

TRANSPORTATION SAFETY 101: WHAT'S NEW, AND WHAT'S NEXT

ODOT-DMV Transportation Safety Office
Traci Pearl

Crash Data Performance Measures

C-1) Number of traffic fatalities (FARS)

| Actual | | | | | 5-year avg | In Progress* | Projected Targets | | |
|--------|------|------|------|------|----------------|--------------|-------------------|------|------|
| 2016 | 2017 | 2018 | 2019 | 2020 | 2016-2020 avg. | 2021 | 2024 | 2025 | 2026 |
| 498 | 439 | 502 | 493 | 508 | 488 | 599 | 488 | 488 | 488 |

C-2) Number of serious injuries in traffic crashes - State Crash Data Files (SHSP)

| Actual | | | | | 5-year avg | In Progress* | Projected Targets | | |
|--------|-------|-------|-------|-------|----------------|--------------|-------------------|-------|-------|
| 2016 | 2017 | 2018 | 2019 | 2020 | 2016-2020 avg. | 2020 | 2024 | 2025 | 2026 |
| 1,973 | 1,764 | 1,686 | 1,904 | 1,590 | 1,783 | 1,590 | 1,783 | 1,783 | 1,783 |

C-3) Fatalities/VMT (FARS)

| Actual | | | | | 5-year avg | In Progress* | Projected Targets | | |
|--------|------|------|------|------|----------------|--------------|-------------------|------|------|
| 2016 | 2017 | 2018 | 2019 | 2020 | 2016-2020 avg. | 2020 | 2024 | 2025 | 2026 |
| 1.36 | 1.19 | 1.36 | 1.37 | 1.57 | 1.37 | 1.57 | 1.37 | 1.37 | 1.37 |

Crash Data Performance Measures

STATEWIDE CRASHES BY CATEGORY

SUMMARY OF TRAFFIC CRASHES, PERSONAL INJURIES AND DEATHS*
2018 to 2022

| CRASH TYPE | CRASHES | | | | | INJURIES | | | | | DEATHS | | | | |
|------------------|---------|--------|--------|--------|--------|----------|--------|--------|--------|--------|--------|------|------|------|------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2018 | 2019 | 2020 | 2021 | 2022 | 2018 | 2019 | 2020 | 2021 | 2022 |
| FATAL | 446 | 456 | 460 | 552 | 554 | 341 | 321 | 301 | 386 | 352 | 502 | 494 | 507 | 599 | 603 |
| MOTORCYCLE | 1,037 | 930 | 786 | 915 | 1,011 | 1,041 | 956 | 752 | 932 | 1,055 | 85 | 56 | 71 | 84 | 101 |
| PEDALCYCLE | 826 | 731 | 475 | 454 | 492 | 843 | 748 | 477 | 459 | 507 | 9 | 12 | 14 | 18 | 12 |
| PEDESTRIAN | 987 | 980 | 741 | 739 | 798 | 1,010 | 1,008 | 741 | 728 | 760 | 79 | 85 | 80 | 88 | 125 |
| STATE HIGHWAY | 22,743 | 22,532 | 17,763 | 21,825 | 19,929 | 19,715 | 18,812 | 13,634 | 18,176 | 17,238 | 312 | 269 | 292 | 345 | 342 |
| TRUCK | 2,424 | 2,384 | 1,889 | 2,336 | 1,364 | 1,505 | 1,408 | 1,088 | 1,377 | 968 | 54 | 55 | 48 | 67 | 71 |

Alexxyss Therwhanger

Alexxyss' Story



Alexxyss Therwhanger, age 19, was killed in a car crash on February 19, 2016 while she was driving home in eastern Oregon. Alexxyss was using her cell phone and lost control of her car, colliding with an oncoming vehicle and severely injuring two other people. Alexxyss would have just turned 20 on May 28, 2016.

To make drivers aware of the serious consequences of distracted driving, the Oregon Department of Transportation and Oregon State Police have produced a distracted driving TV PSA. The PSA features Alexxyss' mother in an effort to persuade drivers to pay attention and to drive without distractions, especially cell phones.

[Alexxyss' crashed car was enclosed in a trailer](#) to spread awareness about distracted driving and encourage others to drive without distractions. The distracted driving trailer is available statewide, for more information contact 541-786-5915 .

[Alexxyss Story Distracted Driving TV PSA - Extended Version](#)

[Alexxyss Story Distracted Driving TV PSA - Short Version](#)



Alexxys Therwanger



ALEXXYSS' CRASHED CAR TRAILER



ODOT TSO Transportation Safety Programs

- Pedestrians/Bicyclists
- Safe Communities
- Distracted Driving
- Driver Education & Behavior
- Emergency Medical Services
- Impaired Driving
- Judicial Outreach
- Motorcycle Training & Education
- Occupant Protection
- Roadway Safety
- Safe Driving
- Speed
- Traffic Records
- Traffic Enforcement Services
- Vehicle Safety Equipment Standards
- Local Transportation Safety Action Plans

ODOT Traffic Engineering Section (TES) Highway Engineering Safety Programs

- All Roads Transportation Safety Program (ARTS)
- Intersection Safety
- Safety Priority Index System (SPIS)
- Roadway Departure Safety
- Speed Zones
- School Zones
- Safety Corridors
- Work Zone Traffic Control
- Intersection Safety Implementation Plan
- Roadway Departure Safety Implementation Plan
- Pedestrian and Bicycle Safety Implementation Plan
- Vulnerable Road User Assessment
- Vulnerable User Crash Response Program
- Safety Priority Index for Enhanced Crosswalks (SPIE-C)



U.S. DOT SAFE SYSTEM APPROACH (SSA)



OREGON TRANSPORTATION PLAN – Safety Elements

The Goal



Eliminate fatalities and serious injuries on roadways in Oregon

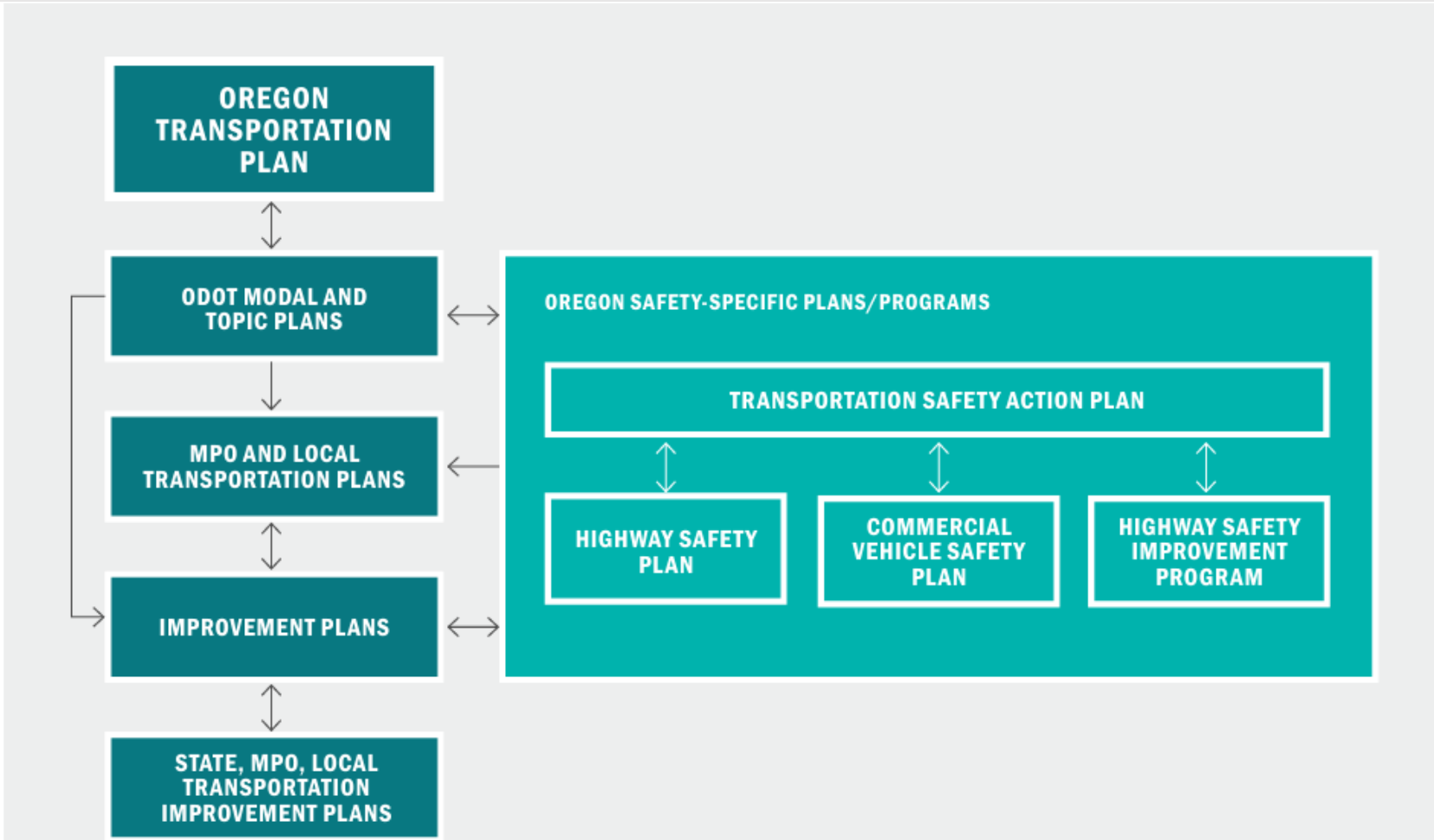
- Adopts Safe System approach
- Sets zero deaths target by 2050
- Establishes safety as one of the three lenses by which to make all transportation decisions
- Clarifies that safety takes precedence over other goals
- Recognizes disproportionate safety risks and bias in enforcement
- Leverages data and technology to identify and help address safety issues



Transportation Safety Action Plan (TSAP)

- 2021-2025 TSAP: Implementation of Emphasis Area Action Items
- Identifies key safety needs
- Guides safety investments in infrastructure and behavior programs
- 2019-20 build
- 2022-24 implementation
- Funded by FHWA & NHTSA funds
- Oregon's TSAP = required Strategic Highway Safety Plan (SHSP)
- Implementation of current action items continues
- Emphasis Area Teams
- Start-up of TSAP update now (due Oct '26)
- <https://www.oregon.gov/odot/Safety/Pages/TSAP.aspx>

TSAP Link to Other Highway Safety Plans



WORKING TOGETHER

- Highway Safety Improvement Program
- Highway Safety Performance Plan
- ODOT's Strategic Action Plan
- Area Commissions on Transportation
- All Roads Transportation Safety Program
- Construction & Engineering partner agencies
- State and Local Law Enforcement
- Emergency Medical Services & Systems
- Oregon Judicial System
- Local Communities (AOC, LOC, and Tribal members)
- Local Safety Advocates & other Non-profits (Safety Action Plans)

THE FOUR E's

Education, Enforcement, Engineering, & EMS Systems & Services

- Driver Education Program
- Media, Messaging, and Outreach campaigns
- Training Opportunities
- Sustained & High Visibility Enforcement efforts
- Traffic Roadway Safety Engineering programs and plans
- Human Factors of Engineering
- Statewide EMS Certification Training
- Reducing crash response times for first responders

WHAT'S NEXT?

New TSO Grant Application Process

- Open Call for annual grant projects
- Safety Grant Management System (SGMS)
- NO MORE PAPER!

Local Government Funding Resources

Wrap-up of 2024 projects

Start-up of 2025 projects

Public Engagement Events - Spring



WHAT ELSE IS NEW?

Bipartisan Infrastructure Law (BIL) – also known as the Infrastructure Investment and Jobs Act (IIJA)

- Triennial Highway Safety Plan
- Law enforcement community engagement and collaboration efforts
- Equipment purchases: pre-approval threshold increase from \$5K/per unit to \$10K/per
- Buy America! (not new, but...)
- De minimis IDC rate: increasing from 10% to 15%



WHAT WE CAN AND CAN'T FUND

CAN'T FUND:

- Supplanting of existing budget
- New *positions**
- Office and other furniture
- Real property
- Consumable items:
 - Food and Beverages*
 - Give-away items: Trinkets
- Lobbying



WHAT WE CAN AND CAN'T FUND

CAN FUND:

- Costs that are “necessary and reasonable”
- Eligible expenditure of funds
- Not prohibited under state or local law
- Consistent with policy, regulation, and procedure
- Be accorded consistent treatment
- Generally accepted accounting principles



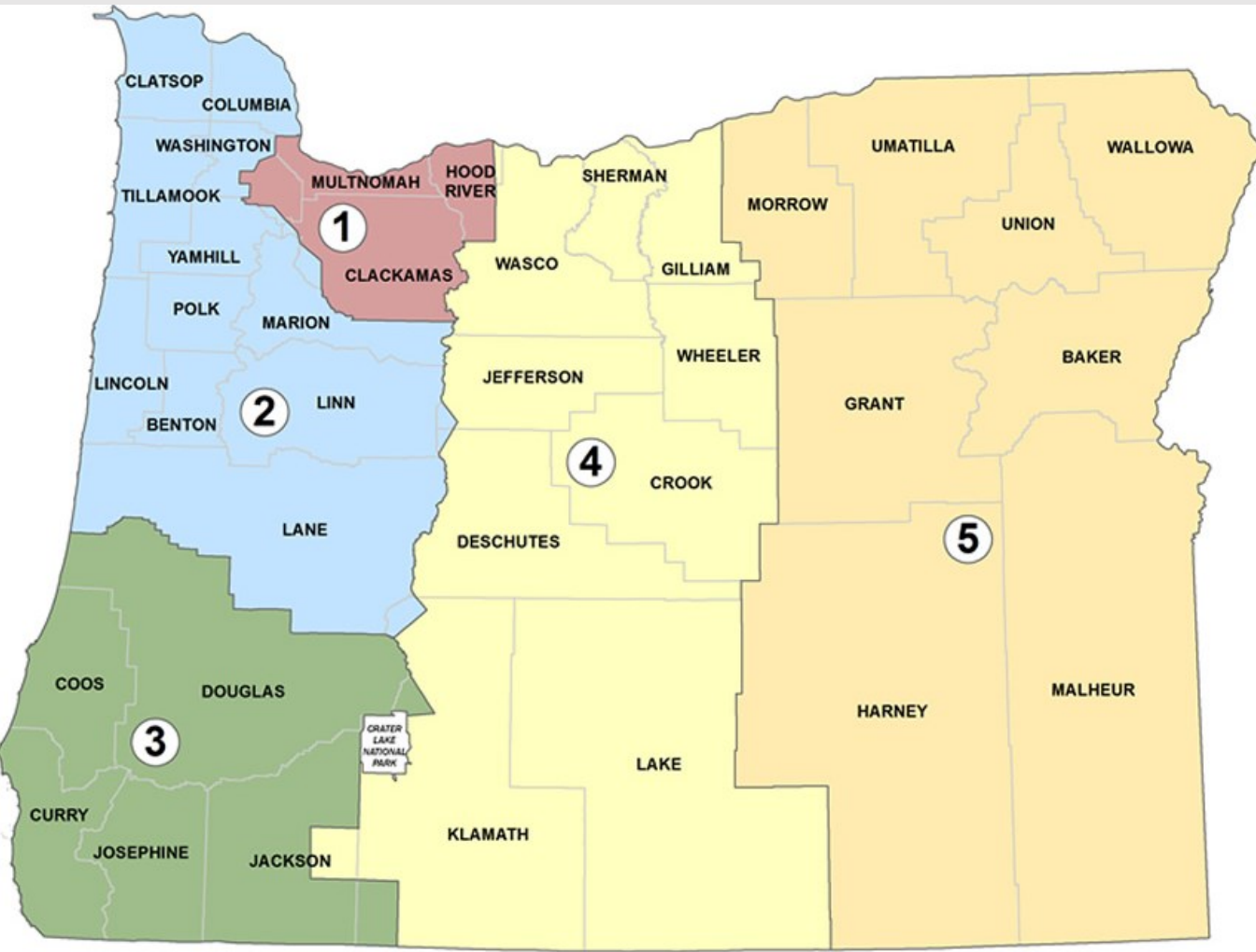
Public Opinion Traffic Safety Survey

Conducted annually on behalf of the Transportation Safety Office

Colleen O'Hogan – Roadway Safety Program Manager

ODOT – DMV - Transportation Safety Office

ODOT conducts an annual survey to understand people in Oregon's attitudes and knowledge regarding traffic safety issues.



- **learn** about people in Oregon's driving habits and attitudes
- **provides** help to ODOT in developing traffic safety programs and campaigns
- **increase** public awareness of Oregon roadway laws
- **encourage** safe behaviors

- Wave 1 is conducted before ODOT's summer traffic safety campaigns, between February and March of each year
- Wave 2 after these campaigns, between July and August of each year



ODOT aims to improve survey representation by conducting equity-centered outreach.

**Build and develop relationships with ODOT's tribal liaison
Engagement with community-based organizations (CBOs)**

In 2024 the project team contacted 35 CBOs and partnerships.



2024 Draft Key Findings



Drug-Impaired Crashes

Approximately 66% of respondents think that drug-impaired crashes have increased since the passage of Measure 110 in Oregon.



Photo Radar Support

Respondents were divided on their support for implementing photo radar in highway work zones, with an average of 57% in favor.



Lane Splitting

Oppose lane splitting (82%)



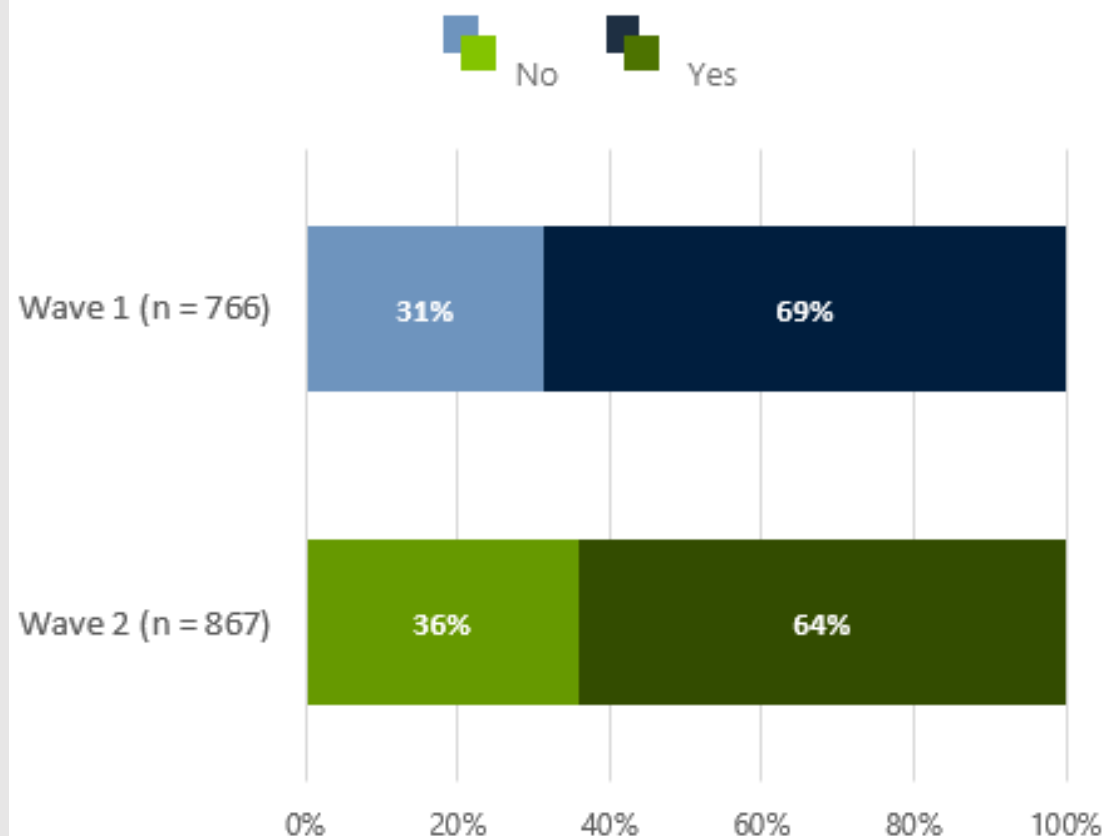
Impaired RX

Support including certain medications in driving under the influence (74%)

Two out of three people thought drug-impaired driving crashes have increased as a result of Measure 110.

Do you think that drug-impaired driving crashes have increased since Measure 110 went into effect?

Base: All respondents (n = 1,633).



Correlations:

- Respondents who thought drug-impaired driving crashes had increased since Measure 110 went into effect tend to be **older** or **retired**.
- Respondents who did not believe drug-related crashes had increased tend to be from **Region 1**.

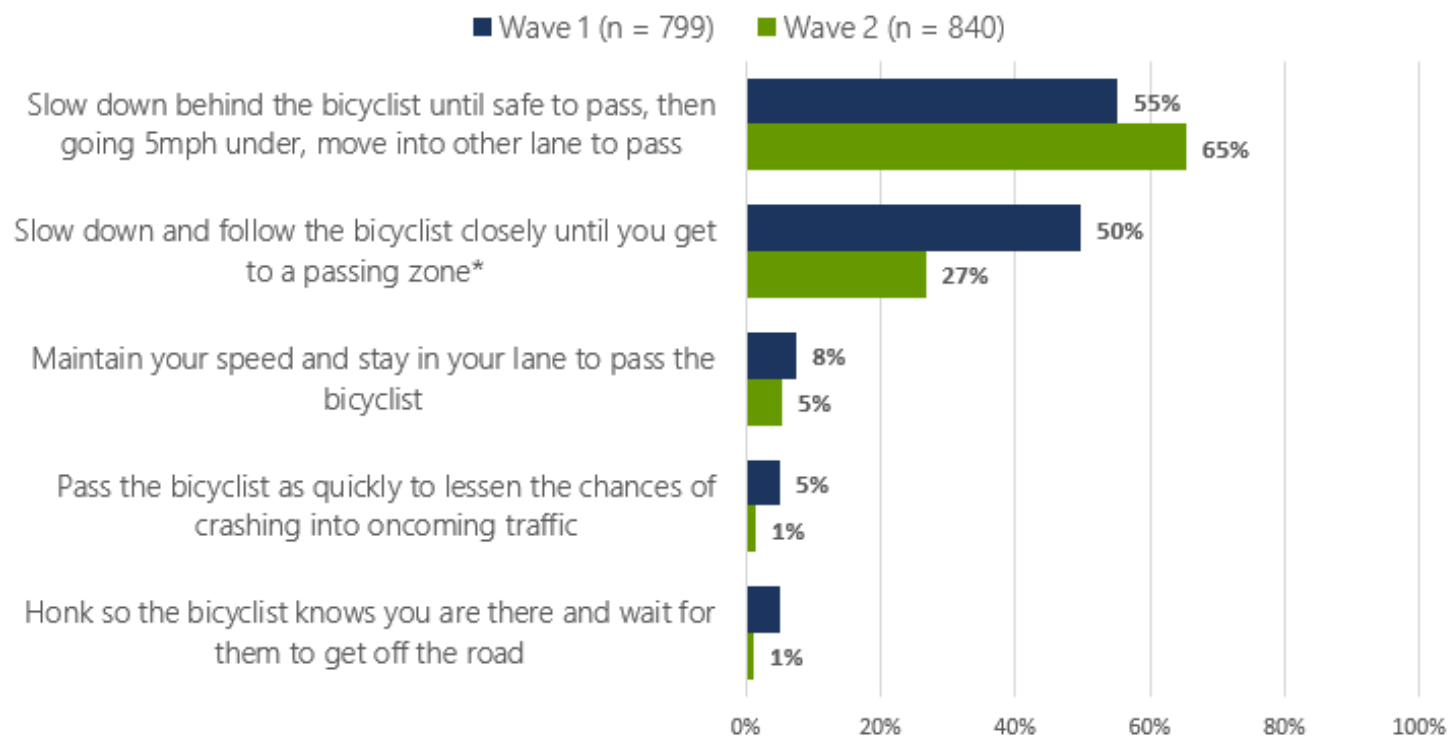
Differences:

- Compared to Wave 1, **fewer** respondents from Wave 2 said they thought drug-impaired crashes had increased.

Over half of respondents (55%, 65%) think they should slow down, wait until it's safe to pass, then move fully into the oncoming lane and pass at 5 mph under the speed limit in a no-passing zone.

What should you do if you come up behind a slower moving bicyclist in your line while driving on a two-lane road in a no-passing zone (single or double yellow line)?

Base: All respondents (n = 1,580)**.



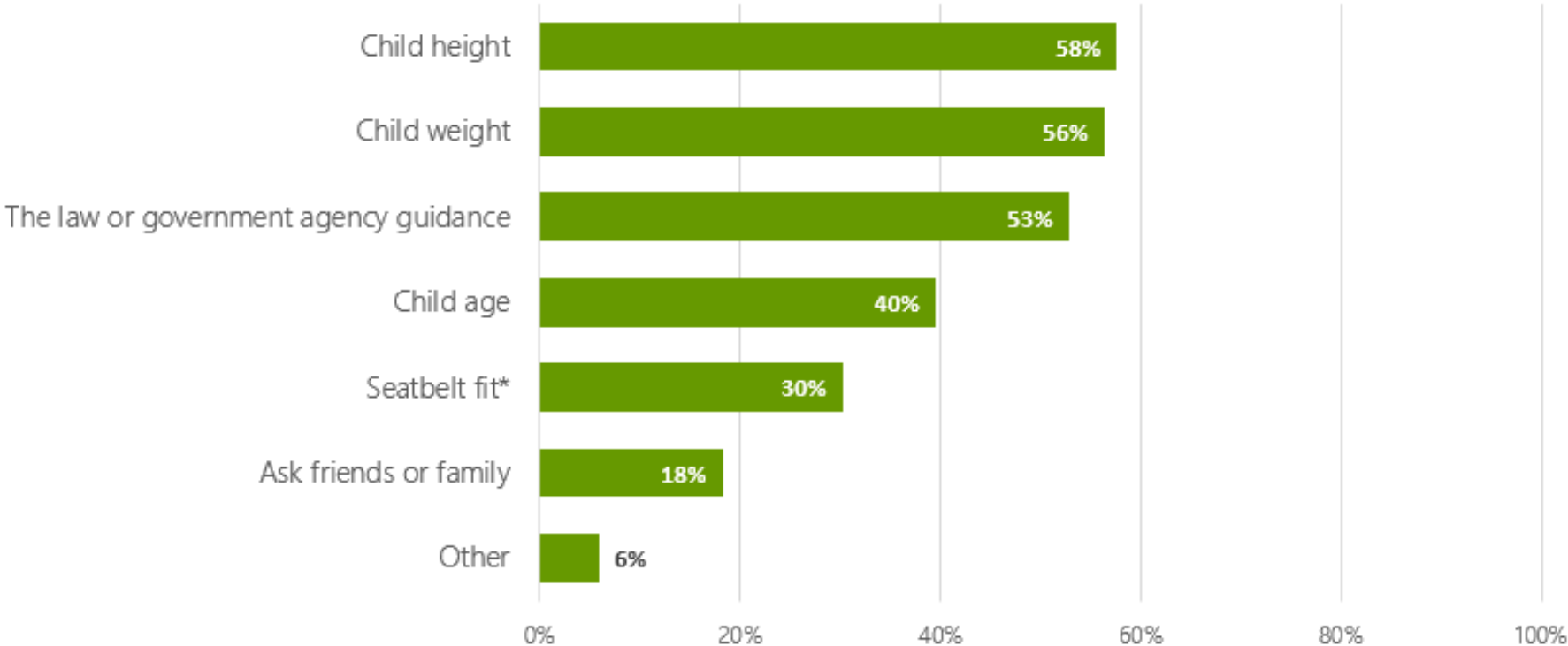
*spotted yellow lines

**Note, The question format changed across Waves. In Wave 1, the question allowed for multiple responses and percentages may sum to more than 100%. In Wave 2, the question was changed to a single-select.

Respondents refer to the child's height (58%), weight (56%), or official guidance (53%) to decide if the child can use an adult seat belt.

If you have a child riding in your vehicle, how do you decide when to use a regular adult seat belt or a child safety or booster seat? Please select all that apply.

Base: Wave 2 respondents (n=850).



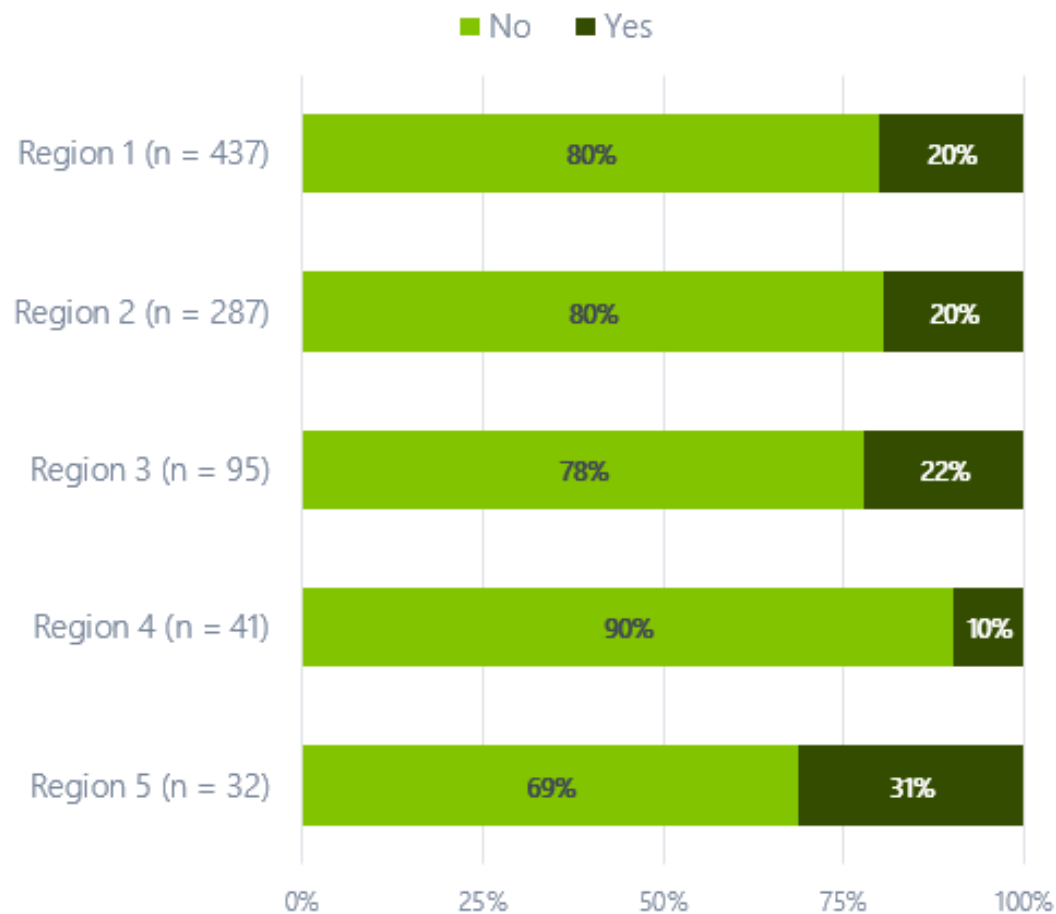
*(harness doesn't ride up, child feels comfortable, etc.)

"Other" includes guidance from doctors, the manufacturer's directions, and never driving with children.

Most respondents do not support lane splitting.

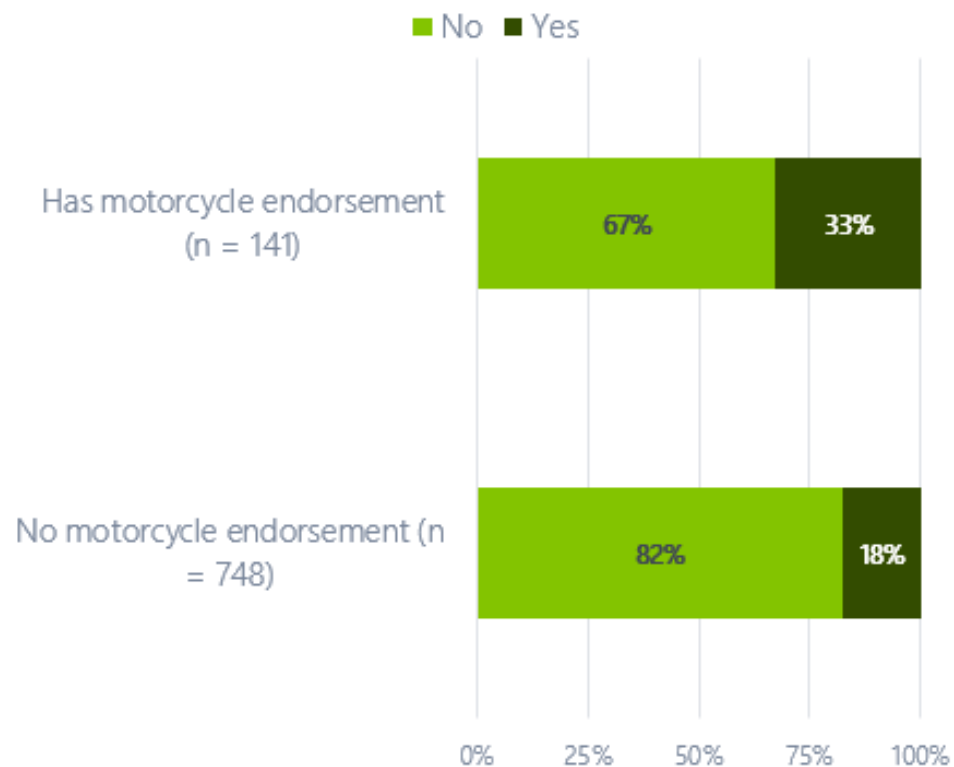
Would you support a new law giving motorcyclists the right to "lane split" while driving?

Base: Wave 2 respondents (n=892).



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

Base: Wave 2 respondents (n=892).



Thank you!

TALK OF THE TABLE

Identify Traffic
Safety Problems

Discuss how to
combat the
problem

- Your ideas
- Your perspective
- Your personal stories

Your motivation;
what drives
YOU?

What's the goal
for your family?

What can YOU do to help reduce motor vehicle crashes and resulting injuries





Thank You for All that You Do!