



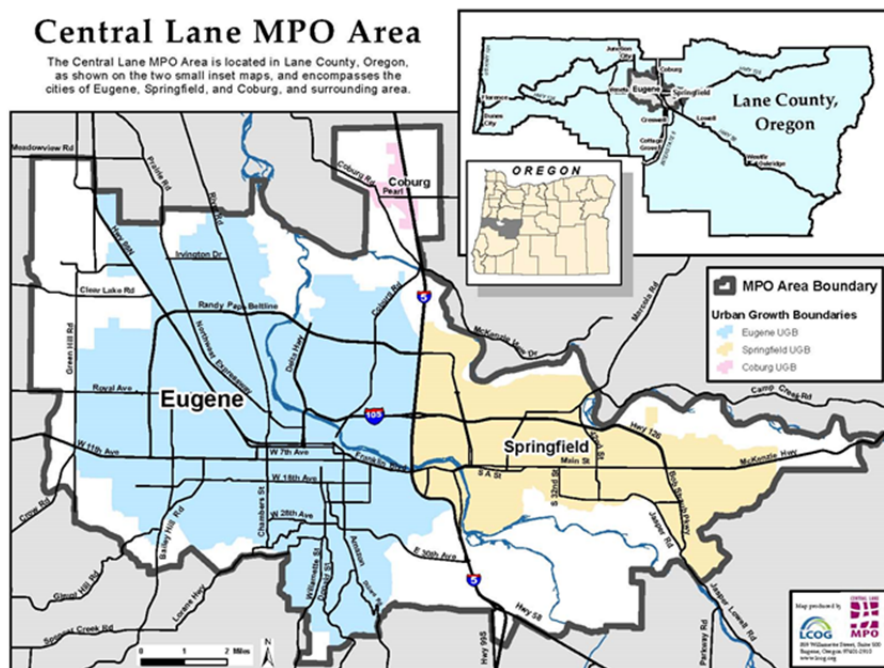
## Attachment 3: Data Summary

**Risky Behavior** related crashes include crashes that involve impaired driving (alcohol and drugs), speed, unrestrained occupants, and inattention. These crashes are a contributing factor in 44% of the fatal and severe injuries in Lane County between 2007 and 2014. About 65% of the fatal and severe injuries related to **Risky Behavior** crashes happened in the area outside the MPO boundary while the remaining 35% occurred within the MPO boundary.

Frequency (2007-2014)					
CLMPO			Non-CLMPO		
Emphasis Area	Fatal & Severe Injuries	Percentage of Total (610)	Emphasis Area	Fatal & Severe Injuries	Percentage of Total (587)
<b>Risky Behaviors</b>			<b>Risky Behaviors</b>		
Impaired Driving	118	19%	Impaired Driving	187	30%
Speed Involved	79	13%	Speed Involved	242	39%
Unrestrained Occupants	30	5%	Unrestrained Occupants	80	13%
Inattention	27	4%	Inattention	23	4%

### Central Lane MPO Area

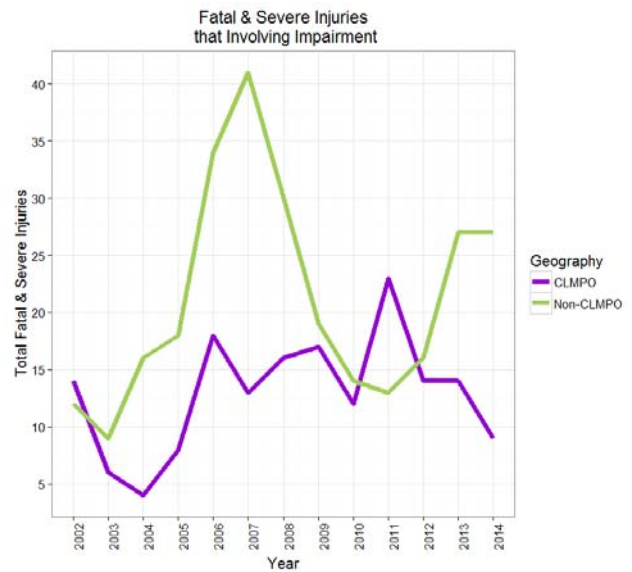
The Central Lane MPO Area is located in Lane County, Oregon, as shown on the two small inset maps, and encompasses the cities of Eugene, Springfield, and Coburg, and surrounding area.



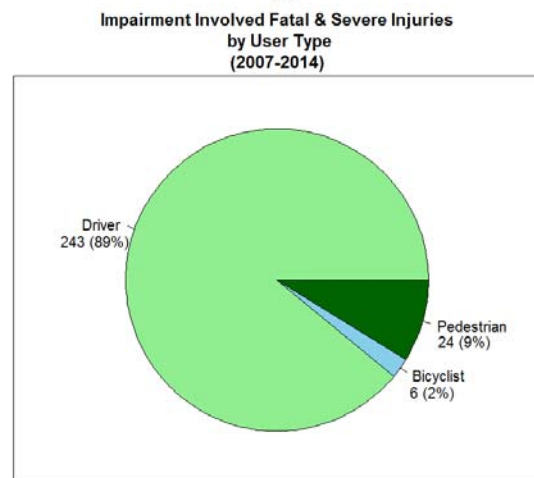


**Impaired Driving** – A fatal or severe injury involving a driver under the influence of alcohol or drugs

- Impaired driving related fatal and severe injuries account for 20% and 30% of the On average over the years analyzed, impaired driving accounts for 20% and 30% of the fatal and severe injuries in the CLMPO and Non-CLMPO areas respectively.

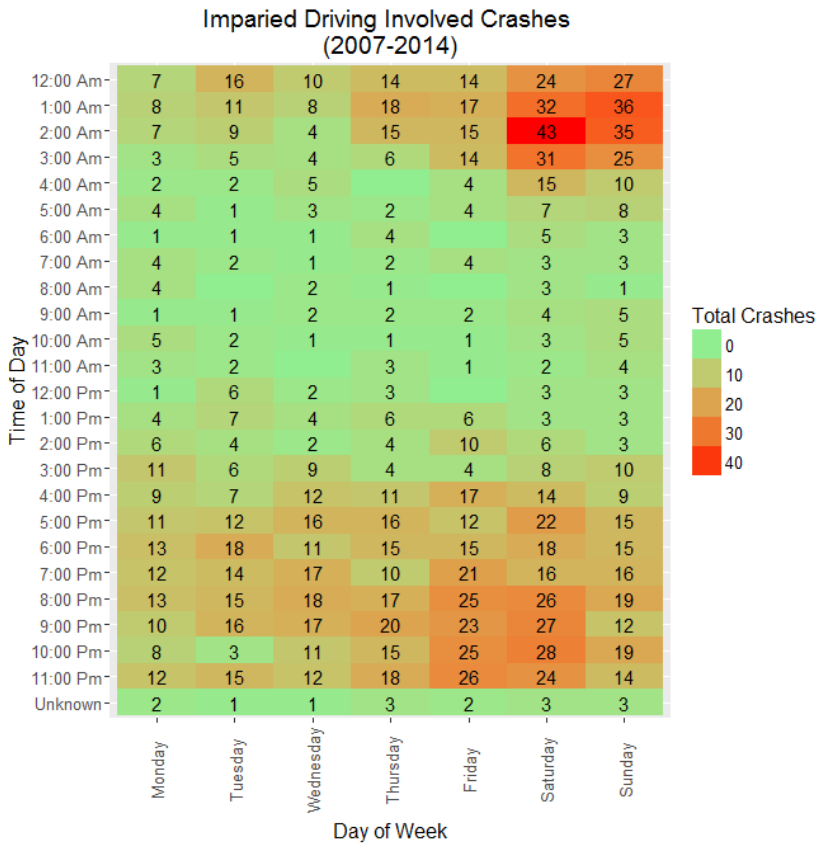


- Nearly 90% of the fatal and sever injuries are drivers of vehicles while the remaining proportion are bicyclists and pedestrians. Of the 24 pedestrian injuries, the driver was also impaired during the collision

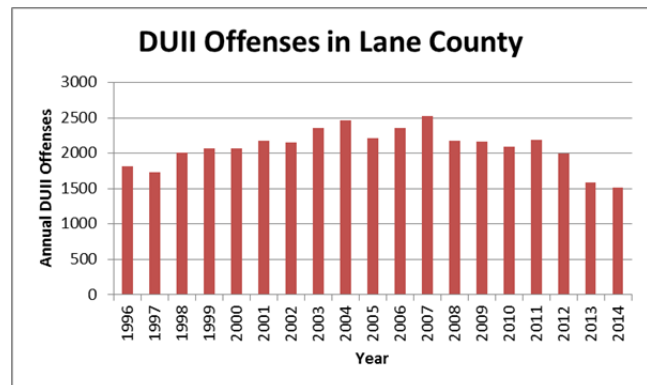




- Fatal and Sever Injuries occur throughout the week but do tend to cluster on weekends in the early morning hours between 12:00 am and 3:00 am. Of all crashes involving impaired driving, 40% occur on Saturday or Sunday.
- Though the early morning hours of the weekend have a high number of impaired crashes, 30% of impaired crashes occur on a Monday, Tuesday or Thursday.

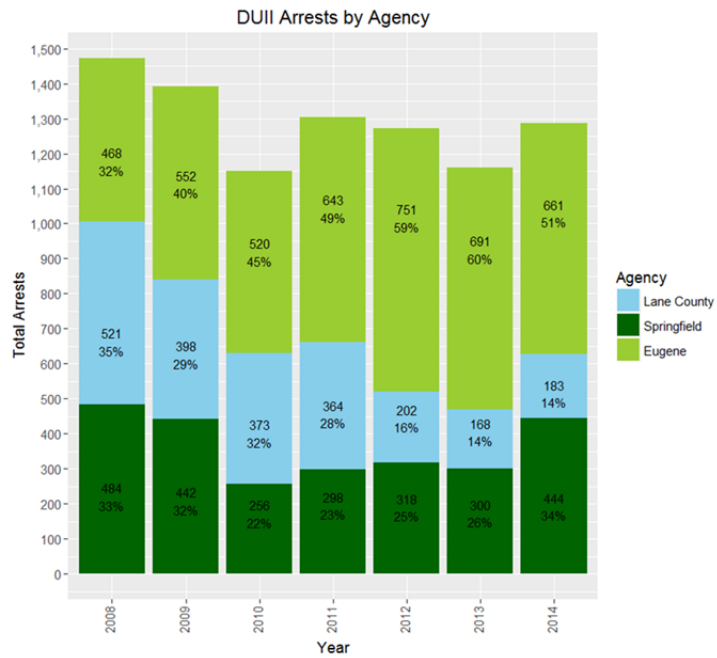


- DUII offenses are trending downward relative to past years. Enforcement outcomes like these are driven by many elements, such as staff resources and grant funding.



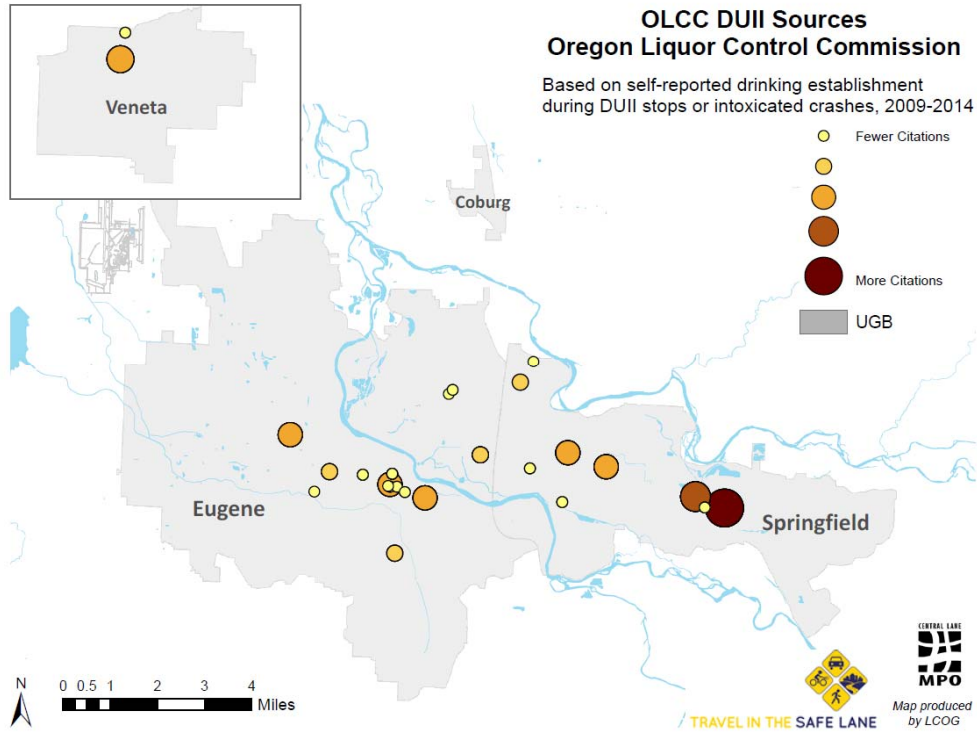


- Total DUII arrests from officers with Eugene and Springfield Police and Lane County Sherriff have been slightly declining over the year 2008 to 2014. Arrests and citations for a given agency vary for the same reasons year to year variation exists, depending on staffing and resources.





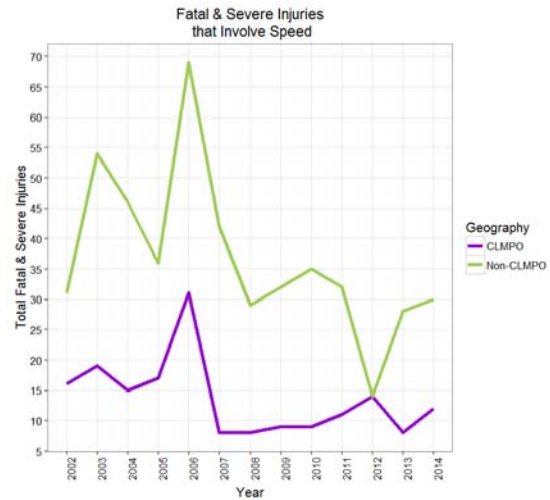
- Though a greater proportion of impaired fatal and severe injuries occur outside the urban area many of the DUII citation sources exist within the urban area.



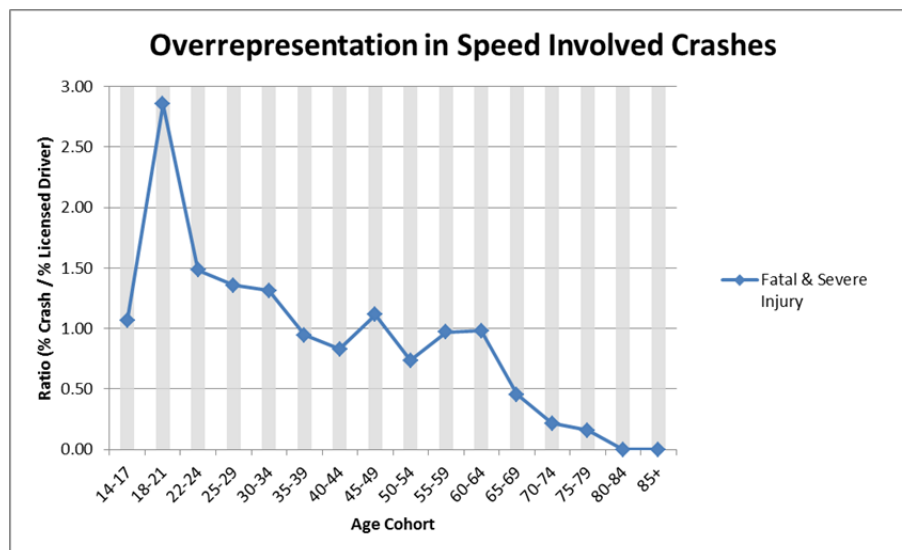


**Speed Involved** – A fatal or severe injury involving a driver driving too fast for conditions or faster than the posted speed limit. These crashes many times include careless or reckless driving as well.

- Fatal and severe injuries involving speed make up 13% and 40% of the total fatal and severe injuries in the CLMPO and Non-CLMPO areas respectively.

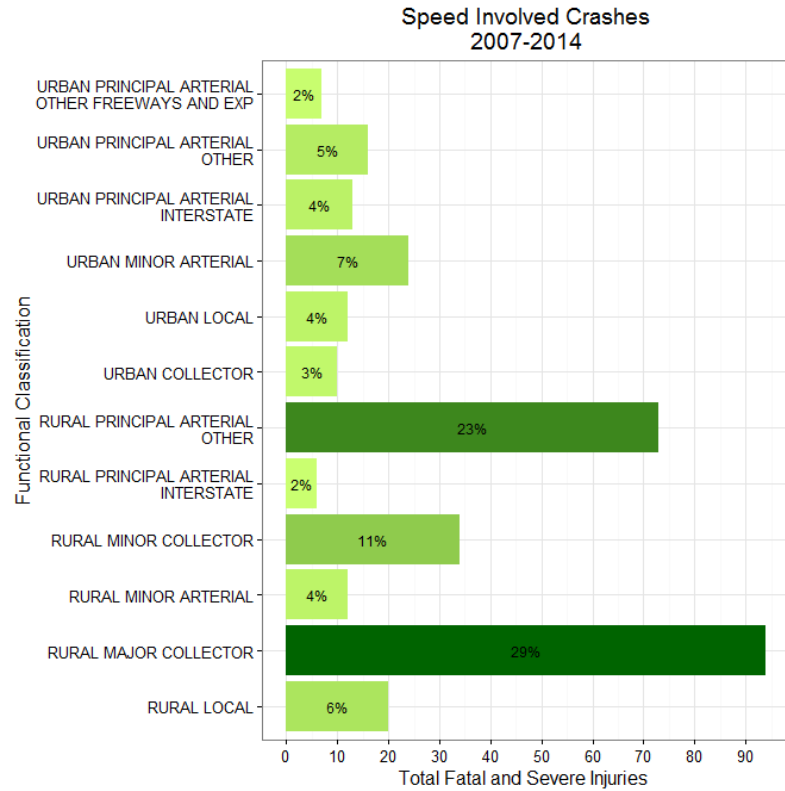


- The age of the offending driver tends to be between 18 and 34 with 18-21 year olds exhibiting the greatest overrepresentation in these outcomes though 22-34 year olds are also overrepresented in these outcomes relative to their representation in the number of licensed drivers. Any value over 1 below indicates over representation.





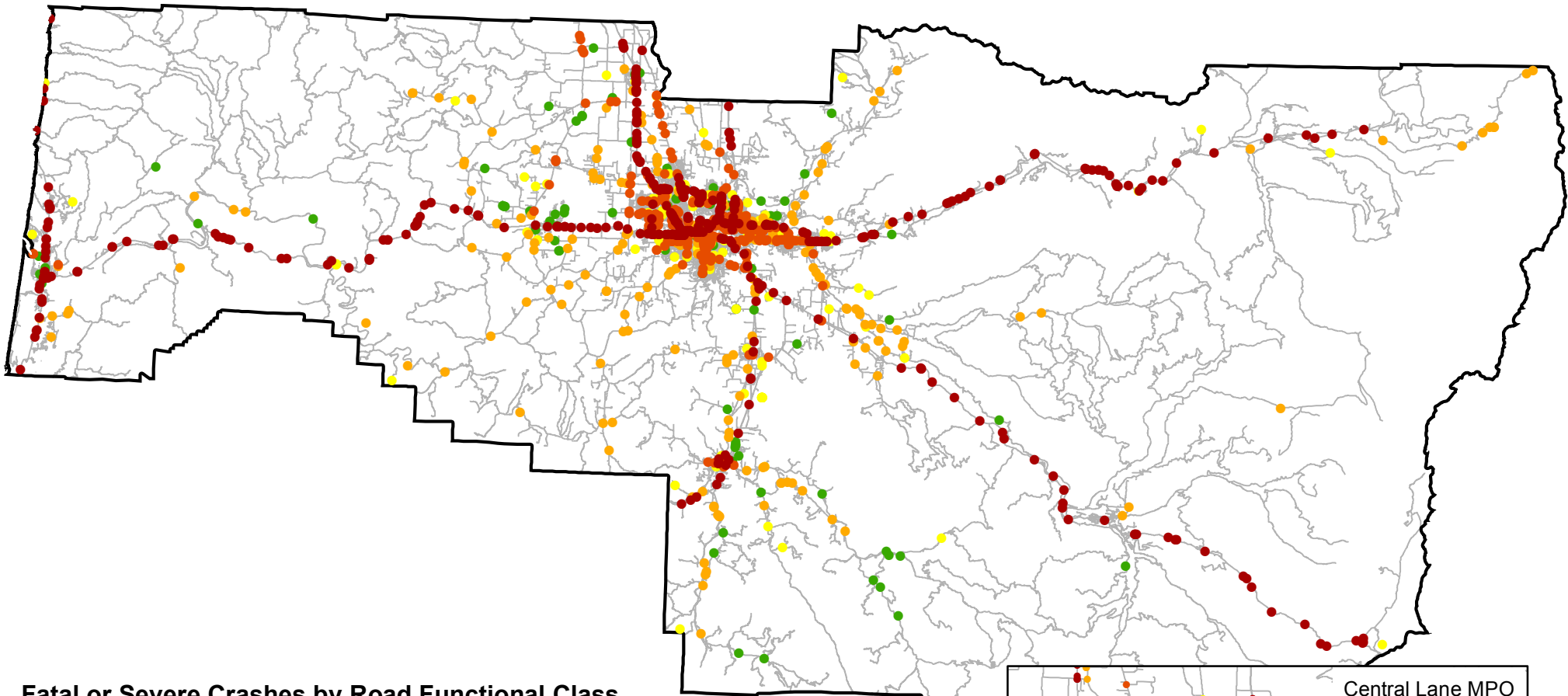
- Speed involved crashes occur more frequently in the rural areas of the county with 29% occurring on rural major collectors and 23% occurring on rural principle arterials (other) facilities. There is no real pattern in rural major collector facilities that generate these crash outcomes and instead they are spread across these kinds of facilities throughout the rural areas of the county. Conversely, the rural principle arterial (other) crashes occur on the McKenzie Highway, Highway 126 and Highway 58.



• A map of the speed involved crashes on rural major collectors don't show a discernable pattern whereas crashes on the rural principle arterials (other) occur on the facilities people use most often.

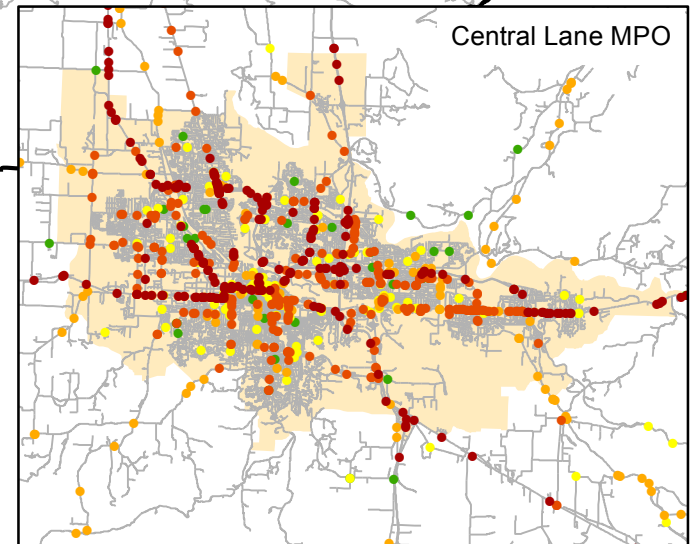
# Fatal and Severe Crashes in Lane County

2002-2014



## Fatal or Severe Crashes by Road Functional Class

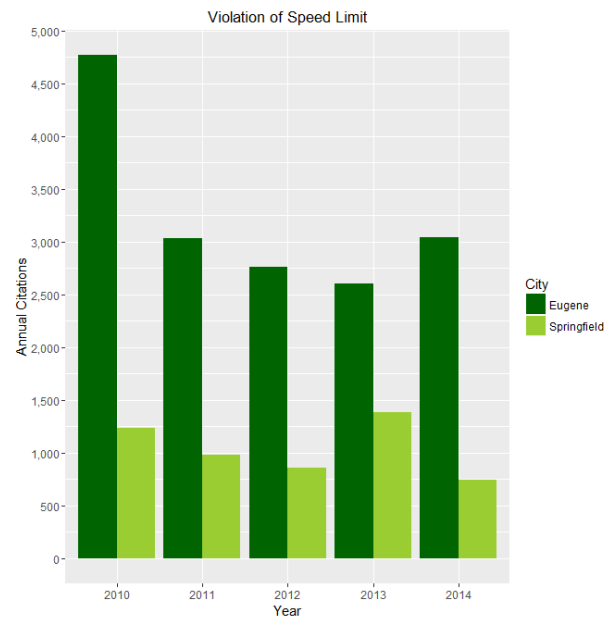
- Collector
- Minor Collector
- Local
- Major Collector
- Minor Arterial
- Major Arterial







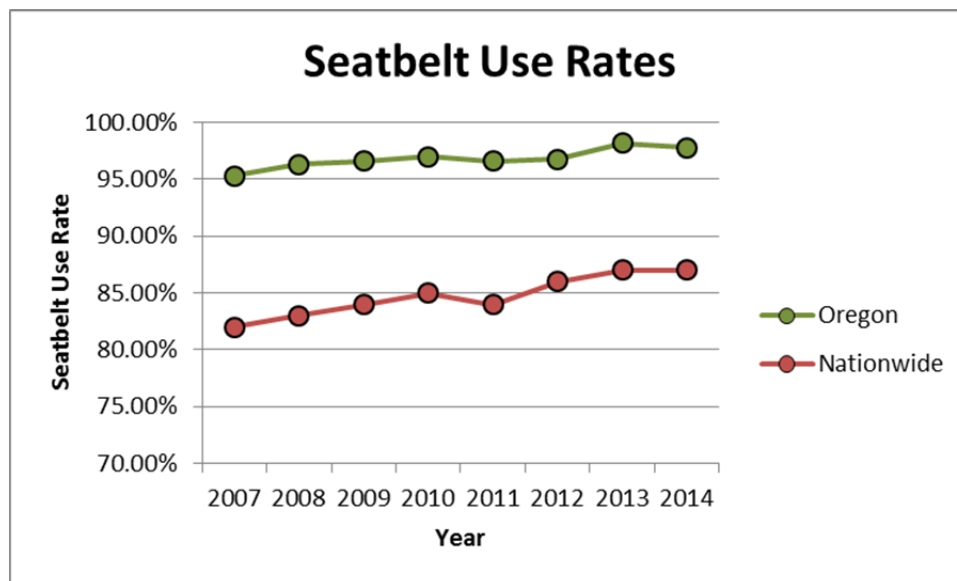
- Eugene and Springfield Police maintain voluntary compliance of speed limits by enforcing the existing laws. This enforcement effort is subject to staffing resources and other elements not necessarily related to the number of people breaking the law.





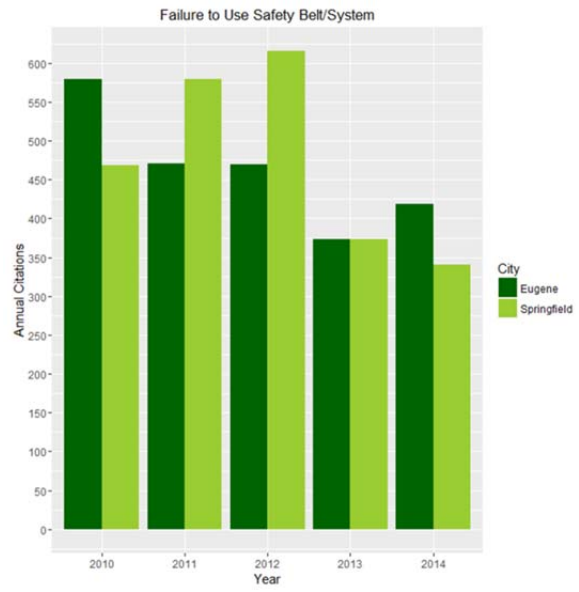
**Unrestrained Occupants** – Vehicle occupants that are not wearing a seat belt or proper child restraint. Without proper occupant restraint the likelihood that crashes are more serious increases.

- Seatbelt use and proper child restraints represent 9% of the fatal and severe injuries in Lane County. In fact there was only one severe injury involving a child not properly wearing a child restraint system correctly between 2007-2014.
- All instances of occupants not wearing seatbelts also involve impaired driving or speed.
- Seatbelt use in Oregon is higher than the national average and near 100%. This emphasis area represents some signs of success but contoured effort is needed to maintain progress.





- Wearing a seatbelt law became the law in Oregon in 1990 and law enforcement and is a primary offense.

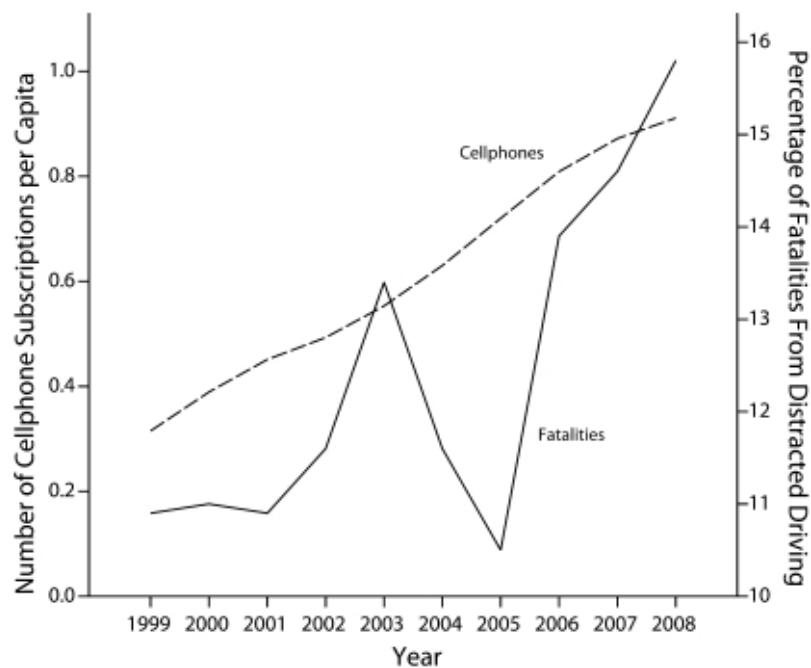




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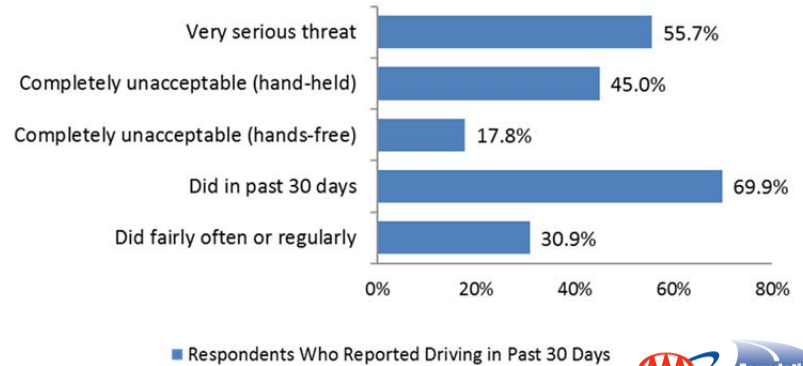
**Inattention** - is the act of driving while engaged in other activities—such as looking after children, texting, talking on the phone or to a passenger, watching videos, eating, or reading. These activities take the driver's attention away from the road.

- Crash data used for other emphasis areas is less useful for inattention because elements like cell phone use are mostly on a self-reported basis and are therefore likely underrepresented in these data. From other sources however we know that inattention is a problem and is likely growing.
- Research published in the American Journal of Public Health (2010) demonstrated that the percentage of traffic related fatalities associated with distracted driving is growing as is cell phone subscriptions.



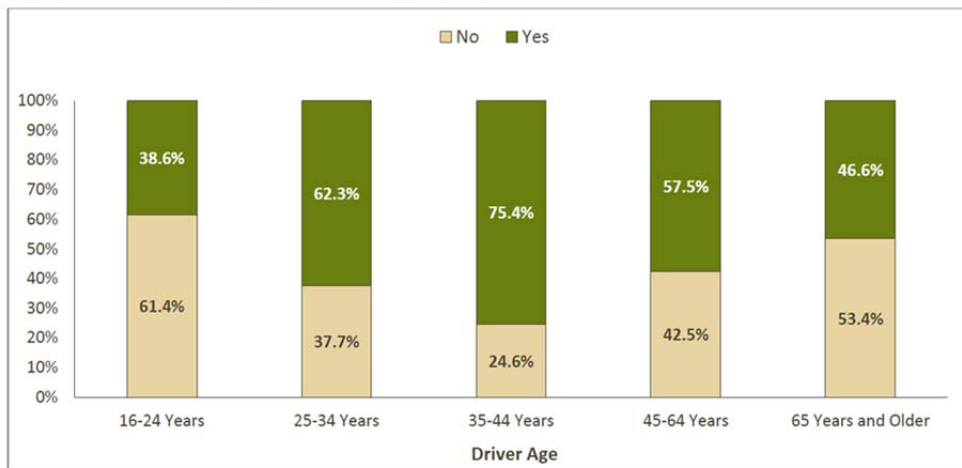


- In a recent AAA study it was found that over half of people surveyed thought that cell phone use and driving were a “very serious threat” however nearly 70% of people reported having used their cell phone while driving in the last 30 days.



- A recent study done of Bend, Oregon residents showed that drivers of all ages reported using their cell phone while driving. People aged 35-44 were the age group with the highest proportion reporting they answer their phones while driving.

Figure 3: Cell Phone Usage While Driving by Age

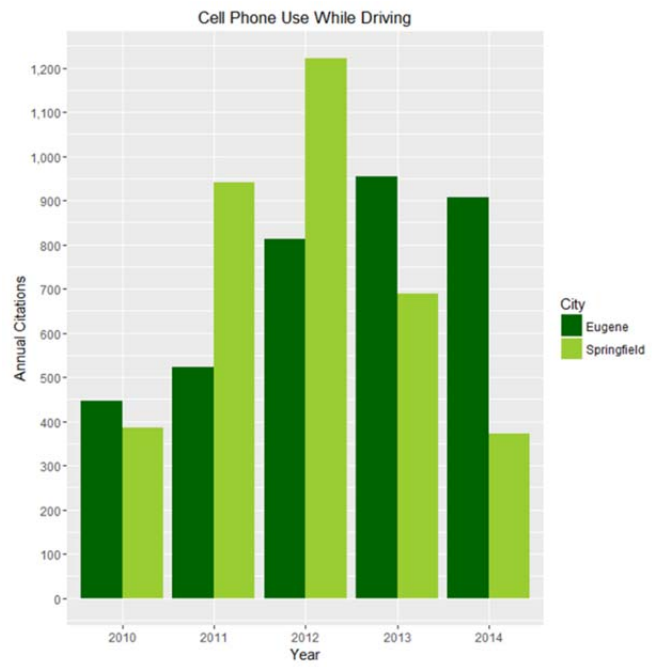


Q3: When you are driving, do you ever make or answer cell phone calls?  
AGE: What is your age? (recoded into groups)  
Unweighted N = 346

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



- Police departments in Eugene and Springfield issue citations for cell phone use while driving.





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