OREGON
TRAFFIC SAFETY
PERFORMANCE PLAN

Fiscal Year 2022

Highway Safety Plan

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Produced: August 2021

Transportation Safety Office
Oregon Department of Transportation
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Salem, Oregon 97302

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Foreword

This performance plan has been prepared to provide documentation that supports Oregon's 2022 program plan for highway safety (HSP).

The 2022 Performance Plan will be presented for approval to the Oregon Transportation Safety Committee (OTSC) on September 8, 2021 and request approval by the Oregon Transportation Commission (OTC) on September 1, 2021. The majority of the projects will occur from October 2021 through September 2022.

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 year 2025 (5-yr TSAP); performance measure targets for 2022 (annual HSP).
5. Individual project summaries are listed by topical area and include the funding source at the end of the document. The dollar amounts presented are federal dollars, with state and other funding sources contained in **[brackets.]**

Throughout the 2022 fiscal year the following funds are anticipated (financial figures represent the latest grant and match revenues available through May xx, 2021):

Federal funds:	$14,936,655
State/local match:	[$ 6,270,716]
Grand Total	$21,207,371

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

Document Purpose

This document is Oregon's annual Highway Safety Plan, which meets the requirements of Title 23 CFR Part 1300.

The plan represents a one-year look into the 2022 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 what funds were actually spent and how ODOT-TSO fared on its annual performance measures (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

The following is a summary of the current process by the Transportation Safety Office (TSO) for the planning and implementation of its grant programs and projects. 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 problem identification, setting performance measure targets, and project implementation. In addition, federal grants are awarded to TSO directly (on behalf of the State) that it can in turn award contracts to private agencies, or manage multiple sub-grant projects. Self-awarded TSO grants help supplement basic programs to provide more effective statewide services involving a variety of agencies and groups working within traffic safety programs that are usually not eligible for direct grant funds.

HSP 2022 planning began with problem analysis by Transportation Safety Office staff, the Oregon Transportation Safety Committee (OTSC), and partner agencies and groups January 22, 26, and 28, 2021. A state-level analysis was completed, using the most recent FARS data available (2019 data) as well as any state 2019 data. The data is then directly linked to performance goals and proposed projects for the coming year, and is included in the project objectives (not all of the reviewed data is published in the Performance Plan).

Performance goals for each program are established by TSO Program Managers, taking into consideration partner input and data sources that are reliable, readily available, and reasonable as representing outcomes of the program. TSO Programs and their projects are designed to impact problems identified through the 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. The national COVID-19 pandemic has affected the ability of Oregon law enforcement agencies to conduct enforcement of traffic laws as they respond to higher priorities and follow their agency's guidance; this national emergency is unprecedented, so it's hard to anticipate the results of the 2021 plan implemented last October. Highly visible enforcement (HVE) is a strong countermeasure to infractions of the law by drivers and other roadway users, thus helping to reduce fatalities and serious injuries. Without maintaining the same (or higher) level of performance achieved by Oregon's law enforcement agencies prior to the pandemic, there is much concern for the unintended consequences it may continue to cause for the 2022 plan and into the immediate future.

Oregon has initiated several adjustments to its current HSP 2021 federal program, upon approval by OTSC and NHTSA, some in response to increasing fatal and serious injury crashes and/or other identified needs, and others in response to COVID-19 and other national and state priorities as resources shift and the pandemic continues. (April 2020)

Process for Identifying Problems

Problem analysis was completed by Transportation Safety Office staff, the Oregon Transportation Safety Committee (OTSC), and involved partner agencies and groups on January 22, 26, and 28, 2021 during the Annual Planning Workshop.

HSP development process Organizations and Committees

- ✓ American Automobile Association (AAA)
- ✓ Clackamas County
- ✓ Columbia River Education
- ✓ Department of Public Safety Standards and Training
- ✓ DTS Consulting
- ✓ Driver Education Advisory Committee
- ✓ Federal Highway Administration
- ✓ Governor Advisory Committee on DUII
- ✓ Governor Advisory Committee on MS
- ✓ Lane Council of Government
- ✓ Mothers Against Drunk Driving
- ✓ Nevada Office of Traffic Safety
- ✓ National Highway Traffic Safety Administration
- ✓ ODOT Communications
- ✓ ODOT Highway Safety Engineering Committee
- ✓ ODOT Government Relations
- ✓ ODOT Medical Programs Coordinator
- ✓ ODOT Region 2, District 4 Manager
- ✓ ODOT Region 4 Traffic Manager
- ✓ ODOT Region 5 Traffic/Roadway Manager
- ✓ ODOT Statewide Project Delivery / Traffic Services
- ✓ ODOT Traffic Roadway
- ✓ ODOT Transportation Development Division, Crash Analysis Reporting System
- ✓ ODOT TSO
- ✓ ODOT TSO, Region 1
- ✓ ODOT TSO, Region 2
- ✓ ODOT TSO, Region 3
- ✓ ODOT TSO, Region 4
- ✓ ODOT TSO, Region 5
- ✓ Oregon Driver and Motor Vehicle Services
- ✓ Oregon Department of Justice
- ✓ Oregon Health & Science University
- ✓ Oregon Health Authority
- ✓ Oregon Judicial Department - Retired
- ✓ Oregon Metro
- ✓ Oregon State Police
- ✓ Oregon Transportation Safety Committee
- ✓ Portland Bureau of Transportation
- ✓ Portland Police Bureau
- ✓ Salem Bicycle Club
- ✓ Washington County Sheriff's Office
- ✓ Washington State Traffic Safety Commission

A state-level analysis is completed, using the most recent data available (2019 data), to certify that Oregon has the potential and data-driven need 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) priority program 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 Managers. Performance measures incorporate elements of the Oregon Benchmarks, Oregon Transportation Safety Action Plan, the Safety Management System, priorities and suggestions received at the Annual Planning Workshop from partners, and nationally recognized measures. Both long-range (by the year 2025 (TSAP five-year goals)) and short-range (current year) measures are utilized and updated annually. Oregon uses a minimum of 3, 5, or 8 year history average, then a change rate of 3 percent, plus or minus, to initially propose performance measures. 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. legalization of recreational use of marijuana), the 3 percent may be adjusted in the target. This level of change has proven to be effective in prior Highway Safety Plans and is an easy way to 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 reduction targets.

Process for Developing Programs and Projects

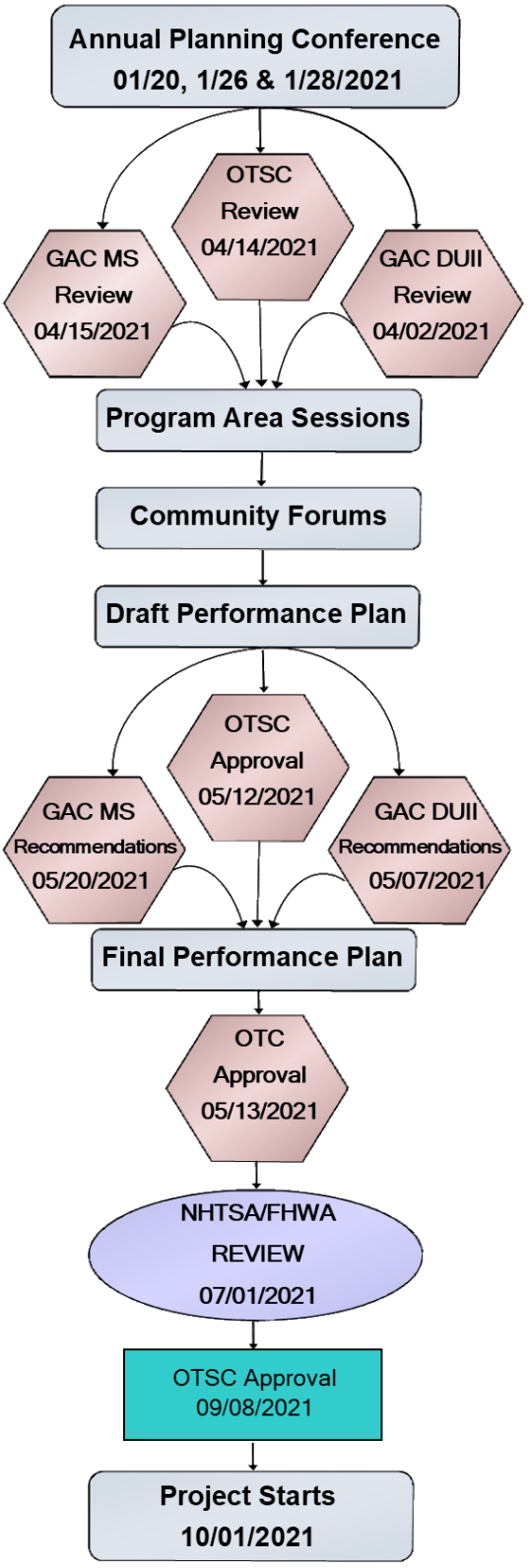
Programs and projects are designed to impact problems that are identified through the problem identification process described above. Program development and project selection begin with program specific planning meetings that involve professionals who work in various aspects of the specific program. Specific geographic areas are chosen from among jurisdictions determined to have a significant problem based on jurisdictional problem analysis. Project selection begins with proposed projects requested from eligible state and local public agencies and non-profit groups involved in traffic safety. Selection panels may be used to complement 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 annual performance plan.

As required under FAST Act, the project selection process for NHTSA-funded grants relies on published reports and various types of data, studies or reviews. The Transportation Safety Office relies on these resources in also selecting projects for all the other funding sources and programs contained in the Performance Plan. The resources of information include:

- ✓ Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices - USDOT
- ✓ National Agenda for Motorcycle Safety
- ✓ Annual Evaluation - TSO
- ✓ Annual Evaluation - 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 Conference to determine funding distribution and overall direction of program.
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. Community forums to gather public input.
April	Draft Performance Plan created and distributed for review by ODOT, OTSC, GAC MS, GAC DUII, NHTSA, FHWA, and program area experts.
May	OTSC (GAC MS and GAC DUII) final review of Performance Plan.
May	Final Performance Plan printed and submitted for approvals.
June	OTC approval for grants and contracts.
July	Final 23 CFR 1300 submission of grant application due to NHTSA and FHWA. Formal acknowledgement for NHTSA and FHWA, through Governor.
September	OTSC approval for Oregon's complete Highway Safety Performance Plan including all State, FHWA, and NHTSA funds.
October	Field implementation of grants and contracts.
December	Staff debrief of current year's programs to determine benchmarks.

Acronyms and Definitions

23 CFR	Code of Federal Regulations 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 highways. Part 1300 of 23 CFR is the Uniform Procedures For State Highway Safety Grant Programs
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
CARS	Crash Analysis Reporting System
CCF	Commission on Children and Families
CDC	Centers for Disease Control and Prevention
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 discovered in the year 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
GR	Governor's Representative
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).
HB	House Bill

HSM	Highway Safety Manual
HSP	Highway Safety Plan, an annual traffic safety plan to meet the requirements of Title 23 CFR Part 1300.
HSIP	Highway Safety Improvement Program
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
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
NEMSIS	National EMS Information System
NHTSA	National Highway Traffic Safety Administration
OAR	Oregon Administrative Rules
OACP	Oregon Association Chiefs of Police
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
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

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCG	Safe Communities Group: A coalition of representatives from private and/or public sector entities who generally use a data driven approach to focus on community safety issues. Includes all age groups and may not be limited to traffic safety issues.
SFST	Standardized Field Sobriety Testing
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
STIP	Statewide Transportation Improvement Program
STSI	State Traffic Safety Information
TRCC	Traffic Records Coordinating Committee
TRD	Traffic Roadway Division
TSAP	Transportation Safety Action Plan
TSD	Transportation Safety Division, Oregon Department of Transportation
TSO	Transportation Safety Office, On July 1, 2021 TSD was reorganized and joined DMV as a service group.
TSEP	Traffic Safety Enforcement Plan
TSRP	Traffic Safety Resource Prosecutor
USDOT	United States Department of Transportation
VMT	Vehicle Miles Traveled
WOU	Western Oregon University
“4-E”	Education, Engineering, Enforcement and Emergency Medical Services

Performance Goals

This report highlights traffic safety activities during the upcoming federal fiscal year 2021. The data contained in this report reflects the most current data available. 2018 data is preliminary and is subject to change.

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 2021 as part of the 2022 planning process.

Performance Goals and Trends, 2015-2019

Core Outcome Measures		2015	2016	2017	2018	2019	3 Year 2017-2019	5 Year 2015-2019	Target 2022
Traffic Fatalities	(C-1)	446	498	439	502	489	477	475	468
Serious Traffic Injuries	(C-2)	1,777	1,973	1,764	1,686	1,904	1,785	1,821	1,722
Fatalities/100M VMT	(C-3)	1.24	1.36	1.19	1.36	1.37	1.31	1.30	1.46
	Rural	1.97	2.12	1.63	1.96	2.07	1.89	1.95	1.95
	Urban	0.75	0.85	0.91	0.97	0.93	0.94	0.88	0.85
Unrestrained Passenger Vehicle Occupant Fatalities(All Seat Positions)	(C-4)	82	89	64	86	87	79	82	73
Alcohol-Impaired Driving Fatalities (BAC=.08+)	(C-5)	154	152	144	157	167	156	155	153
Speeding-Related Fatalities	(C-6)	119	143	170	143	139	151	143	140
Motorcyclist Fatalities	(C-7)	61	55	57	85	57	66	63	63
Unhelmeted Motorcyclist Fatalities	(C-8)	3	4	3	4	8	4	4	4
Drivers Age 15-20 Involved in Fatal Crashes	(C-9)	50	56	40	46	60	48	50	50
Pedestrian Fatalities	(C-10)	69	71	70	77	81	76	74	72
Bicyclist and Other Cyclist Fatalities	(C-11)	8	10	10	9	12	1010	10	9
Observed Seat Belt Use	(B-1)	95.5%	96.2%	96.8%	95.8%	95.7	96.0%	96.1%	97%

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 2019 STSI (FARS) data

Grant Funded Enforcement

	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020	5-Year Average
Seat Belt Citations	5,163	8,236	4,032	2,743	2,276	4,490
Impaired Driving Arrests	2,678	1,474	1,065	656	468	1,268
Speeding Citations Issued	5,123	6,162	4,238	11,456	4,489	6,294

Sources: TSO Grant files, 2015 - 2019

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

Core Outcome Measures[1]

Traffic Fatalities (C-1)

- Decrease traffic fatalities* from the 2015-2019 moving average of 476 to 444 by December 31, 2022. *(SHSP)*
- Decrease traffic fatalities* from the 2015-2019 moving average of 475 to 468 by December 31, 2022. *(NHTSA)*

Serious Traffic Injuries (C-2)

- Decrease serious traffic injuries* from the 2015-2019 moving average of 1,821 to 1,722 by December 31, 2022.

Fatalities/VMT (C-3)

- Reduce the increase of the traffic fatality rate* from the 2015-2019 moving average of 1.24 to 1.46 per hundred million vehicle miles traveled by December 31, 2022. *(SHSP/NHTSA)*

Rural Fatalities/VMT (C-3)

- Maintain rural fatalities per 100 million VMT from the 2015-2019 moving average of 1.95 by December 31, 2022. *(NHTSA)*

[1] *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 2015-2019 moving average of 0.88 to 0.80 by December 31, 2022. *(NHTSA)*

Unrestrained Passenger Vehicle Occupant Fatalities (C-4)

- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2015-2019 moving average of 82 to 73 by December 31, 2022. *(NHTSA)*

Alcohol Impaired Driving Fatalities (C-5)

- Decrease alcohol impaired driving fatalities from the 2015-2019 moving average of 155 to 153 by December 31, 2022. *(NHTSA)*

Speeding Related Fatalities (C-6)

- Decrease fatalities in speed related crashes from the 2015-2019 moving average of 143 to 140 by December 31, 2022. *(NHTSA)*

Motorcyclist Fatalities (C-7)

- Maintain motorcyclist fatalities from the 2015-2019 average of 63 by December 31, 2022. *(NHTSA)*

Unhelmeted Motorcyclist Fatalities (C-8)

- Maintain un-helmeted motorcyclist fatalities at the 2015-2019 average of 4 thru December 31, 2022. *(NHTSA)*

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

- Maintain the number of drivers; age 15-20, involved in fatal crashes from the 2015-2019 moving average of 50 by December 31, 2022. *(NHTSA)*

Pedestrian Fatalities (C-10)

- Decrease pedestrian fatalities from the 2015-2019 moving average of 74 to 72 by December 31, 2022. *(NHTSA)*

Bicycle Fatalities (C-11)

- Decrease bicyclist fatalities from the 2015-2019 moving average of 10 to 9 by December 31, 2022. *(NHTSA)*

<u>Core Behavior Measure</u>

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 2020 usage rate of 95.6 percent to 97 percent by December 31, 2022. *(NHTSA)*

Activity Measures

Seat Belt Citations (A-1)

Number of Seat Belt citations issued during grant-funded enforcement activities. *(NHTSA)*

Impaired Driving Arrests (A-2)

Number of Impaired Driving arrests during grant-funded enforcement activities. *(NHTSA)*

Speeding Citations (A-3)

Number of Speed citations issued during grant-funded enforcement activities. *(NHTSA)*

NHTSA Public Opinion Measures[2]

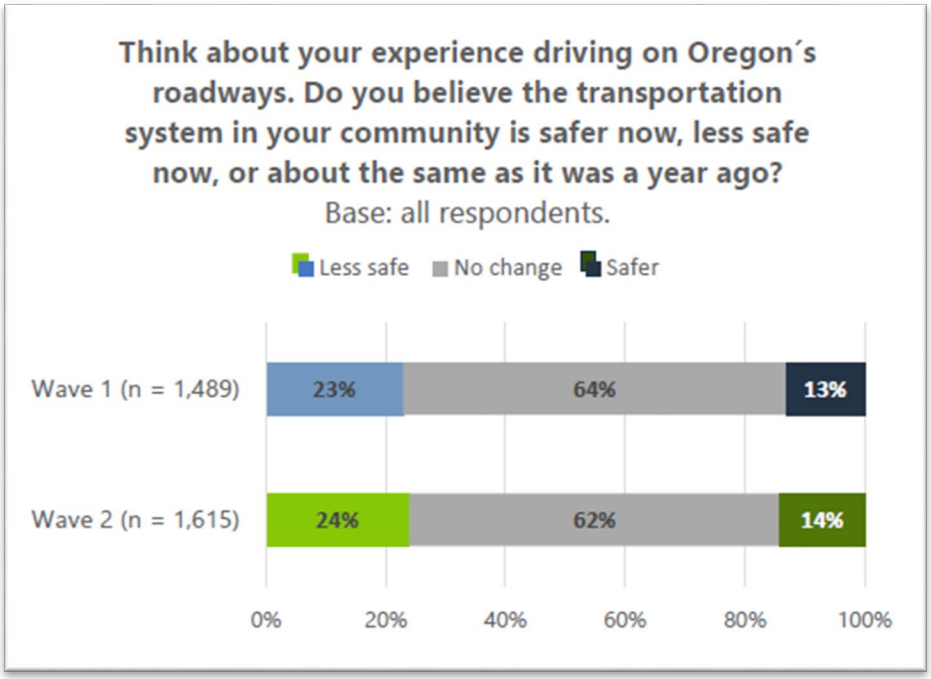
Purpose

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.

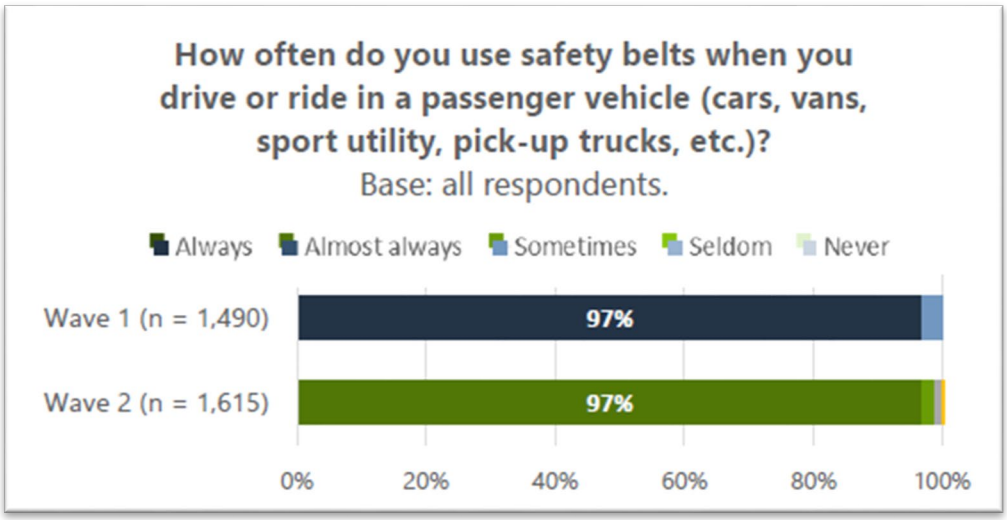
Approach

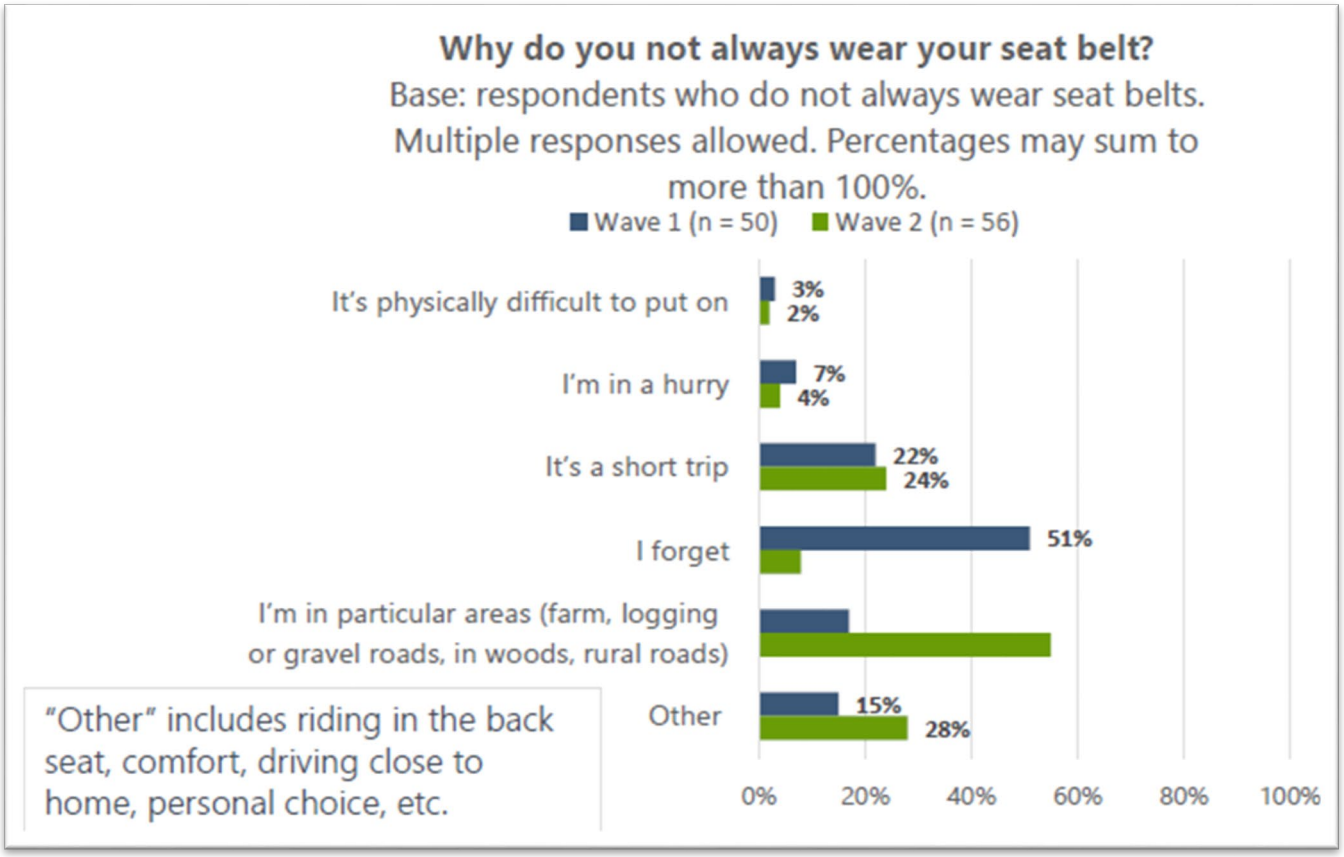
Two waves of a statewide online survey were conducted. Wave 1 was before ODOT's summer traffic safety campaigns and Wave 2 was after these campaigns. Comparing differences in the results indicate the influence of campaigns on the public's attitudes and behaviors.

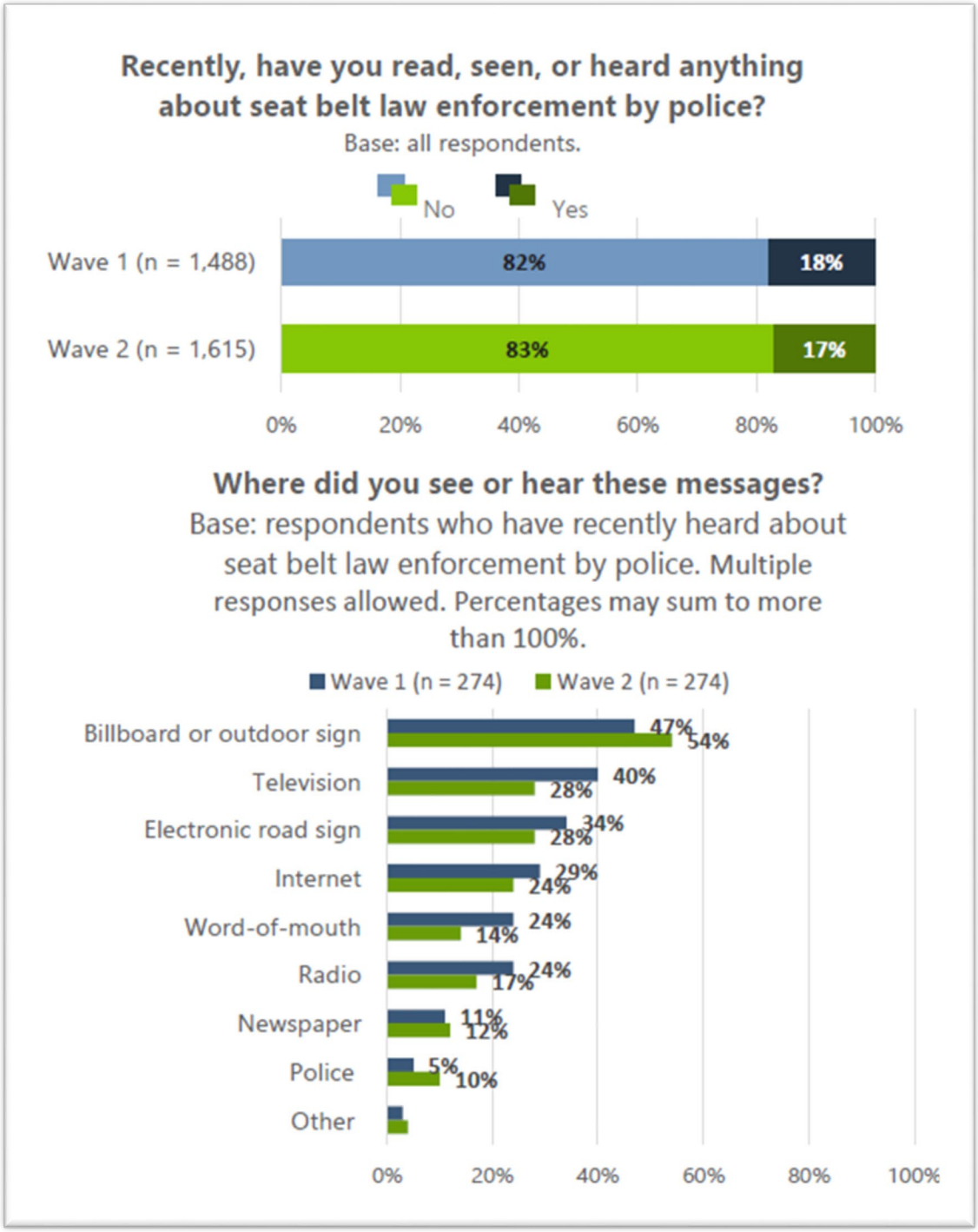
** The 2020 survey fielded more than 60 days after Oregon issued a stay-at-home order due to the COVID-19 pandemic, which reduced how much people were driving and going to public places.*

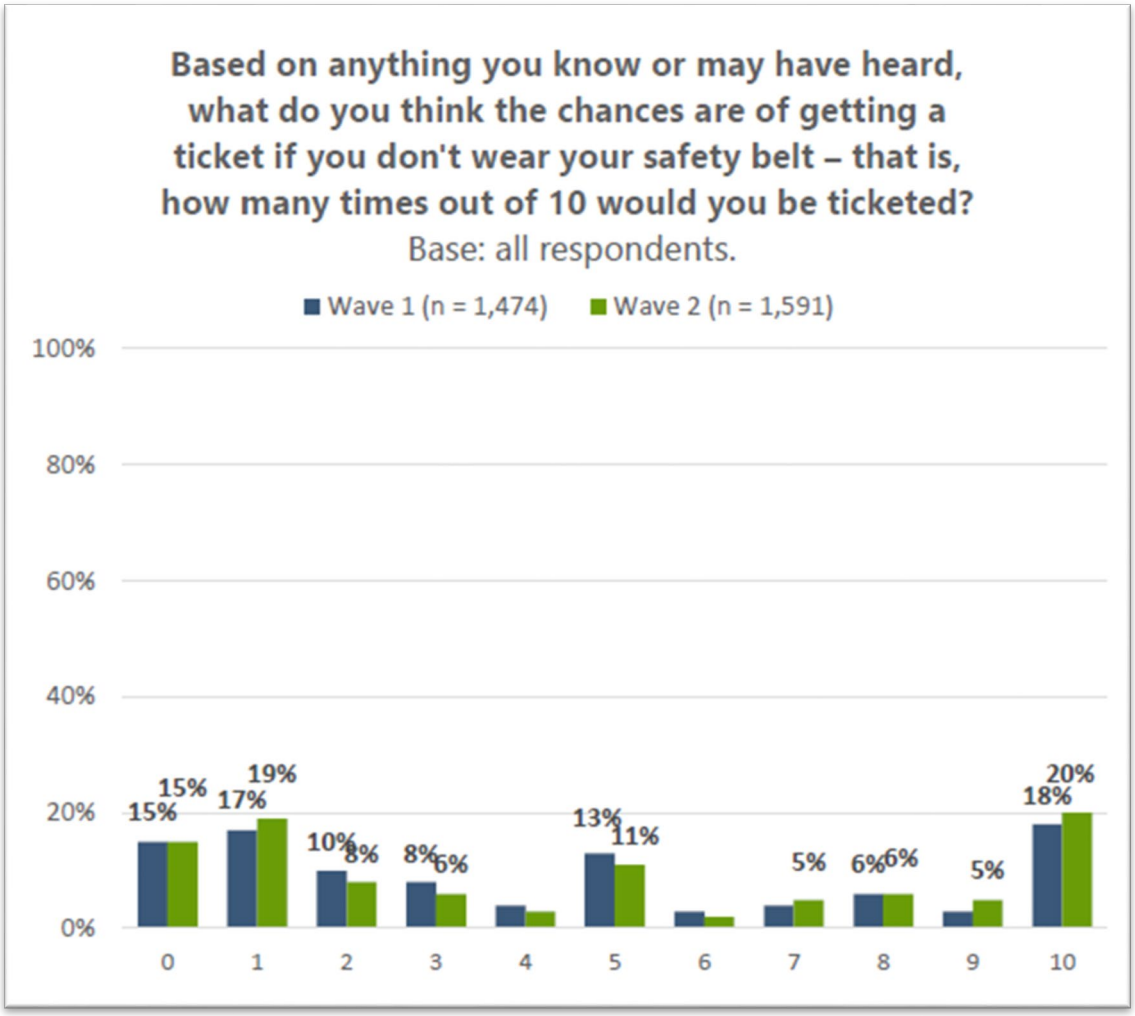


[2] *Source: "2020 ODOT: NHTSA Program Measures Statewide Public Opinion Survey Final Results Report", September 2020.*


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.
Always
Almost always
Sometimes
Seldom
Never
Wave 1 (n = 1,490)
97%
Wave 2 (n = 1,615)
97%
0%
20%
40%
60%
80%
100%


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%.
Wave 1 (n = 50)
Wave 2 (n = 56)
It's physically difficult to put on
3%
2%
I'm in a hurry
7%
4%
It's a short trip
22%
24%
I forget
51%
I'm in particular areas (farm, logging or gravel roads, in woods, rural roads)
Other
15%
28%
0%
20%
40%
60%
80%
100%
"Other" includes riding in the back seat, comfort, driving close to home, personal choice, etc.


Recently, have you read, seen, or heard anything about seat belt law enforcement by police?
Base: all respondents.
No
Yes
Wave 1 (n = 1,488)
82%
18%
Wave 2 (n = 1,615)
83%
17%
0%
20%
40%
60%
80%
100%
Where did you see or hear these messages?
Base: respondents who have recently heard about seat belt law enforcement by police. Multiple responses allowed. Percentages may sum to more than 100%.
Wave 1 (n = 274)
Wave 2 (n = 274)
Billboard or outdoor sign
47%
54%
Television
40%
28%
Electronic road sign
34%
28%
Internet
29%
24%
Word-of-mouth
24%
14%
Radio
24%
17%
Newspaper
11%
12%
Police
5%
10%
Other
0%
20%
40%
60%
80%
100%


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.
Wave 1 (n = 1,474)
Wave 2 (n = 1,591)
100%
80%
60%
40%
20%
0%
15%
15%
17%
19%
10%
8%
8%
6%
13%
11%
5%
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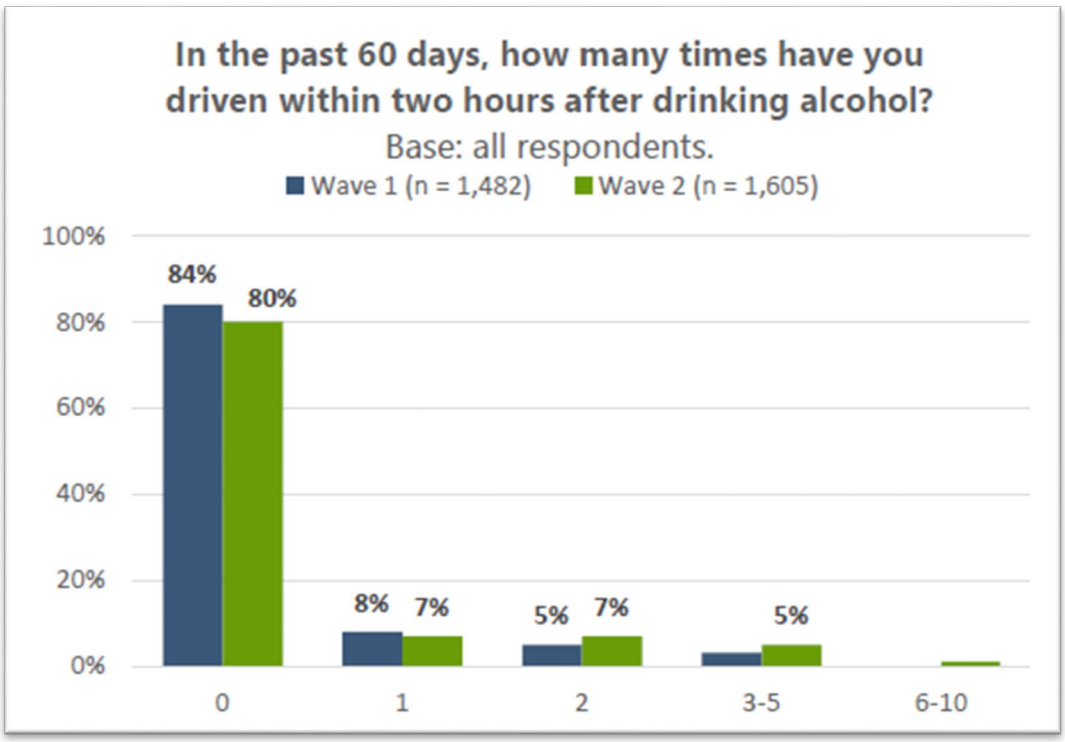
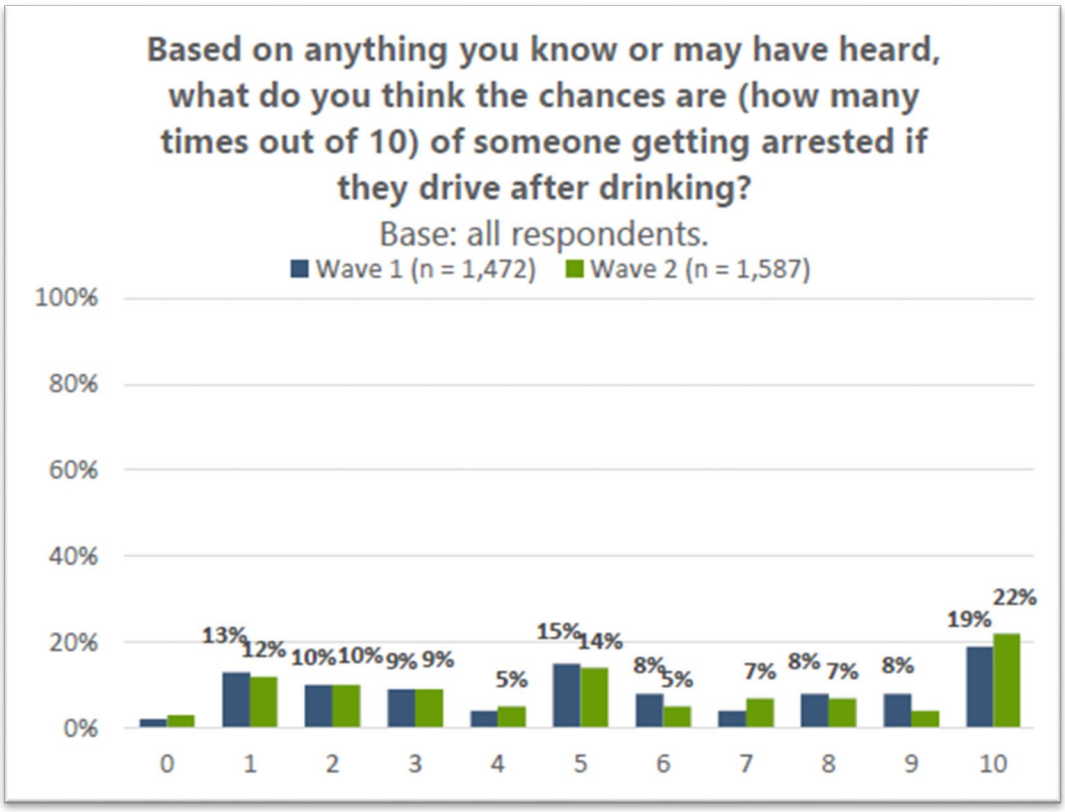

In the past 60 days, how many times have you driven within two hours after drinking alcohol?
Base: all respondents.
Wave 1 (n = 1,482)
Wave 2 (n = 1,605)
100%
80%
60%
40%
20%
0%
84%
80%
8%
7%
5%
7%
5%
0
1
2
3-5
6-10


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 = 1,472)
Wave 2 (n = 1,587)
100%
80%
60%
40%
20%
0%
13%
12%
10%
10%
9%
9%
5%
15%
14%
8%
5%
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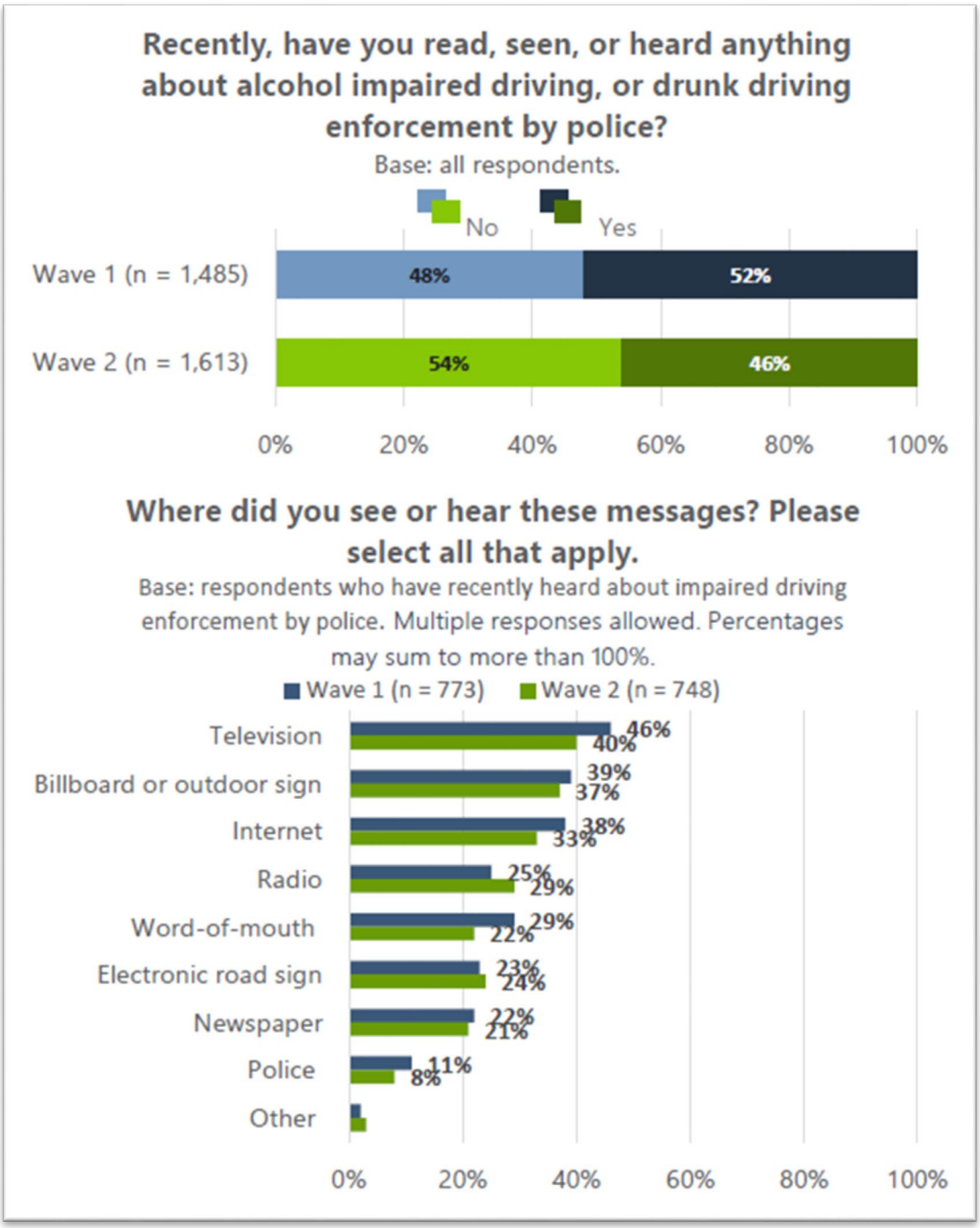
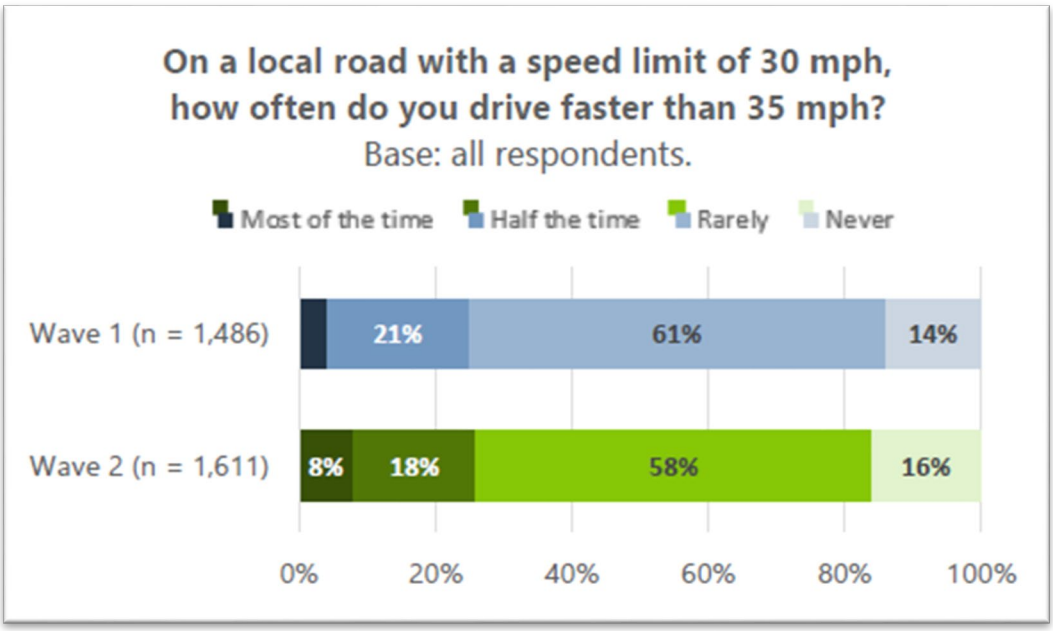
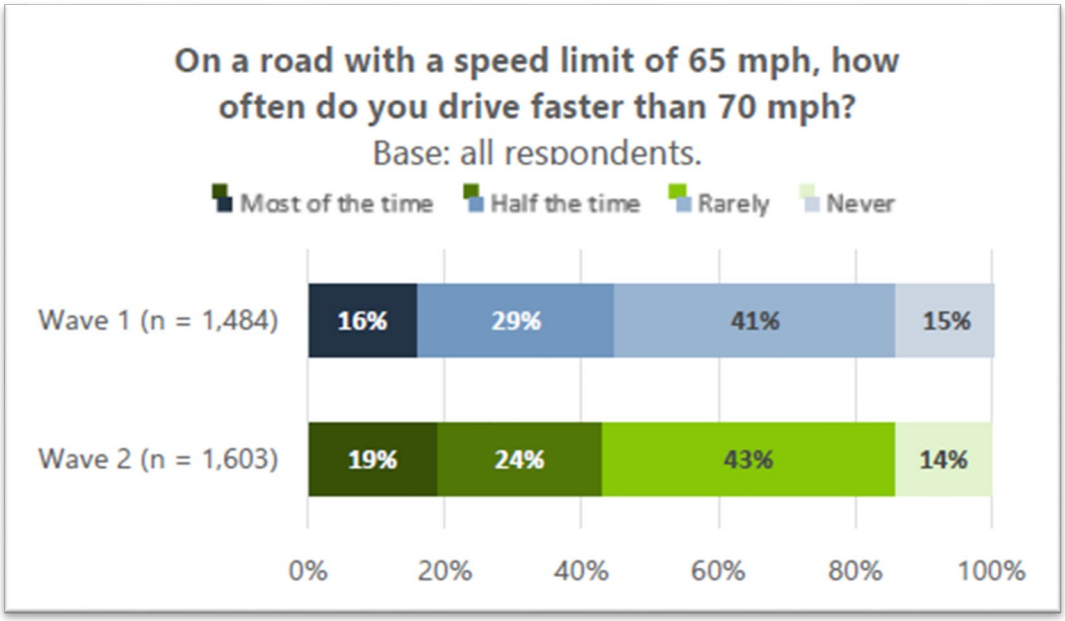
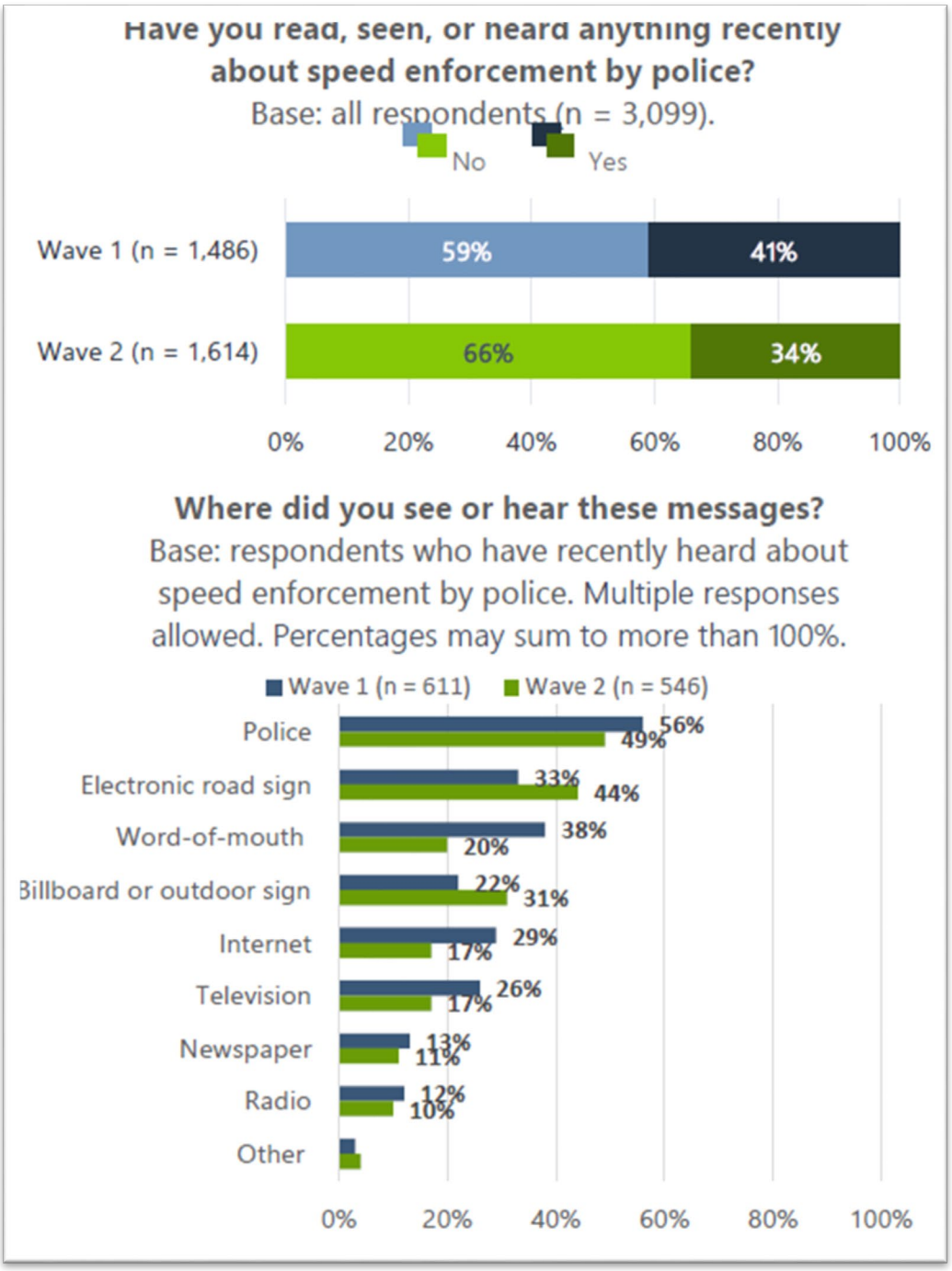
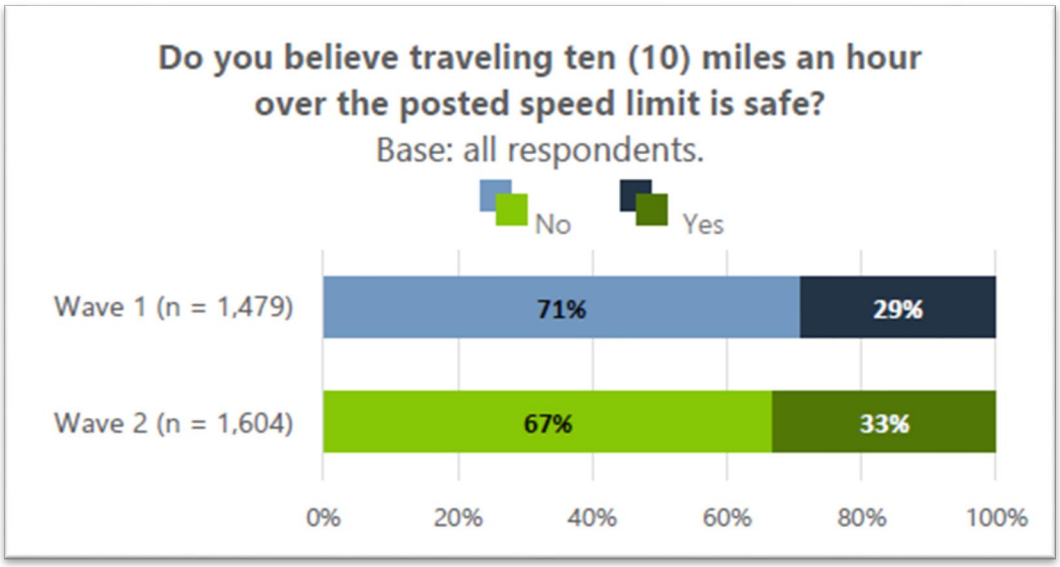
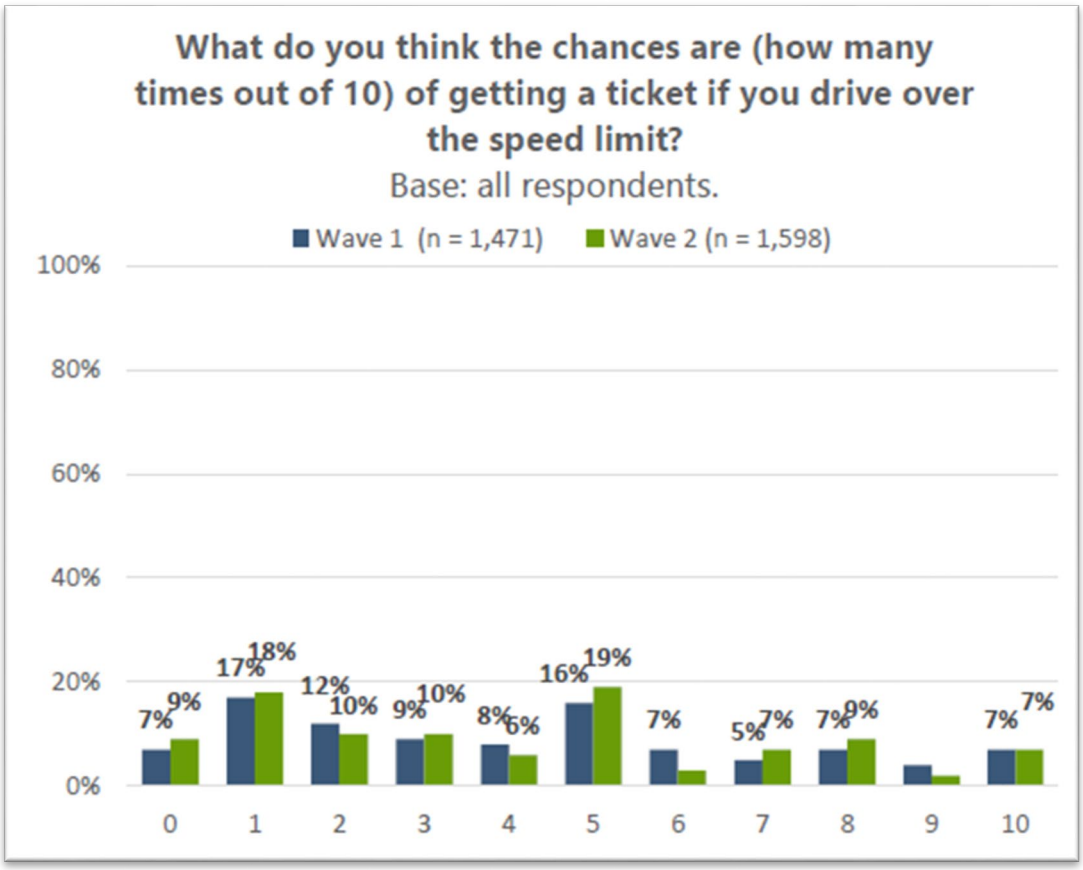

Recently, have you read, seen, or heard anything about alcohol impaired driving, or drunk driving enforcement by police?
Base: all respondents.
No
Yes
Wave 1 (n = 1,485)
48%
52%
Wave 2 (n = 1,613)
54%
46%
0%
20%
40%
60%
80%
100%
Where did you see or hear these messages? Please select all that apply.
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 = 773)
Wave 2 (n = 748)
Television
46%
40%
Billboard or outdoor sign
39%
37%
Internet
38%
33%
Radio
25%
29%
Word-of-mouth
29%
22%
Electronic road sign
23%
24%
Newspaper
22%
21%
Police
11%
8%
Other
0%
20%
40%
60%
80%
100%


On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?
Base: all respondents.
Most of the time
Half the time
Rarely
Never
Wave 1 (n = 1,486)
21%
61%
14%
Wave 2 (n = 1,611)
8%
18%
58%
16%
0%
20%
40%
60%
80%
100%


On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?
Base: all respondents.
Most of the time
Half the time
Rarely
Never
Wave 1 (n = 1,484)
16%
29%
41%
15%
Wave 2 (n = 1,603)
19%
24%
43%
14%
0%
20%
40%
60%
80%
100%


Have you read, seen, or heard anything recently about speed enforcement by police?
Base: all respondents (n = 3,099).
No
Yes
Wave 1 (n = 1,486)
59%
41%
Wave 2 (n = 1,614)
66%
34%
0%
20%
40%
60%
80%
100%
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 = 611)
Wave 2 (n = 546)
Police
56%
49%
Electronic road sign
33%
44%
Word-of-mouth
38%
20%
Billboard or outdoor sign
22%
31%
Internet
29%
17%
Television
26%
17%
Newspaper
13%
11%
Radio
12%
10%
Other
0%
20%
40%
60%
80%
100%


Do you believe traveling ten (10) miles an hour over the posted speed limit is safe?
Base: all respondents.
No
Yes
Wave 1 (n = 1,479)
71%
29%
Wave 2 (n = 1,604)
67%
33%
0%
20%
40%
60%
80%
100%


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.
Wave 1 (n = 1,471)
Wave 2 (n = 1,598)
100%
80%
60%
40%
20%
0%
7%
9%
17%
18%
12%
10%
9%
10%
8%
6%
16%
19%
7%
5%
7%
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7%
7%
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Statewide

Link(s) to the Transportation Safety Action Plan

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

"Every day, people arrive safely at their destinations in Oregon, but tragically, fatalities and serious injuries still occur on the Oregon transportation system. Any fatality or life-changing injury is a significant loss that can be avoided by implementing state-of-the-art programs, policies, and projects related to safety engineering, emergency response, law enforcement, and education. The TSAP lays the foundation to consider and prioritize safety for all modes and all users of our transportation system in order to eliminate all deaths and life-changing injuries on the transportation system.

Achieving this vision by 2035 requires commitment and engagement from a variety of Oregon's agencies and stakeholders. Engineers, emergency medical service providers, law enforcement and educators traditionally play a strong role in advocating for, planning, designing, and implementing transportation safety plans and will continue to do so. However, this plan also includes goals, policies, strategies, and actions relevant to public health professionals, the media, private stakeholders, the individual transportation system user, and others. All of these organizations and individuals will be tasked with planning and implementing safe travel options, and traveling responsibly, with the safety of all users in mind."

Problem Identification Statement

Hundreds of thousands of Oregonians travel safely to and from work, recreation, and excursions on a daily basis. Even so, over 500 people died on Oregon's transportation system in 2020, 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, 2019 crash data suggest that 494 people were killed in motor vehicle crashes in Oregon and another 1,904 people suffered life-altering injuries.

Since the writing of the 2016 TSAP, Oregon has experienced a higher number of roadway fatalities than in prior years, specifically since 2014 to current (see data chart below). This was unfortunately the case for other states of the nation as well. While updating the TSAP for 2021-2025, serious conversations are being 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 updated Oregon TSAP 2021-2025 is in the final stages of the approval process at the time of this writing, with public comment open now thru July 9, 2021. The plan will then be finalized and submitted to the Oregon Transportation Committee for approval in September (due in October) 2021.

Oregon Traffic Crash Data and Measures of Exposure

	2015	2016	2017	2018	2019	2015-2019 Average
Fatal Crashes	410	448	403	446	456	433
Injury Crashes	28,721	30,283	28,397	27,727	27,032	28,432
Fatalities and Serious Injuries	2,222	2,471	2,203	2,188	2,398	2,296
Fatalities	445	498	439	502	494	476
Fatalities per 100 Million VMT	1.24	1.36	1.19	1.36	1.37	1.30
Fatalities per Population (in thousands)	0.11	0.12	0.11	0.12	0.12	0.12
Injuries	41,754	44,628	41,893	41,089	39,737	41,820
Serious Injuries per Population (in thousands)	0.44	0.48	0.43	0.40	0.45	0.44
Injuries per 100 Million VMT	115.99	121.24	113.99	111.51	110.45	114.69
Injuries per Population (in thousands)	10.40	10.95	10.12	9.79	9.38	10.13
Population (in thousands)	4,014	4,076	4,141	4,195	4,236	4,133
Vehicle Miles Traveled (in millions)	35,999	36,719	36,753	36,848	35,977	36,186
No. Licensed Drivers (in thousands)	2,948	3,002	3,060	3,108	3,148	3,010
No. Registered Vehicles (in thousands)	4,281	4,410	4,524	4,616	4,703	4,402

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

Fatal and Injury Crash Involvement by Age of Driver, 2019

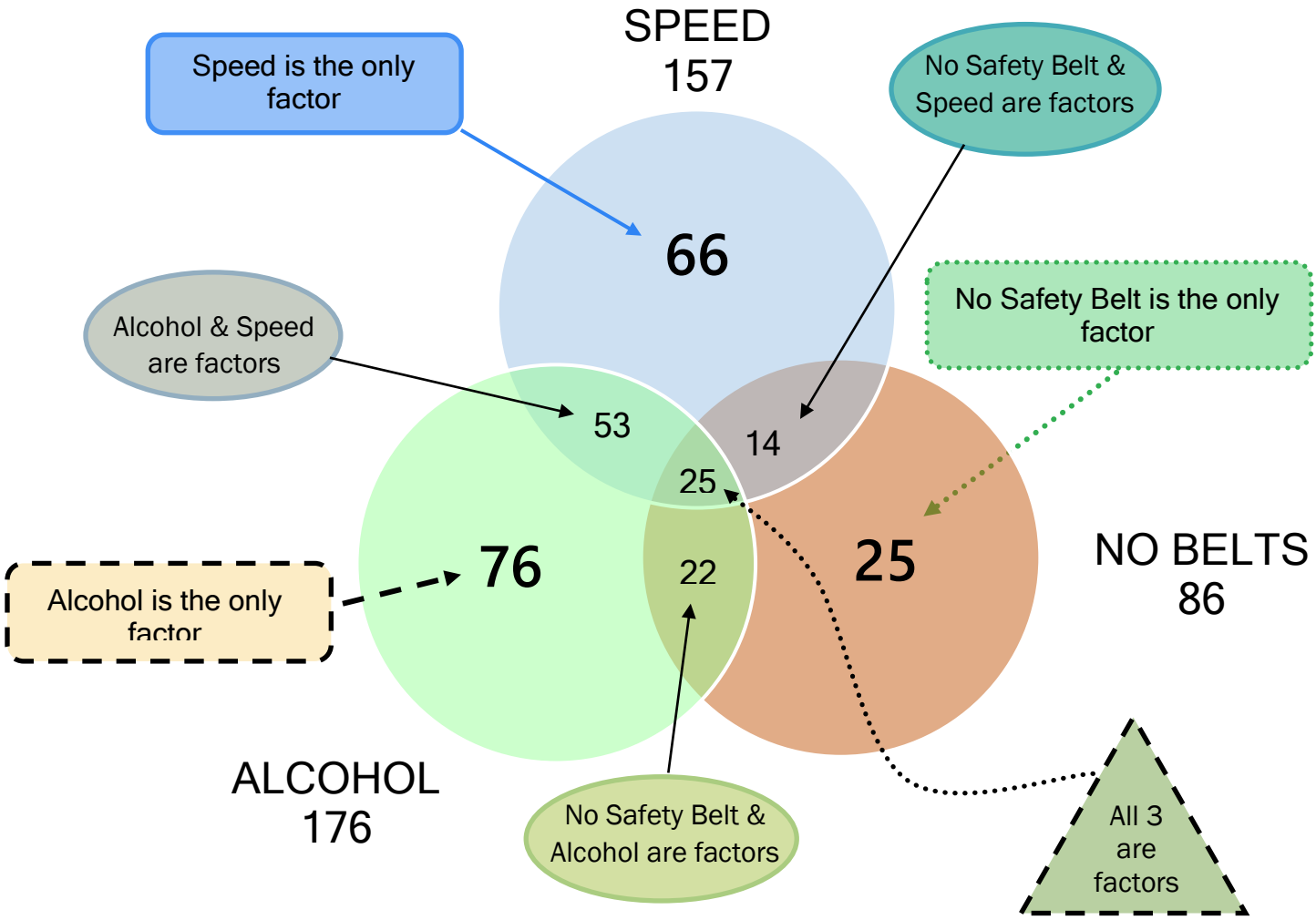
Age of Driver	# of Drivers in F&I Crashes	% of Total F&I Crashes	# of Licensed Drivers	% of Total Drivers	Over/Under Representation^
14 & Younger	10	0.02%	0	0.00%	0.00
15	63	0.12%	16,753	0.52%	0.24
16	651	1.26%	29,152	0.90%	1.40
17	953	1.85%	34,349	1.06%	1.74
18	1,256	2.44%	38,688	1.20%	2.04
19	1,208	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.

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: 2017 - 2019
(with rounding)



Speed, Alcohol and No Safety Belts are 58 percent average of the fatalities for 2017-2019.
Source: Crash Analysis and Reporting, Oregon Department of Transportation.

Goals

- Increase zero fatality days from the 2015-2019 moving average of 114 to 119 by December 31, 2025.

Performance Measures

- Decrease traffic fatalities* from the 2015-2019 moving average of 476 to 444 by December 31, 2022.
- Decrease the traffic fatality rate* from the 2015-2019 moving average of 1.30 to 1.46 per hundred million vehicle miles traveled by December 31, 2022.
- Decrease serious traffic injuries* from the 2015-2019 moving average of 1,821 to 1,722 by December 31, 2022.
- Reduce the serious traffic injury rate* from the 2015-2019 moving average of 4.80 to 4.98 per hundred million vehicle miles traveled by December 31, 2022.
- Maintain rural fatalities per 100 million VMT from the 2015-2019 moving average of 1.95 by December 31, 2022. *(NHTSA)*
- Decrease urban fatalities per 100 million VMT from the 2015-2019 moving average of 0.88 to 0.80 by December 31, 2022. *(NHTSA)*

*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.

Aging Road Users

Link(s) to the Transportation Safety Action Plan

Action 6.12.1 Identify risk factors for older drivers and implement treatments, within current law.

Action 6.12.2 Identify risk factors for older pedestrians and implement treatments, within current law.

Problem Identification Statement

According to a 2010 report by the Administration on Aging, U.S. Department of Health and Human Services, the population of 65 and older age group would increase from 35 million in 2000 to 40 million in 2010 (a 15% increase) and then to 55 million in 2020 (a 36% increase for that decade). By 2030, there will be approximately 72 million aging persons, accounting for roughly one-fifth of the driving age population nationwide.

Today's older adults are expected to live longer and continue to drive longer than any previous generations and their impact on traffic safety can be substantial. 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.

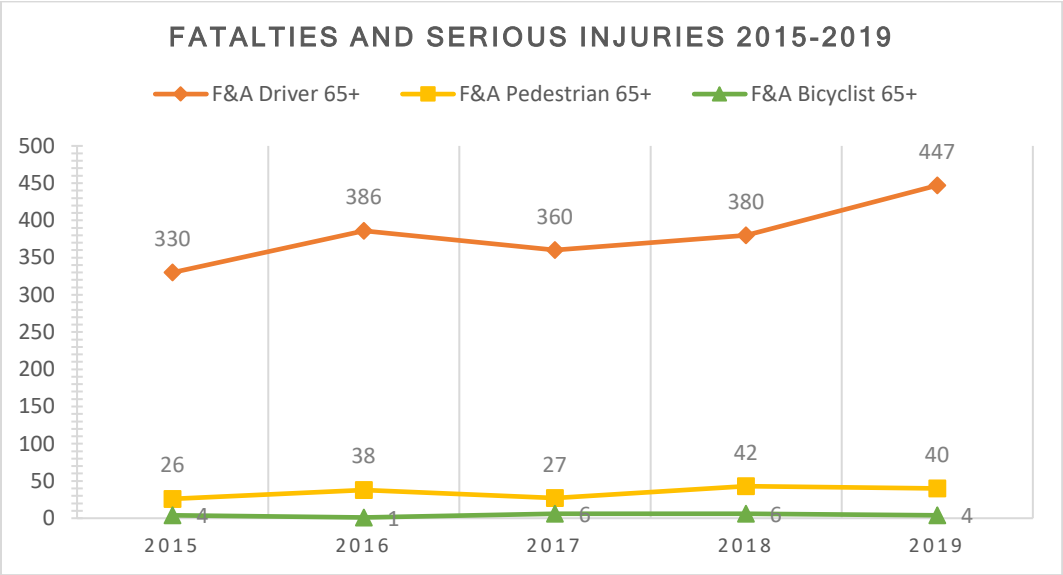
Aging impacts vision, memory, physical strength, reaction time, and flexibility – all necessary for safe driving, walking and bicycling. There are significant consequences for this changing demographic, where the quality of life for aging persons depends a great deal on being able to remain independent, 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.

The following table does not reflect the aging driver was at fault, *only* that they were injured (at varying levels of severity) or killed from the crash.

Top Ten Older Driver Errors* for 2019

Did not have right-of-way	984
Failed to avoid stopped or parked vehicle ahead other than school bus	648
Ran off road	410
Left turn in front of oncoming traffic	333
Inattention	330
Failed to maintain lane	283
Disregarded traffic signal	250
Following too closely	191
Driving too fast for conditions	189
Failed to negotiate a curve	126

Source: ODOT Crash Data System; *An Error in a crash is not necessarily the cause of the crash.



Source: ODOT Crash Data System

NHTSA is currently conducting research and more outreach on this issue, seeking input from the states and advocates on how to improve transportation safety for aging road users. Topic areas include but are not limited to:

- ✓ Pedestrians/Bicyclists: safety tips for both the user and the older driver.
- ✓ Driver licensing: require additional testing as drivers get older? Shorter driver license renewal periods? Consider something similar to graduated driver licensing?
- ✓ Law Enforcement: Enforcing traffic law for aging road users.
- ✓ 'Safe Communities' perspective: What should we be focusing on now and in the future?
- ✓ Automated vehicles: Impact on aging road users/drivers.

Goals

- Decrease the number of motor vehicle fatalities for drivers 65 years of age and older from the 2015-2019 average of 99 to 85 by December 31, 2025.
- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2015-2019 average of 35 to 30 by December 31, 2025.

Performance Measures

- Decrease the number of motor vehicle fatalities and serious injuries for drivers 65 years of age and older from the 2017-2019 average of 396 to 361 by December 31, 2022.
- Decrease the number of pedestrian fatalities and serious injuries for people 65 years of age and older from the 2017-2019 average of 36 to 32 by December 31, 2022.

Strategies

- Determine the current Oregon inventory of public education, information and other resources already being provided to Aging Road Users in regard to traffic safety, public transit and other transportation options, and DMV licensing.
- Identify barriers for approaching and educating this demographic.
- Educate drivers, pedestrians and bicyclists on comprehensive evaluations and safety strategies to prevent crashes by conducting statewide public education campaign in English and Spanish languages.
- Work in cooperation with ODOT Highway and other divisions in identifying roadway risk factors for older pedestrians and implement proven treatments.
- Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.
- Support safe driving skills and encourage early planning to safely transition away from driving.
- Promote medical intervention screening by working with the DMV and the medical community to help drivers understand when and where driving privileges should be evaluated.

Bicyclist and Pedestrian (Non-Motorized)

Link(s) to the Transportation Safety Action Plan

Action # 6.11.1 Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

Problem Identification Statement

Section 405 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, Oregon's 2019 fatalities for bicyclists and pedestrians exceeded this benchmark with 19% percent of Oregon's total traffic fatalities. Eligible expenditures with these 405 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 2018, the number of pedestrian fatalities was 6,283 which was a 3 percent increase from 2017 (NHTSA, 2021). Nationally in 2018, bicycle and pedestrian fatalities made up 19 percent of overall motor vehicle crash fatalities (bicycle (2 percent) and pedestrian (17 percent) (NHTSA_FARS, 2021).

Compared to the national statistics, in Oregon, there were 81 pedestrian fatalities (17 percent) and 12 bicycle fatalities (2 percent) in 2019, for a combined total of 19 percent of Oregon's 2019 motor vehicle fatalities. Using the most current national data from 2018, Oregon ranks the 19th highest pedestrian fatality rate state at 1.91 per 100,000 people (NHTSA.gov). There is no current state bicycle fatality rate ranking available; however, the rate for Oregon is 2.4 per million population (National rate is 2.4 with a range of 0.0-5.96).

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 (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 2018. 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

	2015	2016	2017	2018	2019	2015-2019 Average
Injuries:						
Number	957	846	761	824	724	822
Serious injuries	69	55	52	49	43	54
Percent of total Oregon serious injuries	2.3%	1.9%	1.8%	1.9%	2.0%	2.0%
Fatalities:						
Number*	8	10	10	9	12	10
Percent of total Oregon fatalities*	1.8%	2.0%	2.3%	1.8%	2.5%	2.1%
Crashes:						
Number	960	847	764	826	731	826
Fatal and serious injury crashes	76	65	62	58	56	63
Percent of total Oregon Fatal and Injury crashes	3.2%	2.8%	2.6%	2.9%	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)

	2015	2016	2017	2018	2019	2015-2019 Average
Fatalities:						
Number**	8	10	10	9	12	10
Percent of total Oregon fatalities**	1.8%	2.0%	2.3%	1.8%	2.5%	2.1%

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

	2015	2016	2017	2018	2019	2015-2019 Average
Injuries:						
All pedestrian Injuries	886	1,066	942	952	953	960
Serious pedestrian Injuries	117	141	116	112	114	120
Percent of total Oregon serious injuries	6%	7%	6%	6%	5%	6%
Fatalities:						
Number*	73	74	73	79	85	77
Percent of total Oregon fatalities*	18%	16.5%	18%	18%	19%	18%
Crashes:						
Number of pedestrian crashes	917	1,078	974	971	980	984
Fatal and serious injury crashes	183	207	184	189	199	192
Percent of total Oregon fatal and serious injury Crashes	10%	10%	10%	10%	9.0%	9.8%

Source: Crash Analysis Reporting Unit (CAR), Oregon Department of Transportation
CAR Fatality data was not used for NHTSA Performance Measures.

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

	2015	2016	2017	2018	2019	2015-2019 Average
Fatalities:						
Number**	69	71	70	77	81	74
Percent of total Oregon fatalities*	15%	14%	16%	15%	17%	15%

Source: **Fatality Analysis Reporting System Data, FARS, NHTSA, This data is used in NHTSA performance measures. STSI (FARS) data

Goals

- Reduce bicyclist fatalities and serious injuries from the 2015-2019 moving average of 64 to 55 by December 31, 2025.
- Reduce pedestrian fatal and serious injuries from the 2015-2019 moving average of 197 to 183 by December 31, 2025.

Performance Measures

- Decrease bicyclist fatalities from the 2017-2019 moving average of 10 to 9 by December 31, 2022. *(NHTSA)*
- Decrease bicyclist serious injuries in Oregon from the 2017-2019 moving average of 48 to 46 by December 31 2022.
- Decrease pedestrian fatalities from the 2017-2019 moving average of 74 to 73 by December 31, 2022. *(NHTSA)*
- Decrease pedestrian serious injuries from the 2017-2019 moving average of 114 to 111 by December 31, 2022.

Strategies

- Develop awareness campaigns with corresponding safety messages to drivers, pedestrians and bicyclists alike that safety is a shared responsibility and to look out for each other.
- 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; the first step to safety is yours; heads up for safety, 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 and to look out for each other.
- 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 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

Link(s) to the Transportation Safety Action Plan

Action # 6.17.2 Encourage and support local planning for safety efforts, the formation of local government commissions and committees, and other affiliated groups that address transportation safety.

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, 2019

County		Population	Fatalities	Alcohol Involved Fatalities	Fatal And Injury Crashes	F&I Crashes/ 1,000 Pop.	Nighttime Fatal And Injury Crashes
Baker	*	16,820	3	3	99	5.89	13
Benton		94,360	7	0	472	5.00	62
Clackamas	@!	423,420	33	11	2,314	5.47	299
Clatsop		39,330	8	4	336	8.54	51
Columbia	@*	52,750	8	3	205	3.89	35
Coos		63,290	12	2	341	5.39	44
Crook		23,440	2	0	139	5.93	19
Curry		23,000	5	3	104	4.52	17
Deschutes	@	193,000	21	7	997	5.17	113
Douglas	*	112,250	30	11	723	6.44	138
Gilliam		1,990	2	2	36	18.09	6
Grant	@!	7,360	1	0	35	4.76	7
Harney	@!	7,360	5	0	45	6.11	11
Hood River		25,480	1	1	115	4.51	16
Jackson	!	221,290	22	13	1,476	6.67	239
Jefferson		23,840	5	2	127	5.33	24
Josephine		86,750	20	13	604	6.96	92
Klamath		68,190	16	7	508	7.45	101
Lake		8,080	6	1	61	7.55	16
Lane	@!	378,880	42	18	2,063	5.44	271
Lincoln		48,260	7	3	308	6.38	45
Linn		125,550	24	10	1,005	7.94	132
Malheur	@!	32,030	9	1	236	7.37	48
Marion		347,760	51	24	2,926	8.41	424
Morrow	!	12,680	1	1	71	5.60	21
Multnomah		821,730	66	24	6,330	7.70	1,073
Polk		82,940	6	2	486	5.86	75
Sherman		1,770	2	1	48	27.12	9
Tillamook		26,500	4	2	216	8.15	30
Umatilla	!	81,160	18	6	428	5.27	78
Union	@!	26,840	0	0	126	4.69	28
Wallowa		7,150	4	0	25	3.50	5
Wasco		27,240	4	1	196	7.20	34
Washington	@#	613,410	31	8	3,599	5.87	428
Wheeler		1,440	4	2	21	14.58	2
Yamhill		108,060	14	7	667	6.17	78
Statewide Total		**4,236,400**	**494**	**164**	**27,488**	6.49	**4,084**

Sources: Crash Analysis and Reporting, 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), 2019

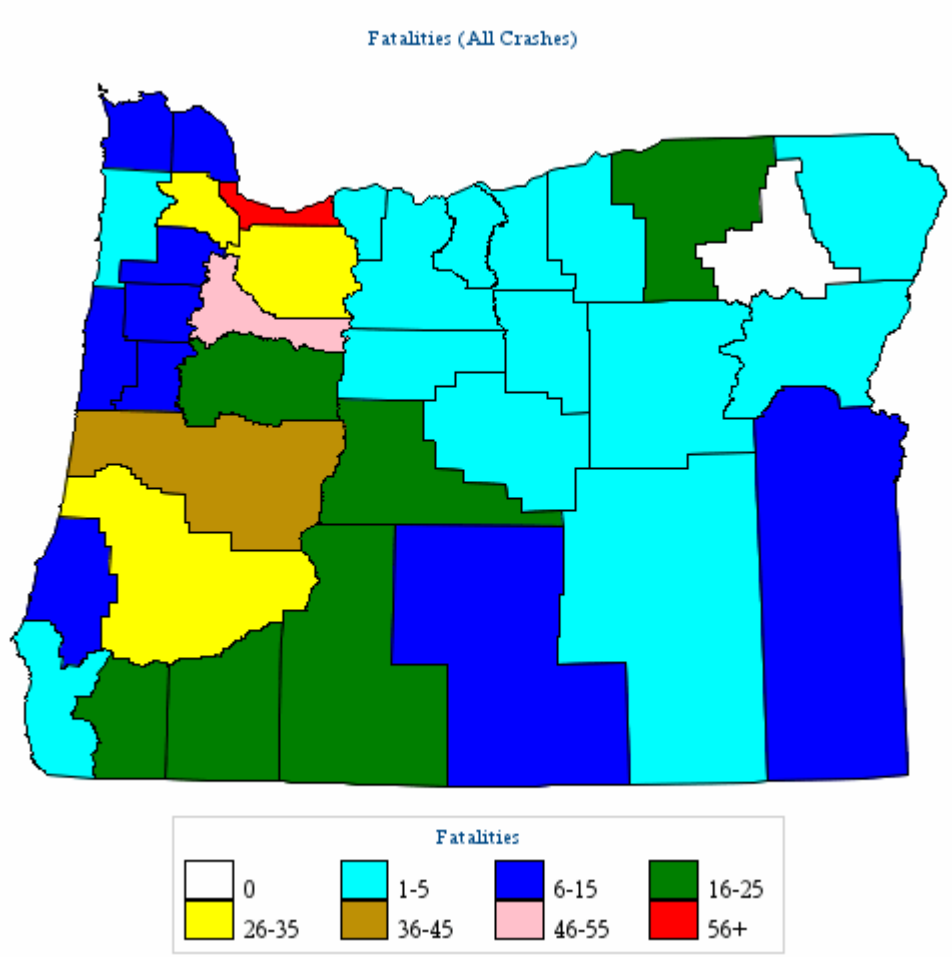
City		Population Estimate	Fatalities	Alcohol Involved Fatalites	Fatal & Injury Crashes	F&I Crashes /1000 Population	Night-time Fatal and Injury Crashes
Albany	*	54,120	3	0	356	6.58	23
Ashland	*	20,960	1	0	72	3.44	12
Beaverton	*	98,255	1	0	943	9.60	105
Bend	!	91,385	4	2	462	5.06	43
Canby	*	16,950	0	0	37	2.18	1
Central Point		18,365	1	0	69	3.76	6
Coos Bay	*	16,700	0	0	59	3.53	5
Cornelius		12,225	0	0	65	5.32	4
Corvallis		58,885	1	0	307	5.21	38
Cottage Grove		10,140	0	0	30	2.96	2
Dallas		16,260	0	0	40	2.46	3
Eugene	!	171,210	6	3	889	5.19	86
Forest Grove		25,180	0	0	77	3.06	6
Gladstone	*	11,905	0	0	67	5.63	9
Grants Pass		37,485	0	0	342	9.12	28
Gresham		111,810	11	3	724	6.48	131
Happy Valley		21,700	1	0	140	6.45	17
Hermiston		18,415	1	0	105	5.70	12
Hillsboro		103,350	9	1	862	8.34	111
Keizer	*	38,580	1	0	138	3.58	14
Klamath Falls	*	22,000	1	1	136	6.18	21
La Grande	*	13,290	0	0	37	2.78	5
Lake Oswego	*	39,115	1	0	113	2.89	16
Lebanon		17,135	0	0	81	4.73	4
McMinnville		33,930	1	0	176	5.19	16
Medford	*	81,465	2	1	724	8.89	82
Milwaukie	*	20,535	0	0	108	5.26	19
Newberg		24,045	0	0	71	2.95	5
Newport		10,285	0	0	71	6.90	9
Ontario	*	11,485	2	0	84	7.31	12
Oregon City		35,570	3	1	276	7.76	32
Pendleton		17,020	0	0	64	3.76	8
Portland	*	657,100	48	18	5,276	8.03	878
Prineville		10,220	0	0	38	3.72	4
Redmond	*	30,600	1	1	153	5.00	9
Roseburg		24,890	1	0	198	7.96	18
Salem	*	167,400	13	5	1,632	9.75	204
Sandy		11,075	1	0	64	5.78	6
Sherwood		19,595	0	0	98	5.00	9
Silverton		10,380	0	0	32	3.08	5
Springfield		61,355	7	5	457	7.45	57
St. Helens		13,410	1	0	33	2.46	4
The Dalles	*	14,820	0	0	81	5.47	8
Tigard		53,450	1	0	365	6.83	33
Troutdale		16,185	2	1	91	5.62	16
Tualatin		27,135	0	0	235	8.66	20
West Linn		25,905	0	0	95	3.67	7
Wilsonville		25,635	0	0	96	3.74	7

Woodburn	25,135	0	0	174	6.92	34
Total over 10K	**2,474,045**	**125**	**42**	**16,843**	**6.81**	**2,204**

Sources: Crash Analysis and Reporting, 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 fatalies in Oregon in 2019 (Source NHTSA)



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 2016-2019 average of 66 percent to 70 percent by December 31, 2025.

Performance Measure

- To increase from the December 2021 number of 52 active local transportation safety groups to 53 by December 31, 2022.

Strategies

- Provide a statewide clearinghouse program to support and provide resources for local volunteers, groups and efforts which encourage a 4-E approach to transportation safety, and promotes proven countermeasures to address local traffic safety problems.
- Assist local Safe Community and local Safety Action Plan implementation.
- Provide assistance for development of safety action plans that address local crash problems using the 4-E approach to transportation safety.
- Provide coordination to develop integrated local transportation safety programs.
- Implement data driven proactive traffic safety culture change efforts.

Driver Education

Link(s) to the Transportation Safety Action Plan

Action # 6.17.6 Provide continued improvement of the education system for new drivers, including issues dealing with access to, and cost associated with passenger vehicle operator training. Evaluate required driving training for youthful operators.

Problem Identification Statement

- In 2019, drivers age 15-20 represented 6.3 percent of total licensed drivers, but were involved in 13.0 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 DVD Instructor interface (curriculum guide), in an effort to acknowledge best practices and compare to the national curriculum standards.
- There are currently 30 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

	2015	2016	2017	2018	2019	2015-2019 Average
Age 15-20, % of Total Licensed Drivers	6.20%	6.37%	6.43%	6.40%	6.31%	6.34%
*Overrepresentation of Drivers Age 15-20***	2.05	2.12	2.17	2.06	1.18	1.91
Total 15-20 Drivers in Fatal Crashes	50	56	40	45	57	50
Total 15-20 Drivers Alcohol Involved	10	8	8	8	12	9
Percent Alcohol Involved	20.0	14.3	20.0	17.8	21.1	18.6%
15-20 Auto Occupant Fatalities	23	34	26	26	39	30
15-20 Unrestrained Auto Occupant Fatalities	9	12	8	8	17	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

	2015	2016	2017	2018	2019	2015-2019 Average
DMV Provisional Licenses Issued (Age 16-18)	27,178	27,292	29,779	30,281	30,946	29,095
Students completing Driver Education	8,813	9,761	10,140	9,770	9,701	9,637
Students that did not complete an ODOT-TSO approved DE program before licensing	18,365	17,531	19,639	20,511	21,245	19,458
Number of instructors completing two courses or more	65	73	49	62	59	62
DMV Certified Drive Schools	27	25	24	27	30	27
DMV Certified Drive Schools with ODOT-TSO Approval (Driver Education)	10	10	14	15	16	13

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 2015-2019 average of 270 to 262 by December 31, 2025.

Performance Measures

- Maintain the number of drivers; age 15-20, involved in fatal crashes from the 2015-2019 moving average of 50 by December 31, 2022. *(NHTSA)*
- Maintain the number of students completing driver education at the 2017-2019 moving average of 9,870 by December 31, 2022.
- Increase the number of DMV Certified drive schools participating in the TSO-Approved program from the 2017-2019 moving average of 15 to 16 by December 31, 2022.
- Maintain the number of students exposed to “pre-driver education” formational education at the 2017-2019 annual average of 32,257 by December 31, 2022.

Strategies

- Continue implementation of a marketing plan (including adaptive strategies and instructor recruitment plans) to increase access and completion of quality Driver Education in Oregon.
- Continue implementation of statewide curriculum standards and instructor training. Additionally, continue work towards 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 and track private provider driver education student participants.
- Continue to work with NHTSA, ODOT Research Division and other groups to evaluate the 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.

Driver Education

Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference –	Awarded
Section 402	$15,000

These funds are to provide lodging assistance for both in- and out-of-state ODOT-approved and non-approved driver education instructors to attend the annual Pacific Northwest Driver and Traffic Safety Conference. This training conference provides access and opportunity to continued education courses and credits required to maintain instructor certifications. Oregon's DE program is well established and nationally recognized, where other states regularly inquire of its curriculum and processes. Sub-recipient is Western Oregon University who administers and maintains the DE instructor database and certifications; WOU also facilitates the planning and coordination of the conference.

Driver Education Program Reimbursement	Awarded
Student Driver Training Fund	[$2,260,000]

These funds reimburse public and private providers for 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.

Driver Education DHS Foster Kids	Awarded
Student Driver Training Fund	[$50,000]

These funds reimburse DHS for their 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.

GDL Implementation - Information and Education	Awarded
Student Driver Training Fund	[$450,854]

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.

Statewide Services – Driver Education	Awarded
Student Driver Training Fund	[$235,000]

This grant supports the Driver Education Advisory Committee quarterly meetings and activities promoting "best practices" in driver education. Other costs include program supplies for DE certification cards, and costs of maintaining the Student Data Entry System (SDES); instructors utilize this system to report and submit required student roster and other information after completion of a DE course.

Traffic Safety Education Novice Driver Curriculum	Awarded
Student Driver Training Fund	[$199,862]

This grant 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). Costs include salary for coordination activities, travel, services and supplies, office equipment and training necessary to successfully implement and complete the project.

Region 2 Initiative (Adaptive Strategies)	Awarded
Student Driver Training Fund	[$100,000]

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.

Region 5 Initiative (Adaptive Strategies)	**Awarded**
Student Driver Training Fund	**[$60,000]**

This grant supports a start-up effort for Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney and Malheur Counties to increase access to Oregon youth 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.

Think First	**Awarded**
Transportation Operating Fund	**[$47,500]**

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through *Think Injury Prevention* programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. *Think First* provides injury prevention programs, prevention materials, and participates in community events.

Trauma Nurses Talk Tough (TNTT)	**Awarded**
Transportation Operating Fund	**[$47,500]**

This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college; develops and participates in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats; and works with other partners to provide safety information to high-risk youth, including parents whenever possible.

Emergency Medical Services

Link(s) to the Transportation Safety Action Plan

Action # 6.15.1	Recruit, train and retain EMS responders in urban, rural, and sparsely populated areas.
Action 6.15.4	Address EMS equipment* shortfalls through increased funding.

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 and recertification 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 counties where motor vehicle crash patients may require a higher level of care than what the rural hospital or facility can provide. 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 to these challenges.

Oregon's EMS Workforce

EMS Level	2018	2019
Emergency Medical Responders (EMR)	1,614	1,605
Emergency Medical Technician (EMT)	5,198	5,159
Advance/Emergency Medical Technician (A/EMT)	198	197
Emergency Medical Technicians-Intermediate (EMT-I)	688	686
Paramedics	4,078	4,039
Total	11,776	11,686

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	Difference
Response time	7	6	-1
Time on Scene to stabilize and prepare for transport	15	15	0
Transport time to medical facility	14	14	0
Total Incident time	36	35	-1

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

Goals

- Increase education base of EMS personnel by increasing the number of EMT's in Oregon's workforce from 11,686 in 2019 to 13,953 by December 31, 2025.
- Decrease response, scene and transport times, through training and equipment*, as applicable, from the statewide average of 35 minutes in 2018-2019 to 29 minutes by December 31, 2025.

Performance Measures

- Increase the number of EMS training courses (and/or online training opportunities) for rural EMS personnel from 77 in 2019 to 84 by December 31, 2022.
- Decrease response, scene and transport times from the statewide average of 35 minutes in 2018-2019 to 31 minutes by December 31, 2022.

Strategies

- Increase opportunities for EMS certification and training by providing EMS training courses to rural paid and volunteer providers for responding to motor vehicle crashes.
- Increase opportunities for EMS equipment* for rural EMS agencies.

** The reference to 'equipment' in TSAP Action 6.15.4 does not meet the NHTSA definition of equipment in regard to individual purchase cost that exceeds $5,000, which requires NHTSA pre-approval. An example would be purchase of (and training costs for proper use of) pediatric and children restraints specifically made for safely transporting children in ambulances, with distribution based on criteria established by the Oregon Health Authority.*

Highway Safety Improvement Program

Link(s) to the Transportation Safety Action Plan

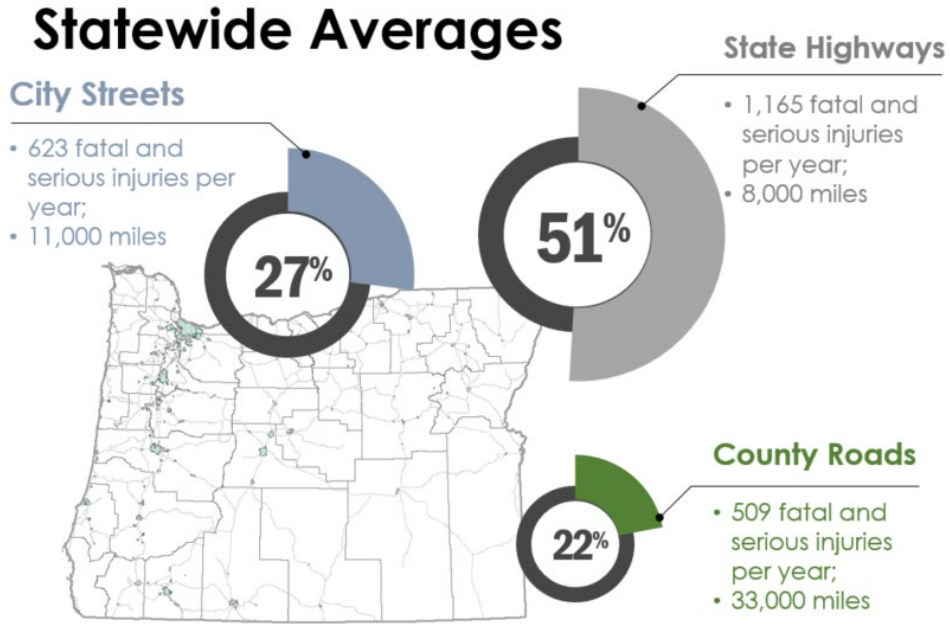
Action # 6.7.1 Design and implement treatments addressing risk factors associated with roadway departure crashes.

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 funds are limited and good project selection can suffer from subjective opinions (i.e., short term spike in crashes) and surrogate measures of safety (i.e., near misses).The best results for improving safety are achieved through a data-driven, strategic approach that focuses on performance. Projects are prioritized using the cost of the project and the estimated reduction in fatal and serious injury crashes.

Based on the 2015 through 2019 crash data:

- Fatal and serious injuries have been steadily increasing from 2,222 in 2015 to 2,398 in 2019. 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 than 70 percent of fatal and serious injuries.
- Almost half of all intersection fatalities occur on state highways and almost half of all pedestrian and bicycle fatalities occur on urban city streets.



2015 – 2019 Fatal and Serious Injury crash data

Oregon Highways, Fatalities and Serious Injuries (F&A) 2015-2019

Public Roads by Jurisdiction	State Highways		Urban Non-State Streets		Rural Non-State Roads		All Roadways	
	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*	Average	Per VMT*
All F&A	1,165	5.33	752	11.00	380	5.20	2,296	6.38
Roadway Departure F&A	532	2.43	178	2.60	275	3.77	985	2.74
Intersections F&A	331	1.51	410	6.00	60	0.84	801	2.23
Pedestrians and Bicyclists F&A	101	0.46	149	2.18	10	0.14	260	0.72

*Fatalities and serious injuries per one hundred million vehicle miles traveled (non-state VMT is 41% 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.
Fatal and Serious Injuries (F&A) – Number of people killed (Fatal) and seriously injured (Serious Injury A) in crashes.

Goal

- Reduce fatalities and serious injuries from the 2015-2019 average of 2,296 to 1,853 by December 31, 2025.

Performance Measures

- To reduce the average number of roadway departure fatal and serious injuries from the 2017-2019 average of 974 to 889 by December 31, 2022.
- To reduce the average number of intersection fatal and serious injuries from the 2017-2019 average of 778 to 710 by December 31, 2022.
- To reduce the average number of pedestrian and bicycle (non-motorized) fatal and serious injuries from the 2015-2019 average of 260 to 254 by December 31, 2022. *[TSAP/FHWA]*

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 development and refinement of the Safety Tools, including:
  - ✓ Continue to monitor, update and investigate existing and new Crash Reduction Factors for inclusion in CRF list,
  - ✓ Identify and evaluate planning-level CMF's that are applicable on typical project types.

- Implement new Speed Zoning process for urban areas. Explore new methods and approaches to help flag locations where speeds and vulnerable road users are critical elements to improving safety.
- Evaluate Speed increases in central and eastern Oregon.
- Develop and document approach to update systemic safety plans on a regular basis using OASIS.
- Continue to work with Transportation Development Division (TDD) to incorporate any new locations from updated safety plans into the TransGIS system (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.
- Evaluate developing an Older Driver Safety Implementation plan.
- Evaluate Older Driver and High Risk Rural Roads measures to determine if penalties occur.
- Develop and implement an Intersection Control Evaluation (ICE) Plan.
- Update the Highway Safety Investigations Manual and supporting spreadsheet tool.
- Implement and evaluate new Work Zone Safety measures. Evaluate, refine and update the ARTS Safety program and guidance based on the implementation of the 2022-2024 STIP for 2024-2027 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 related Safety Analyst software in ODOT (this is anticipated to take 2 to 5 years), including:
    - ✓ Conduct and evaluate existing research for HSM implementation,
    - ✓ Begin collecting MAP 21 Fundamental Data Elements,
    - ✓ Evaluate HSM analysis tools for possible development,
    - ✓ Develop more Oregon specific Safety Performance Functions (SPFs), including for Freeways,
    - ✓ Explore implementation of Safety Analyst software in ODOT and,
    - ✓ Explore ways to integrate IHSDM into Roadway Design Exceptions.
- Evaluate new methods for integrating safety and cost effectiveness in to every STIP project.

- 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 TSO to develop local Safety plans for cities and counties and,
  - ✓ Expand reporting capabilities to enhance usefulness of crash data to local agencies.
- Continue to investigate new technologies and expand the use of proven engineering measures for improving safety, including:
  - ✓ Study benefits of red clearance extension to reduce red light running,
  - ✓ Evaluate and implement variable speed systems to reduce weather related incidents,
  - ✓ Update Yellow-red clearance intervals for Traffic Signals,
  - ✓ Develop new guidance to encourage use of roundabouts and separation of turning movements at rural intersections,
  - ✓ Evaluate the use of profiled durables as an alternative to rumble strips,
  - ✓ Evaluate the use of low noise rumble strips,
  - ✓ Develop new criteria and policy for expanding the use of rumble strips in Oregon and,
  - ✓ Participate in national pooled fund study of low cost countermeasures.

Impaired Driving

Link(s) to the Transportation Safety Action Plan

Action 6.1.1: Change social norms by increasing awareness of the types of impaired driving (e.g., drunk driving, drugged driving, and driving under the influence of prescription drugs).

Action 6.1.3: Conduct targeted impaired driving enforcement.

Action 6.1.4: Adopt National Transportation Safety Board recommendation to reduce Blood Alcohol Concentration limit to 0.05.

Action 6.1.6: Strengthen laws aimed at reducing repeat DUII offenders.

Action 6.1.2: Provide training and education on marijuana impairment detection for law enforcement.

Purpose Statement

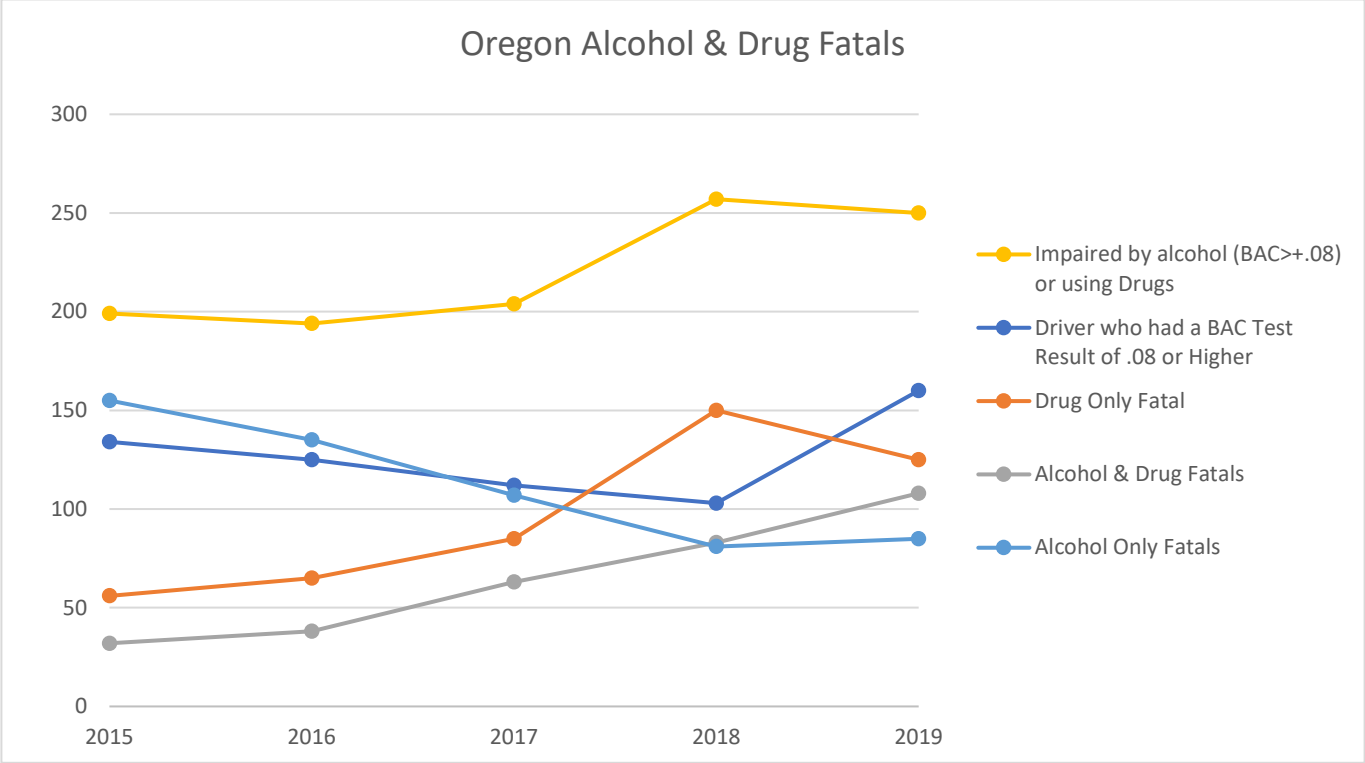
Impaired Driving is the leading cause of fatal and serious injury crashes on Oregon's roadways, involving alcohol, drugs, or a combination therein. This complex problem has touchpoints with law enforcement, prosecution, treatment, prevention, and the judicial system, with each stakeholder group confronting 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 DUII continuum.

Challenges

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

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. Low Ignition Interlock Device compliance rates of 20% mean fewer convicted impaired drivers are held accountable by the courts and their treatment providers.
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 national data shows would reduce DUII fatalities by upwards of 12 percent.
5. Legalized marijuana and recently decriminalized stimulants and narcotic analgesics continue to contribute to a growing number of DUII fatalities and growing presence in toxicology results.
6. Significant backlogs at the Oregon State Police Crime Lab cause prosecution delays, outright dismissals, refusals to prosecute, and delayed entry into diversion agreements and subsequent treatment programs for offenders.

7. 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.
8. Recent Oregon Supreme Court decisions, specifically ***Banks***, ***Hedgpeth***, and ***Guzman*** have created uncertainty about implied consent and how out-of-state DUII convictions apply to new Oregon DUII crimes. These decisions require legislative changes.
9. Drug-Only DUII fatalities and Alcohol and Drug (polysubstance) DUII fatalities are on a steep upward trend, while Alcohol-Only DUII fatalities are decreasing. 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. Additionally, in 2021 Measure 110 passed in Oregon, which de-criminalized most illicit drugs making the likelihood of drug-impaired driving crashes increase.



Goals

- Reduce the increase of (alcohol and/or drug) DUII fatalities from the 2015-2019 average of ten percent (10%) per year, to five percent (5%) per year by December 31, 2025.

Performance Measures

- Increase the number of Ignition Interlock Devices installed in Oregon from the 2020 level of 6,424, representing a compliance rate of 23 percent, to 6,809 by December 31, 2022.
- Increase the number of certified Drug Recognition Experts in Oregon from 176 in 2020, to 210 by December 31, 2022.

- Maintain the number of participating municipal agencies in High Visibility Enforcement at the 2020 level of 54 by December 31, 2022.
- 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, 2022.
- Decrease alcohol impaired driving fatalities from the 2015-2019 moving average of 113 to 93 by December 31, 2022. *(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, on-line 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

Link(s) to the Transportation Safety Action Plan

Action # 6.17.5 Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

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.

	2016	2017	2018	2019	2020	2016-2020 Average
No. of Judges trained during offered training sessions	67	64	65	68	50	63
No. of Court Staff/Administrators trained during offered training sessions	16	23	16	22	18	19
No. of Prosecutors trained during offered training sessions	103	115	107	73	61	92
Combined total of CLE Credits Approved*	43.8	64.0	59.5	55.5	32.5	51.1

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 2016-2020 average of 50 annually by December 31, 2025.
- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSO from the 2016-2020 average of 92 to 105 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 due to the nationwide Covid-19 pandemic) calendar base year of 15 to 30 by December 31, 2025.

Performance Measures

- Increase the number of prosecutors participating in annual transportation safety related legal education programs funded by TSO at the 2017-2019 average of 98 to 111 by December 31, 2022.
- Increase the number of judges participating in annual transportation safety related judicial training programs hosted by TSO from the 2017-2019 average of 66 annually to 72 by December 31, 2022.

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 new 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

Link(s) to the Transportation Safety Action Plan

Action #6.9.1 Increase awareness among motorcycle drivers that the majority of these crashes involve speed, impairment, and roadway departure.

Problem Identification Statement

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 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, inattentional blindness, motion blindness, errors in proximity/speed judgement, speeding motorcycle riders, and not "expecting" riders. This is resulting in crashes, fatalities and injuries.

Department of Transportation (DOT) compliant helmets reduce head trauma. Riders choose to wear non-compliant helmets, or wear no helmet at all. Riders choose to wear clothing that does not provide the protective characteristics that motorcycle-specific riding gear provides. When involved in crashes, these choices may result in increased injury severity.

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 also contribute to crashes resulting in fatalities and injuries in Oregon.

The historic and likely future legislative proposal to the repeal the helmet law may lead to higher severity level injury crashes and more fatalities. Legislative proposals including increased speed limits in rural areas and lane splitting/sharing/filtering may lead to additional crashes. Passage of these proposals may make the goal of eliminating motorcycle crashes less achievable.

Motorcyclists on Oregon Roads - The Crashes

	2015	2016	2017	2018	2019	2015-2019 Average
Serious Injury Crashes	229	263	210	234	252	238
Motorcyclist Fatalities	60	55	56	85	56	71
Percent alcohol impaired (.08 BAC or higher) and/or drug impaired fatalities	40%	39%	55%	45%	50%	46%

Source: Crash Analysis and Reporting, Oregon Department of Transportation

FARS DATA Motorcyclist Fatalities	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Total (C-7)	38	40	51	34	46	61	55	57	85	57
Helmeted	34	34	46	32	41	57	46	48	73	46
Unhelmeted (C-8)	4	5	4	2	4	3	4	3	4	8
Unknown	0	1	1	0	1	1	5	6	8	3

Source: FARS STSI DATA

Motorcyclists on Oregon Roads

	2015	2016	2017	2018	2019	2015-2019 Average
Registered Motorcycles	134,711	135,464	136,442	136,476	134,178	135,454
Percent of all registered vehicles	3.1%	3.1%	3.0%	3.0%	2.9%	3.02%
Motorcyclists fatalities per registered motorcycle (in thousands)	0.45	0.41	0.41	0.62	0.42	.46
Team Oregon Students Trained	9,812	9,832	8,939	9,812	9,409	9,560

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.

Goal

- Reduce the number of motorcycle riders killed or seriously injured in motorcycle crashes from the 2015-2019 average of 300 to 281 by December 31, 2025.

Performance Measures

- Maintain 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 2017-2019 average of 31 by December 31, 2022.
- Maintain the average speed related fatal and serious injury motorcyclist crashes at the same level as the 2017-2019 average of 84 by December 31, 2022.
- Maintain the average fatal motorcyclist crashes that occur while negotiating a curve at the same number as the 2017-2019 average of 6 by December 31, 2022.
- Maintain motorcyclist fatalities from the 2015-2019 average of 63 by December 31, 2022. *(NHTSA)*

- Maintain un-helmeted motorcyclist fatalities at the 2015-2019 average of 4 thru December 31, 2022. *(NHTSA)*

Strategies

- Within the allocated budget, continue to provide funding from the Oregon Motorcycle Safety Sub-Account to support the delivery of any OTSC-approved basic and intermediate rider training courses, in geographically distributed locations at a seat load that meets the historic customer demand. Continue to monitor approved courses for equitable access and delivery, and within budget limitations utilize secret shopper/post course survey services for training course evaluations. Be responsive to student complaints/concerns and monitor trends to quickly address potential issues. Promote the use of DOT compliant helmets and emphasize the benefits and limitations of motorcycle rider specific safety gear. In-state mandatory courses will be provided in, but not limited to, the following counties:
- In partnership with DMV, OTSC, GAC-MS, and out-of-state training providers (with NHTSA or other state recognized new rider training programs), review and assess out of state curriculums for adequacy, improvement, and acceptance for reciprocity. Continue to identify peer reviewed research related to training methods that lead to improved and equitable student outcomes and safe, legally compliant riding behavior. Collaborate with training providers and industry thought leaders to test training and learning concepts, and pilot new training methodologies and courses that lead to reduced crash-causing behaviors.
- Prioritize the development/refinement of rider situational awareness/risk assessment skills coupled with awareness and compliance with Oregon laws and rules. Promote riding skill mastery, ongoing practice, constant learning (on bike, videos/resources, access to safety research) and a deep understanding of safe riding techniques and habits through partnerships with stakeholders and non-traditional partners.
- Continue to partner with the Governor's Advisory Committee on Motorcycle Safety, Governor's Advisory Committee on DUII, Impaired Driving Program Manager, Speed/Law Enforcement/Judicial Program Manager, and other stakeholders to employ relevant strategies from Countermeasures That Work which address factors related to motorcyclist crashes. Identify new and unique opportunities that can be employed which produce measureable results in reducing rider crashes, fatalities, and injuries. Primary focus areas will include rider behavior, rider training, rider safety gear selection and use, and an increase in motorist awareness of riders (survey). An example of an opportunity may include partnering with online and brick mortar motorcycle-related retailers to develop and distribute media material 'Get home to ride another ride', 'don't drink and ride,' and/or 'don't ride faster than conditions allow'.
- Analyze crash data to ensure projects, media, and outreach are addressing causative factors of crashes and reaching at-risk riders and rider groups.
- Using the most recently available State crash data to identify counties with the highest number of fatal and serious injury multivehicle crashes involving a motorcycle, conduct a media outreach campaign designed to increase drivers' awareness of motorcycle riders in at least the following counties:

- 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.

***Preliminary State Crash Data - 2019 MC/Multivehicle Crashes by County**

County	#of Motorcycle Crashes (MCC) involving multiple vehicles
MULTNOMAH	117
WASHINGTON	55
MARION	52
CLACKAMAS	36
JACKSON	36
LANE	31
DESCHUTES	19
LINN	16
DOUGLAS	14
POLK	13
KLAMATH	11
UMATILLA	10
JOSEPHINE	9
YAMHILL	9
CLATSOP	7
BENTON	5
WASCO	5
JEFFERSON	4
BAKER	3
COLUMBIA	3
CROOK	3
LINCOLN	3
TILLAMOOK	3
CURRY	2
HOOD RIVER	2
LAKE	2
MALHEUR	1
MORROW	1
SHERMAN	1
UNION	1
WHEELER	1

County	2015 - *2019 (preliminary) Total Fatal & Injury Crashes involving a Motorcycle Operator having BAC = 0.08 or higher or Using Drugs, with Casualties Limited to the Motorcycle Operator	2015	2016	2017	2018	2019
Multnomah County, Oregon	65	7	10	14	16	18
Lane County, Oregon	36	11	6	7	7	5
Jackson County, Oregon	28	8	4	6	3	7
Clackamas County, Oregon	24	5	4	5	7	3
Marion County, Oregon	24	3	2	3	7	9
Washington County, Oregon	14	4	4	2	2	2
Polk County, Oregon	12	4	1	1	5	1
Deschutes County, Oregon	9		2	2	2	3
Josephine County, Oregon	9	1	1		3	4
Linn County, Oregon	9	3	1	1	4	
Klamath County, Oregon	8	1	2	1	1	3
Douglas County, Oregon	6	1		2	2	1
Yamhill County, Oregon	6	1		1	2	2
Clatsop County, Oregon	5	1	1	2		1
Benton County, Oregon	4			1	2	1
Coos County, Oregon	4	1	1		1	1
Malheur County, Oregon	4			2	1	1
Umatilla County, Oregon	4		2	1	1	
Wasco County, Oregon	4		1		2	1
Wheeler County, Oregon	3			1	1	1
Columbia County, Oregon	2				1	1
Crook County, Oregon	2			1	1	
Lake County, Oregon	2			2		
Morrow County, Oregon	2	1			1	
Tillamook County, Oregon	2				1	1
Baker County, Oregon	1	1				
Curry County, Oregon	1	1				
Harney County, Oregon	1			1		
Hood River County, Oregon	1				1	
Jefferson County, Oregon	1			1		
Lincoln County, Oregon	1				1	
Gilliam County, Oregon	0					
Grant County, Oregon	0					
Sherman County, Oregon	0					
Union County, Oregon	0					
Wallowa County, Oregon	0					

Source: 2015-2019* ODOT-CARS Unit data – Impaired (Alcohol and or Drug) Fatality or Injury.

Occupant Protection

Link(s) to the Transportation Safety Action Plan

Action # 6.2.1	Conduct targeted enforcement of occupant protection laws.
Action # 6.2.2	Conduct targeted education to increase use of seat belts and child safety seats.
Action # 6.2.3	Provide youth safety items (e.g., child seats, bicycle helmets) to satisfy public demand.
Action # 6.2.4	Recruit and train certified child passenger safety (CPS) technicians as needed.

Problem Identification Statement

- Non-use of Restraints: According to the annual 2020 Oregon observed seat belt use survey, 5.4 percent of front seat passenger vehicle occupants did not use restraints, an increase from 4.3 percent in the 2019 survey. During 2019, crash reports (FARS) indicate 27.6 percent of motor vehicle occupant fatalities were unrestrained and 18.4 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 844 children younger than 13 died in motor vehicle crashes in 2019; 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, 209 children killed in crashes in 2019 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 2019 indicates that of the 1,636 injured children under age twelve, 10 percent were reported not using a child restraint system. This is slight improvement from 2018. 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 2016-2020 TSAP analysis, approximately 65 percent of fatal and serious injury crashes involving 'non-use of restraints' occurred in rural areas and were the result of lane departures (72 percent), aggressive driving (44 percent), and speeding (41 percent).
- **2020 NHTSA Program Measures Statewide Public Opinion Survey**: The annual public opinion survey of Oregonians conducted statewide showed the following results:
    - 97 percent of respondents reported 'Always using their safety belts when driving or riding in a passenger vehicle,' the 2020 observed seat belt usage rate for Oregon was 94.6 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 they Forget, Driving/riding in a rural area, and followed by it was a Short Trip.

NHTSA Observed Use Survey, 2016-2020

	2016	2017	2018	2019	2020	2016-2020 Average
Front Seat Outboard Use	96%	97%	96%	96%	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, 2015-2019

	2015	2016	2017	2018	2019	2015-2019 Average
Total Occupant Fatalities	289	343	285	311	308	307
– *Number Unrestrained*	79	89	64	86	81	80
– *Percent Unrestrained*	27.3%	25.9%	22.5%	27.7%	26.3%	25.9%
– *Number Unrestrained, Night Time*	35	57	39	50	46	45
– *Percent Unrestrained, Night Time*	32.1%	29.4%	27.3%	27.6%	34.1%	30.1%
Total Occupants Injured	38,342	41,015	38,617	37,699	36,541	38,443
– *Percent Injured Restrained*	87.6%	87.4%	87.3%	87.4%	87.4%	87.4%
Total Injured Occupants Under Age Twelve	1,709	1,992	1,906	1,832	1,636	1,815
– *Percent of Injured in Child Restraint*	44.5	42.8%	44.2%	41.5%	42.4%	43.1%

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, 2016-2020

	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020	2016-2020 Average
Seat belt citations issued	5,163	8,236	4,032	2,743	2,276	4,490

Source: TSO Grant files, 2016 - 2020, Oregon Department of Transportation (note: includes belt and child restraint)

Goals

- To increase proper safety belt use from the 2020 usage rate of 94.6 to 98 percent, among passenger vehicle front seat outboard occupants, as reported by the NHTSA post-mobilization observed use survey, by December 31, 2025.
- To increase percentage of proper child restraint use among injured occupants under twelve years old from the 2015-2019 average of 43 percent to 50 percent by December 31, 2025.
- To reduce the number of unrestrained passenger vehicle occupant fatalities from the 2015-2019 average of 80 to 69, 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 2020 usage rate of 94.6 percent to 97 percent by December 31, 2022. *(NHTSA)*
- Decrease unrestrained passenger vehicle occupant fatalities in all seating positions from the 2017-2019 moving average of 79 to 72 by December 31, 2022. *(NHTSA)*
- Decrease unrestrained nighttime passenger vehicle occupant fatalities from 2017-2019 moving average of 45 to 41 by December 31, 2022.
- Increase percentage of proper child restraint use among injured occupants under twelve years old from the 2017-2019 moving average of 43 percent to 47 percent by December 31, 2022.

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.

- Strengthen service capabilities of local child seat fitting station and seat distribution programs by providing funding for durable, essential fitting station equipment and supplies including, to the extent that federal funding guidelines allow, purchase of child seats or boosters for distribution to families in need.
- Support and promote nationally recognized “best practice” recommendations for motor vehicle restraint use.

Police Traffic Services

Link(s) to the Transportation Safety Action Plan

Action # 6.17.5 Conduct training on traffic safety laws for law enforcement officers, attorneys and judges to improve consistent enforcement and adjudication processes.

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, an increase in serious injury and fatal traffic crashes on Oregon roadways is a concern. Funding received in 2022 for the distracted driving problem will also be made available utilizing the same criteria and focus.

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, joint press events, and similar venues 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 2022, the Oregon State Police and local police agencies will again be awarded HVE grant projects. Grantees will be required to participate during these specific campaign and calendar events in 2022:

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 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) and constraining changes in Oregon laws and case law related to impaired driving.
- There is also an identified need to increase advanced motor 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-injury and non-blocking.
- 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). FFY2022 is also presenting additional challenges that may impact high visibility enforcement or grant funded enforcement activities as a result of the continuation of the COVID-19 pandemic. Some law enforcement agencies are still advising officers to limit traffic enforcement to egregious violations only in order to limit contact and exposure. This may be reflected in future data.

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 public 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, 2015-2019

	2015	2016	2017	2018	2019	2015-2019 Average
Total Fatal Traffic Crashes	410	448	403	463	456	458
Total Fatalities	445	498	439	502	494	436
Total Injuries	41,754	44,628	41,893	41,089	39,737	41,820
No. of Law Enforcement Officers	5,430	5,336	5373	5,518	5,569	5,424
Officers per 1,000 Population	1.35	1.30	1.32	1.33	1.31	1.32
Total Number of eCitations Issued	233,570	248,989	256,397	256,403	240,692	247,210
Number of eCrash Reports Completed	12,203	13,057	13,568	13,324	13,638	12,876

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Department of Public Safety Standards and Training, and Oregon Department of Transportation Safety Office eCitation and eCrash ReportBeam database. (One vendor).

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, 2015-2019

Year	Number of Officers Attending Training	2015 - 2019 Average
2014	105	105
2015	203	154
2016	257	188
2017	291	214
2018	302	231
2019	308	272

Source: TSO Files

Goals

- Increase the number of police officers trained through TSO sponsored traffic safety trainings from the 2015-2019 moving average of 272 officers to an average of 357 officers by December 31, 2025.

Performance Measures

- Maintain training in advanced crash investigations with the 2017-2019 moving average of 52 police officers by December 31, 2022.
- Increase the number of Oregon motorcycle officers trained in advanced rider techniques from the 2017-2019 moving average number of 34 to 40 by December 31, 2022.
- Increase the number of police officers trained in the use of Radar/Lidar use from the 2017-2019 moving average number of 689 to 753 by December 31, 2022.

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.
- Onboard new law enforcement agencies with Oregon's eCitation and eCrash technology (Traffic Records Program goal/strategy).
- 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

Link(s) to the Transportation Safety Action Plan

Action 6.17.1	Implementing education and training related to new types of infrastructure (e.g. signal heads, safety edge crosswalks, bike lanes or roundabouts) and related traffic laws.
Action 6.17.3	Implementing education, training or examinations to ensure licensed drivers understand current traffic laws.
Action 6.17.8	Provide support of use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain and use the system. Extend efforts to all agencies and partners through education and other measures.

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

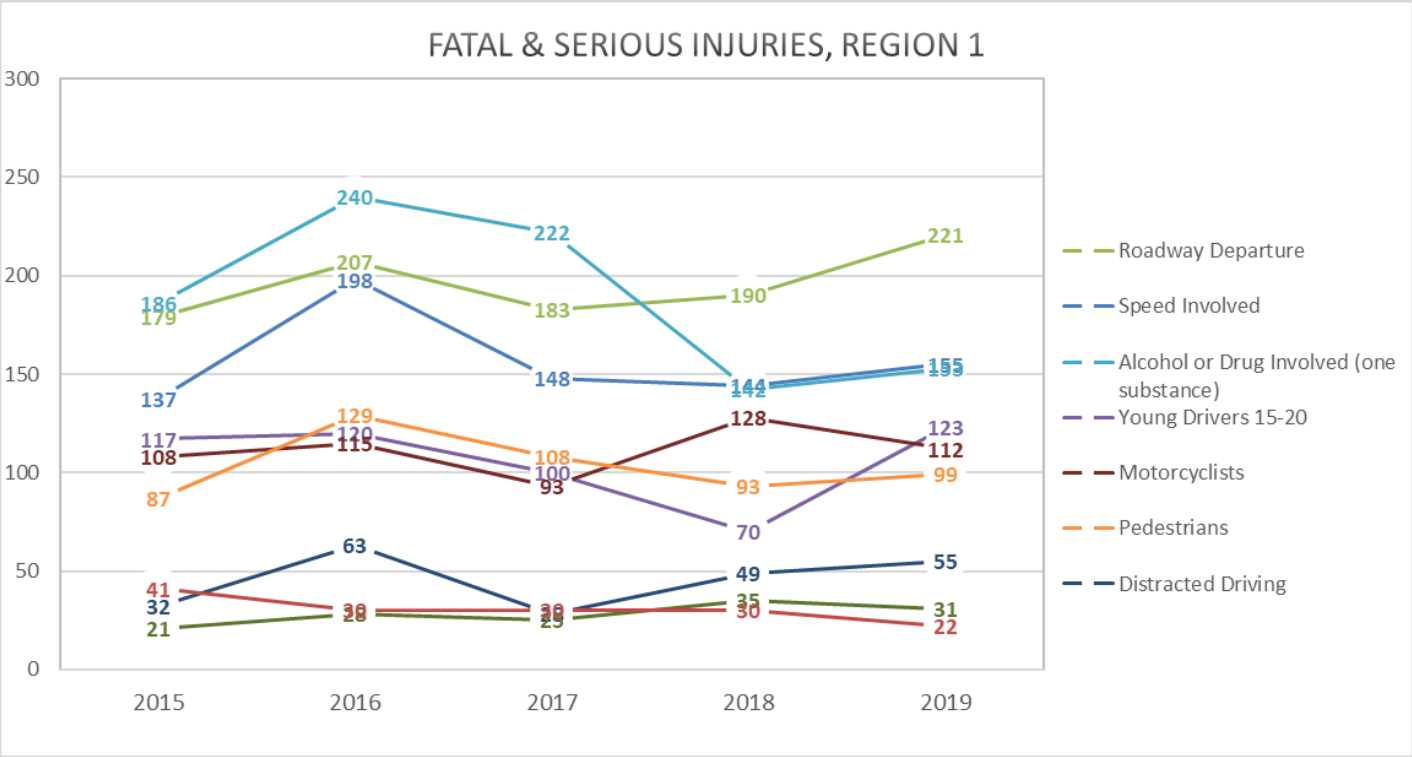
Problem Identification Statement

Of the 3,764 fatal and serious injury crashes in Region 1 from 2015 – 2019, 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.

After a two year decrease in fatal and serious injuries, 2019 saw a 15% increase, fatalities saw a 9% increase down from the 10% increase in 2018 and serious injuries saw a 16% increase in Region 1. Roadway departure is the top cause of fatal and serious injury crashes in Region 1, accounting for 28 percent of all fatal and serious injuries; followed by speed involved crashes at 19 percent, and substance-involved crashes at 23 percent; however, all three causes have strong overlap. While motorcycle, poly-substance and bicycle fatal and serious injuries decreased in Region 1 from 2018-2019, fatal and serious injuries due to other behaviors are on an upward trend.

From 2017-2018 Region 1 experienced the following increases:

- Fatalities and serious injuries involving young drivers increased 75%, (70 to 123).
- Fatalities and serious injuries due to distracted driving crashes increased 22% (49 to 55).
- Fatalities and serious injuries crashes due to roadway departure saw a 16% increase (190 – 221).
- Fatalities and serious injuries due to speed increased 8%.
- Fatalities and serious injuries due to alcohol or drugs increased 8%.
- Pedestrian fatalities and serious injuries saw a 6% increase.



Goals

- Decrease fatalities in Region 1 from the 2015-2019 average of 118 to 100 by December 31, 2025.
- Decrease serious injuries in Region 1 from the 2015-2019 average of 635 to 600 by December 31, 2025.

Performance Measures

Region 1 expects to see all of its fatal and serious injuries due to roadway departure, speed, alcohol or drugged and distracted driving to continue increasing along with serious and fatal injuries for young drivers, pedestrians, motorcyclists for the next five years.

- Maintain poly-substance (involving alcohol and drugs) driving fatalities and serious injuries in Region 1 from the 2017-2019 average of 30 by December 31, 2022.
- Decrease fatalities and serious injuries from bicycle crashes in Region 1 from the 2017-2019 average of 27 to 24 by December 31, 2022.

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 (TSAP) 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

Link(s) to the Transportation Safety Action Plan

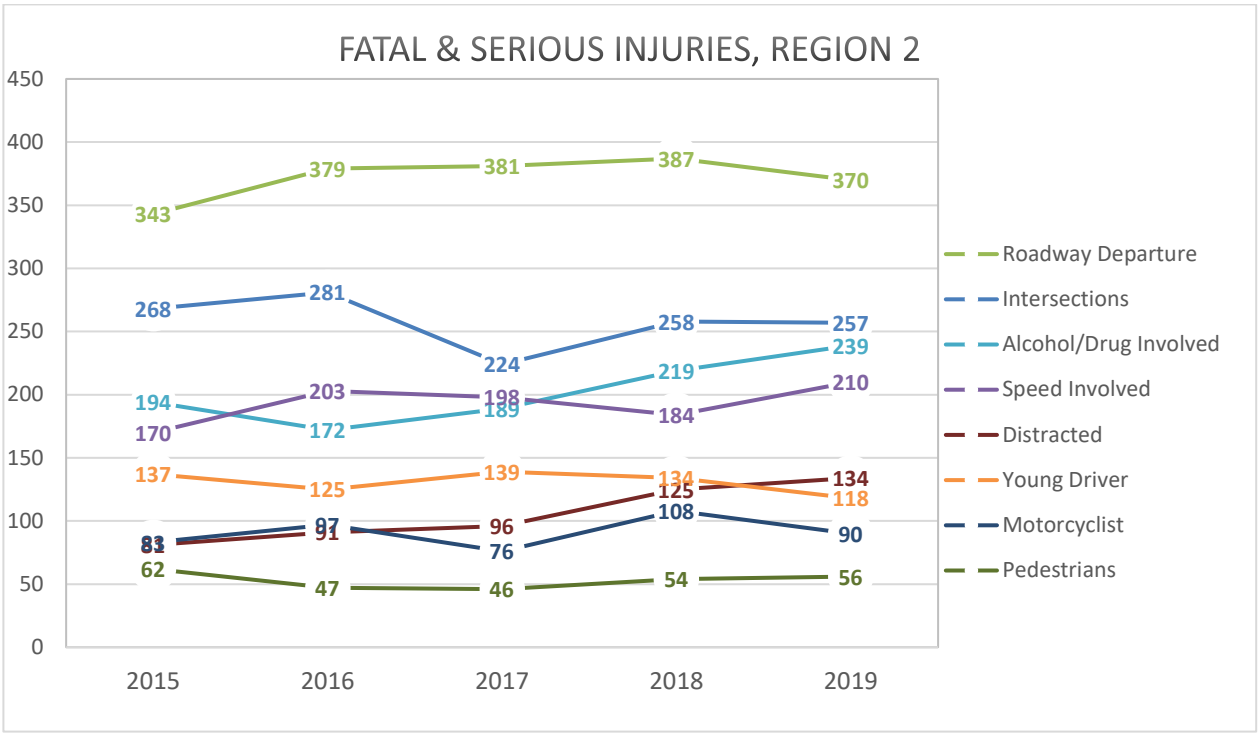
Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4 Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

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- involved, motorcyclist- involved, and pedestrian-involved 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 2015-2019 average of 169 to 141 by December 31, 2025.
- Decrease serious injuries in Region 2 from the 2015-2019 average of 645 to 537 by December 31, 2025.

Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 2 from the 2017-2019 average of 379 to 346 by December 31, 2022.
- Decrease fatalities and serious injuries that occur at or in intersections in Region 2 from the 2017-2019 average of 246 to 224 by December 31, 2022.
- Decrease speed related fatalities and serious injuries in Region 2 from the 2017-2019 average of 197 to 180 by December 31, 2022.
- Decrease fatalities and serious injuries in crashes where the driver was age 15-20 in Region 2 from the 2017-2019 average of 130 to 119 by December 31, 2022.
- Decrease alcohol related fatalities and serious injuries in Region 2 from the 2017-2019 average of 149 to 135 by December 31, 2022.
- Decrease distracted driving related fatalities and serious injuries in Region 2 from the 2017-2019 average of 118 to 108 by December 31, 2022.
- Decrease drug related fatalities and serious injuries in Region 2 from the 2017-2019 average of 106 to 96 by December 31, 2022.

- Decrease fatalities and serious injuries from motorcycle crashes in Region 2 from the 2017-2019 average of 91 to 83 by December 31, 2022.
- Decrease pedestrian involved fatalities and serious injuries in Region 2 from the 2017-2019 average of 52 to 47 by December 31, 2022.

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

Link(s) to the Transportation Safety Action Plan

Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

Region 3 Overview

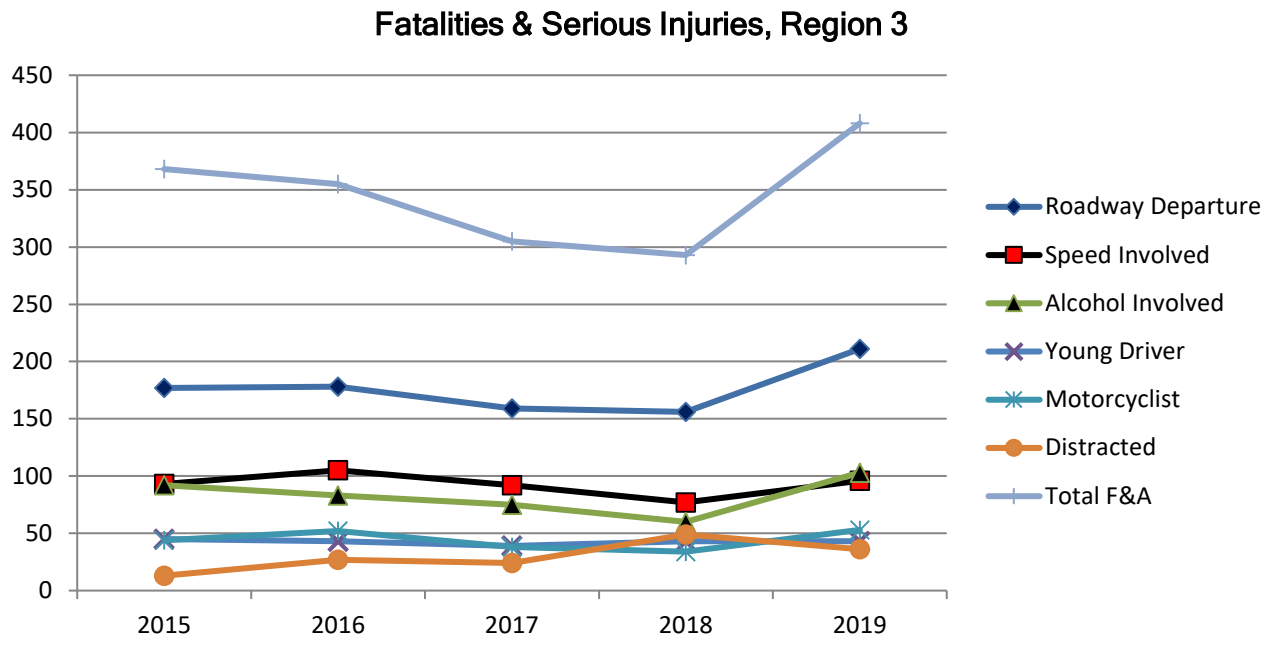
Region 3 is the Oregon Department of Transportation's Southwest Oregon region, extending from the Oregon coast to Crater Lake and from the northern California border to the border of Lane and Douglas counties.

The region manages the longest section of Interstate 5 in Oregon and operations on 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-county region of Jackson, Josephine, Curry, Coos and Douglas counties.

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 2019 Region 3 had 18 percent of total state traffic fatalities compared with 11.6 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 96 fatal and serious injury crashes in Region 3 (17 percent of the statewide fatal and serious injury crashes) in 2019, increasing significantly from 77 in 2018.
- In 2019, 22 percent of the alcohol involved fatal and serious injury crashes in the state (103) occurred in Region 3.
- In 2019, 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 34 in 2018 to 53 in 2019 in Region 3 and continued work is needed to reduce these fatal and serious injury crash types.
- Roadway departure crash fatalities and serious injuries increased from 135 in 2018 to 211 in 2019 in Region 3. These crash types are common and preventable, and continue to occur more often during periods of inclement weather.



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 2015-2019 moving average of 86 to 72 or below by December 31, 2025.
- Decrease serious injuries in Region 3 from the 2015-2019 moving average of 259 to 216 or below by December 31, 2025.

Performance Measures

- Reduce roadway departure/lane departure related fatalities and serious injuries in Region 3 from the 2017-2019 moving average of 179 to 163 by December 31, 2022.
- Reduce speed related fatalities and serious injuries in Region 3 from the 2017-2019 moving average of 88 to 80 by December 31, 2022.
- Reduce alcohol involved fatalities and serious injuries in Region 3 from the 2017-2019 moving average of 79 to 72 by December 31, 2022.
- Reduce fatalities and serious injuries in motorcycle crashes in Region 3 from the 2017-2019 moving average of 42 to 38 by December 31, 2022.
- Maintain crashes associated with inclement weather on state highways in Region 3 from the 2017-2019 moving average of 731 by December 31, 2022.

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.
- Partner on the implementation of a Region-wide rumble strip countermeasure project to address roadway departure crash issues.

Region 4

Link(s) to the Transportation Safety Action Plan

Action 6.17.8: Provide support for use of comprehensive, integrated approaches such as 4 E's to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

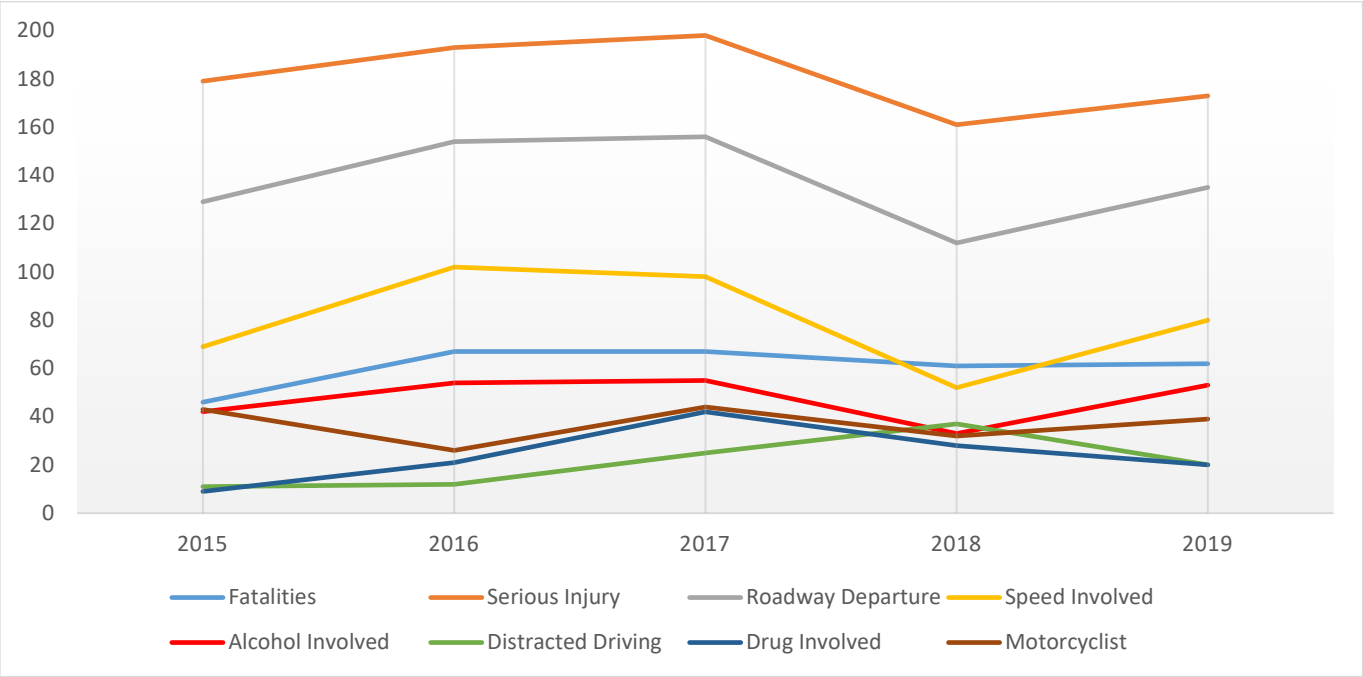
Region 4 Overview

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 8.2percent 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 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. 11th 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



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 2015-2019 average of 61 to 51 by December 31, 2025.
- Decrease serious injuries in Region 4 from the 2015-2019 average of 181 to 151 by December 31, 2025.

Performance Measures

- Decrease roadway departure fatalities and serious injuries in Region 4 from the 2017-2019 average of 134 to 123 by December 31, 2022.
- Decrease speed related fatalities and serious injuries in Region 4 from the 2017-2019 average of 77 to 70 by December 31, 2022.
- Decrease alcohol related fatalities and serious injuries in Region 4 from the 2017-2019 average of 47 to 43 by December 31, 2022.
- Decrease distracted driving related fatalities and serious injuries in Region 4 from the 2017-2019 average of 27 to 25 by December 31, 2022.
- Decrease drug related fatalities and serious injuries in Region 4 from the 2017-2019 average of 30 to 27 by December 31, 2022.
- Decrease fatalities and serious injuries in motorcycle crashes in Region 4 from the 2017-2019 average of 38 to 35 by December 31, 2022.

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

Link(s) to the Transportation Safety Action Plan

Action 6.17.8 Provide support for use of comprehensive, integrated approaches such as 4-Es to those who design, operate, maintain, and use the system. Extend efforts to all agencies and partners through education and other measures.

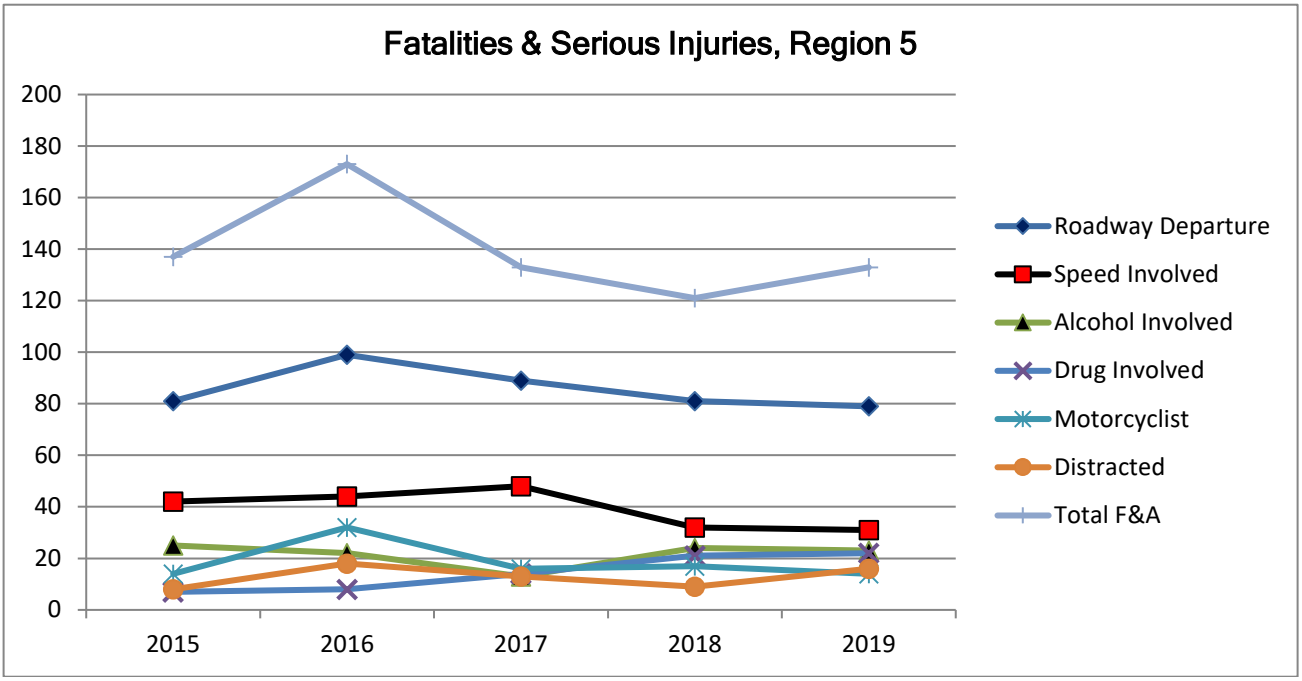
Region 5 Overview

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 primarily 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 2019, fatalities due to traffic crashes in the region were over represented with 8.3 percent of the state's fatalities. However, this number represents a decrease in total fatalities from 51 in 2018 to 41 in 2019. It is important to note that 2018 fatality numbers were somewhat skewed due to a handful of multiple fatality crashes including one eight person fatality in Harney County.
- In 2019, serious injuries due to traffic crashes increased in number and percent of the state's total, but 2018 reflected numbers lower than they had been in a decade. In 2019, Region 5 had 95 total serious injuries which is up from 2018 where 70 serious injuries were recorded for the region, however, 2019 numbers are still down significantly from 104 in 2017. This number represents 5 percent of the state's total serious injuries due to traffic crashes.
- 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 2019, alcohol was involved in 23 deaths and serious injuries in Region 5, down from 24 in 2018. The region accounted for 4.8 percent of statewide alcohol involved fatalities and serious injuries.
- In 2019, 22.8 percent (31) of all Region 5 fatalities and serious injuries were speed involved. This number is continuing in a downward trend which is very positive. In 2019, Region 5 accounted for 5.4 percent of statewide speed involved fatalities and serious injuries, just barely showing that the region is over-represented in this area.

- Traditionally, a large percentage of fatalities and serious injuries are caused by roadway departure due to the rural nature of the region. In 2019 Region 5 had 79 fatalities and serious injuries from these crash types, down from 81 in 2018. This represents 58 percent of the total fatalities and serious injuries in Region 5 for 2019, and 7.8 percent of statewide roadway departure fatalities and serious injuries.
- In 2019, 10 percent (14) of all Region 5 fatalities and serious injuries were due to motorcycle crashes. Region 5 accounted for 4.5 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 2015-2019 moving average of 42 to 35 by December 31, 2025.
- Decrease serious injuries in Region 5 from the 2015-2019 moving average of 99 to 82 by December 31, 2025.

Performance Measures

- Decrease speed involved fatalities and serious injuries in Region 5 from the 2017-2019 average of 37 to 34 by December 31, 2022.
- Maintain alcohol involved fatalities and serious injuries in Region 5 from the 2017-2019 average of 20 at 20 by December 31, 2022.
- Maintain drug involved fatalities and serious injuries in Region 5 from the 2017-2019 average of 19 to 19 by December 31, 2022.

- Decrease roadway departure fatalities and serious injuries in Region 5 from the 2017-2019 average of 83 to 76 by December 31, 2022.
- Decrease distracted driving involved fatalities and serious injuries in Region 5 from the 2017-2019 average of 13 at 12 by December 31, 2022.
- Decrease fatalities and serious injuries from motorcycle crashes in Region 5 from the 2017-2019 average of 16 to 14 by December 31, 2022.
- Maintain crashes associated with inclement weather on state highways in Region 5 from the 2016-2018 moving average of 521 at 521 by December 31, 2022.

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 (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

Link to the Transportation Safety Action Plan

Action 6.17.7 Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public.

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 Cooridor Development 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	2015	2016	2017	2018	2019	2015-2019 Average
National Traffic Fatality Rate[1]	1.15	1.18	1.17	1.13	1.10	**1.15**
Oregon Traffic Fatality Rate[1]	1.24	1.36	1.19	1.36	1.37	**1.30**
Highway System, Non-freeway Crash Rate	1.62	1.68	1.63	1.43	1.40	**1.55**
Highway System Urban Non-freeway Crash Rate	2.45	2.5	2.34	2.08	2.03	**2.28**
Highway System Rural Non-freeway Crash Rate	0.95	1.04	1.07	0.93	0.92	**0.98**
Highway System, Freeway Crash Rate	0.51	0.59	0.61	0.46	0.47	**0.53**
County Roads/City Streets Crash Rate (Line 4*1.38)	2.24	2.32	2.25	1.97	1.93	**2.14**

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
*PDO crash data not available at the time of this report.

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 2015-2019 moving average of 27 to 33 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 2015-2019 moving average of 564 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 2017-2019 moving average of 25 to 32 by December 31, 2022.
- 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 2017-2019 moving average of 552 to 654 by December 31, 2022.

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
- Promote overtime traffic enforcement for the worst ranked safety corridors.
- 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.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)

Link(s) to the Transportation Safety Action Plan

Action 6.4.2 Decrease distracted driving behavior through education and changing social norms.

Action 6.4.5 Conduct targeted enforcement to enforce Oregon distracted driving law.

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. 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 bad 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. From 2015-2019 there were 23,783 fatal and injury crashes resulting in 158 fatalities and 23,403 injuries caused by crashes involving a distracted driver in Oregon.

From 2015-2019 there were 1,920 fatal and injury crashes, resulting in 20 fatalities and 1,880 injuries caused by drivers reported to have been using *a mobile electronic device* at the time of the crash. These crashes are underreported in Oregon; convictions for this offense during the same time frame totaled 64,083.

Oregon Driver reported to have used mobile electronic device in crash, fatalities and injuries 2015-2019

Year	Fatalities	Injuries
2015	3	316
2016	8	408
2017	1	353
2018	2	433
2019	5	370
Total	19	1,880

Source: Crash Analysis and Reporting, Oregon Department of Transportation, Fatal and injury crashes only. All injuries included.

Oregon mobile electronic device use convictions 2015-2019	
Year	Convictions
2015	15,264
2016	10,317
2017	8,748
2018	13,086
2019	16,668
Total	64,083

Source: Oregon Driver and Motor Vehicle Services

Goals

- Decrease distracted driving fatalities related to driver use of a mobile electronic device from the 2015-2019 average of 4 to 3 by December 31, 2025.
- Decrease distracted driving injuries related to driver use of a mobile electronic device from the 2015-2019 average of 376 to 322 by December 31, 2025.

Performance Measures

- Decrease distracted driving fatalities related to driver use of a mobile electronic device at the 2015-2019 average of 4 to 3 by December 31, 2022.
- Decrease distracted driving injuries related to driver use of a mobile electronic device from the 2015-2019 average of 376 to 343 by December 31, 2022.

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

Link(s) to the Transportation Safety Action Plan

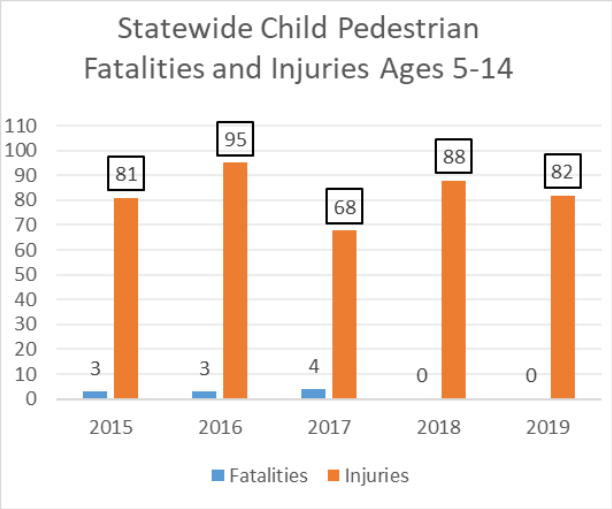
Action # 6.11.1 Conduct education campaigns to encourage all system users to recognize responsibility for the safety of all travelers (e.g., share the road, slow down for kids).

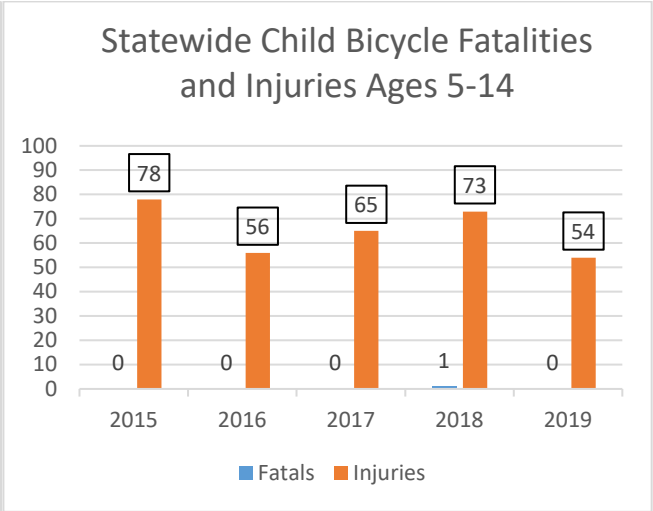
Problem Identification Statement

- 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 of 2018, only 24 percent of youths nationwide meet these recommended physical activity guidelines (health.gov).
- Nationally, 18 percent of 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, for children ages 5-14, there is a five-year average (2015-2019) of 2 pedestrian fatalities; 83 pedestrian injuries and 1 bicyclist fatality; 65 bicyclist injuries each year.

The objectives of a Safe Routes to School Program are:

- To ultimately reach the goal of zero fatalities 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 2015-2019 moving average of 85 to 73 by December 31, 2025.
- Reduce child (age 5-14) bicycle involved fatalities and injuries from the 2015-2019 moving average of 66 to 57 by December 31, 2025.

Proposed Performance Measures

- Reduce child (age 5-14) pedestrian involved fatalities and injuries from the 2017-2019 moving average of 79 to 77 by December 31, 2022.
- Reduce child (age 5-14) bicycle involved fatalities and injuries from the 2017-2019 moving average of 71 to 69 by December 31, 2022.

Strategies

- 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 in developing 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 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 using Action Plans.

- Assist communities in developing SRTS Action Plans by providing training and resources such as the Action Plan Template through the SRTS Technical Service Provider.
- Partner with local community Safe Routes to School programs by administering competitive grants
- Support SRTS efforts at schools implementing SRTS Action Plans or looking to create SRTS Action Plans by providing “Train the Coordinator” workshops through the SRTS Technical Service Provider.
- Continue to support the Statewide Walk + Roll, Jumpstart, 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.
- Participate in and support the Oregon Safe Routes to School Network practitioners with meeting support and organizing quarterly statewide virtual brown-bag meetings and webinars.

Speed

Link(s) to the Transportation Safety Action Plan

Action # 6.3.7 Conduct targeted enforcement to reduce speeding.

Problem Identification Statement

In 2019, 32 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 2019.

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 2018 there were 311 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. While safety feature advancements help save lives, many drivers have a false sense of security that 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, 2015-2019

	2015	2016	2017	2018	2019	2015-2019 Average
Total Number of Fatalities Statewide	445	498	439	502	494	476
Number of People Killed Involving Speed	138	207	170	146	156	163
Percent Involving Speed	31%	42%	39%	29%	32%	34%
Total Number of Injuries Statewide	41,754	44,628	41,893	41,089	39,737	41,820
Number of People Injured Involving Speed	5,248	6,072	5,861	5,025	5,224	5,486
Number of Speed Involved Convictions	129,205	114,013	119,121	126,669	129,251	123,654
Number of Speed Racing Convictions	331	321	357	311	316	344

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

Speed Citations During Grant Funded Activities, 2016-2020

	FFY 2016	FFY 2017	FFY 2018	FFY 2019	FFY 2020	2015-2019 Average
Speeding citations issued	5,123	6,162	4,238	11,456	4,489	6,294

Sources: TSO Grant files, 2015 - 2019
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 2015-2019 moving average of 163 to 154 or lower by December 31, 2025.
- Decrease the number of people injured in speed related crashes from the 2015-2019 moving average of 5,486 to 5,243 or lower by December 31, 2025.

Performance Measures

- Decrease fatalities in speed related crashes from the 2017-2019 moving average of 157 to 140 by December 31, 2022. *(NHTSA)*
- Decrease the number of people injured in speed related crashes from the 2017-2019 moving average of 5,370 to 5,054 or lower by December 31, 2022.

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

Link(s) to the Transportation Safety Action Plan

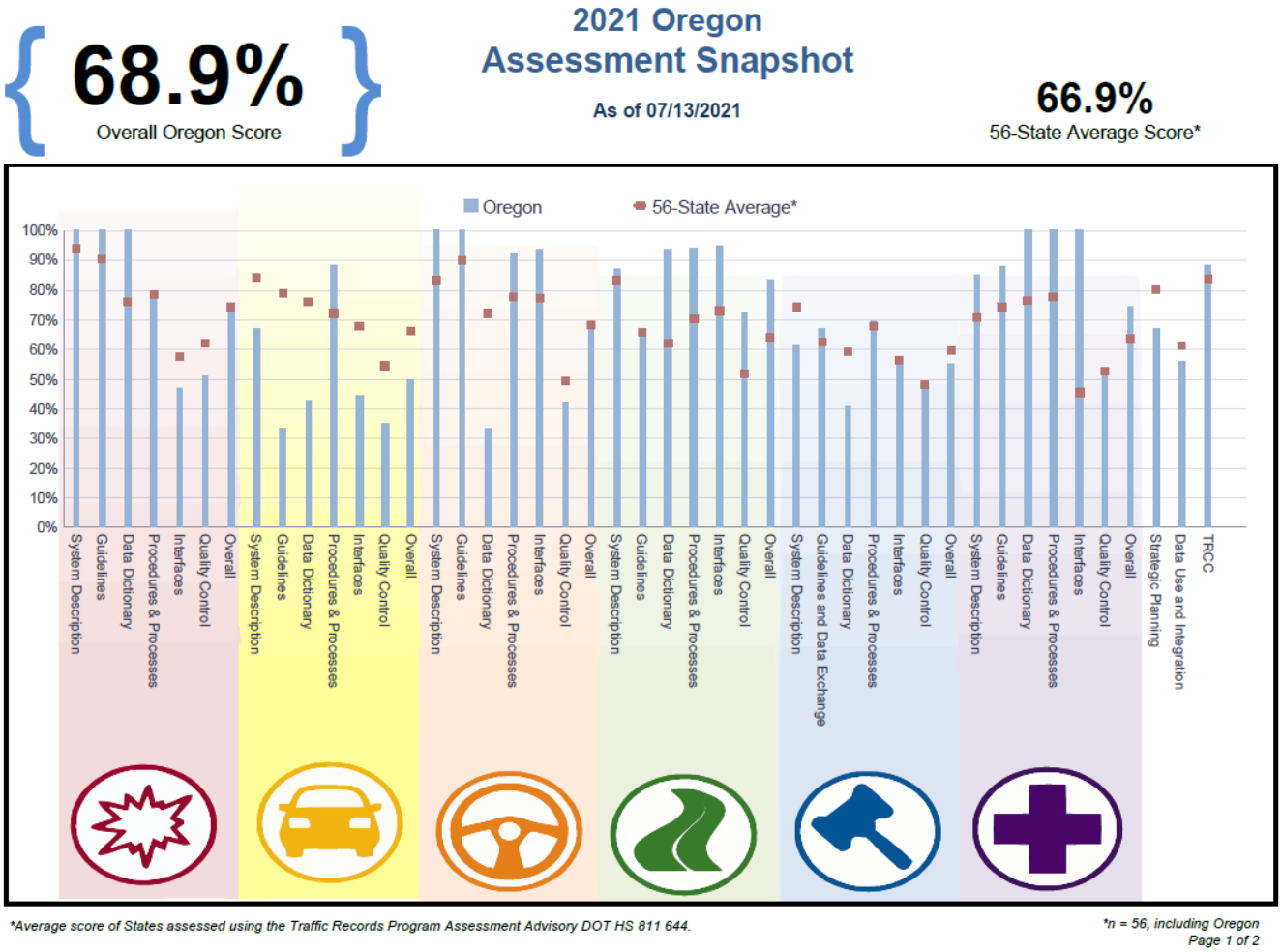
Action #6.16.5 Develop and implement a new Traffic Records Strategic Plan based on the 2016, and subsequent future assessments of the traffic records system.

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.



Goal

- Increase the linkages between state traffic records data systems from zero in 2019 to at least one within the State of Oregon by December 31, 2025.

Performance Measures

- Maintain or increase the percentage of fatal and injury crash reports submitted by law enforcement agencies in Oregon from the 2017-2019 moving average of 64 percent by December 31, 2022.
- Increase the percentage of emergency response agencies who have ‘gone live’ on the latest NEMSIS standard (OR-NEMSIS 3.4.0) by two points from from70 percent of agencies live on the latest standard (OR-NEMSIS 3.4.0) in 2019 to 75 percent by December 31, 2022.
- Increase the number of communities participating in the Traffic Count Management System in Oregon from zero in 2019, to one or more local governments by December 31, 2022.
- Increase the number of traffic records performance measures improved upon, as identified in the Traffic Records Strategic Plan, by one or more by December 31, 2022.

Strategies

Implement the current Traffic Records Strategic Plan* as developed and adopted by the TRCC and the OTSC to address and improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data needed to identify priorities for state and local highway and traffic safety programs.

Key recommendations from *NHTSA's 2021 Assessment of Oregon's Traffic Records* program incorporated into the Traffic Records Strategic Plan include:

- Respond to one or more of the recommendations and issues identified in the Traffic Records Assessment by initiating actions.
- Develop an enterprise roadway information system containing roadway and traffic data elements for all public roads.
- Continue to seek ways to develop a statewide authority to assign unique traffic citation numbers.
- Assess how the State can track citations from point of issuance to posting onto the driver file.
- Develop a system to track citations through to adjudication by the local (municipal and justice) courts.
- Ensure that the injury surveillance system includes EMS data that is timely and complete.
- Develop completeness performance measures tailored to the needs of EMS system managers and data users.

*The TRCC Strategic Plan 2020 is currently being updated for 2021, based on the 2021 Traffic Records Assessment and recommendations.

Please note - Each project in the Traffic Records series includes a reference to one or more of the performance measures listed in the table below, as excerpted from Oregon's Traffic Records Strategic Plan.

Crash System

Data Quality	Reportable Crash Data
Timeliness	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.
Timeliness	C-T-2: The percentage of crash reports entered into the database within XX days after the crash (e.g., 30, 60, or 90 days).
Accuracy	C-A-1: The percentage of crash records with no errors in critical data elements (example: crash severity).
Completeness	C-C-2: The percentage of crash records with no missing data elements.
Integration	C-I-1: The percentage of appropriate records in the crash database that are linked to another system or file (examples: Crash w/in-State driver linked to Driver file, Crash w/EMS response linked to EMS file).
Accessibility	C-X-1: To measure accessibility: Identify the principal users of the crash database, 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.

Roadway System

Data Quality	Roadway Data
Accuracy	R-A-1: The percentage of all roadway segment records with o errors in critical data elements (example: Surface/Pavement).
Completeness	R-C-1: The percentage of road segment records with no missing critical data elements.
Completeness	R-C-3: The percentage of roadway unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Integration	R-I-1: The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file (example: Bridge inventory linked to roadway basemap).
Accessibility	R-X-1: To measure accessibility of a specific file within the roadway database: Identify the principal users of the roadway 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.

Driver System

Data Quality	Driver Data
Accuracy	D-A-1: The percentage of driver records that have no errors in critical data elements (example: Date of Birth).
Completeness	D-C-2: The percentage of driver records with no missing data elements.

Injury Surveillance System

Data Quality	Injury Surveillance Data
Timeliness	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.
Accuracy	I-A-1: The percentage of EMS patient care reports with no errors in critical data elements (example: Response Time).
Completeness	I-C-1: The percentage of EMS patient care reports with no missing critical data elements.
Accessibility	I-X-1: To 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.

Vehicle Safety Equipment Standards

Link(s) to the Transportation Safety Action Plan

Action 6.17.3 Implement education, training or examinations to ensure licensed drivers understand current traffic laws.

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 available products 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 correct 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 are 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.

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.

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.

	Automobile Vehicle Defect Crashes, Fatalities, and Injuries 2015-2019	2015	2016	2017	2018	2019	2015-2019 Average	5 Year % Increase Decrease
Crashes	Total Number of F&I Vehicle Defect Crashes	399	444	389	375	376	397	102.6%
	Total Number of Fatal, Vehicle Defect Crashes	4	6	5	3	5	5	102.5%
	Total Number of Non-Fatal, Vehicle Defect Crashes	395	438	384	372	371	392	102.6%
	F&I Crashes due to tire failure*	113	128	136	110	97	117	97.8%
	F&I Crashes due to defective brakes	138	174	123	154	150	148	107.4%
	F&I Crashes due to mechanical defects	98	87	82	61	91	84	102.1%
People	Fatalities due to ANY Vehicle Defect	4	6	5	3	5	5	101.9%
	Injuries due to ANY Vehicle Defect	587	647	555	561	538	578	103.2%
	Fatalities and Injuries due to ANY Vehicle Defect	591	653	560	564	543	582	103.2%
	Fatalities due to tire failure	2	0	2	1	1	1	98.4%
	Injuries due to tire failure	159	189	171	160	131	162	97.9%
	F&I Tire Failure	161	189	173	161	132	163	97.9%
	Fatalities due to defective brakes (1300 GMSS)	1	2	0	2	3	2	143.6%
	Injuries due to defective brakes (1300 GMSS)	220	258	200	256	221	231	107.5%
	F&I defective brakes	222	260	200	258	224	233	107.7%
	Fatalities due to mechanical defects	1	1	3	0	0	1	75.5%
	Injuries due to mechanical defects	149	114	107	84	124	116	102.8%
	F&I mechanical defects	150	115	110	84	124	117	102.5%
	Convictions for unlawful use of or failure to use lights (ORS 811.520)	661	374	427	343	309	423	82.5%

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

- Reduce the number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes from the 2015-2019 average of 233 to 188 by December 31, 2025.

Performance Measures

- Reduce the number of fatalities and injuries due to defective / inadequate brakes, or total loss of brakes from the 2017-2019 moving average of 226 to 206 by December 31, 2022.

Strategies

- Partner with other DMV units on Oregon Driver Manual updates to educate and encourage compliance with vehicle-safety equipment standards as well as encourage routine equipment maintenance.
- Collaborate with stakeholders (CPS technicians, law enforcement agencies) to take advantage of existing education/repair efforts to promote awareness of vehicle safety equipment laws/rules.
- Provide updates to TSO Webpage/DMV Call Center/Ask ODOT resources to address common infractions and safety equipment related questions.
- Develop and distribute additional vehicle safety equipment related publications and media to educate motorists on required and permissible equipment.
- Evaluate, develop and distribute additional vehicle safety equipment publications related to the laws and rules to increase awareness by the public and stakeholders.
- Enhance vehicle recall and used vehicle pre-purchase resources in existing ODOT publications and websites to increase awareness of safety equipment related issues.
- Develop a user interface on the ODOT website to assist customers with vehicle equipment standards questions and law / rule references for compliance in vehicles on Oregon's roadways

Work Zone Safety

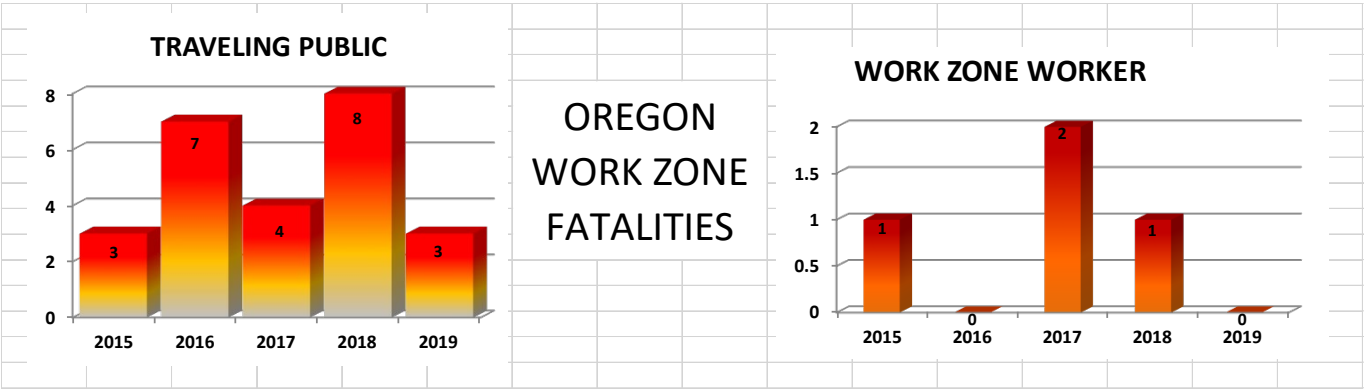
Link to the Transportation Safety Action Plan

Action 6.17.7 Provide education and other countermeasures to ensure safe work zones around roadway construction and improvement projects for workers and the traveling public.

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 2015-2019	2015	2016	2017	2018	2019	2015-2019 Average	3% per annum Reduction
Work Zone Fatal/Serious Injury Crashes	19	27	28	33	30	27	25
Work Zone Serious Injury Crashes	16	22	24	25	27	23	21
Work Zone Injury Crashes	324	349	367	349	306	339	309
Work Zone Fatal Crashes	3	5	4	8	3	5	5
Work Zone Fatal/Serious Injuries	19	33	32	34	31	30	27
Work Zone Serious Injuries	16	26	28	26	27	25	23
Work Zone Injuries	498	548	596	585	472	540	493
Work Zone Fatalities	3	7	4	8	4	5	5
Work Zone Worker Fatal/Serious Injuries	2	4	2	1	1	2	2
Work Zone Worker Serious Injuries	1	4	0	0	1	1	1
Work Zone Worker all Injuries	1	4	8	4	4	4	4
Work Zone Worker Fatalities	1	0	2	1	0	1	1

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

Goals

- Reduce work zone traveling public fatalities from the 2015-2019 average of 5 to 4 or below by December 31, 2025.
- Reduce work zone traveling public fatal and serious injury crashes from the 2015-2019 average of 23 to 18 or below by December 31, 2025.
- Reduce work zone construction worker fatalities from the 2015-2019 average of 1 or 0 by December 31, 2025.
- Reduce work zone total injury crashes the 2015-2019 average of 339 to 274 or below by December 31, 2025.

Performance Measure(s)

- Reduce work zone fatalities from the 2017-2019 average of 5 to 4 or below by December 31, 2022.
- Reduce work zone fatal and serious injury crashes from the 2017-2019 average of 27 to 24 or below by December 31, 2022.
- Reduce work zone construction worker fatalities from the 2017-2019 average of 1 to 0 by December 31, 2022.
- Reduce work zone fatal and serious injuries from the 2017-2019 average of 30 to 28 or below by December 31, 2022.

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.
- Continue to provide Work zone traffic enforcement overtime with 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).

2022 Project Funding Narratives by Program Area

Statewide

Planning & Administration	Awarded
Section 164	$25,000

Travel, services and supplies and office equipment will be funded for advisory committees.

Planning & Administration	Awarded
Section 402	$400,000
State Funds	[$275,000]

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

Program Management	Awarded
Section 402	$1,200,000
State Funds	[$400,000]

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

Trauma Nurses Talk Tough – Train the Trainer	Awarded
Section 402	$15,000

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

Program Management – Impaired Driving	Awarded
405(d)	$140,000

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

Statewide Services – Data and Public Opinion Research	Awarded
405(e) Flex	$100,000

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

Statewide Services –Media Report	Awarded
405(e) Flex	$25,000

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

Transportation Safety Conference	Awarded
405(e) Flex	$35,000

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.

Region Program Management	Awarded
State Highway Fund	[$600,000]

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

Motorcycle Safety Program Management	Awarded
State Motorcycle Funds	[$85,000]

Salaries; benefits, travel; services and supplies; and office equipment will be funded for the Motorcycle Program Manager.

Program Management – Driver Education	Awarded
Student Driver Training Fund	[$275,000]

Salaries, benefits, travel, services and supplies and office equipment will be funded for the Driver Education program coordinators.

Program Management – Safe Routes to School	Awarded
FHWA	$85,000

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

Aging Road User

Statewide Service – Aging Road Users	Awarded
Section 402	$20,000

This project will fund public education campaigns for Aging Road Users to increase awareness and to educate drivers, pedestrians and bicyclists on comprehensive evaluations and traffic safety strategies for preventing traffic crashes from occurring. Expand knowledge of transportation choices and community design features to meet the mobility needs of an aging population.

Bike and Pedestrian

Pedestrian and Bicycle Statewide Services: Education, Outreach and Media	Awarded
Section 402	$160,000
405(h)	$266,863

This project will update/reprint pedestrian safety resource and educational materials; continue participation in an annual public opinion telephone survey for questions related to bicycle and pedestrian safety; develop annual statewide media campaign with TSO media contractor; support the statewide Jumpstart Pedestrian and Bicycle Safety Education Program through the technical service 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; explore feasibility and implementation of low-cost pedestrian safety enhancements (e.g., in-street pedestrian signs, speed feedback signs) to encourage driver compliance for stopping at crosswalks for pedestrians; and promote pedestrian education training to both drivers and pedestrians.

Pedestrian Enforcement & Training	Awarded
405(h)	$150,000

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; to be administered by a non-profit.

Oregon Friendly Driver Class	Awarded
405(h)	$130,000

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.

ODOT Region 1 Pedestrian and Bicycle Safety Education	Awarded
Section 402	$125,000

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.

Community Traffic Safety

Clackamas Safe Community	Awarded
Section 402	$50,000

The project will work with local government to communicate the implementation of key objectives of the 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. Due to the COVID-19 pandemic, grantee may not be able to make significant progress on its current 2020 project.

Lane Safe Community	Awarded
Section 402	$95,000

The project continues to coordinate and implement portions of the new 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 hours 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.

Deschutes Safe Community	Awarded
Section 402	$95,000

The project will coordinate and implement portions of the new Deschutes County and City of Bend level 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 hours 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.

Safe Community Services	Awarded
Section 402	$160,000

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. This project will make phone contact with 100% of the recognized local traffic safety committees in Oregon during the fiscal year, and 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.

Safe Communities Assistance	Awarded
Section 402	$100,000

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 hours for coordination activities to assist with and implementations 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.

Local Safety Action Plans	Awarded
Section 402	$600,000

This project will fund awards to local governments for the development and implementation of comprehensive traffic safety plans to address fatal and injury crashes using data driven decision making, and identify countermeasures that will impact local safety problems in an effective manner. The plans will incorporate Engineering, Education, Enforcement and EMS solutions to address the Economic impacts of transportation related fatal and serious injury crashes.

Driver Education

Statewide Services – Supplement for Non-ODOT Providers to attend PacNW Conference	Awarded
Section 402	$15,000

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

Driver Education Program Reimbursement	Awarded
Student Driver Training Fund	[$2,260,000]

These funds reimburse public and private providers for 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.

Driver Education DHS Foster Kids	Awarded
Student Driver Training Fund	[$50,000]

These funds reimburse DHS for their 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.

GDL Implementation - Information and Education	Awarded
Student Driver Training Fund	[$450,854]

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.

Statewide Services – Driver Education	Awarded
Student Driver Training Fund	[$235,000]

This grant supports the driver education advisory committee quarterly meetings and activities promoting "best practices" in driver education. Additionally, there are funds provided for program supplies for certification cards and maintaining the Student Data Entry System (SDES).

Traffic Safety Education Novice Driver Curriculum	Awarded
Student Driver Training Fund	[$199,862]

This grant 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.

Region 2 Initiative (Adaptive Strategies)	Awarded
Student Driver Training Fund	[$100,000]

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.

Region 5 Initiative (Adaptive Strategies)	Awarded
Student Driver Training Fund	[$60,000]

This grant supports a start-up effort for Morrow, Umatilla, Union, Wallowa, Baker, Grant, Harney and Malheur Counties to increase access to Oregon youth 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.

Think First	Awarded
Transportation Operating Fund	[$47,500]

This project addresses the high incidence of brain and spinal cord injuries suffered by Oregon's youth through *Think Injury Prevention* programs. Program goals are accomplished by providing relevant information and tools so Oregon youth can make wise decisions to prevent injury and death. *Think First* provides injury prevention programs, prevention materials, and participates in community events.

Trauma Nurses Talk Tough (TNTT)	Awarded
Transportation Operating Fund	[$47,500]

This funding supports the ongoing and expanding work of TNTT. TNTT conducts safety education programs for kindergarten through college; develops and participates in statewide safety promotional events, participates in research and data collection about traumatic injuries, promotes proper use of bicycle helmets, safety belts and car seats; and works with other partners to provide safety information to high-risk youth, including parents whenever possible.

Emergency Medical Services

Emergency Medical Services	Awarded
Section 402	$40,000

This project will assist in strengthening Oregon's EMS capabilities statewide. It will be used as support for rural emergency medical services personnel (both paid and volunteer) to attend statewide training conferences (and/or online training opportunities to maintain certification.

Impaired Driving – Alcohol

Statewide Services Program – DUII	Awarded
164AL	$360,000

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. Public opinion survey questions specific to alcohol-impaired driving will be conducted. Additionally, this grant pays for the 24-DRUNK phone hotline to report impaired drivers, and for the impaired driving conference and other training-related support.

DUII Overtime Enforcement Program - OSP	Awarded
405(d)	$100,000

Oregon State Police continue to participate in High Visibility Enforcement events throughout the year, designated at high-incidence windows for DUII. This grant will provide overtime funds for troopers working in coordinated statewide DUII-specific patrols.

Law Enforcement Spokesperson – DPSST	Awarded
164AL	$110,000

This project provides funding for the management and training of all DUII-related law enforcement certification 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 and municipal departments, as well as to keep officer training records available for those organizations managing HVE grants.

HVE DUII Enforcement - Municipal Law Enforcement Agencies	Awarded
405(d)	$600,000

This grant is for DUII overtime enforcement mini-grants to city police departments throughout the state. Approximately 50 cities covering over 80 percent of the state's population will receive overtime grant funds for FFY2022. Cities 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.

DUII Resource Prosecutor	Awarded
405(d)	$280,000

This project provides a DUII prosecutor at the Department of Justice who serves as a traffic safety resource prosecutor (TSRP) and subject matter expert to municipal, county and state prosecutors in handling complex DUII laws and unique or difficult cases. The TSRP will travel throughout Oregon to assist with DUII cases, and will participate as a trainer and resource for prosecutors and law enforcement relating to DUII law, procedures and case law updates.

Sustained Enforcement – DUII	Awarded
164AL	$139,620

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 2022 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.

Impaired Driving – Drugs

Clear Alliance: Impaired Driving Education	Awarded
405(e) Flex	$280,000

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 in order to:

1) Increase awareness in Oregon, and

2) Prevent and reduce youth and adult impaired driving incidences in Oregon. Grant funds will be spent on the following objectives:

1) Increase access and reduce barriers to media and education programs and resources about the effects of alcohol, marijuana, and other drug use as it pertains to impaired driving.

2) Due to COVID-19, continue to refine and implement the TMEC training in order to format it into a statewide e-learning program option with two tracks: 1) for Instructors and 2) for Students.

3) Provide outreach across the state of Oregon to train schools, driver education programs, and other stakeholder professionals to provide and expand TMEC education, 'Did you know?' educational media campaign, and educational flyers in local communities for all ages (whether in-person, online, or through e-learning in order to accommodate restrictions due to COVID-19).

Drug Recognition Expert – Toxicology Testing	Awarded
405(d)	$140,000

This project is designed to encourage state and local law enforcement agencies to pursue the collection and analysis of toxicology evidence for drugs in DUII cases, for the purposes of improved prosecution, more complete data gathering, and as a tool for improving DRE evaluation accuracy and maintaining accuracy ratings for DRE's.

Drug Recognition Expert Training (DRE)	Awarded
405(d)	$140,000

Provide 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 FFY2022, as well as statewide ARIDE trainings, including the projected training of all OSP troopers.

Drug Recognition Expert Overtime Enforcement	Awarded
405(d)	$140,000

Provides statewide overtime enforcement by DREs representing multiple law enforcement agencies.

DUII Multi-Disciplinary Task Force Training Conference	Awarded
405(d)	$130,000

This project provides funding for training expenses to a statewide 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.

Protecting Lives – Saving Futures Oregon Department of Justice	Awarded
405(d)	$65,000

Through a partnership with the Oregon District Attorney's Association, this project funds a joint DUII training program for relatively new prosecutors and law enforcement officers, or those who want to brush up on their prosecution and enforcement skills in the area of impaired driving with a larger focus on alcohol DUIIs. A team-building approach is used with officers and prosecutors from the same jurisdiction to focus on understanding DUII issues and how to make the leap from documentation to persuasion at trial. This grant also covers training at the ODAA Summer Conference, as well as a trial skills training course.

Forensic Scientists – Oregon State Police Crime Lab	Awarded
405(d)	$150,000

This project provides for two dedicated forensic scientists at the Oregon State Police Crime Lab. A significant toxicology backlog for DUII's has created unintended consequences for the prosecution and adjudication of DUII crimes elsewhere in the DUII continuum, leading to dismissals. These scientists are working to reduce that backlog of evidence to greatly improve turnaround time.

DUII Statewide Services – Media & Communications	Awarded
405(d)	$349,000

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.

Judicial Outreach

Judicial Education	Awarded
Section 402	$30,000

ODOT TSO helps facilitate a traffic safety related education conference to Oregon municipal, justice, and circuit court judges typically in the spring each year. In addition to judges, the training is also offered to court administrators on a secondary basis. Topics covered include legislative updates from the recent and/or current session and other relevant traffic safety topics of interest requested by the judges.

Additionally, Oregon District Attorney's Association (ODAA) delivers TSO-funded 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

ODOT Approved Motorcycle Safety Training Programs	Awarded
State Funds	[$1,016,000]

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

Motorcycle Safety – Training Equipment	Awarded
State Funds	[$15,956]

This project will/may provide funding for training motorcycles and related support/safety equipment for OTSC approved courses and motorcycles to address emerging rider needs.

Motorcycle Safety – Training Sites Infrastructure	Awarded
State Funds	[$15,956]

This project will provide funding to OTSC approved training course sites for development, maintenance, repair, and improvement.

Motorcycle Safety – Statewide Services Program	Awarded
State Funds	[$137,088]

This project will provide funding for 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. Program related travel, program related research, program related equipment and expenses, program publication expenses, and advisory committee/individual approved expenses, countermeasure activities/outreach to address impaired riding/safety gear selection/speeding, and focus area studies/research. $40,000 is dedicated to reimburse verified Oregon resident low or no income student subsidy invoices.

Motorcycle Rider Training	Awarded
405(f)	$36,113

This project will broadly provide funding for motorcycle rider safety training, projects, and equipment/materials/media. 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, training motorcycles, trailers, vehicles, training materials, safety equipment, safety related media/outreach related to the benefits of DOT compliant motorcycle helmets, and training events/presentations.

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 will accomplish 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 Subaccount.

MS Communications and Outreach: Other Driver Awareness of Motorcyclists	Awarded
405(f)	$20,000

This project will provide funding to maintain/increase general motorist awareness of motorcycle riders and specific issues related to detecting and interacting with them in the transportation system. This work will primarily be focused in counties with the highest motorcycle-involved multivehicle 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.

Occupant Protection

Statewide Services – Occupant Protection	Awarded
Section 402	$200,000

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.

Local Police Department Safety Belt Overtime Mini-Grants	Awarded
Section 402	$280,000

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).

Local Police Department and Sheriff’s Office Safety Belt Overtime Mini-Grants	Awarded
405(b)	$365,971

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).

Statewide Safety Belt Overtime Enforcement, Oregon State Police (OSP)	Awarded
405(b)	$75,000

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).

Statewide Instructor Development, CPS Technician Training	Awarded
405(b)	$150,000

This project will fund administration, instructor services, 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.

Child Passenger Safety (CPS) Fitting Station Support, ODOT Regions 1-5	Awarded
405(b)	$30,000

This project will fund mini-grants to fitting stations and/or alternative sentencing programs 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).

Police Traffic Services

DPSST Law Enforcement Training Grant	Awarded
Section 402	$80,000

This project will co-fund the activities of a DPSST employee to provide and conduct various traffic safety trainings throughout the state to law enforcement officers. As part of these trainings, police officers receive RADAR/LIDAR training (as well as SFST Refreshers). The online RADAR/LIDAR course is also being updated with this project. Due to the Covid-19 pandemic, short training webinars were created with TSO program managers on various traffic safety topics to continue the project/program.

Statewide Law Enforcement Training Grant	Awarded
Section 402	$170,000

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

Region 1

Regional Services	Awarded
Section 402	$25,000

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.

Pedestrian and Bicycle Outreach & Education Region 1	Awarded
Section 405(h)	$125,000

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.

CPS Fitting Station Support Region 1	Awarded
Section 405(b)	$6,000

This project provided mini-grants to assist local agencies with their efforts in child passenger safety education by reimbursing local agencies for associated costs which include: instructor development (instructor fees, facility rentals, training materials/supplies), scholarships for technicians and instructor candidates, travel/per diem costs, certification fees, and child safety seats.

Region 2

Regional Services Grant	Awarded
Section 402	$25,000

This project provides transportation safety education, outreach, enforcement, 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.

Region 3

Regional Services Grant	Awarded
Section 402	$25,000

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

Regional Services Grant	Awarded
Section 402	$25,000

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

Regional Services Grant	Awarded
Section 402	$25,000

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.

Portable Education and Awareness	Awarded
Section 402	$80,000

This program 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. 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. The regional 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 for Oregon high schools and communities.

Roadway Safety

Engineering Safety Short Courses and Distance Learning	Awarded
FHWA	$250,000

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.

Safety Features for Local Roads and Streets	Awarded
FHWA	$150,000

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.

Roadway Departure Enforcement	Awarded
FHWA	$218,000

This project provides overtime enforcement funds for the Roadway Departure Plan. The ODOT Transportation Safety Division 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.

Safety Corridor Education and Enforcement	Awarded
Section 402	$25,000

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)

Statewide High Visibility Enforcement – Oregon State Police	Awarded
405(e)	$100,000

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

Statewide High Visibility Enforcement - Municipal (City and County Agencies)	Awarded
405(e)	$500,000

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 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.

Distracted Driving Media	Awarded
405(e)	$545,508

This project will fund public information and education and 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, as available; the current pandemic may affect the medium used. Billboards and bus transits will be used. Geo-fencing events statewide with "U drive. U text. U pay." OTT/Streaming TV and Digital Radio will be used. Conduct a statewide distracted driving education and outreach campaign using multimedia in English and Spanish languages.

Distracted Driving Statewide Services	Awarded
405(e) Flex	$200,000

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 distracted driving program that are not eligible for the 405e funding; but flexed monies can support the program in this way.

Safe & Courteous (w/o Distracted Driving)	Awarded
405(e) Flex	$215,000

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

Safe Routes to School Non-infrastructure Education Grant Program	Awarded
FHWA	$780,000

Funding for reimbursement to communities based on a competitive award process for the creation of Oregon SRTS Action Plans and/or implementation of the Action Plans addressing education and encouragement, enforcement, and evaluation; SRTS program administration needs.

Safe Routes to School Statewide Services Program	Awarded
FHWA	$520,000

Statewide support of Safe Routes to School programs; assist schools in gathering student and parent data on walking and biking to/from local schools; create public information, education and outreach support materials; support Oregon Safe Routes Network and develop resources for coordinators and communities to support 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 October Walk + Bike to School Day and May Walk + Bike Challenge Month, by providing registration and technical support to Oregon schools.

Speed

Speed Enforcement Overtime Mini-Grants	Awarded
Section 402	$550,000

This project will be used to fund the speed overtime enforcement efforts of the 2022 TSEP program for city, tribal and county law enforcement agencies in Regions 1, 2, 3, 4, and 5 (high visibility enforcement). Law enforcement saw a substantial increase of drivers speeding nationwide during the Covid pandemic. Even as restrictions are being lifted, law enforcement continues to see drivers speeding. Officers are continuing to see speeds in the high 90's to over 100 MPH. The most effective countermeasure to reduce speeding is enforcement and visibility of law enforcement.

Speed Enforcement OSP – Rural State Highways	Awarded
Section 402	$125,000

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 Area Command, that show a high incidence of speed-related crashes, injuries, and fatalities.

Speed Public Information and Education	Awarded
Section 402	$ 75,000

This project will be used to fund speeding-specific questions in Oregon's Public Opinion Survey, and to fund public education and outreach efforts through various paid media outlets educating the public on the dangers of speeding while operating motor vehicles. Media may include Public Service Announcements, internet based media or print media showcasing the dangers of speeding.

Traffic Records

CJC Citation Database	Awarded
1906	$375,000

The Oregon Department of Justice-Criminal Justice Commission (CJC) continues to implement the secure, internet-accessible data collection portal to process and securely store data on several hundred-thousand traffic stops annually. Implementation was planned with phasing in of law enforcement agencies based on size (number of officers, etc.) The primary goal of the project is to institute a statewide data collection system that will:

1. Provide the public and policy makers with current data about who is being stopped, searched, and arrested;

2. Require law enforcement statewide to collect certain information about every discretionary traffic and pedestrian stop;

3. 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.

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

Oregon Health Department – EMS/NEMSIS Local Data Entry Device/Training	Awarded
405(c)	$180,000

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 performance measures IT1, IA1, and IC1, as shown in the tables listed in the Traffic Records chapter of the 2021 Oregon Transportation Safety Performance Plan, will be improved

ODOT Research – NEMSIS Use Capacity Building Pilot	Awarded
405(c)	$50,000

This project will allow a pilot project to increase access to and use of NEMSIS data 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, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, and the ability to increase the percent of data retrieval and analysis will be improved.

ODOT DMV – Vehicle Operator Education Module(s)	Awarded
405(c)	$270,580

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. 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.

ODOT TSO/Local Agency – E Crash/E Citation Expansion	Awarded
402	$110,000

This project will allow local agencies to purchase software and supplies to electronically issue traffic and crash citations, and to produce subsequent crash reports. These electronic reports are more accurate and easier to ready within the multiple systems they impact, including crash, driver, citation, courts and vehicle. It is expected that performance measures CA1, CT1, CT2, and CC2, as shown in the tables listed in the Traffic Records chapter of the 2020 Oregon Transportation Safety Performance Plan, will be improved.

CARS Modernization	Awarded
402	$500,000

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.

Vehicle Equipment Safety Standards

Vehicle Equipment Standards/Safety Awareness	Awarded
Section 402	$15,000

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 questions, topical website postings, and the development, production and updates of informational products. The budget for this project is primarily used to produce and print safety equipment publications, fund media campaigns on specific vehicle safety equipment topics, and research safety standards through a submission to SAE infrastructure.

Work Zone Safety

Work Zone Education & Equipment Program	Awarded
FHWA	$500,000

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.

2022 Anticipated Revenues Summary

Fund Sources	Area	Anticipated FY2022
Federal Funds		
FHWA Section 164 AL	Impaired Driving	$634,620
FHWA Roadway Safety	Roadway Safety	$618,000
FHWA Work Zone	Work Zone Enforcement/Education	$500,000
FHWA Safe Routes	Safe Routes to School	$1,385,000
NHTSA Section 402	Discretionary Highway Safety	$5,340,000
NHTSA Section 405b	Occupant Protection	$620,971
NHTSA Section 405c	Traffic Records	$500,580
NHTSA Section 405d	Impaired Driving	$2,234,000
NHTSA Section 405e Flex	Distracted Driving	$855,000
NHTSA Section 405e	Distracted Driving	$1,145,508
NHTSA Section 405f	Motorcycle Safety	$56,113
NHTSA Section 405h	Non-Motorized (Bicycle & Pedestrian)	$671,863
NHTSA Section 1906	Traffic Records	$375,000
	Subtotal	$14,936,655
Other Revenues		
ODOT	Youth Programs-TOF	$95,000
$28 per MC Endorsement	Motorcycle Safety	$1,270,000
$6 per License	Driver Education (SDTF)	$3,630,716
ODOT DMV – Flat	State Match (Program Management	$675,000
Highway Fund	Regional Match (Program Management)	$600,000
	Subtotal	$6,270,716
	Total	**$21,207,371**

2022 Anticipated Revenues by Program Area

Fund		Program Area	FY2022 Anticipated Revenues	
402	Statewide	Statewide-Trauma	$ 15,000	
405e Flex		Data - Statewide	$ 100,000	
405e Flex		Mass Media - Statewide	$ 25,000	
405e Flex		TSD Conference	$ 35,000	
402		R5 Portable Education and Awareness	$ 80,000	
402		TSD Regional Services	$ 125,000	$ 380,000
402	Aging Road User	Statewide Services	$ 20,000	$ 20,000
405h	Bicycle/Pedestrian	Non-Motorized Safety	$ 671,863	
402		Statewide Services	$ 285,000	$ 956,863
402	Community Traffic	Safe Communities Projects	$ 1,100,000	$ 1,100,000
402	Driver Education	PacNW Regional Conference	$ 15,000	
SDTF		Driver Education DHS Foster Kids	$ 50,000	
SDTF		Driver Education Statewide Services	$ 235,000	
SDTF		Driver Education GDL Implementation	$ 450,854	
SDTF		Driver Education Reimbursement	$ 2,260,000	
SDTF		Driver Education Novice Driver Curriculum	$ 199,862	
SDTF		DE Region 2 Initiative	$ 100,000	
SDTF		DE Region 5 Initiative	$ 60,000	$ 3,370,716
402	Emergency	Emergency Medical Services	$ 40,000	$ 40,000
164	Impaired Driving	Impaired Driving Projects	$ 609,620	
405e Flex		Impaired Driving Projects	$ 280,000	
405d		Impaired Driving Projects	$ 2,094,000	$ 2,983,620
402	Judicial Outreach	Judicial Information/Education	$ 30,000	$ 30,000
405f	Motorcycle	Motorcycle Safety	$ 56,113	
ODOT DMV-$28		Motorcycle Safety	$ 1,185,000	$ 1,241,113
402	Occupant	Occupant Protection Projects	$ 480,000	
405b		Occupant Protection Projects	$ 620,971	$ 1,100,971
402	Police	Police Traffic Services	$ 250,000	250,000
402	Roadway	Safety Corridor	$ 25,000	
FHWA		Roadway Safety	$ 618,000	$ 643,000
405e	Safe & Courteous	Distracted Driving	$ 1,145,508	
405e Flex		Distracted Driving	$ 415,000	$ 1,560,508
FHWA	Safe Routes	Safe Routes to School	$ 1,300,000	$ 1,300,000
402	Speed	Speed Control Projects	$ 650,000	$ 650,000
402	Traffic Records	Traffic Records Projects	$ 610,000	
405c		Traffic Records Projects	$ 500,580	
1906		Racial Profiling	$ 375,000	$ 1,485,580
402	Vehicle Safety	Equipment	$ 15,000	$ 15,000
FHWA	Work Zone	Work Zone Enforcement/Education	$ 500,000	$ 500,000
TOF	Youth	Youth Projects	$ 95,000	$ 95,000
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	$ 400,000	
ODOT DMV		State Match (Program Management)	$ 400,000	
ODOT Highway		Regional Match (Program Management)	$ 600,000	
402		Driver Education (Program Management)	$ 1,200,000	$ 3,485,000
				$ 21,207,371

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