

BIKE AND PEDESTRIAN SAFETY

The Pedestrian and Bicyclist Safety program educates and promotes awareness and behavior change of safe road user behaviors through public information materials, safety campaigns, working with partners to deliver education programs for target audiences, and to educate and fund law

enforcement agencies to enforce laws regarding vulnerable road user safety. The goal of the program is to contribute to a safer transportation system and zero fatalities.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

Key performance metrics are crucial for traffic safety as they provide objective data to evaluate and improve road conditions, driver behavior, and enforcement strategies. Metrics such as serious accident rates, speed violations, and injury rates help identify high-risk areas and measure the effectiveness of safety interventions. By analyzing these metrics, safety officials can implement targeted measures, allocate resources efficiently, and ultimately reduce accidents and fatalities, ensuring safer roads for all users.

KEY SAFETY METRICS

PED % OF ALL FATALITIES

+43%
YOY

20%

BIKE % OF ALL FATALITIES

-33%

2%

% BIKE SERIOUS INJURY

+26%

2.6%

% PED SERIOUS INJURY

-0%

5%

% BIKE LOW LIGHT FATALITIES

-24%

50%

% PED LOW LIGHT FATALITIES

+90%

87%

Federal Key Performance Metric

C10

Number of Pedestrian Fatalities

123

+18% over the
2016-20 average

C11

Number of Bicyclist Fatalities

13

+18% over the
2016-20 average

DRIVER EDUCATION

Oregon's Driver Education program improves driver behavior through traffic safety education thereby reducing fatal and injury crashes for first time drivers. This is accomplished through coordination of driver education course content, certification of public and private driver education instructors, public information, education programs and

resources, and oversight and coordination of driver education providers and train-the-trainer curriculum development. The program is committed to comprehensive driver safety education and increased awareness for young motorists even before the teen driving age, and first time drivers of all ages.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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Federal Key Performance Metric

C9

Number of drivers aged 20 or younger involved in fatal crashes

51

+3% fewer fatalities compared to the 2017-21 rolling average.

KEY SAFETY METRICS

C1 - TRAFFIC FATALITIES

+4%

507

C2 - SERIOUS TRAFFIC INJURIES

-11%

1,590

DMV LICENSES ISSUED

+6%

30,545

STUDENTS COMPLETE DRIVERS EDUCATION

+0%

9,146

DRIVERS ED AS % OF TEEN CONVICTIONS

13.4%

DRIVERS ED AS % OF TEEN CRASHES

14.7%

SAFE DRIVING

The Safe Driving program consists of five different focus areas: Aging Road Users, Drowsy Driving, Following Too Close, Red Light Running and Lights and Swipes. Media campaigns are done for these

programs to promote awareness and education to change driver behavior in these areas to prevent motor vehicle crashes, fatalities, and injuries.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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Federal Key Performance Metric

C1

Number of Traffic Fatalities

601

+18% more fatalities compared to the 2017-21 rolling average.

KEY SAFETY METRICS

OR-7 AGE 65+ INJURIES AND FATALITIES

+74%

531

OR-2: CELL PHONE

-100%

0

BRAKE ISSUES

+3%

227

DROWSY DRIVING CRASHES

-6%

1,274

CRASHES DUE TO FOLLOWING DISTANCE

+3%

1,266

RED LIGHT RUNNING CRASHES

+20%

2,904

DISTRACTED DRIVING

This program will be used to produce a driver education PSAs and release them statewide, where the Driver Education program has minimal funding for outreach and communication/media like this, as do other transportation safety programs in TSO like

the Pedestrian/Bicycle, and Speed programs. This transportation safety messaging will have a positive impact on increasing awareness of the Safe and Courteous programs as well as Oregon traffic laws.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

Key performance metrics are crucial for traffic safety as they provide objective data to evaluate and improve road conditions, driver behavior, and enforcement strategies. Metrics such as serious accident rates, speed violations, and injury rates help identify high-risk areas and measure the effectiveness of safety interventions. By analyzing these metrics, safety officials can implement targeted measures, allocate resources efficiently, and ultimately reduce accidents and fatalities, ensuring safer roads for all users.

KEY SAFETY METRICS

CRASHES

+33% 6,367

OF INJURIES

+47% 6,214

ERRORS: TEENS

+5% 1,837

ERRORS: 25-45

+1% 8,653

ERRORS: 65+

+2% 2,880

DISTRACTED AT INTERSECTIONS

+44% 1,820

Federal Key Performance Metric

OR-2

Number of distracted driving fatalities related to mobile electronic devices

40

+5% Year over Year

EMERGENCY MEDICAL SERVICES

Oregon EMS is working to increase the workforce and the knowledge of the workforce in order to decrease response times through skills they have learned through training and using up-to-date equipment to accomplish this. The intent is to

reduce fatalities and injuries received from an automobile crash. This program will assist in strengthening Oregon's Emergency Medical Systems' capabilities statewide, thus increasing the survivability of motor vehicle crash victims.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

Key performance metrics are crucial for traffic safety as they provide objective data to evaluate and improve road conditions, driver behavior, and enforcement strategies. Metrics such as serious accident rates, speed violations, and injury rates help identify high-risk areas and measure the effectiveness of safety interventions. By analyzing these metrics, safety officials can implement targeted measures, allocate resources efficiently, and ultimately reduce accidents and fatalities, ensuring safer roads for all users.

Federal Key Performance Metric

OR-3

Increase the number of EMS trained participants

226

4.5x the 2021-22 target of 50 participants

KEY SAFETY METRICS

LICENSED EMT
PROFESSIONALS

+3%

11,252

TOTAL INCIDENT TIME

+7%

39.08
MINUTES

PARAMEDIC

+3%

4,104

RESPONSE TIME

-0%

7.12
MINUTES

EMT

+7%

5,243

TRANSPORT TIME

10%

13.63
MINUTES

IMPAIRED DRIVING

The Impaired Driving program continues a strong commitment to effective, coordinated partnerships across the spectrum of law enforcement, prosecutorial, treatment, prevention, and education resources in Oregon. Key programs include high visibility enforcement, enhanced accountability for offenders, specialty/treatment courts, improved DUII training for officers, prosecutors, and judges,

Drug Recognition Expert training, and community awareness campaigns to promote safety and good decision-making when it comes to impairing substances and driving. These efforts are all guided by nationally identified best practices and countermeasures, state and local data to include fatal crash numbers, arrest and adjudication, recidivism, compliance, and survey results.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

DRUG + ALCOHOL FATALITIES

+7%
YOY

306

TOTAL SUBSTANCE FATALITIES

+9%

420

FATALITIES: ALCOHOL

+7%

118

MULTI-SUBSTANCE FATALITIES

+12%

114

FATALITIES: DRUG

+7%

188

HIGHWAY FATALITIES

+18%

345

Federal Key Performance Metric

C5

Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above

232

up from the prior 2017-2021 average (+33%)

MOTORCYCLE SAFETY

The Motorcycle and Moped Rider Safety Program continues to focus on maintaining/reducing rider deaths through; crash data analysis and trend/crash causative factor identification, the subsidization of a NHTSA recognized mandatory motorcycle rider training program , motorist

awareness messaging, identification of motorcyclist-specific construction and maintenance practices impacting riders, encouraging riders to wear protective riding gear at all times, and promotion of sober riding, and compliant riding in relation to posted speeds through positive social norming media and training campaigns.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

% RIDER ERROR

+6%

83%

MOTORCYCLE FATALITIES

+25%

98

SPEEDING ERRORS

+6%

50%

BAC >0.08 AND/OR DRUGS

+49%

58

CURVE OR OFF ROAD

+5%

11%

SPEED

+53%

55

Federal Key Performance Metric

C7

Number of motorcyclist fatalities (FARS)

98

Fatalities in 2022, up from the prior 2017-2021 (+38%)

OCCUPANT PROTECTION

The Occupant Protection program is continually focused on educating the general public, law enforcement, family medical providers, and families regarding proper selection and use of seatbelts and other motor vehicle safety restraints. Oregon has traditionally had a high seat belt usage rate,

sometimes the highest in the nation, but continuous education is needed for new citizens, visitors, and high-risk populations to maintain a high use rate. In 2023, the Oregon statewide seat belt use rate for vehicle occupants was estimated to be 97.01%.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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Federal Key Performance Metric

C4

Number of unrestrained passenger vehicle occupant fatalities (all seat positions)

108 +19% vs 2017-21 trend

B1

Observed seatbelt use for passenger vehicles, front seat outboard occupants – 2023 rate

97.0% +1% vs 2017-21 trend

KEY SAFETY METRICS

TOTAL UNRESTRAINED FATALITIES - 2022

-8.5%
YOY

108

TOTAL UNRESTRAINED INJURIES - 2022

-11%

804

UNRESTRAINED YOUTH FATALITIES <14

-25%

3

YOUTH FATALITIES OVERALL

+17%

7

ACTIVE CERTIFIED CPS TECHS

+2.6%

361

TECHNICIAN TRAINING COURSES IN 2024

+11%

10

POLICE/TRAFFIC ENFORCEMENT SERVICES

All stakeholders in the criminal justice system are aware of the efforts being made to reduce traffic fatalities and to that end, peer-to-peer training, education, and outreach have been found to be most effective in promoting proven and promising practices. NHTSA refers to training for law enforcement in the areas of motorcycle safety, older drivers, pedestrian safety, bicycle safety and DUI

intervention. Additionally, according to NHTSA's Highway Safety Program Guideline, March 2009 law enforcement training is essential to support traffic enforcement services and to prepare law enforcement officers to effectively perform their duties. Training accomplishes a wide variety of necessary goals and can be obtained through a variety of sources.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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Federal Key Performance Metric

OR-8

Number of officers trained through the police traffic safety training conference

240

+5% more officers than the 2016-20 rolling average.

KEY SAFETY METRICS

ENFORCEMENT TRAININGS

+1%

168

RADAR & SFST INSTRUCTORS TRAINED



+31

BREATHALYZER OFFICERS TRAINED

+47%

520

RADAR-LIDAR OFFICERS TRAINED

+44%

808

TRAINING FOR OFFICERS

-12 HOUR DECREASE IN ACADEMY TRAINING ON CRASH SITE INVESTIGATIONS

ROADWAY SAFETY

The Roadway Safety Program partners with the ODOT Traffic-Roadway Section to educate local, regional and tribal governments, as well as private contractors who build and maintain roads, to ensure that all roads are engineered to meet the highest safety standards and systematic improvements in high crash risk locations. The Safe Systems approach – engineering, enforcement, education and emergency medical

services – are the foundation of all Roadway Safety Program activities. The Vehicle Equipment Safety Standards Program provides resources regarding vehicle equipment standards as they relate to federal and state laws and rules. The program also administers the Emergency Vehicle Designation and Tow Truck Equipment programs.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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Federal Key Performance Metric

C1

Number of Traffic Fatalities

601

+18% more fatalities compared to the 2017-21 rolling average.

KEY SAFETY METRICS

Yr 2022

WORKZONE F&A (2022)

+100%

59

WORKZONE NEAR MISSES (YTD)

146

ROADWAY DEPARTURE F&A (2022)

+15%

1,246

OR-4: DEFECTIVE BRAKES

+2%

227

FIXED OBJECT COLLISIONS

-13%

32

REAREND BREAK COLLISIONS

+26%

149

SPEED

In the past few years, the speed program has combined efforts with the distracted driving and pedestrian safety programs to broaden the educational reach. In 2024, the speed campaign also included a partnership PSA with pedestrian safety. The speed program will continue to reach out to law enforcement agency partners to share the safety messages that are being created warning

about the dangers of speed. Speed fatalities in Oregon have been on the rise since 2018, seeing an 87% increase over four years, with a brief respite in 2020, when speed fatalities and serious injuries decreased 7% from 2019 to 2020. All Regions except Region 4 saw increases over the four-year period.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

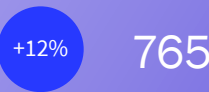
SPEEDING VIOLATION CONVICTIONS



FATALITIES



SERIOUS INJURIES



SPEED CRASHES OF ALL CRASHES



FATAL SPEED CRASHES ON COUNTY ROADS



FATAL SPEED CRASHES ON CITY STREETS



Federal Key Performance Metric

C6

Number of Speed Related Fatalities

215

+41% more fatalities compared to the 2017-21 rolling average.

COMMUNITY PROGRAMS

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. The Community program seeks to provide an outlet for Oregonians to get involved.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

Federal Key Performance Metric

OR-1

Number of active local transportation safety groups

51

1 more than the 2016-20 rolling average of 50

TBD



00
+0%

TBD



00
+0%

FATALITIES: ALCOHOL



00
MILLION

POLY-SUBSTANCE
FATALITIES



00
MILLION

FATALITIES: DRUG



000
MILLION

HIGHWAY FATALITIES



000
MILLION

TRAFFIC RECORDS

The Traffic Records Program provides funding selected based on performance measures identified in the Traffic Records Assessment and Traffic Records Strategic Plan annually approved by the Traffic Records Coordinating Committee. The projects selected are designed to improve traffic

records performance measures, and to allow for the more timely, complete, accurate, integrated, accessible data.

Projects are selected by the Traffic Records Coordinating Committee under the guidance of the Traffic Records Strategic Plan.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

TBD



00
+0%

TBD



00
+0%

FATALITIES: ALCOHOL



00
MILLION

POLY-SUBSTANCE
FATALITIES



00
MILLION

FATALITIES: DRUG



000



000
MILLION

Federal Key Performance Metric

OR-9

Number of traffic records performance measures identified in Traffic Records Strategic Plan

1

Flat to the 2016-20 rolling average of 1/year

OREGON: REGION 1

Region 1 oversees public 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. When looking at fatalities and serious injuries combined in 2020, Region 1 saw a 20 percent decrease in fatalities and serious injuries overall; however, fatalities saw

a 15 percent increase from 2019 to 2020. Fatalities and serious injuries in Region 1 saw a decrease in all categories except pedestrian which increased 10 percent (99 to 109) and impaired driving increased 8 percent (175 to 190). The eight percent increase in impaired driving was due to increases in all impaired driving types from 2019 to 2020

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

REGION 1

ROADWAY DEPARTURE

+13%

304

SPEED INVOLVED

+5%

279

ALCOHOL OR DRUG

+35%

247

YOUNG DRIVERS

+60%

239

MOTORCYCLISTS

+36%

178

PEDESTRIANS

+40%

140

STATEWIDE DATA

Number	Key Performance Metric	Statewide Amount (%chg)
C1	Traffic Fatalities	601 (+18%)
C2	Serious Injuries (2021)	1,590 (-11%)
C3	Fatalities/VMT	1.64 (+15%)
C4	Unrestrained Fatalities	108 (+19%)
C5	BAC >0.08	232 (+33%)

OREGON: REGION 2

Region 2 is made up of Benton, Clatsop, Columbia, Lincoln, Linn, Lane, Marion, Polk, Tillamook, Yamhill counties as well as a section of Washington, Clackamas, Jefferson, Deschutes, and Klamath counties. Region 2 is responsible for the safety, construction, and maintenance of almost 25% of state highway miles that cover the Willamette

Valley, North and Central Coast, Coast Range, and Central Cascade passes. The Region is made up of urban and rural areas with unique traffic safety issues, ethnic and cultural diversity, and disparities in traffic crashes for aging drivers and young drivers.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS REGION 2

ROADWAY DEPARTURE

+22%

556

INTERSECTION

+17%

404

SPEED INVOLVED

+22%

348

ALCOHOL AND DRUG

+23%

325

DISTRACTED

+7%

206

MOTORCYCLIST

+40%

173

STATEWIDE DATA

Number	Key Performance Metric	Statewide Amount (%chg)
C1	Traffic Fatalities	601 (+18%)
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C5	BAC >0.08	232 (+33%)

OREGON: REGION 3

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 borders of Lane and Douglas counties. The region oversees public transportation investments in Coos, Curry, Douglas, Jackson and Josephine Counties. The geographic diversity in the region is extraordinary. The gem of Oregon's only National Park is Crater Lake. The

Coquille Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and a portion of the Confederated Tribes of Coos, Lower Umpqua, and Siuslaw are represented in the Region. Region 3 saw an increase in combined fatalities and serious injuries in traffic crashes of 11% from 2021 to 2022. Serious injuries in traffic crashes increased 18% which is a slight reduction from the statewide increase of 32%.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS REGION 3

ROADWAY DEPARTURE

-4%

245

INTERSECTIONS

+22%

142

SPEED INVOLVED

-14%

149

ALCOHOL OR DRUG

-7%

138

DISTRACTED

+31%

89

MOTORCYCLIST

+53%

87

STATEWIDE DATA

Number	Key Performance Metric	Statewide Amount (%chg)
C1	Traffic Fatalities	601 (+18%)
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C3	Fatalities/VMT	1.64 (+15%)
C4	Unrestrained Fatalities	108 (+19%)
C5	BAC >0.08	232 (+33%)

OREGON: REGION 4

Region 4 oversees public transportation investments in Crook, Deschutes, Gilliam, Jefferson, Klamath, Lake, Sherman, Wasco and Wheeler counties. Both the Klamath Tribes and the Confederated Tribes of Warm Springs native populations live within Region 4 boundaries. Adjacent to Region 4 is the Confederated Tribes of Warm Springs Indian Reservation. While primarily rural, there are three urban clusters within Region 4 comprising a total estimated population of

353,230 in 2020, or 8.2 percent of the statewide population. Central Oregon is a recreation hub of Oregon with winter and summer tourism being a huge draw for visitors. Region 4 saw an increase in combined fatalities and serious injuries in traffic crashes of 39% from 2021 to 2022. Serious injuries in traffic crashes in Region 4 increased 46% which surpassed the statewide increase of 32%.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

REGION 4

ROADWAY DEPARTURE

+39%

235

INTERSECTIONS

+27%

131

SPEED INVOLVED

+39%

152

ALCOHOL OR DRUG

+55%

121

MOTORCYCLIST

+54%

63

YOUNG DRIVERS

+48%

71

STATEWIDE DATA

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C5	BAC >0.08	232 (+33%)

OREGON: REGION 5

Region 5 is responsible for the safety, construction, and maintenance of the State's Highway System in the 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 five percent of the state's population. The region also includes the Confederated Tribes of the Umatilla

Indian Reservation and the Burns Paiute Tribe. Region 5 is frontier and rural in nature encompassing 2,228 state highway, 10,384 county and 892 city miles of roadway, with no active safety corridors. Mountain passes, inclement weather, variable speed limit corridors, and speed limit increases on I-84, I-82, and several state highways are some of the more unique transportation features of Region 5.

TRAFFIC SAFETY KEY PERFORMANCE METRICS



METRICS DRIVE ACTION

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KEY SAFETY METRICS

REGION 5

ROADWAY DEPARTURE

+18%

114

INTERSECTIONS

+0%

40

SPEED INVOLVED

-9%

51

ALCOHOL OR DRUG

+14%

42

DISTRACTED

-30%

26

YOUNG DRIVERS

-30%

28

STATEWIDE DATA

Number	Key Performance Metric	Statewide Amount (%chg)
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