Lane Area Transportation Safety and Security Plan – Risky Behavior Focus Group
Agenda

1. Planning Process Review

2. What are Emphasis Areas?

3. Risky Behaviors Data Review

4. Summary of Small Group Results
Planning process review

• Federal Highways emphasis on safety

• Two Plans (One Process): MPO, Lane County

• Be prepared for competitive funding streams; build capacity;

• Collaboration and partnerships (Issue is multi-dimensional)

• Traffic safety outcomes still taking a toll
Planning process review:
Solution Set & Stakeholders – The E’s of Safety

- Law Enforcement
- Engineering
- Education & Marketing
- Public Health
- Emergency Medical Services
- Business
- Planning
- Citizens & Advocates
Planning process review:
Data driven process

Datasets being used:

• Oregon Department of Transportation Crash Data System (CDS)

• Fatal Accident Reporting System (FARS)

• Citation and Arrest data from Lane County Public Safety agencies

• Latest research and evidence based science
Overview:
What’s the transportation safety problem?

• Motor vehicle deaths leading cause of death under 45 years of age

• The number of traffic deaths in the United States rose 8% between 2014 and 2015, the largest increase in 50 years, with the biggest increases in Oregon (27%).

• In 2015, 57 people died in Lane County traffic crashes, up from 45 fatalities in 2014.

• Annual costs of crashes over $300 million a year in Lane County
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### What are Emphasis Areas?
Summary of all Emphasis Areas – the problems we’re trying to solve

#### Emphasis Areas by Selection Criteria and Geography

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>Quantitative Criteria</th>
<th>Qualitative Criteria</th>
<th>Geographic Focus</th>
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<tbody>
<tr>
<td></td>
<td>Frequency</td>
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<td>Trend</td>
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<td>Infrastructure (Where)</td>
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</table>
Agenda

1. Planning Process Review

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Overview of Risky Behavior Emphasis Area

In Lane County, 44% (542) of all fatal and severe injuries (1,227) are Risky Behavior

Risky Behavior related fatal and severe injuries by geography
• CLMPO = 35%
• Non-CLMPO = 65%
Risky Behavior Data Review

1. Impaired Driving
2. Speed Involved
3. Inattention
4. Unrestrained Occupants
Impaired Driving Crash Outcomes

Average % of Total
- CLMPO = 20%
- Non-CLMPO = 30%
OLCC DUII Source Data

Known hotspots of activity
Impaired Users by Type

Vast majority of impaired users involved in severe outcomes are drivers.

6 of the 24 pedestrian injuries involved an impaired driver.
Impaired Driving by Temporal Condition

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<th>Tuesday</th>
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</table>

Early mornings hot spots

Saturday and Sunday morning especially common times/days

Impaired driving crashes occur through the week
Traffic Enforcement - DUII Arrest Data

- Enforcement matching crash incidents
- Enforcement data does not include Eugene PD
Traffic Enforcement - DUII Arrest Data

- Last 10 years of Countywide DUII offenses trending downward
Speeding and Alcohol Data Summary

- Speed and alcohol can go hand in hand.

Fatalities and Severe Injuries by Speed and Alcohol 2007-2014

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<th>Geography</th>
<th>Speed</th>
<th>Alcohol</th>
<th>Alcohol and Speed</th>
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<tr>
<td>CLMPO</td>
<td>9%</td>
<td>13%</td>
<td>4%</td>
</tr>
<tr>
<td>Non-CLMPO</td>
<td>26%</td>
<td>11%</td>
<td>12%</td>
</tr>
<tr>
<td>Lane County</td>
<td>17%</td>
<td>13%</td>
<td>9%</td>
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</table>
Risky Behavior Data Review

1. Impaired Driving
2. Speed Involved
3. Inattention
4. Unrestrained Occupants
Speed Involved Crash Outcomes

Average % of Total
- CLMPO = 13%
- Non-CLMPO = 40%
18-21 year olds over represented in Speed Involved Fatal and Severe Crashes

- ---
- ---
速速参与摘要

乡村原则动脉其他包括：
- McKenzie Highway
- Highway 126
- Highway 58

乡村主要收集器包括：
- Marcola Rd.
- Wolf Creek Rd.
- Pattern less discernable
- Rates likely very high these kinds of facilities
A map of the speed involved crashes on rural major collectors don't show a discernible pattern whereas crashes on the rural principal arterials (other) occur on the facilities people use most often.

Fatal and Severe Crashes in Lane County
2002-2014

Fatal or Severe Crashes by Road Functional Class
- Collector
- Minor Collector
- Local
- Major Collector
- Minor Arterial
- Major Arterial
• Citation data doesn’t include warnings
Risky Behavior Data Review

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### Inattention Data Summary

#### Frequency (2007-2014)

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>CLMPO</th>
<th>Non-CLMPO</th>
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<tr>
<td></td>
<td>Fatal &amp; Severe Injuries</td>
<td>Percentage of Total (610)</td>
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<tr>
<td>Risky Behaviors</td>
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<td></td>
</tr>
<tr>
<td>Impaired Driving</td>
<td>118</td>
<td>19%</td>
</tr>
<tr>
<td>Speed Involved</td>
<td>79</td>
<td>13%</td>
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<tr>
<td>Unrestrained Occupants</td>
<td>30</td>
<td>5%</td>
</tr>
<tr>
<td>Inattention</td>
<td>27</td>
<td>4%</td>
</tr>
</tbody>
</table>

#### Source:

- Data on inattention is limited due to self-report
- Issue growing with widespread adoption of mobile technology
- Likely understated issue
Recently released AAA study:
- Vast majority of us use our cell phone and drive
- Prevailing attitude - “Do as I say, not as I do”

**Cell Phones Question**

- **Very serious threat**: 55.7%
- **Completely unacceptable (hand-held)**: 45.0%
- **Completely unacceptable (hands-free)**: 17.8%
- **Did in past 30 days**: 69.9%
- **Did fairly often or regularly**: 30.9%
Bend, Oregon Survey Results

- Likely an issue for all age groups
- Many reported needing phone for work

Source: Distracted Driving Attitudes and Behaviors Survey Final Results Report Bend, Oregon 2015, Portland State University Survey Research Lab
Inattention Data Summary

- Citation data doesn’t include warnings
- Lots of reasons for year to year variation
Risky Behavior Data Review

1. Impaired Driving
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Unrestrained Occupants Data Summary

<table>
<thead>
<tr>
<th>Emphasis Area</th>
<th>CLMPO</th>
<th>Non-CLMPO</th>
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<td>Fatal &amp; Severe</td>
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<td>Frequency (2007-2014)</td>
<td>Percentage of Total (610)</td>
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<td>187</td>
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<td>23</td>
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- Slightly bigger issue in rural area (related to speed)
- Only 1 serious injury reported for child improperly wearing child restraint
- All instances of occupants not wearing seatbelts also involve impaired and/or speed
- Cannot rest on our successes, continue to keep pressure on this issue

Unrestrained Occupants Data Summary

- Citation data doesn’t include warnings
- Lots of reasons for year to year variation
Top 3 citations:
- Speeding
- Driving uninsured
- Failure to stop at traffic control device
ODOT Grant Funding Summary

• Enforcement includes:
  o Selective traffic enforcement
  o E-ticket hardware
  o Focus on top crash location
  o Work zone enforcement

• Education includes:
  o Safe Routes to School
  o Chile passenger safety training
Break Into Smaller Groups

Guided Group Considerations (see worksheet questions)

Worksheet Resources

• Draft list of strategies (Attachment 1)
• Existing programs (Attachment 2)
• Data (Attachment 3)
What are the highlights from the discussion?
Questions?

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  • jroll@lcog.org

• Becky Taylor
  • Becky.TAYLOR@co.lane.or.us