and serious injuries decreased from 211 in 2019 to 154 in 2020 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.

### Fatalities & Serious Injuries, Region 3



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

### Goals

- Decrease fatalities in Region 3 from the 2016-2020 moving average of 83 to 71 or below by December 31, 2025.
- Decrease serious injuries in Region 3 from the 2016-2020 moving average of 249 to 214 or below by December 31, 2025.

### Performance Measures

- Reduce roadway departure/lane departure related fatalities and serious injuries in Region 3 from the 2016-2020 moving average of 175 to 159 by December 31, 2023.
- Reduce speed related fatalities and serious injuries in Region 3 from the 2016-2020 moving average of 90 to 82 by December 31, 2023.
- Reduce alcohol involved fatalities and serious injuries in Region 3 from the 2016-2020 preliminary moving average of 76 to 70 by December 31, 2023.
- Reduce fatalities and serious injuries in motorcycle crashes in Region 3 from the 2016-2020 moving average of 48 to 44 by December 31, 2023.
- Maintain crashes associated with inclement weather on state highways in Region 3 from the 2016-2020 moving average of 731 to xxx (current data not yet available) by December 31, 2023.

## Strategies

- Serve as a resource to ODOT Region 3 for transportation safety priority program areas.
- Attend local transportation safety meetings, both internal and external of ODOT, as a resource to local and regional safety programs. Provide technical assistance for applicable transportation safety related public events, programs, or fairs within the region. Work to stabilize struggling committees by identifying gaps and needs; working also with communities that have a need, or have expressed interest in forming new traffic safety committees.
- Provide resources for traffic safety events as applicable. Advocate transportation safety programs and awareness to partners and stakeholders in the communities within Region 3.
- Collaborate and work to enhance partnerships with local agencies/groups to raise awareness around transportation safety issues and partner on proven countermeasures to impact those identified problems within Region 3.
- Administer mini-grants to local jurisdictions for child passenger safety equipment, supplies, and training.
- Partner in educational opportunities on transportation safety problem areas, with an emphasis on Impaired Driving (Drugs and Alcohol), Speed, Distracted Driving, Roadway Departure, and Motorcycle Safety. Increase partnerships with health and injury prevention, social, and youth advocacy groups.
- Assist w/ coordination of Child Passenger Safety (CPS) coalitions in Region 3. Administer grant projects to local agencies to enhance support of CPS public events, fitting stations, or trainings. Participate in meetings with certified CPS Technicians in the region to help expand existing programs as well as stay current on CPS recertification, paperwork, and reporting requirements.
- Partner on the continuation of a Salt Use program on the entire section of I-5 in Region 3; monitor evaluation reports for anticipated reductions in crashes during adverse weather conditions.
- Partner on the implementation of a tree removal program on select Region highways where vegetation causes shading and contributes to ice on the roadway and provide a wider clear zone.
- Partner on the implementation of Region-wide projects to increase visibility on highways to improve safety, including pavement markers, roadside delineation, and curve signage.



# Region 4

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

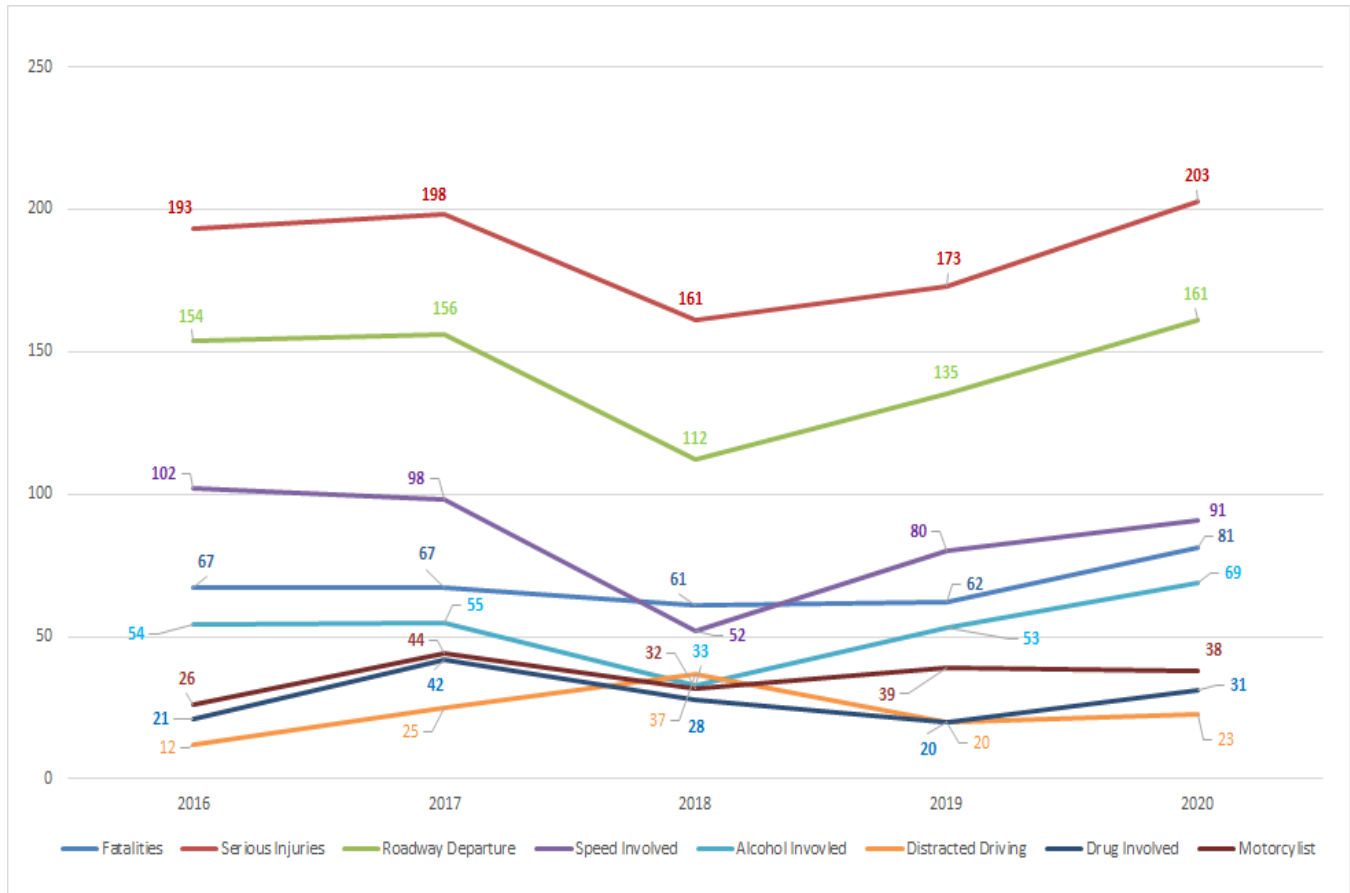
## Region 4 Overview

Region 4 encompasses Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco, and Wheeler counties. Region 4 is rural in nature and had an estimated population of 353,230 in 2020 which represents 8.2 percent of the statewide population. The Region has 1,973 miles of state highway centerline miles (449 lane miles) which represents 22 percent of all statewide centerline miles, along with two major Cascade Range mountain passes (Santiam and Willamette). Region 4 hosts US 97, which serves as a major corridor between California and Washington, and I-84, which connects Portland to Boise, Salt Lake City, and every point eastward. Central Oregon is a recreation hub of Oregon, with winter and summer tourism being a huge draw for the region. Region 4 has one active safety corridor on OR Route 140 W - Lake of the Woods from mile point 29 to mile point 47.

## Problem Identification Statement

- The rural nature of Region 4's high desert highways present unique challenges to transportation safety. The flat and straight highways along with increased speed limits promote high speed driving, but where these highways also serve as the main streets for small towns, there is increased danger to all users of the system. The longer distances between population centers decreases the enforcement capabilities and increases the response and travel times for first responders.
- The rural and small-town characteristics are also reflected in how effective law enforcement can be on local traffic issues: staffing is based on population, but the highway services many through-travelers, and many rural agencies may cite violations differently based on their policy and procedures.
- Even though cars have grown safer, and infrastructure is continually improved, more vehicle miles driven closely correlates with increased traffic fatalities and serious injuries. Region 4 is largely rural in nature with many miles of rural highways, which are associated with higher speed and roadway departure crashes. These two crash types are the top two involved factors for fatal and serious injuries in Region 4. Central Oregon is among the fastest growing regions in the country and brings with it an increase in traffic volume, another increase to vehicle miles traveled.
- Alcohol-impaired driving is a major concern as all impaired driving crashes are preventable crashes. 11<sup>th</sup> graders in every Region 4 reporting county in the "2018 Oregon Student Wellness Survey" indicated higher than state average rates of binge drinking, driving after consuming alcohol, and riding with other teen drivers who had been drinking. Statewide there has also been a dramatic increase in drug impaired fatal and serious injury crashes. There is a need for more training for law enforcement officers and public education campaigns related to both alcohol and drug impaired driving.

## Region 4 - Fatalities and Serious Injuries



	2016	2017	2018	2019	2020
Fatalities	<b>67</b>	<b>67</b>	<b>61</b>	<b>62</b>	<b>81</b>
Serious Injuries	<b>193</b>	<b>198</b>	<b>161</b>	<b>173</b>	<b>203</b>
Roadway Departure	<b>154</b>	<b>156</b>	<b>112</b>	<b>135</b>	<b>161</b>
Speed Involved	<b>102</b>	<b>98</b>	<b>52</b>	<b>80</b>	<b>91</b>
Alcohol Involved	<b>54</b>	<b>55</b>	<b>33</b>	<b>53</b>	<b>69</b>
Distracted Driving	<b>12</b>	<b>25</b>	<b>37</b>	<b>20</b>	<b>23</b>
Drug Involved	<b>21</b>	<b>42</b>	<b>28</b>	<b>20</b>	<b>31</b>
Motorcyclist	<b>26</b>	<b>44</b>	<b>32</b>	<b>39</b>	<b>38</b>

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

### Goals

- Decrease fatalities in Region 4 from the 2016-2020 average of 68 to 58 by December 31, 2025.
- Decrease serious injuries in Region 4 from the 2016-2020 average of 186 to 159 by December 31, 2025.

### Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 4 from the 2016-2020 average of 143 to 131 by December 31, 2023.

- Decrease speed related fatalities and serious injuries in Region 4 from the 2016-2020 average of 85 to 77 by December 31, 2023.
- Maintain alcohol related fatalities and serious injuries in Region 4 from the 2016-2019 average of 47 by December 31, 2023.
- Decrease distracted driving related fatalities and serious injuries in Region 4 from the 2016-2020 average of 23 to 21 by December 31, 2023.
- Maintain drug related fatalities and serious injuries in Region 4 from the 2016-2019 average of 26 by December 31, 2023.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 4 from the 2016-2020 average of 36 to 33 by December 31, 2023.

### Strategies

- Identify corridors that have high frequencies of roadway departure crashes and collaborate and assist partner agencies with low-cost engineering, education, and enforcement initiatives to improve safety at those locations. Actively promote and facilitate these partnerships within the region.
- Continue to increase the number and effectiveness of partnerships with groups outside of ODOT. Maintain and grow partnerships with Safe Kids and other CPS groups, local safety committees, and community-based services such as hospitals, EMS providers, fire, health educators and health programs. Maximize the efforts of these partnerships to reduce crashes in target populations, identifying and addressing underlying causes for risk taking behaviors, and raising awareness of ongoing safety issues.
- Identify high crash locations using state data (crash, health, fiscal, economic loss, etc.) and provide to local jurisdictions and safety organizations to support the implementation of proven safety countermeasures.
- Assist multi-disciplinary teams to identify local traffic safety problems, detect emerging trends, and draft possible safety responses based on proven countermeasures to those conditions.
- Provide resources and education items for transportation safety events, with a focus on priority areas of speed, impaired driving, distracted driving, road departure, motorcycle safety, and occupant protection.
- Provide Region 4 management team with timely and updated crash data information. Identify trends in crash types and locations and collaborate with department leads to provide proven countermeasures and safety messaging in a targeted response.

# Region 5

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

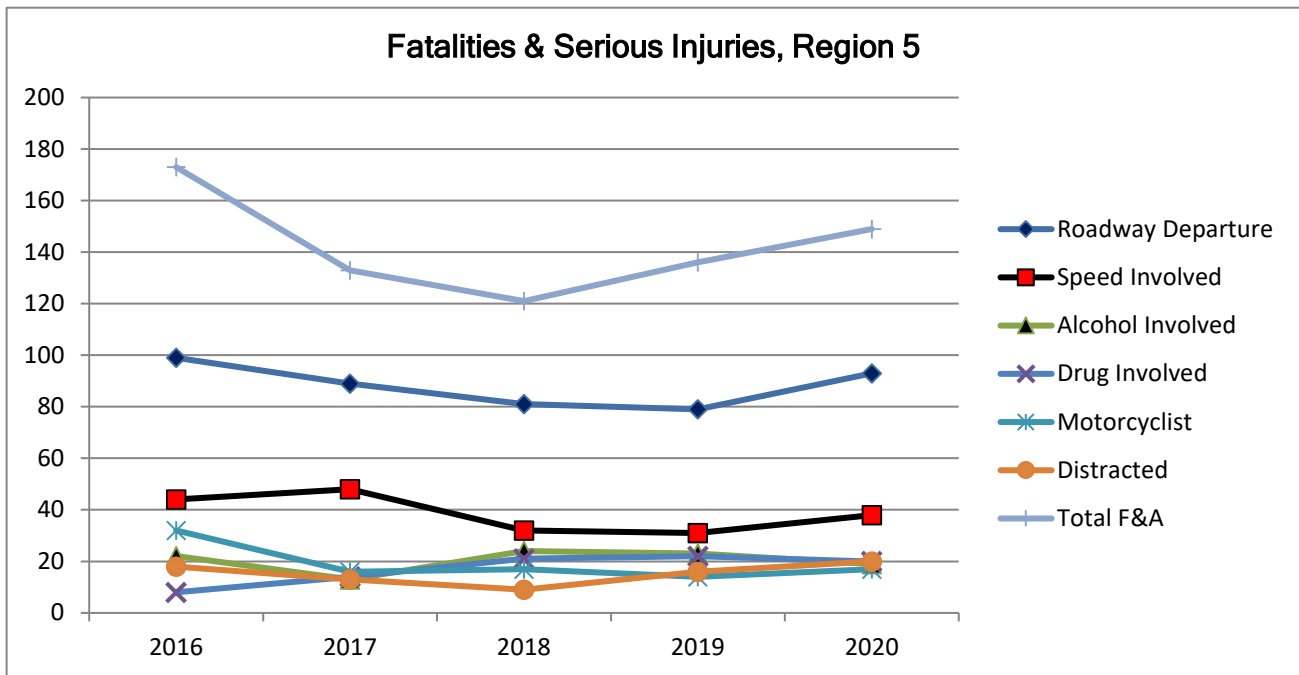
## Region 5 Overview

Region 5 is responsible for the safety, construction, and maintenance of the State's Highway System in eight eastern counties in the state: Morrow, Umatilla, Union, Baker, Wallowa, Grant, Harney, and Malheur. These counties make up approximately 39 percent of the total land area of the state with just 5 percent of the state's population. Region 5 is frontier and rural in nature encompassing 2,228 state highway, 10,384 county and 892 city miles of roadway, with no active safety corridors. Mountain passes, inclement weather, variable speed limit corridors, and speed limit increases on I-84, I-82, and several state highways are some of the more unique transportation features of the Region.

## Problem Identification Statement

- In 2020, fatalities due to traffic crashes in the region were over represented with 7.3 percent of the state's fatalities. However, this number represents a decrease in total fatalities from 41 in 2019 to 37 in 2020.
- In 2020, serious injuries due to traffic crashes increased in number and percent of the state's total. In 2020, Region 5 had 112 total serious injuries which is up from 2019 where 95 serious injuries were recorded for the region. This number represents 7 percent of the state's total serious injuries due to traffic crashes. It is noteworthy that in 2018, the numbers were lower than they had been in a decade. The increase from 2018 to 2019 and then to 2020 is more in line with the trend previous to 2018.
- Despite reductions in traffic fatalities over the last decade, recent years have shown an increase statewide and nationally in numbers. Roadway departure, speed, and driving under the influence continue to be major factors in fatal and serious injuries in Region 5 as reflected by the data. Building a positive safety culture to change poor human behaviors is needed to maintain the momentum toward reducing fatal and serious injury crashes.
- In 2020, alcohol was involved in 19 deaths and serious injuries in Region 5, down from 23 in 2019. The region accounted for 4.6 percent of statewide alcohol involved fatalities and serious injuries.
- In 2020, 25.5 percent (38) of all Region 5 fatalities and serious injuries were speed involved. This number increased from most recent years but is still lower than the number reflected from 2015-2017 average and overall showing a downward trend. In 2020, Region 5 accounted for 7.1 percent of statewide speed involved fatalities and serious injuries.

- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departure due to the rural nature of the region. In 2020 Region 5 had 93 fatalities and serious injuries from these crash types, up from 79 in 2019. This represents 62.4 percent of the total fatalities and serious injuries in Region 5 for 2020, and 9.8 percent of statewide roadway departure fatalities and serious injuries.
- In 2020, 11.9 percent (17) of all Region 5 fatalities and serious injuries were due to motorcycle crashes. Region 5 accounted for 6.2 percent of the statewide fatalities and serious injuries due to motorcycle crashes.



Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation.

Note: There may be more than one factor coded in a single crash. (For example, a driver seriously injured in a roadway departure crash may also have been speeding.)

## Goals

- Decrease fatalities in Region 5 from the 2016-2020 moving average of 41 to 35 by December 31, 2025.
- Decrease serious injuries in Region 5 from the 2016-2020 moving average of 102 to 87 by December 31, 2025.

## Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2016-2020 average of 39 to 35 by December 31, 2023.
- Maintain or reduce alcohol involved fatalities and serious injuries in Region 5 from the 2016-2020 average of 20 by December 31, 2023.
- Maintain or reduce drug involved fatalities and serious injuries in Region 5 from the 2016-2020 average of 17 by December 31, 2023.

- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2016-2020 average of 88 to 81 by December 31, 2023.
- Maintain or reduce distracted driving involved fatalities and serious injuries in Region 5 from the 2016-2020 average of 15 by December 31, 2023.
- Decrease fatalities and serious injuries from motorcycle crashes in Region 5 from the 2016-2020 average of 19 to 18 by December 31, 2023.
- Decrease crashes associated with inclement weather on state highways in Region 5 from the 2015-2019 moving average of 497 to 440 by December 31, 2023. (2020 data not available at the time of this chapter update.)

## Strategies

- Serve as a resource to ODOT Region 5 for transportation safety priority program areas.
- Attend transportation safety meetings as applicable, serving as a resource to local and regional safety programs. Provide technical assistance and resources for transportation safety related events, programs, or fairs within the region.
- Provide resources and education items for transportation safety events, with a focus on priority areas of speed, impaired driving, distracted driving, road departure/winter driving, motorcycle safety, and occupant protection. Advocate transportation safety programs and awareness to partners and communities in Region 5.
- Work with the existing local transportation safety committees (Area Commissions on Transportation/ACTs, or similar) within the region to enhance and strengthen programs and provide resources and other important information. Member retention and recruitment is a priority in communities struggling to keep these groups active.
- Collaborate and work to enhance or create new partnerships with local agencies/groups to raise awareness around transportation safety problem issues within the region.
- Sponsor local jurisdictions for DUII community education; travel and expenses for law enforcement training needs; and/or for child passenger safety equipment, supplies, and/or training.
- Assist with coordination of meetings and/or email groups with certified CPS technicians in Region 5 to help them maintain certification, and to stay active in their communities. CPS techs will be able to network, share training opportunities, and stay current on recertification requirements to help with technician retention rates.
- Assist with coordination of annual meetings with Region 5 School Resource Officers (SRO) to share information specific to transportation safety; and to give the local SROs opportunity to network, share resources, and coordinate efforts as needed.
- Assist Region 5 law enforcement agencies on training needs and share with state trainers to assist with planning and promotion of training opportunities in Region 5.

# Roadway Safety

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

**Strategy 1.2.1** Provide transportation and safety leaders and staff with training, information, and education on proven methods to integrate safety into all aspects of the planning, programming, project development, construction, operations, and maintenance processes.

### Problem Identification Statement

- There is lack of a balanced 4-E (Education, Enforcement, Engineering and EMS) approach to transportation safety statewide; each discipline needs to be promoted and advanced using a synergistic approach.
- There is not an identified set of trainings for the Highway Safety Manual, its benefits and potential implementation statewide.
- Evaluation of the Oregon Safety Corridor Program has identified that existing corridors continue to not be decommissioned within one year of meeting the decommissioning criteria. Additionally, stakeholders need training in the development of data formation, including developing local crash rates. The addition of County Safety Corridor Program increases the need to provide support as needed to these stakeholder groups.
- Non-state road authorities are inconsistent in their approach to transportation safety.
- There is a need to enhance existing roadway safety engineering related training programs. Classes need to be available at various locations and times to reach targeted stakeholders.
- Assessment of existing traffic control devices, for all jurisdictions, needs to be completed on a regular basis.

Traffic Rates in Oregon <sup>3</sup>	2016	2017	2018	2019	2020	2016-2020 Average
National Traffic Fatality Rate <sup>1</sup>	1.19	1.17	1.14	1.11	1.34	1.19
Oregon Traffic Fatality Rate <sup>1</sup>	1.36	1.19	1.36	1.37	1.57	1.37
Highway System, Non-freeway Crash Rate	1.68	1.63	1.43	1.40	1.27	1.48
Highway System Urban Non-freeway Crash Rate	2.50	2.34	2.08	2.03	1.74	2.14
Highway System Rural Non-freeway Crash Rate	1.04	1.07	0.93	0.92	0.92	0.98
Highway System, Freeway Crash Rate	0.59	0.61	0.46	0.47	0.38	0.50
County Roads/City Streets Crash Rate (Line 4*1.38)	2.32	2.25	1.97	1.93	1.75	2.05

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

1 Deaths per 100 million vehicle miles traveled

2 Crashes per million vehicle miles traveled

## Goals

- Increase the number of trainings and local workshops available for state and local public works, and for law enforcement on various roadway safety related topics from the 2017-2021 average of 25 to 30 by December 31, 2025.
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2017-2021 average of 565 to 693 by December 31, 2025.

## Performance Measures

- Increase the number of trainings and local workshops for state and local public works, and law enforcement staff on various roadway safety related topics including human factors engineering from the 2017-2021 average of 25 to 32 by December 31, 2023.
- Increase the number of state and local public works and law enforcement staff trained on various engineering, enforcement and transportation safety related topics from the 2017-2021 moving average of 565 to 688 by December 31, 2023.

## Strategies

- Participate in ODOT efforts that advocate and work to increase roadway safety; such efforts include:
  - Highway Safety Engineering Committee (HSEC)
  - Research projects
  - Expert Task Group(s)
  - Related training short courses
- Provide overtime traffic enforcement grants for priority roadway departure locations.
- Provide overtime traffic enforcement grants for priority safety corridor(s). Grantee will provide press releases for each safety corridor identified in addition to maintaining a Stakeholder group for each corridor. Coordinate discussions and input on training topics to be provided within the state. Actively engage with safety advocate partners such as local agencies, FHWA, and internal ODOT staff.
- Advance the adoption of the 4-E approach to transportation safety by promoting Human Factors Countermeasures in order to increase awareness and use of this information and its benefits to the state's transportation system.



# Safe and Courteous Driving (includes Distracted Driving)

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## Link(s) to the Transportation Safety Action Plan

**Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.

## Problem Identification Statement

The Safe and Courteous program consists of five different focus areas: Distracted Driving, Drowsy Driving, Following Too Close, Red Light Running and Lights & Swipes. Media campaigns are done for these programs to promote awareness and education. Of these five programs, most attention is turned toward distracted driving due to the urgency of this issue in both Oregon and nationwide. Distracted driving has become a national epidemic, and Oregon is working hard to combat it, as well as to make it socially unacceptable.

There is strong evidence that ‘high visibility enforcement’ efforts (HVE) are highly successful in changing improper driver behavior. In addition, the National Highway Traffic Safety Administration (NHTSA) indicates that public information and education programs should be comprehensive, seasonally focused, and sustained.

Distracted Driving is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike.

Distracted Driving is a dangerous behavior for drivers, passengers, non-occupants, and non-motorized travelers alike. From 2016-2020 there were 15,538 crashes resulting in 186 fatalities and 24,126 injuries caused by crashes involving a distracted driver in Oregon.

From 2016-2020 there were 1,237 crashes, resulting in 24 fatalities and 1,824 injuries caused by drivers reported to have been using a cell phone at the time of the crash.

From 2016-2020 there were 127 crashes involving a driver age 16-18 reported to have been using a cell phone at the time of the crash: 0 fatalities and 179 people injured.

From 2016-2020 there were 59,074 convictions for this offense.

These crashes continue to be underreported in Oregon, but with recent law changes and updated crash data reporting requirements, reported numbers should initially rise before falling due to countermeasure efforts. The cultural norm around cell phone use needs to be changed so all Oregonians know it is illegal and culturally not ok to use one’s cell phone.

**Oregon Driver reported to have used mobile electronic device in crash, fatalities and injuries 2016-2020**

Year	Fatalities	Injuries
2016	9	408
2017	1	353
2018	2	433
2019	5	370
2020	7	260

<b>Total</b>	24	1,824
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Source: Crash Analysis and Reporting, Oregon Department of Transportation. All injuries included.

<b>Oregon mobile electronic device use convictions 2016-2020</b>	
<b>Year</b>	<b>Convictions</b>
2016	10,317
2017	8,748
2018	13,086
2019	16,660
2020	10,255
<b>Total</b>	<b>59,066</b>

Source: Oregon Driver and Motor Vehicle Services

## Goals

- Decrease distracted driving fatalities related to driver use of a mobile electronic device from the 2016-2020 average of 4 to 3 by December 31, 2025.
- Decrease distracted driving injuries related to driver use of a mobile electronic device from the 2016-2020 average of 364 to 322 by December 31, 2025.

## Performance Measures

- Decrease distracted driving fatalities related to driver use of a mobile electronic device at the 2016-2020 average of 5 to 4 by December 31, 2023.
- Decrease distracted driving injuries related to driver use of a mobile electronic device from the 2016-2020 average of 364 to 343 by December 31, 2023.

## Strategies

- Develop and distribute public information and education materials to conduct outreach and raise awareness and understanding of the dangers of distracted driving.
- Provide high visibility enforcement for distracted driving statewide throughout the year, especially during April, the Annual National Distracted Driving Awareness Month.
- Participate statewide in the national Connect 2 Disconnect (C2D) high visibility enforcement effort.

# Safe Routes to School- Non-Infrastructure (Education)

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## Link(s) to the Transportation Safety Action Plan

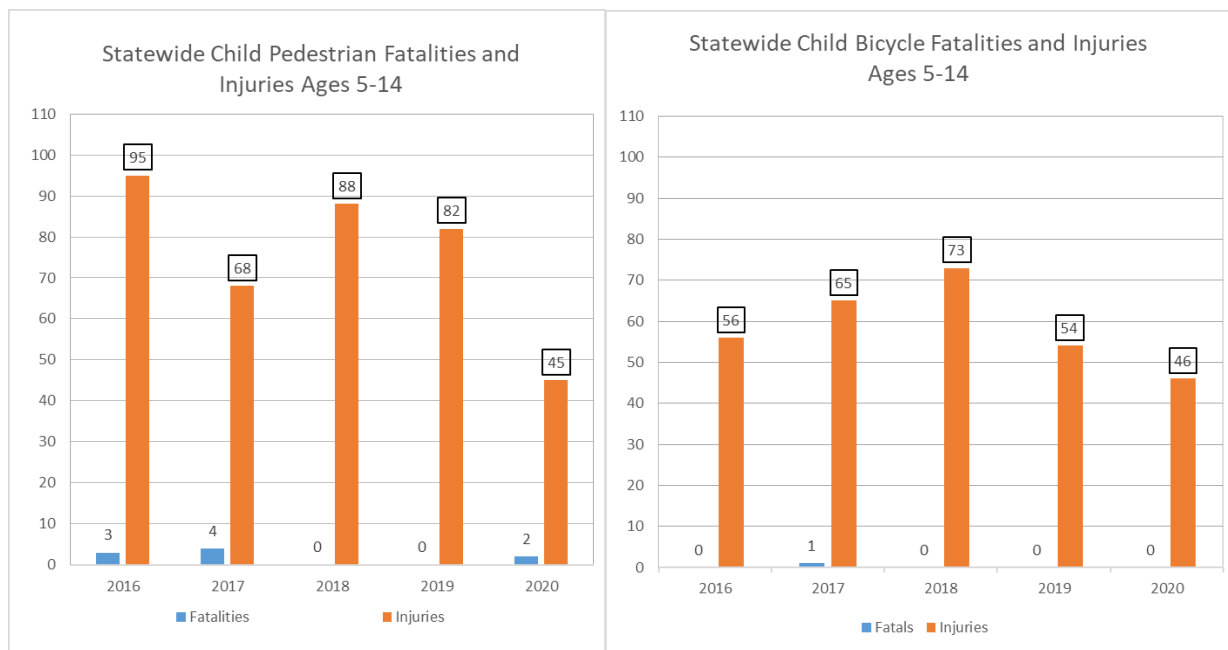
- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Strategy 1.1.2** Tailor safety culture marketing and media tools to specific user groups with specific needs (e.g., youth, aging travelers, walkers, motorcyclists, bicyclists, under-invested groups, and different income groups).
- Strategy 5.3.1** Collaborate with the media and agency public information offices to develop information which improves public awareness of safety programs, laws, roles, responsibilities, and expectations. Ensure campaigns take into account Oregon demographics.
- Strategy 5.3.2** Work with educators in the state's public school system (including community colleges and other locations where transportation disadvantaged groups such as recent immigrants, newly licensed adult drivers, English as Second Language populations, etc., are likely to receive education) to improve awareness and understanding of transportation laws, roles, and responsibilities through programs such as Safe Routes to School.

## Problem Identification Statement

- Alternative commuting options such as walking, biking, and other types of rolling (wheelchairs, scooters, and skateboards) to school can have many health and academic benefits for youth; however, for the majority of schools nationwide, 10 percent or fewer students walk or bike to school. This is an approximate 40 percent decrease since 1969 (CDC.gov).
- The Centers for Disease Control and Prevention have recommended children and adolescents have at least 60 minutes of physical activity per day, yet as the most recent data from 2018, only 24 percent of youths nationwide meet these recommended physical activity guidelines (health.gov).
- Nationally, 1 in 5 children and adolescents are obese, which can result in immediate health risks such as hypertension and breathing problems. Long term health risks include a higher risk of being obese as an adult, metabolic chronic disease, and low self-esteem and depression (CDC.gov).
- Despite the benefits of walking and rolling to school, there can be barriers to commuting to school safely such as unsafe or lack of walking and rolling roadway facilities. Other contributing factors may be unsafe driver, pedestrian and bicyclist behaviors. In Oregon motor vehicle crashes involving children ages 5-14, there is a five-year average (2016-2020) of 2 pedestrian fatalities; 76 pedestrian injuries and 1 bicyclist fatality; 59 bicyclist injuries each year.

The objectives of a Safe Routes to School Program are:

- To ultimately reach the goal of zero fatalities and injuries for children walking, rolling or bicycling.
- To increase education and construction project opportunities that aid in the ability for children to walk, roll and bicycle safely to and from school.
- To make walking, rolling and bicycling appealing travel alternatives
- To influence a healthy and active lifestyle
- To facilitate the planning, development and implementation of projects and activities that improve safety and reduce traffic, fuel consumption and air pollution in the vicinity of schools.



**Goals**

- Reduce child (age 5-14) pedestrian involved fatalities and injuries from the 2016-2020 moving average of 78 to 67 by December 31, 2025.
- Reduce child (age 5-14) bicycle involved fatalities and injuries from the 2016-2020 moving average of 60 to 50 by December 31, 2025.

## **Proposed Performance Measures**

- Reduce child (age 5-14) pedestrian involved fatalities and injuries from the 2016-2020 moving average of 78 to 76 by December 31, 2023.
- Reduce child (age 5-14) bicycle involved fatalities and injuries from the 2016-2020 moving average of 60 to 58 by December 31, 2023.

## **Strategies**

- Partner with the ODOT SRTS construction program manager to synthesize program efforts
- Work with the media contractor to develop statewide safety campaigns focused on promoting safe behaviors regarding children being a part of the Oregon transportation system.
- Work with and support the SRTS Technical Assistance Provider team to synthesize program activities to develop a strong encouragement, outreach and engagement program for communities to participate in SRTS programs and activities.
- Work with and support the SRTS Technical Assistance Team to deliver a hub model in ODOT regions to deliver technical assistance to communities at a regional level.
- Work with and support the SRTS technical assistance team in updating educational statewide resources such as the Neighborhood Navigators 2.0 Pedestrian and Bicycle Safety Curriculum; also managing the [OregonSafeRoutes.org](https://OregonSafeRoutes.org) website.
- Continue to provide educational resources for statewide distribution promoting safe walking and biking to/from school.
- Support local competitive SRTS Non-Infrastructure projects to establish SRTS programming and encourage sustainable programming models.
- Assist communities in developing SRTS Action Plans by providing training and resources such as the Action Plan Template through the SRTS Technical Service Provider.
- Continue to support the Statewide Walk + Roll, Bicycle and Pedestrian Safety Education and Recognition and Train-the-Trainer programs.
- Promote safe walking and biking through media campaign materials encouraging parents and kids to choose active travel modes to school.

# Speed

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## Link(s) to the Transportation Safety Action Plan

- Strategy 3.1.2** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Strategy 3.1.5** Provide transportation safety educational opportunities for people of all ages, ethnicities, and income levels.

## Problem Identification Statement

In 2020, 35 percent of all traffic fatalities in Oregon involved speeding (traffic deaths). Data reflects excessive speed or driving too fast for present conditions as the number two contributing factor to fatal traffic crashes on Oregon roads in the year 2020.

Fourteen percent of all 2019 speed related traffic deaths in Oregon occurred on the State Highway System. The Oregon State Police do not currently have the staffing levels needed to appropriately enforce traffic laws to significantly reduce traffic crashes and resulting deaths and injuries. Multi-agency partnerships and events will be required in 2022 to help address this problem.

Following are facts relative to increased speed:

- Chances of dying or being seriously injured in a traffic crash double for every 10 mph driven over 50 mph - this equates to a 400 percent greater chance of dying at 70 mph than 50 mph.
- Crash forces increase exponentially with speed increases (i.e., 50 mph increased to 70 mph is a 40 percent increase in speed, while kinetic energy increases 96 percent).
- The stopping distance for a passenger car on dry asphalt increases from 229 feet at 50 mph to 387 feet at 70 mph -- a 69 percent increase in stopping distance.

## Challenges

Decreasing agency budgets and agencies struggling to recruit and train qualified officer candidates result in larger officer-to-population ratios. This decline prevents most enforcement agencies from having capacity to conduct officer-initiated activities, such as traffic enforcement, due to call volume.

Speed Racing is becoming an increasing problem in Oregon (primarily an urban issue). In 2020 there were 333 convictions for Speed Racing in Oregon. Law Enforcement is seeing an increase in coordinated events where racers are taking over freeways and bridges where spectators are also being injured; a decline in the amount of law enforcement officers available for traffic enforcement makes it difficult to effectively deal with the issue. Large crowds gathering to watch are also beginning to become more aggressive towards law enforcement resulting in an increased officer safety risk. Safety equipment in vehicles is tested at 35 mph - but the same equipment loses the ability to work effectively at higher speeds. Additionally, a recent study conducted by the National Highway Traffic Safety Administration (NHTSA) found that “when

compared with a male crash victim a woman is 17 percent more likely to die”, and, according to a 2019 University of Virginia study, “73 percent more likely to be seriously injured in a vehicle crash”. One conclusion to this is “all the crash test dummies are male. Even the “female” dummies the government requires in tests are just smaller versions of male dummies. As a result, many cars are not primarily designed to keep women safe” according to the NHSTA report.

While safety feature advancements help save lives, many drivers have a false sense of security, and they can go faster because of safer vehicle technology. Car advertisements, video games and movies capitalize on “fast cars”. This too, albeit maybe subconsciously, reinforces that it’s “cool” to drive fast especially if you have a high-performance vehicle.

### Speed in Oregon, 2016-2020

	2016	2017	2018	2019	2020	2016-2020 Average
Total Number of Fatalities Statewide	498	439	502	494	507	430
Number of People Killed Involving Speed	207	170	146	156	170	170
Percent Involving Speed	42%	39%	29%	32%	34%	35%
Total Number of Injuries Statewide	44,628	41,893	41,089	39,737	27,737	39,017
Number of People Injured Involving Speed	6,072	5,861	5,026	5,224	4,341	5,305
Number of Speed Involved Convictions	114,013	119,121	126,669	129,251	128,610	123,533
Number of Speed Racing Convictions	321	357	311	316	333	328

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

### Speed Citations During Grant Funded Activities, 2017-2021

	FFY 2017	FFY 2018	FFY 2019	FFY 2020	FFY 2021
Speeding citations issued	6,162	4,238	11,456	4,489	7,247

Sources: TSO Grant files, 2017 - 2021

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

### Goals

- Decrease fatalities in speed related crashes from the 2016-2020 moving average of 170 to 161 or lower by December 31, 2025.

### Performance Measures

- Maintain or decrease fatalities in speed related crashes from the 2016-2020\* moving average of 147 to 153 by December 31, 2023. (NHTSA) [\*FARS data]
- Maintain or decrease the number of people injured in speed related crashes from the 2016-2020 moving average of 5,305 to 5,305 or lower by December 31, 2023.

### Strategies

- Provide annual public information and education on the dangers of speeding via media contractor, ODOT public information officers and other media outlets.

- Ensure that speed enforcement overtime efforts are conducted on the types of roadways in which the largest percentages of death and injuries are occurring. Priority order is: Rural State Highways, County Roads, City Streets and Interstate System.
- Provide comprehensive statewide analysis of speed involved crashes per ODOT region annually. Work with city, county, tribal and state law enforcement agencies statewide to address specific problems in their areas.
- Work toward elevating the seriousness of the potential consequences of speeding behavior in the public eye as Oregon's number two contributing factor to traffic death and injury severity.
- Speed enforcement overtime based on, and prioritized by, speed related serious injury and fatal crash data and agency problem identification statements which are more current and more accurate.



# Traffic Records

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## Link(s) to the Transportation Safety Action Plan

**Strategy 2.1.1** Enhance crash data quality using a coordinated effort with ODOT and partner agencies and stakeholders.

## Problem Identification Statement

The 2021 NHTSA Traffic Records Assessment of Oregon's program identified a number of problems or areas for improvement relating to Oregon's traffic records systems. Specific highlights include the following:

- The use of automation, especially for field data collection, is lagging in Oregon. Collection of crash, citation, roadway, and EMS data have been reviewed for the benefits that electronic collection would provide. To date, there is some use of automation for data collection that's been implemented for citations and crash reports, with some significant improvements made to EMS first response reports; but there's more to be done. There is also a need for a public web-based tool for involved drivers to report crashes online.
- Access is very limited to crash data online, as well as to user-friendly analytical tools that support GIS mapping and non-spatial analysis (e.g., cross-tabulated data aggregation) through a single point of access.
- There is not a fully deployed standardized, unique identifier system that tracks crash victim patients across multiple incidents; such a system would allow for subsequent linkage with specific crash and other data.
- There is a need for crash report completion training to be delivered to law enforcement, as well as targeted training for engineers, prosecutors, judges, and EMS providers to promote improved crash data collection and quality.
- Roadway information is not available for all public roads in the state, whether under state or local jurisdiction. ODOT does not have a clear, consistent linear referencing system for highways in Oregon; the same road may have multiple numbers and duplicate milepost numbers, causing confusion for emergency responders.

The following graphic details how Oregon stacks up against 56 other states or territories that have recently conducted NHTSA Traffic Records Assessments, giving a visual representation of how Oregon is doing relative to others. Oregon is doing well in many areas, but as with all programs, there are areas where improvements can be made, allowing ODOT to develop a clearer picture of transportation safety issues and how to combat them.



## Strategies

- Improves timeliness of a core highway safety database.
- Provide tools and training to assist local government to report EMS incidents in a timely accurate manner.
- Provide software and resources to track new driver training and coordination with licensing
- Provide tools and training to local law enforcement to issue electronic citation and crash documentation.
- Provide software and assistance to improve the overall functionality of the crash records system.
- Provide resources to better integrate EMS, Crash and possibly other data in Oregon, and where possible improve access.

# Vehicle Safety Equipment Standards

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## Link(s) to the Transportation Safety Action Plan

- Strategy 1.1.1** Promote safe travel behavior through educational initiatives, focusing on how system user behavior can contribute to a safer transportation system for all.
- Strategy 5.3.1** Collaborate with the media and agency public information offices to develop information which improves public awareness of safety programs, laws, roles, responsibilities, and expectations. Ensure campaigns take into account Oregon demographics.

## Problem Identification Statement

Drivers continue to violate federal and state laws and rules related to vehicle safety equipment. This occurs as a result of intentionally or unintentionally using non-compliant equipment and/or delaying necessary repair or replacement of critical safety equipment.

- Equipment retailers are making non-compliant products available with which vehicle owners assume are legal on-road equipment for use on their vehicles. When using these products on public highways, the non-legal application of some of these modifications adversely affects other highway users' safety.
- Vehicle owners who modify their vehicles without permitted equipment or lawful application may alter their vehicle to a condition where they are operating out of compliance with federal and state laws and rules.
- Vehicle owners may be unaware of necessary equipment maintenance or for the need for critical repair and replacement of safety equipment. This is contributing to fatal and serious injury crashes.
- There may be cultural differences regarding awareness, commitment to compliance, and an understanding of the penalties associated with existing vehicle safety equipment laws and rules.

Law enforcement availability, which traditionally serves in the education and enforcement role of vehicle safety equipment compliance, continues to be limited as increased demands for service and reduced resources available for traffic law enforcement activities occupy their priorities. An apparent decline in some political support of enforcement of vehicle safety equipment laws may result in less enforcement and might be contributing to more crashes, injuries, and fatalities due to equipment failure or use of non-permitted equipment.

Oregon does not have a trailer brake requirement. ORS 815.125(7) only states that a combination of vehicles must be able to stop within a certain distance at a certain speed. Not requiring trailer brakes may be contributing to crashes as a result of these vehicle combinations' inability to stop in necessary distances while involved in critical braking situations.

	<b>Automobile Vehicle Defect Crashes, Fatalities, and Injuries 2015-2019</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2016-2020 Average</b>
<b>Crashes</b>	Total Number of F&I Vehicle Defect Crashes	444	389	375	376	254	368
	Total Number of Fatal, Vehicle Defect Crashes	6	5	3	5	4	4
	Total Number of Non-Fatal, Vehicle Defect Crashes	438	385	376	382	250	366
	F&I Crashes due to tire failure*	128	134	111	96	80	110
	F&I Crashes due to defective brakes	17	123	155	150	99	138
<b>People</b>	Fatalities due to ANY Vehicle Defect	6	5	3	5	5	5
	Injuries due to ANY Vehicle Defect		556	564	538	364	534
	Fatalities and Injuries due to ANY Vehicle Defect	653	561	567	543	369	539
	Fatalities due to tire failure	0	2	1	1	1	1
	Injuries due to tire failure	189	171	160	131	109	152
	F&I Tire Failure	189	173	161	132	110	153
	Fatalities due to defective brakes (1300 GMSS)	2	0	2	3	4	2
	Injuries due to defective brakes (1300 GMSS)	258	200	256	221	153	218
F&I defective brakes	260	200	258	224	157	220	
	Convictions for unlawful use of or failure to use lights (ORS 811.520)	374	427	343	341	309	491

Sources: Crash Analysis Reporting Unit, Oregon Department of Transportation, DMV, \*Note: More than one type of mechanical problem may occur in any given vehicle or crash.

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

- Maintain or reduce the number of fatalities and serious injuries due to defective / inadequate brakes, or total loss of brakes from the 2016-2020 average of 11 by December 31, 2025.

## Performance Measure

- Maintain or reduce the number of fatalities and serious injuries due to defective / inadequate brakes, or total loss of brakes from the 2016-2020 moving average of 11 by December 31, 2023.

## Strategies:

- Partner with DMV on Oregon Driver Manual updates and Teen Driver Education Program on Playbook updates to educate and encourage compliance with vehicle safety equipment standards.
- Develop informational media products promoting use of permitted and properly maintained legal vehicle safety equipment (tires, brakes, steering, towing, secure your load, etc.). Partner with internal and external media representatives to disseminate these products to vehicle dealers, part sales businesses, and vehicle owners and operators (workshop recommendation).

- Assess opportunities to increase vehicle recall campaign awareness among vehicle owners in Oregon.
- Continue to address customer questions related to vehicle safety equipment requirements through email/phone/media and public safety announcement work.
- Maintain access to SAE standards in order to meet Oregon Administrative Rule requirements related to provision of standards upon request.
- Make a voluntary vehicle inspection form available for use by Oregonians to increase safety of vehicle, ensure maintenance is up to date, and the vehicle is compliant with any states that have adopted the Vehicle-in-Use Inspection Standards (eCFR :: 49 CFR Part 570 -- Vehicle in Use Inspection Standards)

# Work Zone Safety

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

**Strategy 2.3.6** Implement best practices to eliminate work zone-related fatalities and serious injuries.

### Problem Identification Statement

Work zones present a unique, fluid and multi-faceted experience to roadway users. A wide variety of unusual and unexpected driving conditions is the norm in many work zones. Thus it is imperative to recognize:

- There is higher potential risk for crashes in work zones.
- Driver inattentiveness continues to be a top cause of work zone crashes.
- The potential for work zone crashes is exacerbated by issues related to speeding and distracted driving.
- Work zone crashes impact drivers, their passengers and construction workers.
- According to national studies, work zone crashes tend to be more severe than other types of crashes.

Work Zones in Oregon	2016	2017	2018	2019	2020	2016-2020 Average
<i>Work Zone Fatal Crashes</i>	5	4	8	3	5	5
<i>Work Zone Injury Crashes</i>	349	367	349	306	220	318
<i>Work Zone Fatalities</i>	7	4	8	4	6	6
<i>Work Zone Fatal/Serious Injuries</i>	33	32	34	31	25	31
<i>Work Zone Serious Injuries</i>	26	28	26	27	19	25
<i>Work Zone Injuries</i>	548	596	585	472	336	507
<i>Work Zone Worker all Injuries</i>	4	8	4	4	4	5
<i>Work Zone Worker Fatalities</i>	0	2	1	0	0	1

Sources: Crash Analysis and Reporting, Oregon Department of Transportation, US Department of Transportation

### Goals

- Reduce work zone fatalities and serious injuries from the 2016-2020 average of 31 to 26 by December 31, 2025.
- Reduce work zone total injury crashes from the 2016-2020 average of 318 to 273 by December 31, 2025.

### **Performance Measure(s)**

- Reduce work zone fatalities and serious injuries from the 2016-2020 average of 31 to 29 by December 31, 2023.
- Reduce work zone injury crashes from the 2016-2020 average of 318 to 290 by December 31, 2023.

### **Strategies**

- Participate in the statewide identification, development and promotion of new and existing work zone safety related countermeasures.
- Advance the adoption of the 4-E approach to work zone traffic safety (e.g., Education, Enforcement, Engineering and Emergency Medical Services.) Work pro-actively with all E groups to resolve and advance work zone safety issues.
- Participate in the Work zone traffic enforcement overtime program with ODOT Regions and various state and local police agencies.
- Author and/or update work zone policy and procedure guidelines/manuals (e.g. Work Zone Photo Radar Guidelines, Work Zone Enforcement Guidelines).



# 2023 Project Funding Narratives by Program Area

## Statewide

<b>Planning &amp; Administration</b>	<b>Awarded</b>
<b>164PA</b>	<b>\$25,000</b>

Travel, services and supplies and office equipment expenses to support alcohol impaired driving program efforts.

<b>Planning &amp; Administration</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$746,000</b>
<b>State Funds</b>	<b>[\$275,000]</b>

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

<b>Program Management</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$1,400,000</b>
<b>State Funds</b>	<b>[\$600,000]</b>

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

<b>Trauma Nurses Talk Tough - Train the Trainer</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$15,000</b>

This project provides funding to continue statewide training of trauma care providers to teach the TNTT program which exposes youth to research proven vehicle, bicycle, and other wheeled sport injury prevention education. TNTT's effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones), and speed and dealing with distractions while driving.

<b>Program Management - Impaired Driving</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$140,000</b>

Salaries, benefits, travel, services and supplies and office equipment will be funded for program coordinator programs, GAC-DUII related expenses (meeting expenses, venue rental, travel expenses, local and national attendance, research projects, special projects, training course fees and related participation fees).

<b>Statewide Services - Data and Public Opinion Research</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$100,000</b>

This project funds data and public opinion research conducted in relation to transportation safety programs.

<b>Statewide Services -Media Report</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$25,000</b>

This project provides funding for Public Information and Education Media Services annual report on the level of use received by the Transportation Safety Office's PSAs and their retail value.

<b>Transportation Safety Conference</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$35,000</b>

Provide for a statewide conference, and/or a series of regional conferences. The conference will provide a forum for sharing information and data of statewide significance in reducing transportation related deaths and debilitating injuries, and allow participants to connect traffic safety programs and ideas. The grant will provide for speakers, facilities costs, and incidental materials.

<b>Region Program Management</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$125,000</b>
<b>State Highway Fund</b>	<b>[\$600,000]</b>

Salaries; benefits; travel; services and supplies; and office equipment will be funded for region program coordinators.

<b>Motorcycle Safety Program Management</b>	<b>Awarded</b>
<b>State Motorcycle Funds</b>	<b>[\$85,000]</b>

Salaries; benefits, travel; services and supplies; and office equipment will be funded for the Motorcycle Program Manager, GAC-MS related expenses (meeting expenses, venue rental, travel expenses, SMSA attendance, research projects, special projects, training course fees and related participation fees, stipends).

<b>Program Management - Driver Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$275,000]</b>

These funds pay for salaries, benefits, travel expenses and services, supplies and office equipment for the Driver Education program coordinators. The funds additionally pay for SDES-related service and supplies and DEAC-related expenses including meeting and travel expenses and stipends, venue rental, local and national conference attendance, research projects and special projects.

<b>Program Management - Safe Routes to School</b>	<b>Awarded</b>
<b>FHWA</b>	<b>[\$85,000]</b>

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

## **Aging Road User**

<b>Statewide Service - Aging Road Users</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$20,000</b>

This project will fund public education campaigns for Aging Road Users to increase awareness and to educate drivers, pedestrians and bicyclists of traffic safety strategies for preventing traffic crashes from occurring. Expand knowledge of transportation choices to meet the mobility needs of an aging population. Explore partnerships with organizations directly involved with messaging and education involved in this demographic to expand project reach.

## Bike and Pedestrian

<b>Pedestrian and Bicycle Statewide Services: Education, Outreach and Media</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$420,000</b>

This project will update/reprint pedestrian safety resource and educational materials; continue participation in an annual public opinion online survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSO media contractor. . Collaborate with ODOT Roadway Engineers, ODOT Active Transportation Unit, Region Traffic Safety Coordinators and local agencies to educate and inform public on infrastructure enhancements; and promote pedestrian and bicycle safety education training to both drivers and pedestrians.

<b>Pedestrian Enforcement &amp; Training</b>	<b>Awarded</b>
<b>405(h)</b>	<b>\$150,000</b>

This is a statewide pedestrian safety enforcement (PSE) overtime mini-grant program to Oregon law enforcement agencies, to also include operations, training and evaluation, and diversion classes as applicable The program manager regularly reviews the reports that come in either from the LEA directly, or from Oregon Impact’s ‘Badge Data’ system that local LEAs enter their enforcement event date, location, and results (citations) into at least monthly. The program manager also shares ‘local’ and ‘trending’ data and information with the grantee agencies to ensure they have the data and can focus their efforts in those problem areas.

<b>Bicycle and Pedestrian Oregon Friendly Driver Class</b>	<b>Awarded</b>
<b>405(h)</b>	<b>\$179,254</b>

The program will develop, promote and implement driver education classes on pedestrian and bicycle laws and best practices in the regions surrounding Eugene, Bend, and Portland and will aim to serve as a statewide program to other areas within the state as needed.

<b>ODOT Region 1 Pedestrian and Bicycle Safety Education</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$350,000</b>

This project will fund grassroots pedestrian and bicycle safety education efforts. Grassroots projects are focused on traffic safety issues identified by local groups that are specific to their area and/or community e.g. the Chinese Community. These education and outreach efforts will be funded through-mini-grants to expand existing programs or fund new programs and/or projects to increase accessibility to education and encourage safe use of bike/pedestrian systems by schools, cities, counties, communities and other local organizations. Grant funds may be used to expand current local or community pedestrian and bicycle safety efforts including development of pedestrian and bicycle safety curriculum and resources, increasing project capacity by paying staff, or funding to expand training or classes for more participation

opportunities. This project provides funds to develop education and print materials; translation or development of materials that are language and culturally specific; engage in outreach, hire a part-time coordinator and increase training and education efforts in these local communities to address behavior that has been contributing to the rise in pedestrian deaths identified (data-driven) by neighborhoods, community groups, and other local organizations.

**Intended Sub-recipients**

Local non-profits, Cities, or Counties

**Potential sub-recipients:**

- BikeWorks by pear
- Oregon Walks
- Clackamas County
- Portland Bureau of Transportation
- Slavic Community
- Anson’s Bikes
- Immigrant and Refugee Organization
- Play, Grow, Learn
- Guerras Latinas

<b>ODOT Region 5 Pedestrian and Bicycle Safety Education</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$30,000</b>

This project will fund up to three education and outreach efforts in ODOT Region 5 through mini-grants focused on bicycle and pedestrian safety either by expanding or enhancing existing programs or funding new programs and/or projects to increase the accessibility to education and safe use of bike/pedestrian systems by schools, cities, counties, and other local organizations to be determined and as appropriate. This project provides transportation safety education, outreach, training, program supplies, and/or services to a wide variety of community-based traffic safety programs.

## **Community Traffic Safety**

<b>Clackamas Safe Community</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$50,000</b>

The project will work with Clackamas County local governments to communicate the implementation of key objectives of their county’s 2019 local TSAP, the Safe Communities Coalition concept, and to refine an aggressive 4-E approach to reducing death and injury. The project will adapt strategies from Montana State research on culture change regarding organizational and highway safety. As with all TSO community grants, the project will utilize NHTSA’s “Countermeasures That Work” and FHWA’s “Proven Safety Strategies” along with the safety program principles of the Safe Community model in Clackamas County. Project will fund consultant services and materials needed to implement local safety action plan items.

Subrecipient: Clackamas County

<b>Lane Safe Community</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$95,000</b>

The project continues to coordinate and implement portions of the new Lane County and city level Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Lane County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide staff hours and allowable resources for coordination activities to assist with and implement actions to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic, and safety for all modal users. Subrecipient: Eugene/ Springfield Metropolitan Planning Organization

<b>Deschutes Safe Community</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$95,000</b>

The project will coordinate and implement portions of the Deschutes County, and the City of Bend local Transportation Safety Action Plans. This project will continue work to integrate the elements of the Safe Community concept within Deschutes County, and will specifically encourage partnerships within the county government, and with cities within the county. The project will provide consultant services, hours and allowable resources for coordination activities to assist with and implement action items from the plans to initiate culture change inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic. Subrecipient: Bend Metropolitan Planning Organization

<b>Safe Community Services</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$160,000</b>

The project will provide webinar and direct training, mentoring, and technical assistance to promote traffic safety volunteer efforts that mirror NHTSA's "Countermeasures That Work" and other proven efforts. This project with Oregon Impact will continue to offer local traffic safety advocates access to technical assistance via a weekday 1-800 "warm" line, and a project directed electronic newsletter featuring traffic safety resources, ideas and recognition for successful programs. Oregon Impact will make phone contact with 100% of the recognized local traffic safety committees in Oregon during the fiscal year to identify best practices, troubleshoot problems, and encourage local participation. The grantee will work with ODOT Region staff to ensure that 100% of the recognized communities receive at least one in-person visit during the grant period. The project will be responsible to identify an effective performance measurement and realistic targets, and work to increase the number of citizens who volunteer to assist for traffic safety projects, and promote local safety advocacy and activities. The project will coordinate with TSO staff to assist locals in coordinating their efforts between program topics, with an aim to develop more holistic efforts in conducting outreach and education on transportation safety best practices. Subrecipient: Oregon Impact

<b>Safe Communities Assistance</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$100,000</b>

The project will award grants to local governments for the coordination and implementation of allowable portions of new county and city level Transportation Safety Action Plans. This project will work with communities to integrate the elements of the Safe Community concept into local plan implementation, and will specifically encourage partnerships within county and city governments. The project will provide staff or consultant hours and allowable resources and materials for coordination activities to assist with and implement actions to initiate positive transportation safety culture changes inside and outside city and county government, moving the community toward a zero acceptable deaths approach to managing motor vehicle traffic safety outreach and education, including implementation of the county's new Local Transportation Safety Action Plan. Subrecipients: Klamath County, Marion County, Jefferson County

<b>Local Safety Action Plans</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$600,000</b>

This project will identify communities, and fund awards to local governments for the development of safety action plans. The plan development process will gather data about fatal and injury crash causation, and will establish local plans using data driven decision making and available research to identify countermeasures that show the best potential to impact local safety problems in an effective manner. The best countermeasures will become part of the local plans. The plans will incorporate Engineering, Education, Enforcement and EMS solutions to address the Economic impacts of transportation related fatal and serious injury crashes. Subrecipients: Marion County, Jefferson County

## **Driver Education**

<b>Driver Education Program Reimbursement</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$2,176,924]</b>

These funds reimburse public and private providers for a portion of their cost in providing driver education to students. Reimbursement is made to each public or private provider based on the number of students completing the driver education course, not to exceed \$210 per student, the maximum allowed by law. Additionally, a low/no cost subsidy is available, not to exceed \$75 per student. Curriculum standards and delivery practices are met before reimbursement dollars are provided. Adaptive Strategies Program allows for "project specific" activities that increase access to "Frontier" Oregon teens.

<b>Driver Education DHS Foster Kids</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$50,000]</b>

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

<b>GDL Implementation - Information and Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$600,000]</b>

These funds pay for a grant to Western Oregon University to train beginning instructors completing the instructor preparation courses and provide for trainer of trainers' development and workshops, additionally these funds provide for the Instructor Certification program and certification database. Funds also provide for the coordination of the regional Pacific Northwest Driver and Traffic Safety Conference, curriculum update projects for ODOT-TSO, and emerging logistical development support through compliance systems (RAPID) and others. This project also continues revisions to the Oregon Driver Risk Prevention Curriculum known as the Playbook and creates a Playbook Instructor Manual and updates to the Gameplan (instructor training). Salary for the coordinator, benefits, travel, services and supplies, office equipment and training are provided.

<b>Statewide Services - Driver Education</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$235,000]</b>

These funds provide for media campaigns related to the ODOT-approved driver education program and other media related to increasing participation in the ODOT-approved driver education program as well as related office supplies and expenses. The funds also pay for printing the approved curriculum.

<b>Region 2 Initiative (Adaptive Strategies)</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$75,000]</b>

This grant supports an ongoing effort for Lane County to increase access to Oregon youth to be able to take the ODOT-approved Driver Education Course. Salary for the coordinator, benefits, travel, services and supplies, office equipment and training are provided.



<b>Region 5 Initiative (Adaptive Strategies)</b>	<b>Awarded</b>
<b>Student Driver Training Fund</b>	<b>[\$60,000]</b>

This grant supports increasing access to Oregon youth who live in eastern Oregon to be able to take the ODOT-approved Driver Education Course. Funding is for recruitment of instructors, development of satellite classrooms, travel, services and supplies and training.

<b>Trauma Nurses Talk Tough (TNTT)</b>	<b>Awarded</b>
<b>Transportation Operating Fund</b>	<b>[\$47,500]</b>

This project provides funding to continue statewide training of trauma care providers with the needed hours to teach the TNTT education program. TNTT's effective presentations address bicycle safety and other wheeled sport safety (skateboards, rollerblades, and scooters), high-risk drivers, safety belt use, impaired driving, cell phone use while driving (including texting/talking on cell phones, and speed) and dealing with distractions while driving.

## **Emergency Medical Services**

<b>Emergency Medical Services</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$40,000</b>

This project will assist in strengthening Oregon's EMS capabilities statewide. It will be used as support for rural emergency medical service responder training (both paid and volunteer) to attend statewide training in-person or on-line to maintain licensure and EMS equipment. This will be done to increase the EMS workforce and decrease response times with a well-trained workforce.

## **Impaired Driving - Alcohol**

<b>Statewide Services Program - DUII Paid Media &amp; Communications/Messaging</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$300,000</b>

A comprehensive traffic safety public information program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol impairment. DUII related PSAs which may be in the form of billboards, print, water closet, television and radio will be produced and distributed.

<b>Statewide Services Program - DUII</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$60,000</b>

Program management costs specific to alcohol-impaired driving will be supported through this project. This may include costs like the annual Public Opinion Survey questions specific to alcohol-impaired driving; or costs related to the 24-DRUNK phone hotline to report impaired drivers, support for the annual impaired driving conference and other training-related support.

<b>DUII Overtime Enforcement Program - OSP</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$100,000</b>

Oregon State Police continue to participate in High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII, or local events that have a focus on alcohol, drugs, or a history of related impaired driving. This grant will provide overtime funds for troopers working in coordinated statewide DUII specific patrols.

<b>Law Enforcement Spokesperson - DPSST</b>	<b>Awarded</b>
<b>164AL</b>	<b>\$150,000</b>

This project provides funding for the management and training of all DUII related law enforcement training in the State of Oregon. SFST and SFST Refresher training is held at various locations across the state. Additional goals are to increase the number of Standardized Field Sobriety Test (SFST) certified trainers and provide mobile video training to state, county, city and tribal agencies, as well as to keep officer training records available for those organizations managing HVE grants.

<b>HVE DUII Enforcement</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$600,000</b>

This grant will provide mini-grants for overtime hours to city, county and tribal law enforcement agencies to conduct DUII saturation patrols during High Visibility Enforcement events throughout the year. Approximately 50 cities and 20 counties covering over 80 percent of the state's population will receive overtime grant funds for FFY2023. Agencies participating in High Visibility Enforcement events will provide DUII specific patrols at designated high incidence windows for impaired driving. This grant also allows for flexibility to accommodate participation during local community events that are identified as high impaired-driving risk periods.

<b>DUII Resource Prosecutor</b>	<b>Awarded</b>
405(d)	\$350,000

This project provides the hours necessary for the Department of Justice to provide Oregon with traffic safety resource prosecutor services and subject matter expertise to city, county, tribal and state prosecutors in handling complex DUII laws and unique or difficult cases. These services will be provided throughout Oregon to assist with DUII cases, along with education and training for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

<b>Sustained Enforcement - DUII</b>	<b>Awarded</b>
405(d)	\$167,620

This project continues a pilot project for Yamhill County Sheriff’s Office to reduce the increasing numbers of impaired driving fatality crashes occurring in Yamhill County. In 2020, a six month period experienced 7 crashes resulting in 9 fatalities. All the crashes but two were immediately connected to an impaired driver (one is still pending results from the crime lab from a Drug Recognition Expert’s investigation and subsequent blood draw).

[Note: In 2017, a similar pilot was conducted to fund dedicated speed enforcement activities. After 18 months, the Sheriff went to the Board of County Commissioners with the results and was able to secure funding to permanently sustain those activities.]. This 2023 project is also “seed money” to combat the increasing impaired driving problem in the County with additional, dedicated DUII enforcement resources and activities. To show their commitment to this project, they intend to purchase a vehicle for these specific activities.

<b>State Judicial Outreach Liaison</b>	<b>Awarded</b>
405(d)	\$100,000

This project provides for the expertise of a State Judicial Outreach Liaison (SJOL). The purpose of the ABA State Judicial Outreach Liaison program is to provide a foundation for the American Bar Association Judicial Division (ABA) to focus their outreach efforts on educating and mobilizing support for NHTSA’s alcohol and drug impaired driving program activities. The SJOL will improve judicial community outreach and promote confidence and trust in their state and within their region. This role serves as an educator, writer, community outreach advocate, consultant, and liaison, regarding alcohol and drug-impaired driving for the ABA. The SJOL will work with the ABA Judicial Fellows, NHTSA staff and the ABA Judicial Division staff throughout the year to accomplish established goals.

## Impaired Driving - Drugs

<b>Clear Alliance: Impaired Driving Education</b>	<b>Awarded</b>
<b>State Funds</b>	<b>\$280,000</b>

Research shows the lower the perception of harm of a substance, the higher the use, and the earlier a person will try them. CLEAR Alliance has been focusing on a common public misconception among youth and adults that marijuana is a non-impairing and non-addictive drug that is safer than alcohol. Education and public awareness about today's marijuana and its impact on driving has been significantly lacking in Oregon due to the political sensitivity surrounding the drug. This is a problem as it can lower the perception of marijuana's harm, it can increase youth and adult marijuana use rates, which increases the risk of impaired driving on our roads and highways. Without crucial education available, we cannot expect Oregon youth, or their parents to be equipped with facts necessary to make safe and healthy decisions.

CLEAR Alliance's mission is to educate youth and adults concerning the consequences and risks of impaired driving.

<b>DRE Toxicology</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$240,000</b>

This project is designed to encourage state and local law enforcement agencies to pursue the collection and analysis of blood evidence for drugs in DUI cases, for the purposes of improved prosecution, more complete data gathering, and as a tool for improving DRE evaluation accuracy. It will also cover the testing of urine for DRE cases to maintain evaluation accuracy and ratings, as well as urine collected voluntarily in HVE efforts such as Operation Trucker Check.

<b>Drug Recognition Expert Training (DRE)</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$140,000</b>

Provides training and coordination of the Oregon Drug Evaluation and Classification (DEC) program and other related impaired driving programs in accordance with the International Association of Chiefs of Police (IACP) and National Highway Traffic Safety Administration (NHTSA) guidelines and recommendations. This grant provides for a DRE school and field certifications to be conducted in FFY 2023 as well as providing for a statewide training conference.

<b>Purchase of Breath Alcohol Content Instruments</b>	<b>Awarded</b>
405(d)	\$150,000

As new technology becomes available, this project will fund the purchase of new or replacement testing instruments used for detection and measurement of Breath Alcohol Content (BAC) for law enforcement agencies around the state. This project could potentially require a 3 year rollout.

<b>Impaired Driving Program Assessment</b>	<b>Awarded</b>
405(e) Flex	\$35,000

This project will help ODOT TSO identify strengths and opportunities for improvement in reducing the incidence of impaired driving crashes. This project will also help ODOT TSO identify opportunities for development and improvement to the overall impaired driving program. Stakeholders and partners will be interviewed (GAC DUII members, LEAs, judicial system, treatment, etc.). Experts in the field conduct the interviews, compile results, and prepare a report of recommendations to strengthen Oregon’s efforts in preventing impaired driving crashes.

<b>Drug Recognition Expert Enforcement Overtime</b>	<b>Awarded</b>
405(d)	\$140,000

Provides statewide overtime enforcement by DREs representing multiple law enforcement agencies, allowing local DREs to quickly respond to callouts statewide.

<b>DUII Multi-Disciplinary Task Force Training Conference</b>	<b>Awarded</b>
405(d)	\$130,000

This project provides funding for registration assistance to attend this training conference, specifically focused on DUII issues, which includes participating disciplines such as law enforcement, prosecutors, judges, prevention and treatment professionals and others across the DUII spectrum of involvement. The DUII Multidisciplinary Task Force Conference will reach well over 300 partners within the State of Oregon working in the DUII subject area.

<b>Prosecuting the Drugged Driver - ODDA</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$65,000</b>

Through a partnership with the Oregon District Attorney’s Association, this project funds “Protecting Lives, Saving Futures” and “Prosecuting the Drugged Driver” trainings with prosecutors and law enforcement to build a common understanding of the complications and strategies unique to impaired driving cases and how each role can assist the other in a solid case resulting in an effective prosecution and outcome.

<b>DUII Statewide Services - Media &amp; Communications</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$149,000</b>

This may include costs related to facilitation of the Governor’s Advisory Committee on DUII (GAC-DUII) efforts and a comprehensive traffic safety public information and education program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television, social media and radio may be produced and distributed throughout the grant year. Public opinion survey questions specific to impaired driving will be conducted, along with focus groups to target effective messaging.

<b>DUII Outreach and Education</b>	<b>Awarded</b>
<b>405(d)</b>	<b>\$200,000</b>

A comprehensive traffic safety public information and education program will be implemented. Materials and supplies developed through this project provide the general population with safe driving messages relevant to alcohol and other intoxicating substances. DUII related PSAs in the form of billboards, print, water closet, television, social media and radio will be produced and distributed throughout the grant year. Public opinion survey questions specific to impaired driving may also be conducted, along with focus groups to target effective messaging.

## Judicial Outreach

<b>Judicial Education</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$35,000</b>

Oregon’s highway safety office helps facilitate a traffic safety related education conference to Oregon municipal, justice, and circuit court judges in the spring of each year. In addition to judges, the training is also offered to court administrators. Topics covered include legislative updates from the current or just past legislative session --and other relevant traffic safety topics of interest expressed by the judges.

Additionally, Oregon District Attorney’s Association (ODAA) delivers Traffic Safety Education trainings each year to prosecutors from around the state. Often times, these are joint trainings with prosecutors and law enforcement.

## Motorcycle Safety

<b>ODOT Approved Motorcycle Safety Training Programs</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$1,016,000]</b>

This project intends to provide funding and/or reimbursement for the delivery of state motorcycle safety training programs delivered to Oregonians seeking basic or intermediate rider mandatory training.

<b>Motorcycle Safety - Training Equipment</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$20,000]</b>

This project intends to provide funding for training motorcycles and mopeds and related support/safety equipment (including support vehicles) for OTSC approved courses, and motorcycles/mopeds and related support equipment to address emerging rider needs.

<b>Motorcycle Safety - Training Sites Infrastructure</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$20,000]</b>

This project intends to provide funding to OTSC approved training course sites for development, maintenance, repair, rent/usage fees, and improvement.

<b>Motorcycle Safety - Statewide Services Program</b>	<b>Awarded</b>
<b>State Funds</b>	<b>[\$200,400]</b>

This project intends to provide match funding for federal grants, mandatory and non-mandatory training related expenses (curriculum, equipment, consultants, site development/rental, mobile units, secret shopper, etc.), media, program related travel for training and testing, association memberships and fees and conference attendance, low/no income subsidy, course reimbursement fees for pilot or alternative training courses, and countermeasure/outreach activities.

<b>MS Communications and Outreach: Other Driver Awareness of Motorcyclists</b>	<b>Awarded</b>
<b>405(f)</b>	<b>\$5,000</b>

This grant is to the ODOT-TSO Motorcycle/Moped Rider Safety Program. This project will provide funding for media and outreach materials/displays to maintain/increase general motorist awareness of motorcycle riders and specific issues related to detecting and interacting with them in the transportation system. Public safety announcements, including media and equipment purchases for public awareness displays will be the primary methods used to accomplish this work. Media products will primarily be released - in counties with the highest motorcycle involved multi-vehicle crashes in Oregon by utilizing ODOT CAR's Unit State crash data which identifies the counties within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle. Equipment purchases may include the purchase of a trailer and associated equipment for the display of a motorcycle involved in a multivehicle right of way violation crash to elevate public awareness of motorcycle and moped riders on Oregon highways. This element of the project is similar to previously approved and funded trailer displays showing crashed vehicles involved in impaired/distracted/speed/etc. related crashes. This purchase will follow all processes required for pre-approval and the allowed use of these grant funds.

TSO will/may request an amendment to increase this budget with 405(f) carryforward funds to pay for additional media and equipment (like the trailer proposed in previous years' 1300 applications). This potential request will/may be required to go through ODOT's internal approval process before this change can be added and submitted for amendment consideration.



<b>Motorcycle Rider Training</b>	<b>Awarded</b>
<b>405(f)</b>	<b>\$48,317</b>

This project will broadly provide funding for motorcycle rider safety training, focused media, projects, and equipment/materials. This may include but is not limited to the following: purchase/deployment of the *Skidbike* system and support equipment, research/development/purchase of appropriate and available protective barriers for training range(s), secret shopper/post course survey services for training course evaluations, virtual training software/hardware, development of new training materials and support related to the delivery of those materials, equipment and staff wages and benefits necessary to develop new training materials and real time training recordings for review and coaching/correction (camera's (and related equipment), unmanned aerial vehicles (UAV's ) and support equipment, and editing costs and materials for distribution) of safety training for motorcycle/moped riders, updating of existing in-state and out-of-state adopted training materials, training site support vehicles, safety equipment, safety related media/outreach related to the benefits of DOT compliant motorcycle helmets, and training events/presentations. Any equipment purchased with this grant will comply with the requirements in the applicable CFR's including requests to the NHTSA Region office for the purchase of equipment having a value of over \$5,000 and/or for a waiver for equipment not manufactured in the United States of America. Here are two examples of anticipated or potential equipment purchases. 1) UAV's (and any camera equipment) allow for the recording of riders while riding, exercises in progress, capturing of proper and improper riding lines on roadways/through corners. This allows for preview of expected riding techniques and post-ride review and feedback. The recording of and distribution of videos from rider and overhead perspectives to help riders understand "what right looks like" versus what the student rider is doing is frequently more successful than a verbal description alone. This is meeting the customer where they are at today and addressing how they learn and what they expect in terms of instruction and examples - video and photographic examples. 2) The purchase of a replacement support vehicle for the specific use by a Team Oregon Support Specialist to carry out support services to their assigned training sites. This will be the first of up to five support vehicle purchase requests. These vehicles are not a general purpose vehicle - they will solely be used to carry out work related to the delivery of training (mobile training units) and ongoing maintenance of the mobile and stationary training sites and the motorcycles and mopeds at those sites. The vehicles will also be used to assist in the activities associated with the establishment of any new training sites. These vehicles are necessary to maintain an effective motorcycle rider training program because without the ability to transport training motorcycles/moped, conduct site maintenance, conduct motorcycle/moped maintenance, and the ability to transport necessary support equipment and materials to and from these sites - the program cannot function.

These projects will address crash causative factors, injury reduction information campaigns, and emerging needs/issues using state and federal crash data to guide program focus areas. This will be accomplished through the development of new partnerships in addressing rider safety issues, leveraging existing partnerships, and capitalizing on the allowances that the federal funding guidelines provide for - which differ from the permitted uses of the Oregon Motorcycle Safety Program state funds. This work may include partnering with online and brick mortar motorcycle-related retailers to develop and distribute media material like 'Get home to ride another ride,' 'Don't drink and ride / Rider Sober,' and/or 'Don't ride faster than conditions allow / Ride for the conditions.'

These projects will implement data-driven program activities including media, education, enforcement partnerships, and outreach designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

**Use of 405(f) money for Motorcycle Rider Training in an Oregon M9MT grant:**

Reason for proposal = Develop new training program(s) to address unaddressed/unmet/special/newly identified needs based on pass/fail rates, complaints, developments in peer disciplines (Teen Driver Education), desire to align material with national/international standards, desire to move rider training forward based on recent research, develop training to address Oregon-specific crash causative factors, and develop training for potential new legislative changes. Support the development of new training providers in Oregon to increase rider choice, experience, decision to become endorsed, address unmet needs for alternative training providers, providers willing to address unique or special needs or student learning style/preferences/challenges. Offer alternative or update non-mandatory trainings to reduce rider risk and increase regulatory compliance (resulting in safer riding). These training may utilize non-direct topics to engage participants while still delivering on research based concepts that are proven to reduce involvement in MC/MP crashes.

**Specific examples of potential *sub*-award recipients for M9MT-23-50-02 or possible new successive grants (for example amendment requests for the creation of M9MT-23-50-(03), (04), (05), etc.) to allow for the implementation of any of the following:**

Possible sub recipients: consultants, SME's, Motorcycle Safety Training Professionals (industry recognized as well as independent), curriculum development specialists, outdoor sports training professionals.

Additional *potential* sub recipients include but are not limited to:

Western Oregon University - Traffic Safety Education and subcontractors for SME guidance  
NHTSA Recognized Entry Level Motorcycle Safety Training Organizations  
Motorcycle Safety Foundation  
Total Control  
Idaho Star  
Ohio Motorcycle Safety Program  
Oregon State University - Team Oregon  
Harley Davidson Riding Academy (derivative of the MSF Basic Curriculum)

Non-NHTSA recognized training providers to develop unique materials/methods/curriculums to further advance training resulting in potential reductions in crashes

Subject matter experts in adult learning, neuroscience, health, traffic engineering, exercise and sport science, law, education, cultural competency, ESL, etc.

Any or all of these projects may be expected to last multiple years to develop/test/refine/test/rollout/monitor/refine/rollout. Failure is anticipated and expected - which should lead to lessons learned and improvement in project deliverables - leading to reduced crashes, injuries, and fatalities as well as improvements in customer service/experience/inclusion/safety/success.

It is understood that amendments to this section will/may be required due to: the possible lack of specificity of identified recipients, further explanation requirements provided to the Region regarding how the proposed activity is directly linked to a proven countermeasure or for an innovative countermeasure strategy which will result in a reduction of fatalities, specific equipment identification, the need for Region approval of purchases over \$5000.00, and the need for waivers to be sought and secured for products not compliant with the Buy America Act (Global Question/Statement #1 7/22/2022). It is also understood that this can/may/will result in a Region decision to not approve an amendment request, or if ultimately approved - significant delays in project start dates, and the grantees' ability to complete the project within the project period. It is understood that this may result in possible grantee's choosing to not accept grant offers out of concern for these potential delays, work not being compensated as a result of grant start dates, and the potential for rejection of equipment purchase or waiver requests submitted to the Region.

TSO may request an amendment to increase this budget with 405(f) carryforward funds to pay for projects listed above, as well as a potential request for an amendment for the initiation of a new grant to separate out elements listed above to provide clarification of sub recipients, explanation/defense of proposal and their anticipated impacts, and separation of funds among possible grantees (ODOT/possible sub recipients). Any proposed changes (amendments) may/will need to go through ODOT's required approval process before this proposed change/amendment can be added and submitted for Region consideration.

## Occupant Protection

<b>Statewide Services - Occupant Protection</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$230,000</b>

This project will fund contracted media design, education material revisions, social media advertising, radio public service announcements and billboards; public attitude, and observed restraint use surveys; as well as TSO direct purchase, reproduction and distribution of educational and outreach materials.

<b>Local Police Department Safety Belt Overtime Mini-Grants</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$370,000</b>

This project will fund police officer overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee, and/or necessary lodging and per diem expenses). Subrecipients of these HVE funds include: Albany PD, Ashland PD, Aumsville PD, Bandon PD, Beaverton PD, Burns PD, Canby PD, Carlton PD, Coos Bay PD, Coquille PD, Cornelius PD, Eagle Point PD, Enterprise PD, Eugene PD, Florence PD, Gervais PD, Gladstone PD, Grants Pass DPS, Gresham PD, Hubbard PD, Junction City PD, Keizer PD, Lake Oswego PD, Lebanon PD, Madras PD, Medford PD, Molalla PD, Monmouth PD, and McMinnville PD.

<b>Local Police Department and Sheriff's Office Safety Belt Overtime Mini-Grants</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$636,816</b>

This project will fund law enforcement overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses). Subrecipients of these HVE funds include: Nyssa PD, Oregon City PD, Portland PB, Prineville PD, Redmond PD, Reedsport PD, Roseburg PD, Salem PD, Seaside PD, Sherwood PD, Silverton PD, Springfield PD, Stayton PD, Sunriver PD, The Dalles PD, Tillamook PD, Tigard PD, Toledo PD, Tualatin PD, Warrenton PD, Winston PD, Yamhill PD, Benton CSO, Clackamas CSO, Columbia CSO, Crook CSO, Douglas CSO, Jackson CSO, Klamath CSO, Lane CSO, Malheur CSO, Marion CSO, Morrow CSO, Multnomah CSO, Tillamook CSO, Wallowa CSO, Washington CSO and Yamhill CSO.

<b>Statewide Safety Belt Overtime Enforcement, Oregon State Police (OSP)</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$80,000</b>

This project will fund administrative and trooper overtime for traffic enforcement and educational activities that facilitate compliance with Oregon motor vehicle restraint laws, including participation in three, two-week high-visibility enforcement “waves”. Expenses to undergo initial child passenger safety certification training may also be covered (certification fee and/or necessary lodging and per diem expenses).

<b>Statewide Instructor Development, CPS Technician Training</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$160,000</b>

This project will fund administration, instructor service hours, and equipment & supplies necessary to train CPS technicians & instructors; may include instructor fees, facility rentals, training materials/supplies, delivery of CPS training, and training expenses for technician and instructor candidates may also be covered, along with per diem travel costs, certification fees, and possible conference registration.

<b>Child Passenger Safety (CPS) Fitting Station Support, ODOT Regions 1-5</b>	<b>Awarded</b>
<b>405(b)</b>	<b>\$46,000</b>

This project will fund mini-grants to local fitting stations to cover costs for purchase of equipment, supplies, child car seats, boosters, and training expenses for technician and instructor candidates (certification fee and/or necessary lodging and per diem expenses). Intended subrecipients: ODOT Regions, AMR, Doernbecher Children’s Hospital, Doernbecher Children’s Hospital-Hillsboro, Department of Human Services Child Welfare, Randall Children’s Hospital, Native CARS-Native Children Always Ride Safe, Albany Fire Fighters Community Assistance Fund, Marion and Polk Early Learning Hub, Inc., Community Action Team, Inc. (Columbia County), Parenting Now! (Lane County), Douglas County Traffic Safety Commission, Central Point Police Department, Crook County Fire and Rescue, Safe Kids Columbia Gorge, Lake District Hospital, Sisters-Camp Sherman Fire, Bend Fire and Rescue, Central Oregon Disability Services Network, Jefferson County Public Health, St. Charles Family Care-La Pine, Redmond Fire, Boardman Police Department, Boardman School District, St. Anthony Hospital, Good Shepherd Medical Center, CASA of Eastern Oregon, Building Healthy Families, Baker City Police Department, Ontario Police Department, Families First, and Harney District Hospital.

## **Police Traffic Services**

<b>DPSST Law Enforcement Training Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$85,000</b>

This project will co-fund the necessary hours for DPSST to provide various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training. The online RADAR/LIDAR course is also being updated with this project

<b>Statewide Law Enforcement Training Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$215,000</b>

This project will fund Advanced Crash Investigation Training for law enforcement, Police Traffic Safety Conference for sworn Oregon law enforcement officers, Advanced Motor Officer Training and provide support for the Law Enforcement Traffic Safety Advisory Committee quarterly meetings.

## Region 1

<b>Regional Services</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$220,000</b>

This project provides transportation safety education, outreach, program supplies, and/or services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

<b>Pedestrian and Bicycle Outreach &amp; Education Region 1</b>	<b>Awarded</b>
<b>405(h)</b>	<b>\$147,000</b>

This project provides transportation safety education, outreach, program, and/or services to a wide variety of community based organizations to promote grassroots efforts on identifying and addressing pedestrian and bicycle safety issues.

## Region 2

<b>Regional Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, program supplies, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

## Region 3

<b>Regional Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, program supplies, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation problems.

## Region 4

<b>Regional Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, enforcement, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

## Region 5

<b>Regional Services Grant</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

This project provides transportation safety education, outreach, program supplies, and services to a wide variety of community based traffic safety programs for targeted crash reduction. Mini-grants may be provided to local jurisdictions and traffic safety organizations to address identified transportation safety problems.

<b>Portable Education and Awareness</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$80,000</b>

This project will facilitate the purchase of four enclosed display trailers to be utilized throughout the state. These trailers will each display a crashed car along with story boards that serve as a portable demonstration of the potentially catastrophic human and material consequences of unsafe driving decisions, such as impaired, distracted, and excessive speed driving behaviors. The crashed cars will be acquired with support from the Oregon State Police, local law enforcement agencies, and/or the families of crash victims who have given their support to the project. ODOT's regional traffic safety coordinators will continue to work diligently on making this project a collaborative initiative to promote highway safety and provide a mobile, cost-free educational demonstration tool for Oregon high schools and local communities.

## Roadway Safety

<b>Engineering Safety Short Courses and Distance Learning</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$250,000</b>

Provide safety engineering training to traffic engineers, analysts, transportation safety coordinators, enforcement personnel and public works staff and officials. Anticipated training will consist of safety trainings similar to the following Traffic Engineering Fundamentals; Uniform Traffic Control Devices; Roundabout Design and Control; Materials and Retro-Reflectivity for Signs and Markings; ADA for Bicyclists and Pedestrians, Human Factors Engineering, Multimodal Intersections and Data Development (Crash Rates). Jurisdictions will receive on-site traffic control device and safety engineering reviews by several safety-engineering specialists to be documented within individual reports.

<b>Safety Features for Local Roads and Streets</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$150,000</b>

Provide traffic safety engineering and related police enforcement training to local officials, public works staff and local traffic safety committees by holding free workshops at various locations around the state. Partner with and develop enhanced local agency guidance documents and provide additional local agency services to enhance safety knowledge and application in their jurisdiction.

<b>Roadway Departure Enforcement</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$218,000</b>

This project provides overtime enforcement funds for the Roadway Departure Plan. The ODOT Transportation Safety Office will manage Roadway Departure Enforcement expenditures that comply with the state's Highway Safety Improvement Program (HSIP) and identified incident locations. The purpose of the enforcement is to address those locations where there have been occurrences of Fatal or Serious Injury Roadway Departure crashes. This project utilizes information from the ODOT Traffic-Roadway Section system wide analysis of Roadway Departure Crashes.

<b>Safety Corridor Education and Enforcement</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$25,000</b>

Provide overtime enforcement hours for priority safety corridor(s). Grantee will provide press releases for each safety corridor identified in addition to maintaining a Stakeholder group for each corridor.



## Safe & Courteous Driving (Distracted Driving)

<b>Statewide High Visibility Enforcement - Oregon State Police</b>	<b>Awarded</b>
<b>405(e)</b>	<b>\$126,965</b>

This project will fund HVE (high visibility enforcement) of Oregon’s distracted driving law statewide by partnering with the Oregon State Police to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Funding will be awarded to agencies based on data-driven problem identification.

<b>Statewide High Visibility Enforcement - Municipal (City and County Agencies)</b>	<b>Awarded</b>
<b>405(e)</b>	<b>\$634,845</b>

This project will fund HVE (high visibility enforcement) of Oregon’s distracted driving law across the state through local law enforcement agencies’ (city and county) enforcement. TSO will partner with local law enforcement agencies (sheriffs and chiefs of police) to conduct sustained enforcement throughout the year and particularly in April during National Distracted Driving Awareness Month. Funding will be awarded to Oregon Impact to manage this project, where awards to agencies will be based on data-driven problem identification.

<b>Distracted Driving Media</b>	<b>Awarded</b>
<b>405(e)</b>	<b>\$761,815</b>

This project will fund public information and education through media campaigns on Oregon’s distracted driving law and best practices. Signage will be placed in Oregon airports. Facebook Ads, Google Ads and theater screen ads will be utilized. Billboards and bus transits will be used along with geo-fencing of the NASCAR and Grand Prix events. Over the top (OTT)/Streaming Television (TV) and Digital Radio will be used. The state will conduct a statewide distracted driving education and outreach campaign using multimedia in English and Spanish languages. This work will be done using Oregon’s “Park Your Phone” campaign materials.

<b>Distracted Driving Statewide Services</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$461,815</b>

This project will fund public information and education statewide on Oregon’s distracted driving law and best practices; and conduct other types of education and outreach on distracted driving with these more flexible funds. It will also account for those expenditures related to managing the DD program that are not specifically eligible use of 405e funding; where flexed monies can support the program in this way.

<b>Safe &amp; Courteous (w/o Distracted Driving)</b>	<b>Awarded</b>
<b>405(e) Flex</b>	<b>\$215,000</b>

This project will fund PI&E (public information and education) and media campaigns statewide on Oregon’s Safe & Courteous programs: Drowsy Driving, Following Too Close, Stop on Red, and Lights & Swipes laws and best practices; and conduct other types of education and outreach with these more flexible funds.

## **Safe Routes to School**

<b>2020-2022 Safe Routes to School Non-infrastructure Education Grant Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$2,291,876</b>

2023 will be the fourth and final year for this funded cycle of competitive reimbursement grants to communities for SRTS Non-Infrastructure projects based on a competitive award process for the development and implementation of safety education programming to also include encouragement and engagement activities. The amount awarded is the total amount awarded for the multi-year grant program.

<b>Safe Routes to School Statewide Services Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$1, 240,000</b>

This project offers statewide support of Safe Routes to School programs by creating public information, education and outreach support materials; Works with a contractor to deliver statewide technical assistance and to develop resources for coordinators and communities and supports bicycle and pedestrian safety education. This project also provides statewide technical support through Oregon Safe Routes clearinghouse website; coordinator training; and development of non-traditional partnerships through support, education, and encouragement to communities interested in building comprehensive SRTS programming, while also providing support for the statewide Walk+Roll Program. This program provides statewide support for Walk and Roll events such as October Walk + Roll to School Day and May Walk + Roll Challenge Month, by providing registration, incentives to participating schools and technical support to Oregon schools.

<b>2023-2025 Safe Routes to School Non-infrastructure Education Grant Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$1,400,000</b>

2023 will be year one of a two year funding cycle of competitive SRTS Non-Infrastructure reimbursement grants to communities for SRTS Non-Infrastructure projects. This is a competitive award process for the development and implementation of SRTS safety education programming to also include encouragement and engagement activities. The amount awarded is the total amount awarded for the multi-year grant program.

## Speed

<b>Speed Enforcement Overtime Mini-Grants</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$550,000</b>

This project will be used to fund the speed overtime enforcement efforts of the 2023 TSEP program for city, county and/or tribal law enforcement agencies in ODOT Regions 1, 2, 3, 4 and 5.

<b>Speed Enforcement OSP - Rural State Highways</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$125,000</b>

This project will be used to fund overtime speed enforcement for the Oregon State Police to be used on rural state highways in areas that through statistical crash analysis, coupled with local OSP office expertise and knowledge of problem areas within each Command, show a high incidence of speed-related crashes, injuries, and fatalities.

<b>Speed Public Information and Education</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$75,000</b>

This project will be used to fund a community outreach survey and provide public education through various paid media outlets related to the dangers of speeding. Media may include Public Service Announcements, social media or print media showcasing the dangers of speeding.

## Traffic Records

<b>CJC Citation Database</b>	<b>Awarded</b>
<b>1906</b>	<b>\$1,150,000</b>

The Oregon Department of Justice-Criminal Justice Commission (CJC) is pursuing a vendor to create a secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually.

The primary goal of project is to institute a statewide data collection system that will:

2. Provide the public and policy makers with current data about who is being stopped, searched, and arrested at traffic stops;
3. Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop;
4. Contain all CJC findings, and aggregate data submitted by law enforcement, and be available to the public.

The project is a result of the 2015 Oregon State Police (OSP) and Attorney Generals Racial Profiling Prohibition Task Force and their recommendations, as encompassed in the 2019 Legislative Session in HB 2355. Subrecipient: Oregon Department of Justice

For progress made to date, please see Statistical Transparency of Policing, or S.T.O.P. webpage and report.

<b>Oregon Health Department - EMS/NEMSIS Local Data Entry Device/Training</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$100,000</b>

This project is to purchase data entry devices to allow more timely and accurate input of patient events into the NEMSIS system by EMS technicians. The devices will be provided, along with training and software to make them ready to implement for the participating local agencies. It is expected that data element IT, as listed below and derived from the Traffic Records chapter of the 2022 Oregon Transportation Safety Performance Plan, will be improved. I T-1: The median or mean number of days from a) the date of an EMS run to b) the date when the EMS patient care report is entered into the database. Currently submissions are within 5 hours; it is anticipated that this project will help Oregon improve timeliness below the current 5 hour submission measure. Subrecipient: Oregon Health Authority

<b>ODOT Research - NEMSIS Use Capacity Building Pilot</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$100,000</b>

This project will allow a pilot project to increase access to and use of NEMSIS data (Oregon Health Authority's database) in Oregon by engineers and other professionals for decision making purposes. The project will pilot test ways to track usage of data. It is expected that performance measure IX1, will measure accessibility of the EMS file: Identify the principal users of the file, query the principal users to assess a) their ability to obtain the data or other services requested and b) their satisfaction with the timeliness of the response to their request, document the method of data collection and the principal users' responses, as shown in the tables listed in

the Traffic Records chapter of the 2023 Oregon Transportation Safety Performance Plan, the ability to increase the percent of data retrieval and analysis will be improved. Currently zero percent of data retrieval and analysis is available and tracked for these purposes by engineers and other professionals; where a successful project will result in one or more of these events being documented in the EMS database/NEMSIS. Subrecipient: ODOT Research

<b>ODOT DMV - Vehicle Operator Education Module(s)</b>	<b>Awarded</b>
<b>405(c)</b>	<b>\$50,000</b>

This project will develop modules to allow driver education providers and testers to directly input driver education course completion electronically to DMV, and for DMV technicians to know real-time/instantly when students have completed driver education courses. ODOT-DMV is in Phase 3 of an 8-year phase-in of its 'new system'; this project is specific to the driver/operator database piece, and specific to receipt/confirmation coming in from 3rd party vendors on students passing knowledge tests, skills tests, scores, etc. Major expenditures include project staff labor and consultant charges.

D-U-1: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases. Currently the driver education database is not linked to the DMV Driver database, where the value is zero, with an increase of 1 or more records being linked between Oregon's driver education database and the DMV Driver database representing 100% improvement. Subrecipient: ODOT-DMV

<b>ODOT TSO/Local Agency - E Crash/E Citation Expansion</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$110,000</b>

This project allows for the expansion of electronic citation and crash reporting by Oregon law enforcement agencies through the purchase of software and equipment. Through the purchase of system components such as the infrastructure (equipment/hardware, software and licenses) Oregon law enforcement agencies are able to move toward more accurate digital submission of crash and citation data to the courts and DMV for processing and analysis.

A side benefit of this project also addresses multiple improvement points within multiple systems, by allowing agencies to move forward with key system improvements identified in the current Traffic Records Coordinating Committee (TRCC) Strategic Plan, and in the most recent NHTSA assessment of Oregon's traffic records program. The project purpose is to improve the procedures/process flows for the Crash data system, and reflect best practices as identified in the Traffic Records Program Assessment Advisory, including an improvement to the interfaces with the Crash data system; improve the data quality control program for the Crash data system; improve the interfaces with the Citation and Adjudication systems; and improve the data quality control program for the Citation and Adjudication systems. Subrecipient: Offered on a need and request basis to all state, city and county law enforcement agencies. Separate HSP Modifications will be submitted for each one per NHTSA Region X direction.

<b>CARS Modernization</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$500,000</b>

This project is to evaluate and where applicable modernize the Oregon Vehicle Crash Reporting System to allow more timely availability of crash data in Oregon. This is a high priority data system improvement in the Traffic Records Strategic Plan. While many measures would be improved, the key measure anticipated to improve is C-T-1: The median or mean number of days from a) the crash date to b) the date the crash report is entered into the database. Subrecipient: ODOT, DMV and/or Transportation Data

## **Vehicle Equipment Safety Standards**

<b>Vehicle Equipment Safety Standards - Safety Awareness</b>	<b>Awarded</b>
<b>Section 402</b>	<b>\$15,000</b>

This project provides public information and education to transportation system users regarding federal and state equipment safety requirements. This work is completed through phone calls, email response to the public’s questions, and the development/production/updates of informational products. Topical, user-friendly website postings, media releases, and informational brochures are in the planning for 2023. The budget for this project is primarily used to produce and print safety equipment publications, fund media campaigns on specific vehicle safety equipment topics like properly securing your cargo or load, and research and distribute safety standards (upon request/need) through a subscription to the SAE standards database.

## **Work Zone Safety**

<b>Work Zone Education &amp; Equipment Program</b>	<b>Awarded</b>
<b>FHWA</b>	<b>\$250,000</b>

Provide design, printing and distribution of promotional materials. Contractual services for development and distribution of work zone safety messages, posting of billboards, transit, radio, television, and internet ads. Contractual services for portions of the annual TSO Public Opinion Survey and law enforcement training services. Equipment purchases consisting of work zone related patrol equipment needed by state and local agencies providing work zone enforcement, work zone data tracking information system software enhancement and maintenance agreement(s). Research Consulting for up-to-date countermeasures for work zone safety.

# 2023 Anticipated Revenues Summary

Fund Sources	Area	Anticipated FY2023
<b><u>Federal Funds</u></b>		
FHWA Section 164 AL	Impaired Driving	\$535,000
FHWA Roadway Safety	Roadway Safety	\$618,000
FHWA Work Zone	Work Zone Enforcement/Education	\$250,000
FHWA Safe Routes	Safe Routes to School	\$5,016,876
NHTSA Section 402	Discretionary Highway Safety	\$6,756,000
NHTSA Section 405b	Occupant Protection	\$922,816
NHTSA Section 405c	Traffic Records	\$250,000
NHTSA Section 405d	Impaired Driving	\$2,671,620
NHTSA Section 405e Flex	Distracted Driving	\$871,815
NHTSA Section 405e	Distracted Driving	\$1,523,625
NHTSA Section 405f	Motorcycle Safety	\$53,317
NHTSA Section 405h	Non-Motorized (Bicycle & Pedestrian)	\$476,254
NHTSA Section 1906	Traffic Records	\$1,150,000
	<b>Subtotal</b>	<b>\$21,095,323</b>
<b><u>Other Revenues</u></b>		
ODOT	Youth Programs-TOF	\$47,500
\$28 per MC Endorsement	Motorcycle Safety	\$1,341,400
\$6 per License	Driver Education (SDTF)	\$3,471,924
ODOT DMV - Flat	State Match (Program Management)	\$875,000
Highway Fund	Regional Match (Program Management)	\$880,000
	<b>Subtotal</b>	<b>\$6,615,824</b>
	<b>Total</b>	<b>\$27,711,147</b>

## 2023 Anticipated Revenues by Program Area

Fund	Program Area	Program Area	FY2023 Anticipated Revenues	
402	Statewide	Statewide-Trauma	\$	15,000
405e Flex		Data - Statewide	\$	100,000
405e Flex		Mass Media - Statewide	\$	25,000
405e Flex		TSO Conference	\$	35,000
402		R5 Portable Education and Awareness	\$	80,000
402		TSO Regional Services	\$	220,000
			\$	475,000
402	Aging Road User	Statewide Services	\$	20,000
405h	Bicycle/Pedestrian	Non-Motorized Safety	\$	476,254
402		Statewide Services	\$	800,000
			\$	1,276,254
402	Community Traffic	Safe Communities Projects	\$	1,100,000
402	Driver Education	PacNW Regional Conference	\$	-
SDTF		Driver Education DHS Foster Kids	\$	50,000
SDTF		Driver Education Statewide Services	\$	235,000
SDTF		Driver Education GDL Implementation	\$	600,000
SDTF		Driver Education Reimbursement	\$	2,176,924
SDTF		Driver Education Novice Driver Curriculum	\$	-
SDTF		DE Region 2 Initiative	\$	75,000
SDTF		DE Region 5 Initiative	\$	60,000
			\$	3,196,924
402	Emergency	Emergency Medical Services	\$	40,000
402			\$	40,000
164	Impaired Driving	Impaired Driving Projects	\$	510,000
405e Flex		Impaired Driving Projects	\$	35,000
405d		Impaired Driving Projects	\$	2,531,620
			\$	3,076,620
402	Judicial Outreach	Judicial Information/Education	\$	35,000
402			\$	35,000
405f	Motorcycle	Motorcycle Safety	\$	53,317
ODOT DMV-\$28		Motorcycle Safety	\$	1,256,400
			\$	1,309,717
402	Occupant	Occupant Protection Projects	\$	600,000
405b		Occupant Protection Projects	\$	922,816
			\$	1,522,816
402	Police	Police Traffic Services	\$	300,000
402			\$	300,000
402	Roadway	Safety Corridor	\$	25,000
FHWA		Roadway Safety	\$	618,000
			\$	643,000
405e	Safe & Courteous	Distracted Driving	\$	1,523,625
405e Flex		Distracted Driving	\$	676,815
			\$	2,200,440
FHWA	Safe Routes	Safe Routes to School	\$	4,931,876
402	Speed	Speed Control Projects	\$	750,000
402			\$	750,000
402	Traffic Records	Traffic Records Projects	\$	610,000
405c		Traffic Records Projects	\$	250,000
1906		Racial Profiling	\$	1,150,000
			\$	2,010,000
402	Vehicle Safety	Equipment	\$	15,000
402			\$	15,000
FHWA	Work Zone	Work Zone Enforcement/Education	\$	250,000
402			\$	250,000
TOF	Youth	Youth Projects	\$	47,500
402			\$	47,500
ODOT DMV-\$28	Other	Motorcycles (Program Management)	\$	85,000
FHWA		Safe Routes to School (Program Management)	\$	85,000
164PA		Planning & Administration	\$	25,000
405d		Impaired Driving (Program Management)	\$	140,000
ODOT DMV-Flat		State Match (Planning & Administration)	\$	275,000
SDTF		Driver Education (Program Management)	\$	275,000
402		Planning & Administration	\$	746,000
ODOT DMV		State Match (Program Management)	\$	600,000
ODOT Highway		Regional Match (Program Management)	\$	880,000
402		Driver Education (Program Management)	\$	1,400,000
			\$	4,511,000
			\$	27,711,147