



TRAVEL IN THE SAFE LANE

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



Agenda

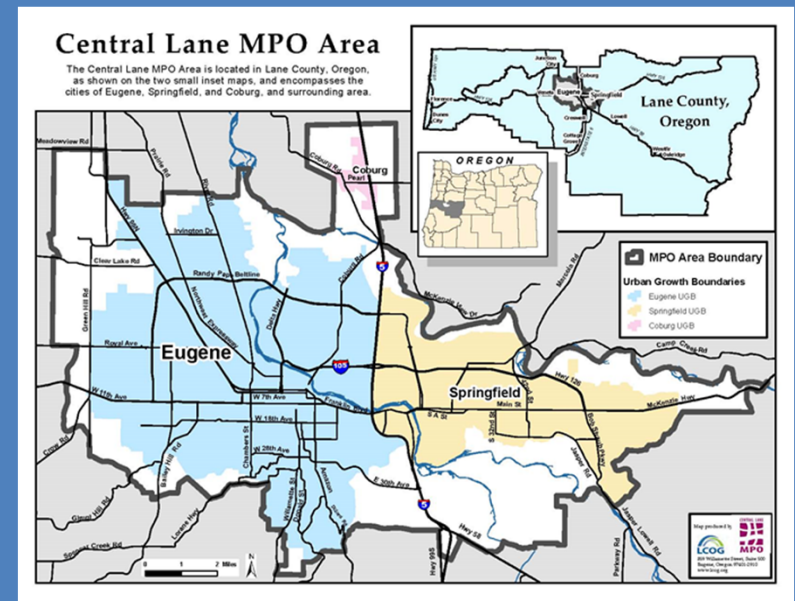


1. Planning Process Review
2. What are Emphasis Areas?
3. Risky Behaviors Data Review
4. Summary of Small Group Results

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



Planning process review:

Data driven process



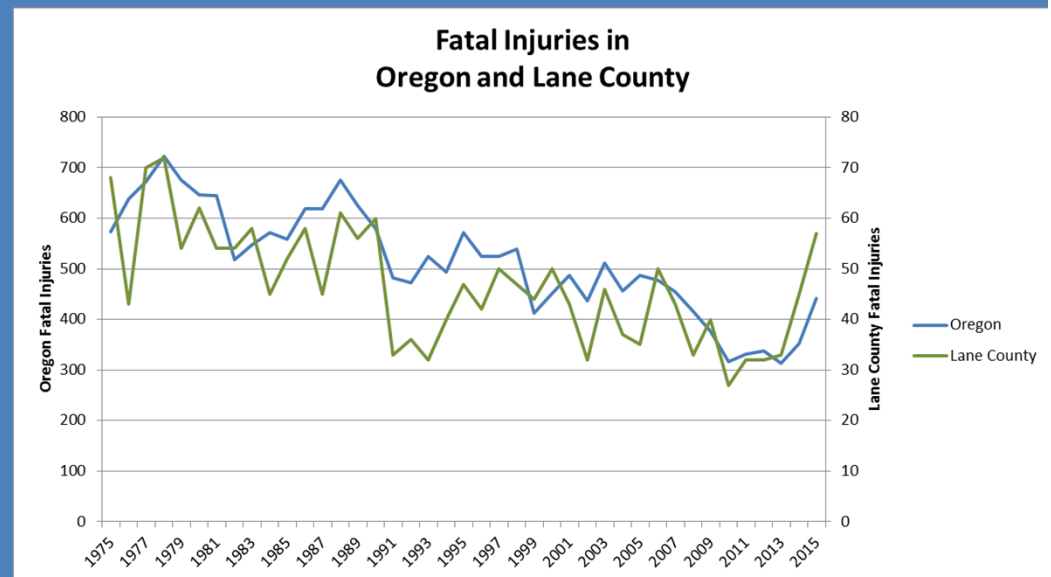
Datasets being used:

- 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									
Emphasis Area	Quantitative Criteria				Qualitative Criteria			Geographic Focus	
	Frequency	Severity	Trend	Disparate Impact	Emphasis Area Overlap	Policy Focus	SAT Input	Rural	Urban
Risky Behaviors (Why)									
Impaired Driving	●	●	◐	○	◐	●	●	x	x
Speed Involved	◐	◐	○	○	●	○		x	x
Unrestrained Occupants	◐	●	◐	○	○	○	●	x	-
Inattention	○	○	◐	○	◐	○	●	x	x
Vulnerable Users (Who)									
Pedestrian	◐	●	◐	●	●	●	●	-	x
Bicycle	◐	●	◐	●	●	●	●	-	x
Motorcycle	◐	●	◐	●	○	○		x	x
Young Drivers (15-21)	◐	○	◐	●	◐	◐	●	x	x
Infrastructure (Where)									
Principle Arterials - Other	●	○	●	●	●	○		x	x
Minor Arterials	●	○	●	●	●	○		-	x
Major Collectors	●	◐	●	●	○	○		x	-
Intersections	●	○	●	●	●	○		x	x
Foundational									
EMS, Data, Training, Leg.	NA							x	x

Agenda

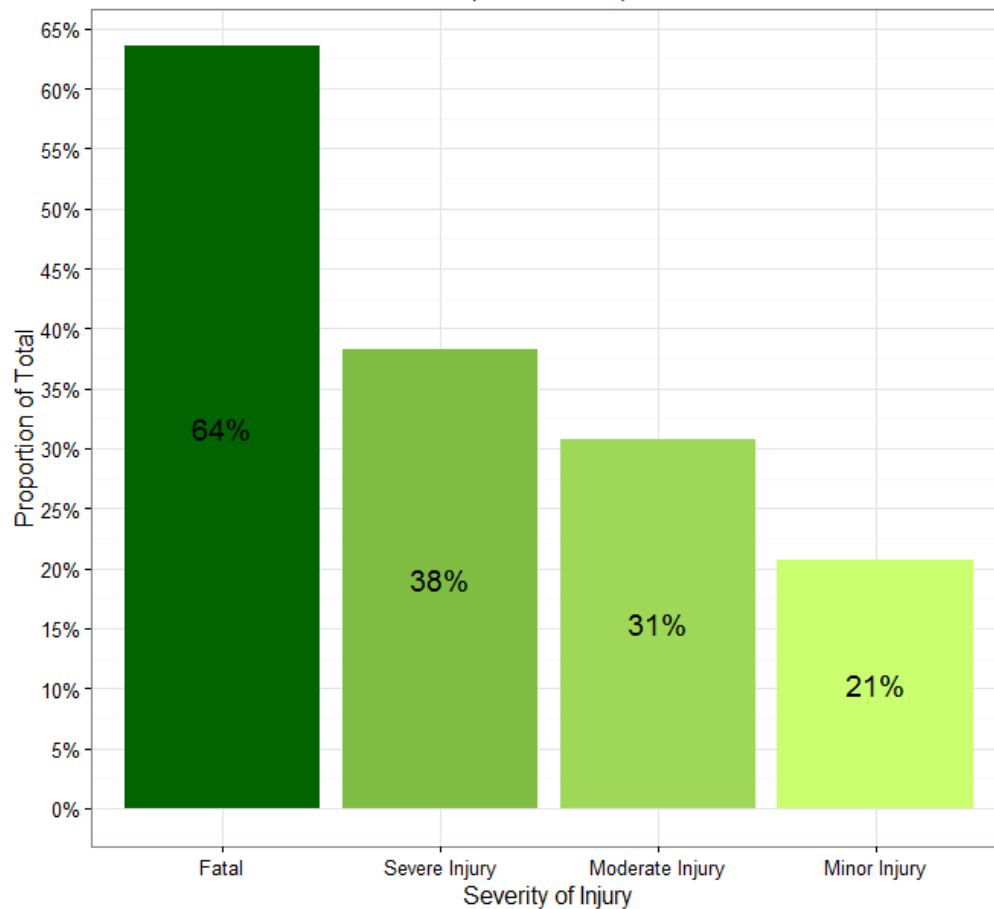


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Overview of Risky Behavior Emphasis Area



Risky Behavior Involved Crashes as
Proportion of Total Crash Outcomes
(2007-2014)



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

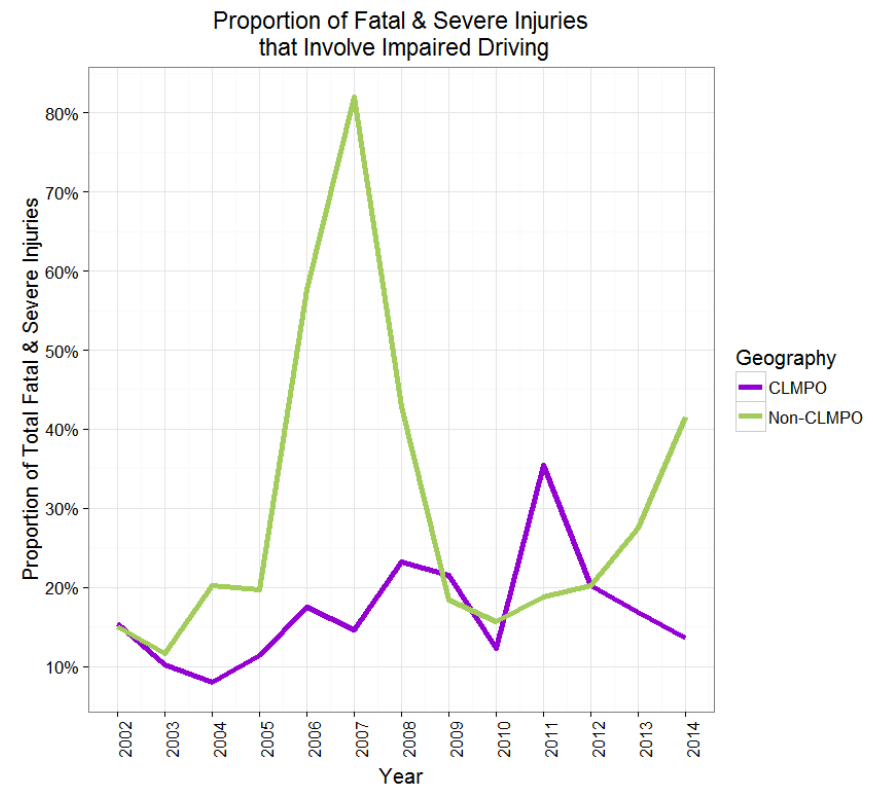
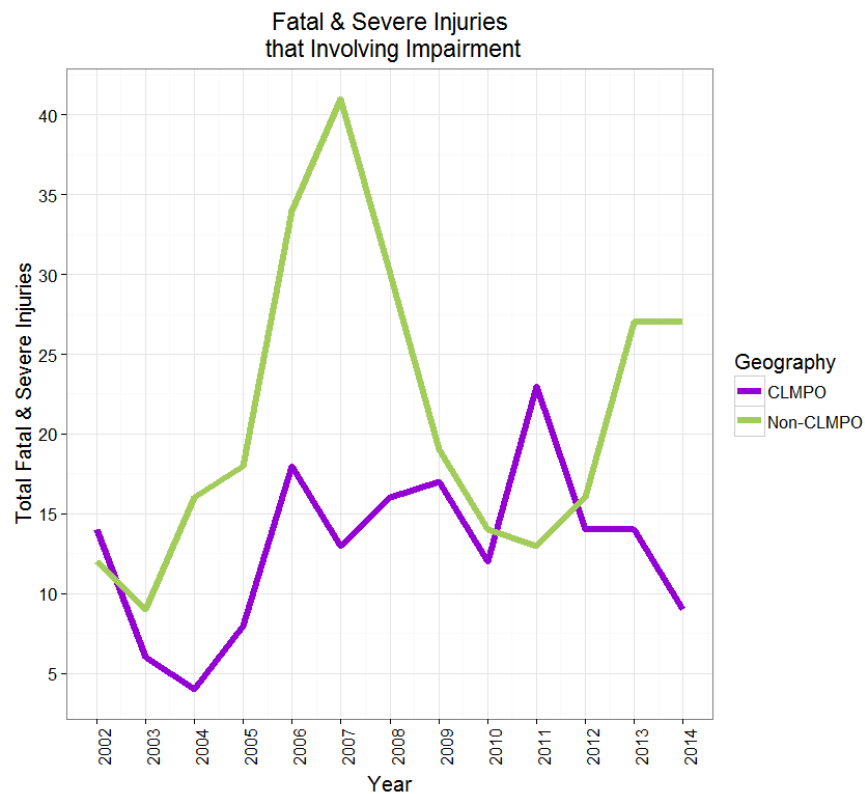


Impaired Driving Crash Outcomes



Average % of Total

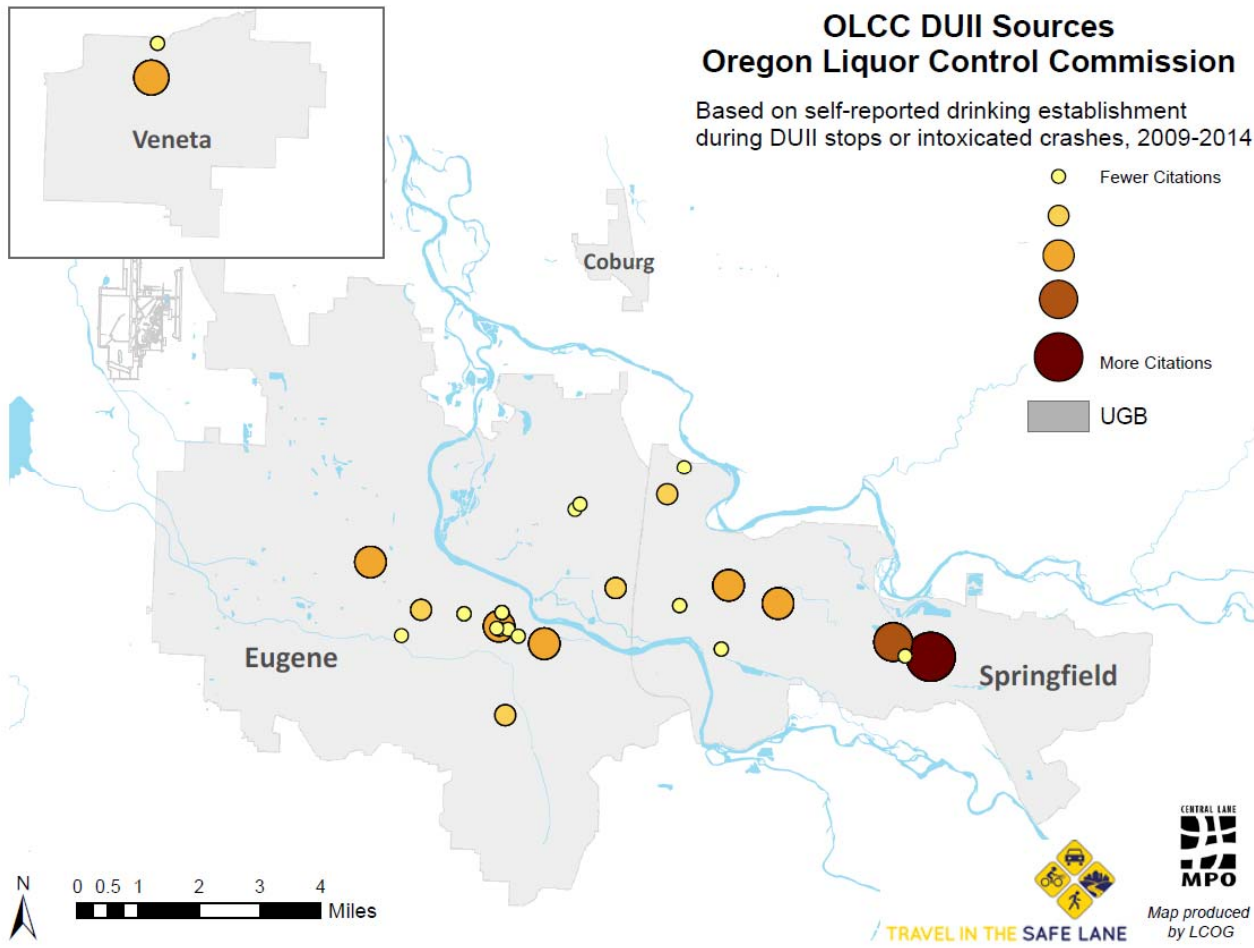
- CLMPO = 20%
- Non-CLMPO = 30%



OLCC DUI Source Data



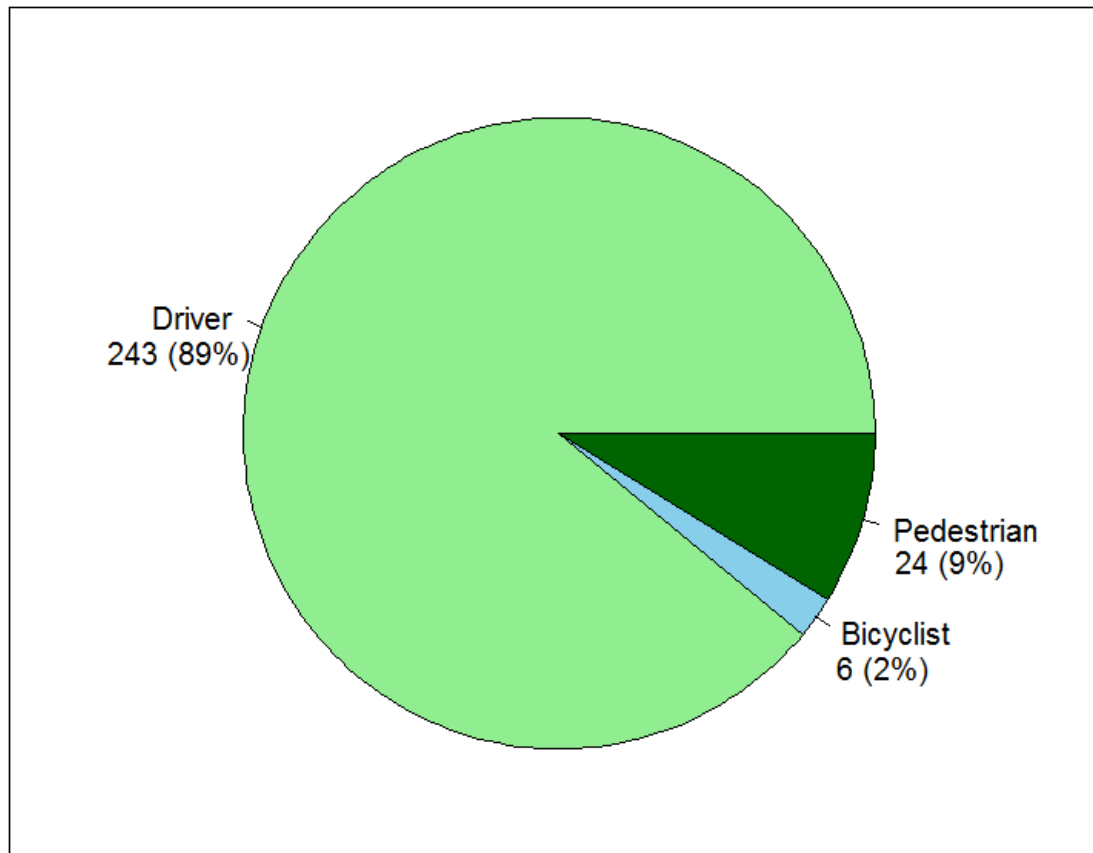
Known hotspots of activity



Impaired Users by Type



**Impairment Involved Fatal & Severe Injuries
by User Type
(2007-2014)**

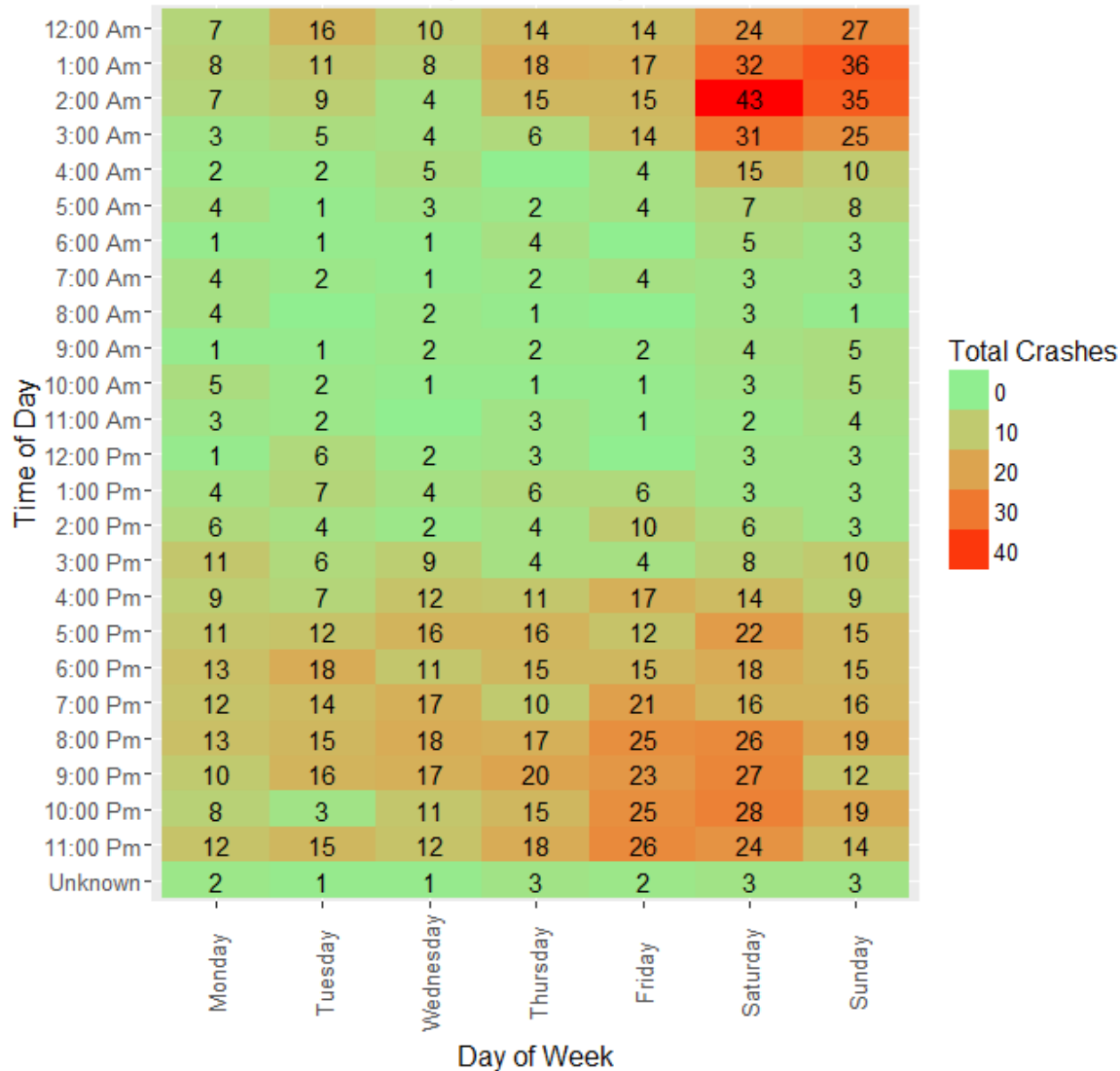


- Vast majority of impaired users involved in severe outcomes are drivers
- 6 of the 24 pedestrian injuries involved an impaired driver

Impaired Driving by Temporal Condition



Impaired Driving Involved Crashes
(2007-2014)



Early mornings hot spots

Saturday and Sunday morning especially common times/days

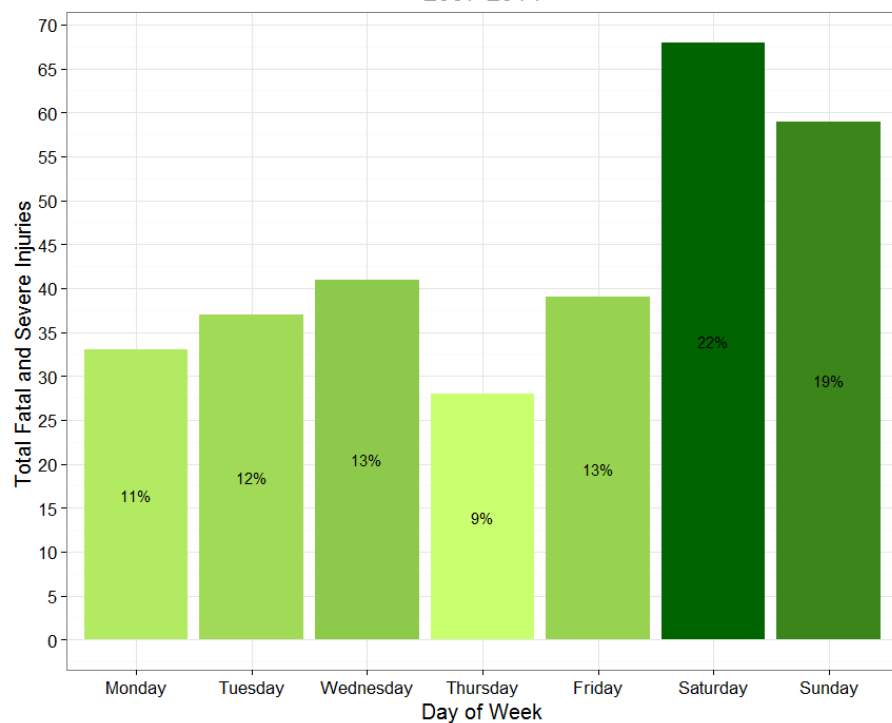
Impaired driving crashes occur through the week

Traffic Enforcement - DUI Arrest Data

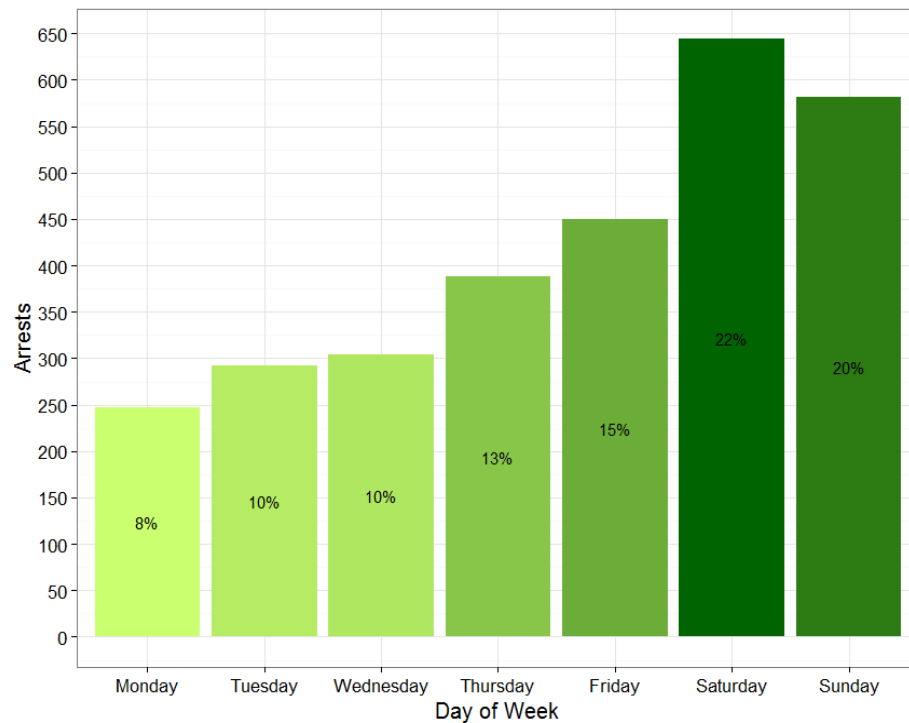


- Enforcement matching crash incidents
- Enforcement data does not include Eugene PD

Fatalities and Severe Injuries
by Day of Week
2007-2014



DUI Arrests
(Springfield and Lane County)
by Day of Week
2010-2014

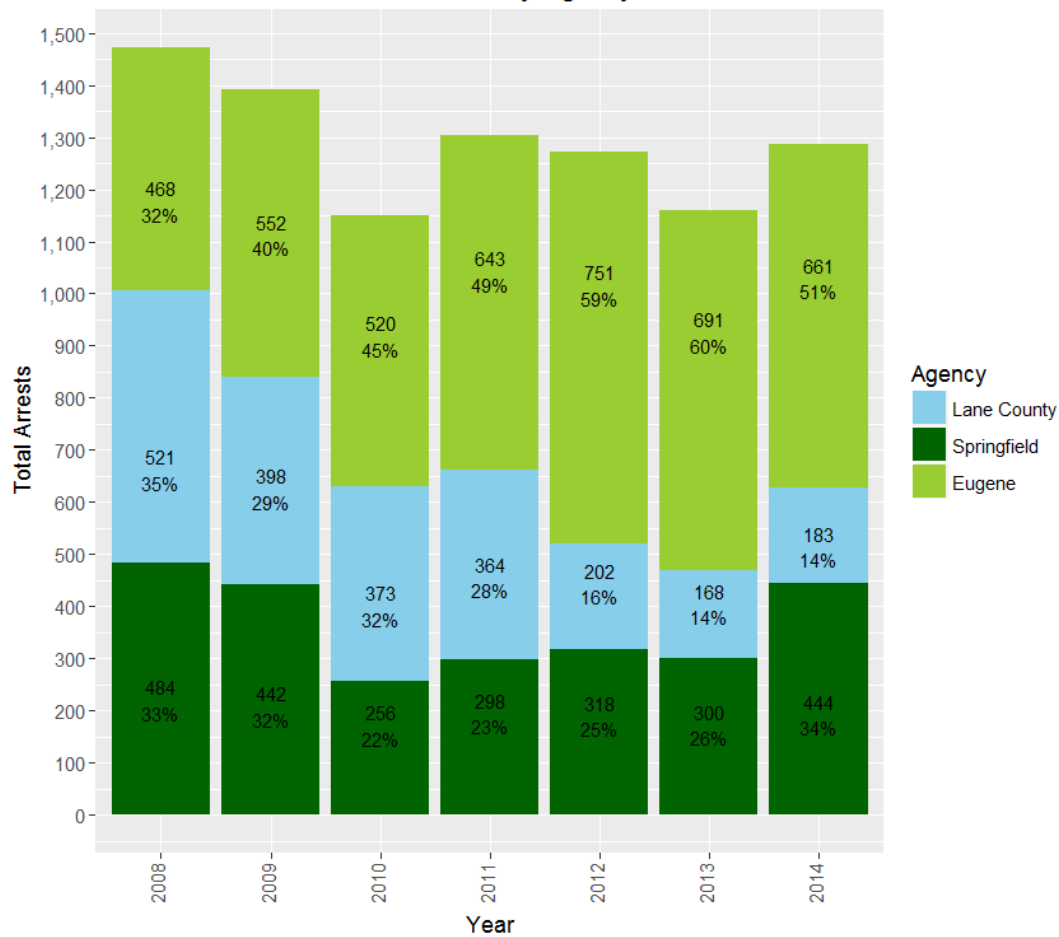


Traffic Enforcement - DUII Arrest Data

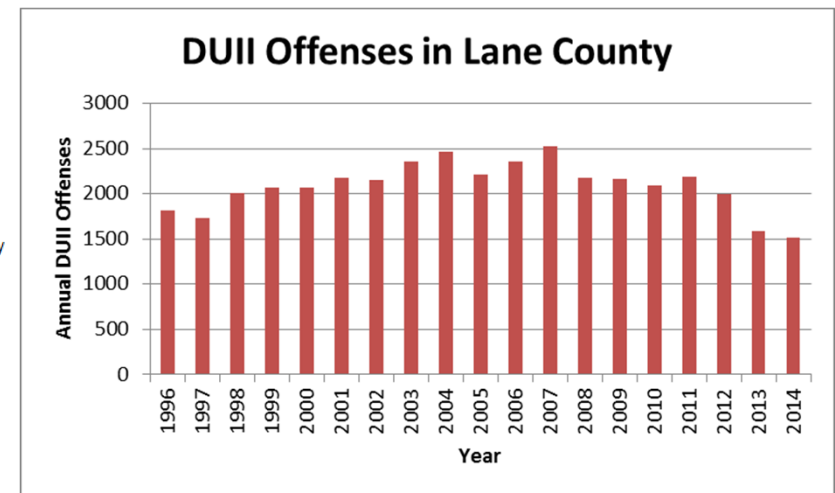


- Last 10 years of Countywide DUII offenses trending downward

DUII Arrests by Agency



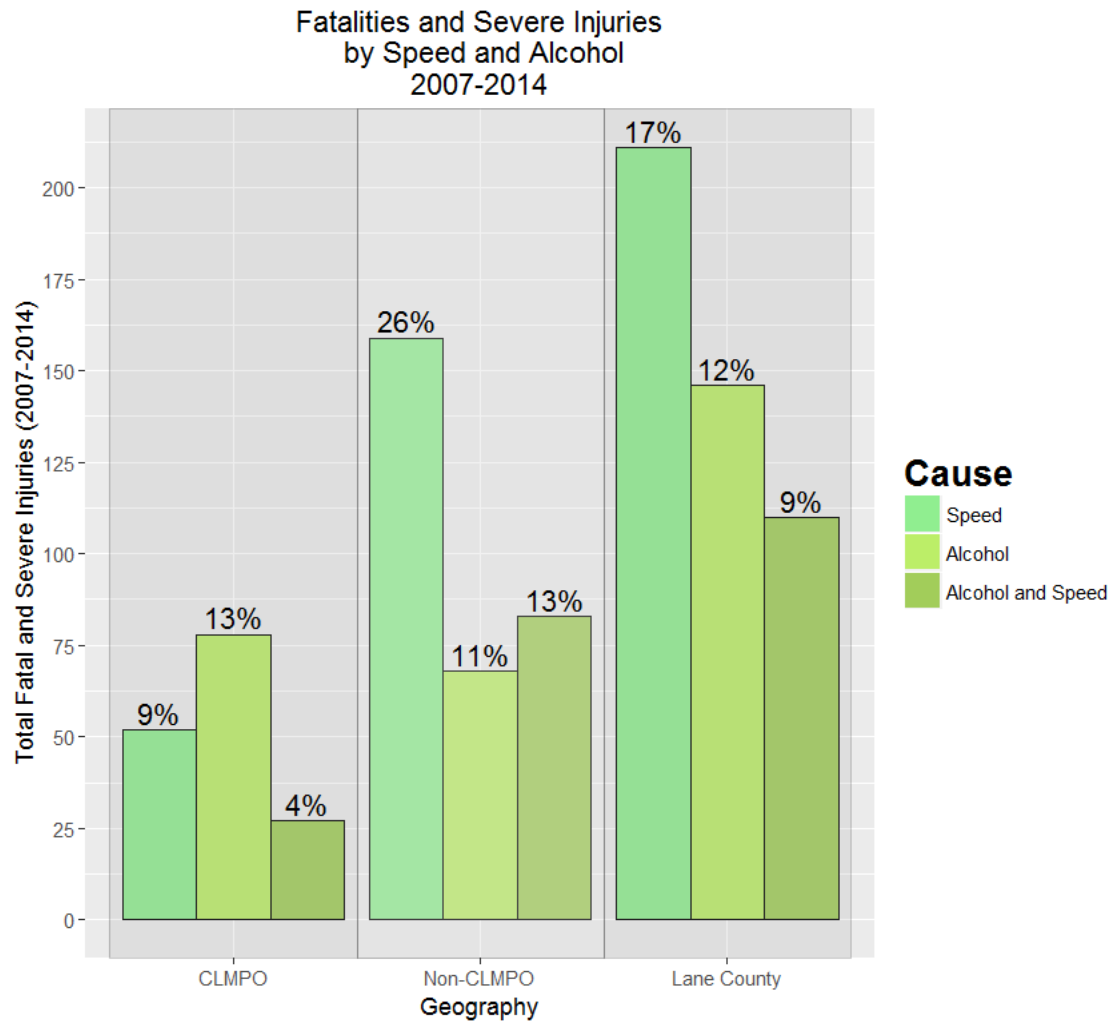
DUII Offenses in Lane County



Speeding and Alcohol Data Summary



- Speed and alcohol can go hand and hand



Risky Behavior Data Review



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



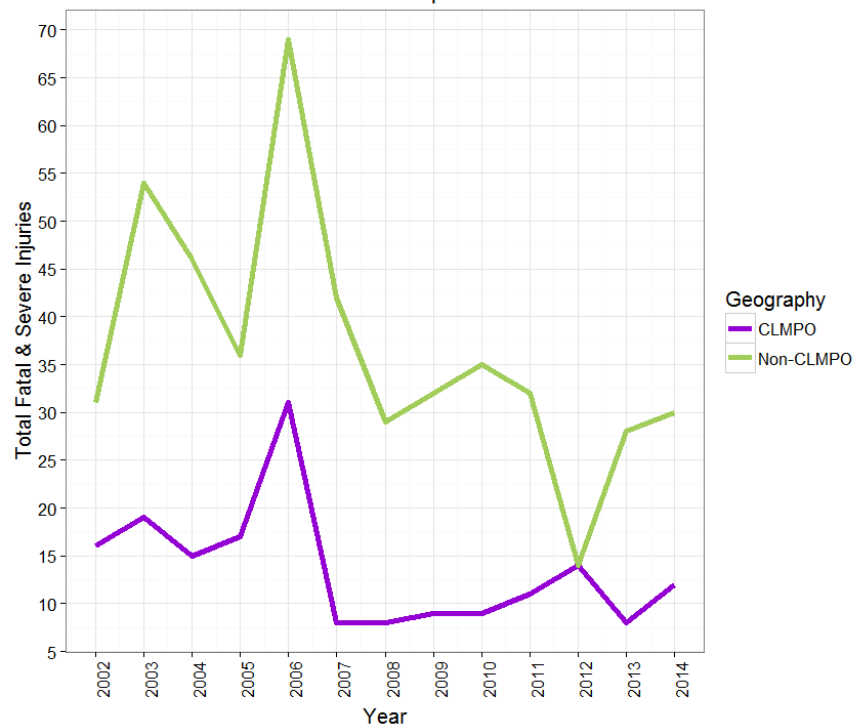
Speed Involved Crash Outcomes



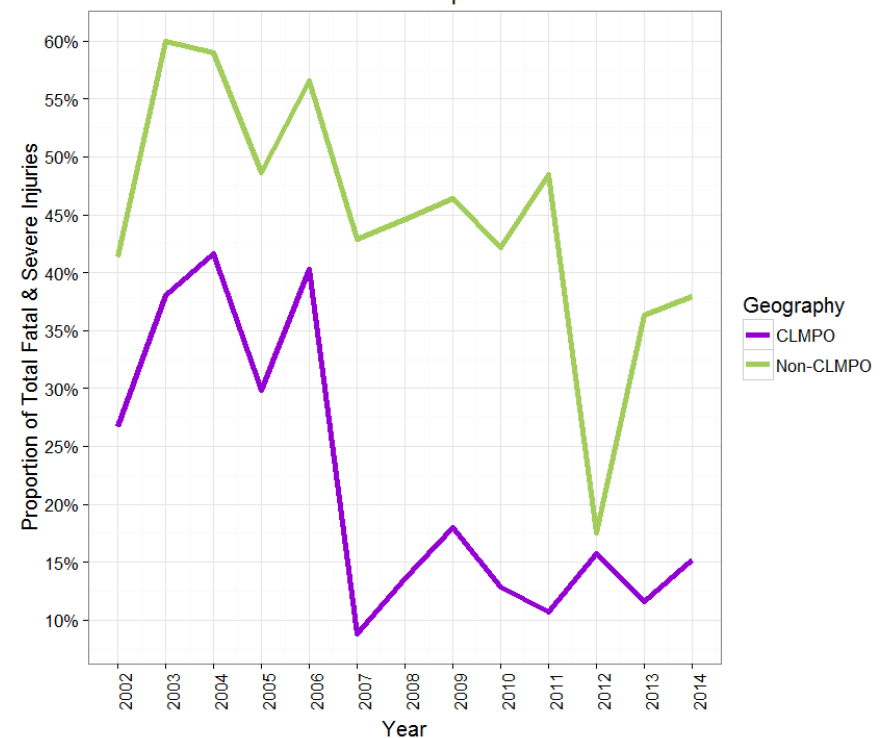
Average % of Total

- CLMPO = 13%
- Non-CLMPO = 40%

Fatal & Severe Injuries that Involve Speed



Proportion of Fatal & Severe Injuries that Involve Speed



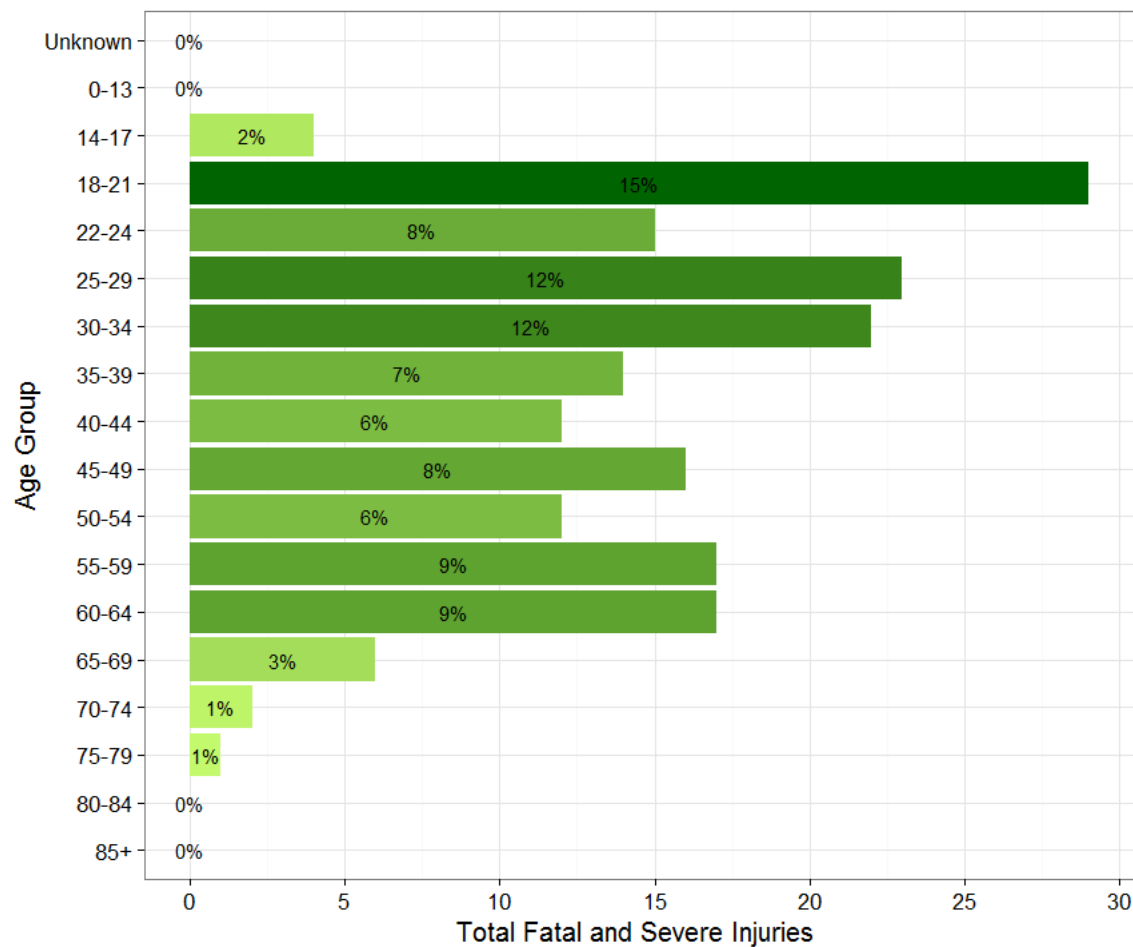
Speeding by Age of Offender



18-21 year olds over represented in Speed Involved Fatal and Severe Crashes

- ---
- ---

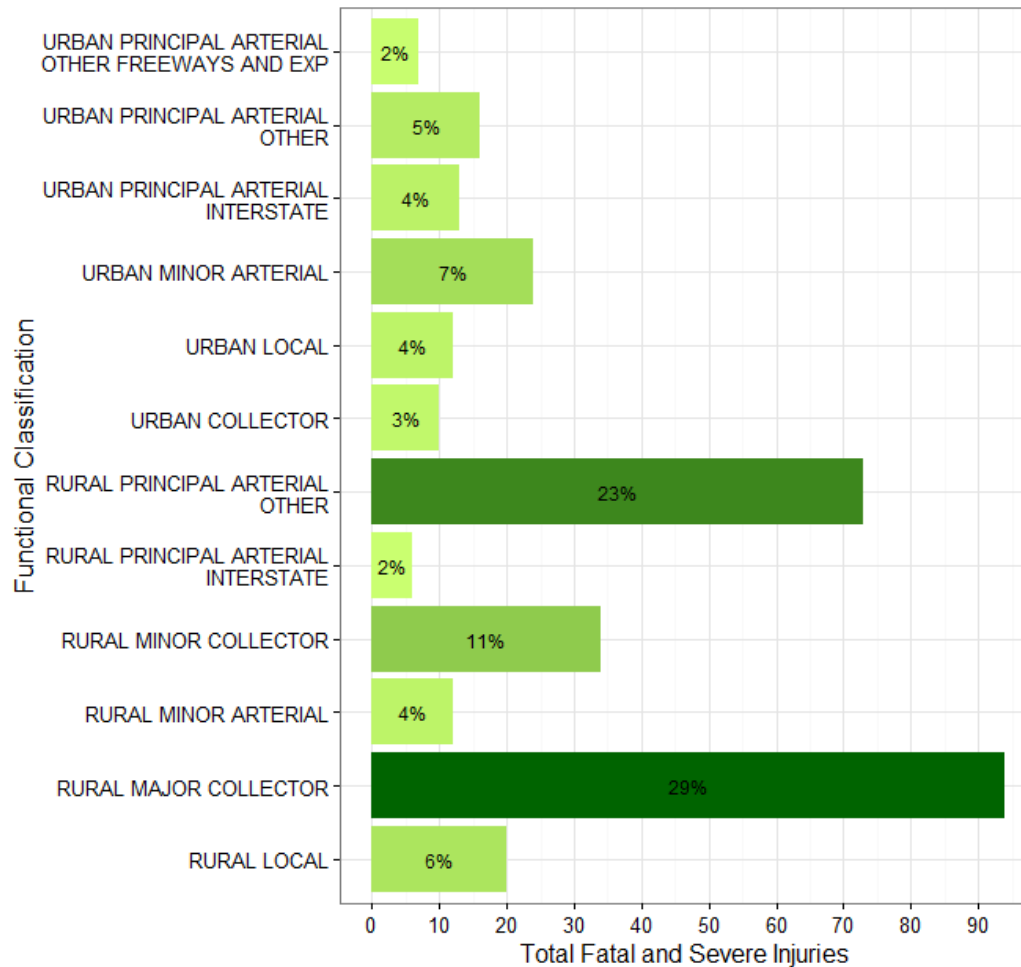
Offending Driver Age in Speed Involved Crashes
2007-2014



Speed Involved Summary



Speed Involved Crashes
2007-2014



Rural Principle Arterial

Other include:

- McKenzie Highway
- Highway 126
- Highway 58

Rural Major Collector

include:

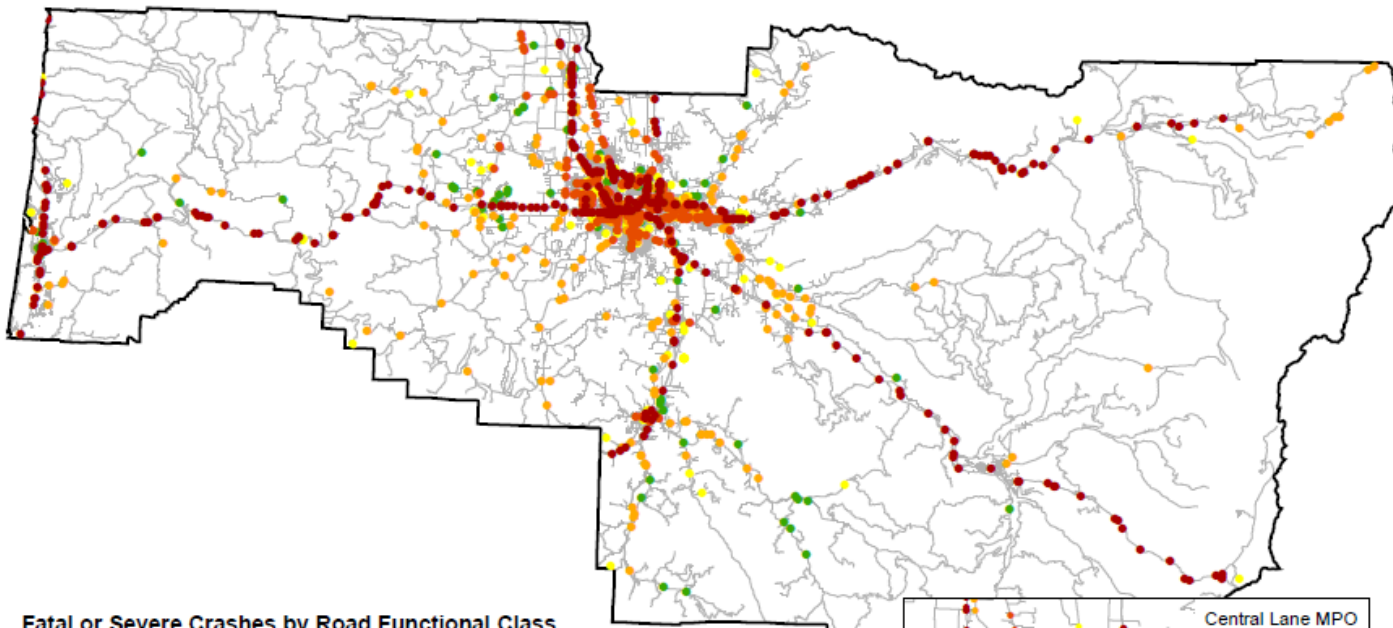
- Marcola Rd.
- Wolf Creek Rd.
- Pattern less discernable
- Rates likely very high these kinds of facilities

Speed Involved Location



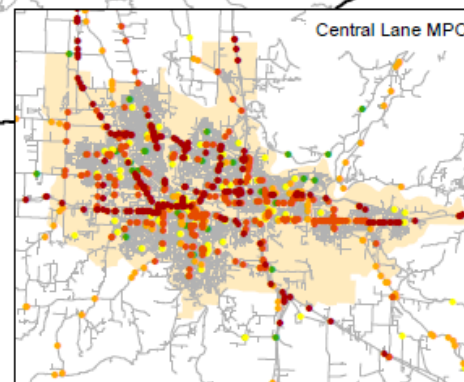
• A map of the speed involved crashes on rural major collectors don't show a discernable pattern whereas crashes on the rural principle arterials (other) occur on the facilities people use most often.

Fatal and Severe Crashes in Lane County
2002-2014



Fatal or Severe Crashes by Road Functional Class

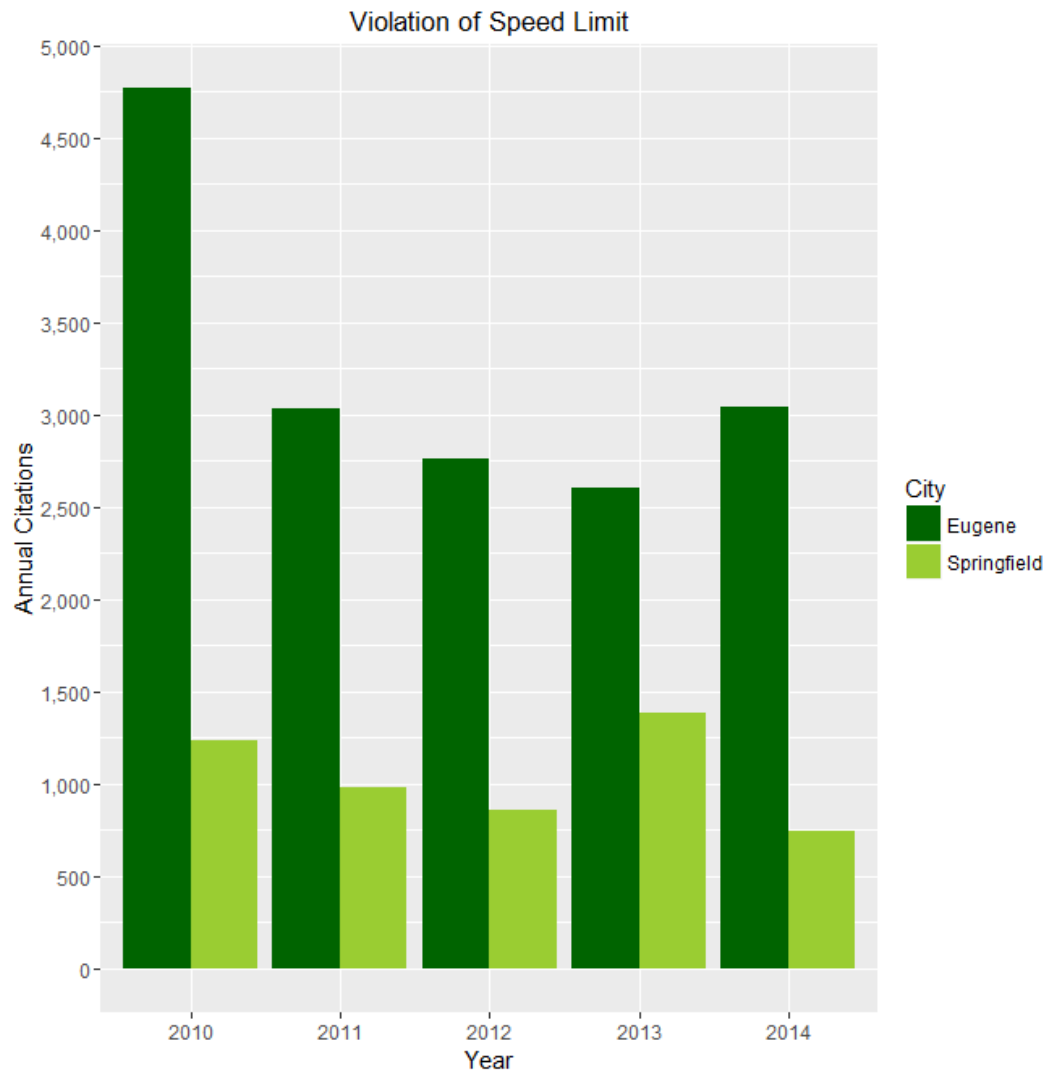
- Collector
- Minor Collector
- Local
- Major Collector
- Minor Arterial
- Major Arterial



Speed Limit Violation



- Citation data doesn't include warnings



Risky Behavior Data Review



1. Impaired Driving
2. Speed Involved
- 3. Inattention**
4. Unrestrained Occupants

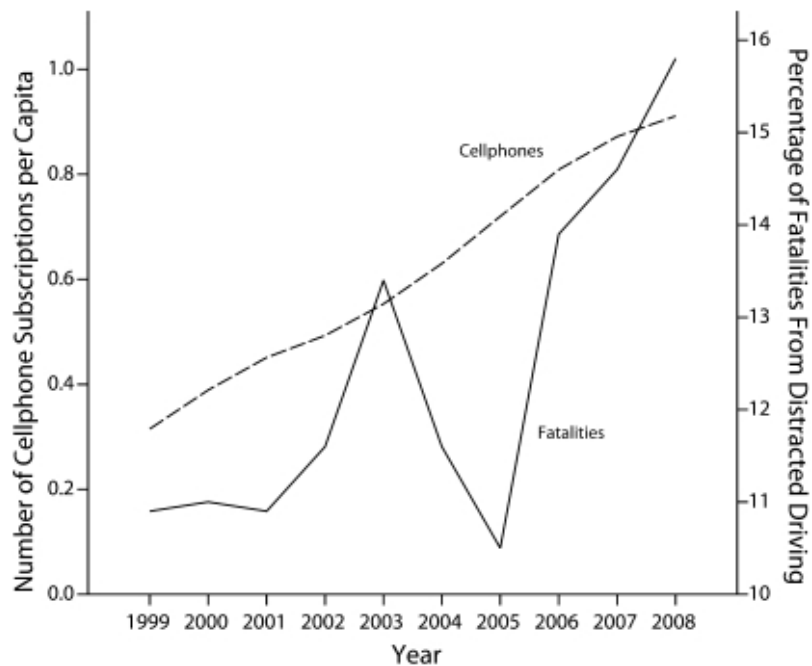


Inattention Data Summary



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

- Data on inattention is limited due to self-report
- Issue growing with widespread adoption of mobile technology
- Likely understated issue



Source: Trends in Fatalities From Distracted Driving in the United States, 1999 to 2008. American Journal of Public Health (2010)

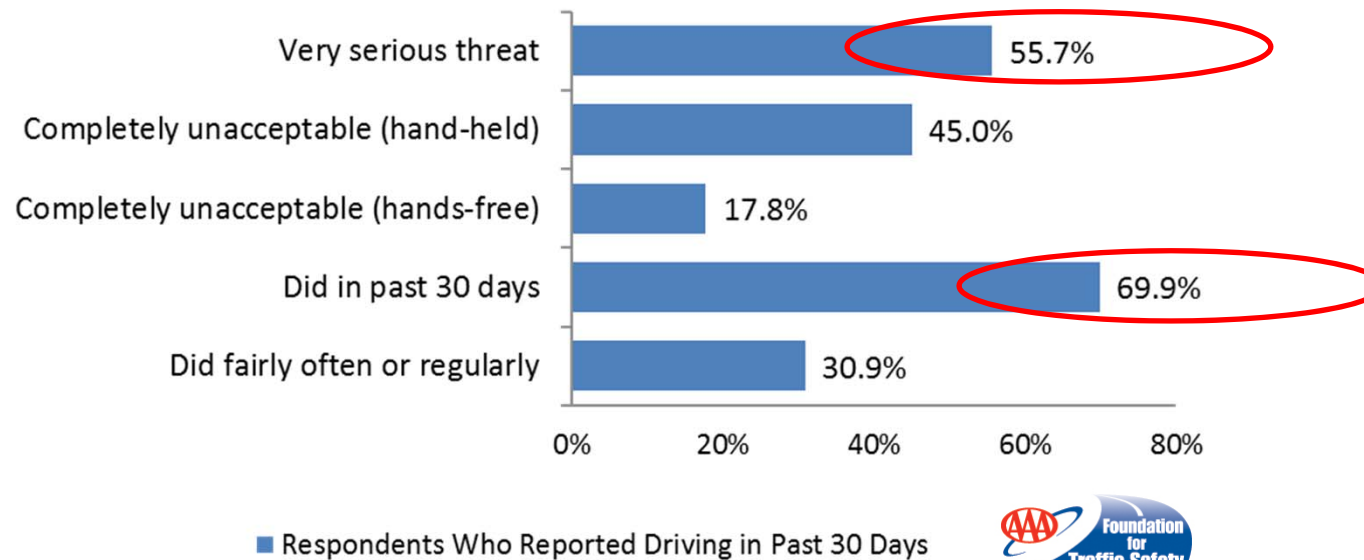
AAA Study Results



Recently released AAA study:

- Vast majority of us use our cell phone and drive
- Prevailing attitude - *"Do as I say, not as I do"*

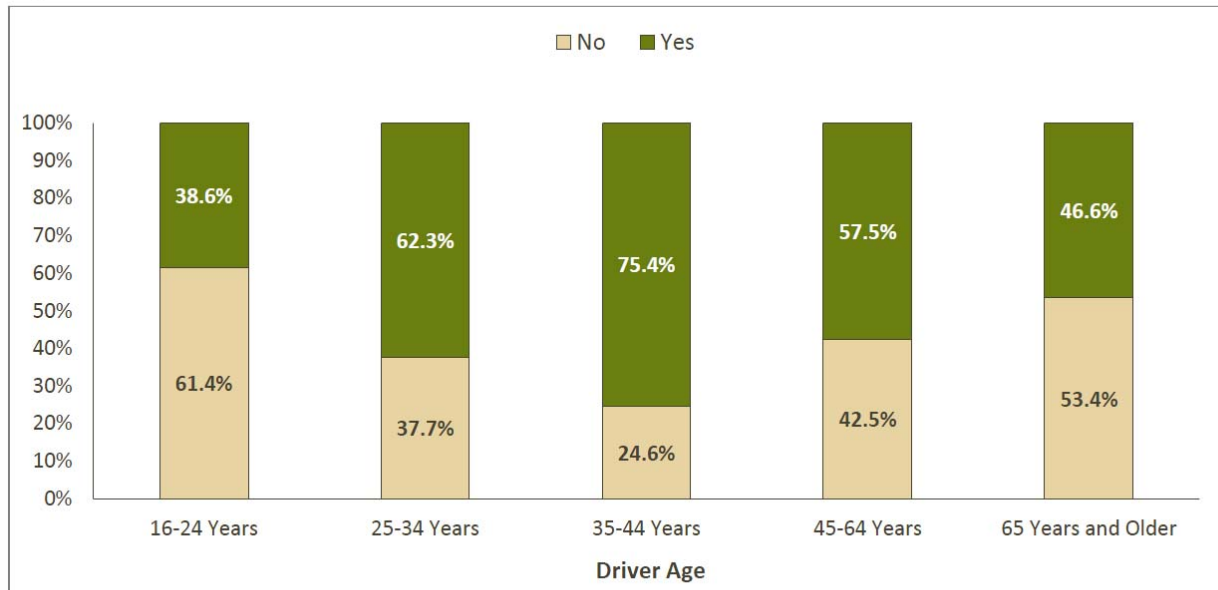
Cell Phones Question



Bend, Oregon Survey Results



Figure 3: Cell Phone Usage While Driving by Age



Q3: When you are driving, do you ever make or answer cell phone calls?

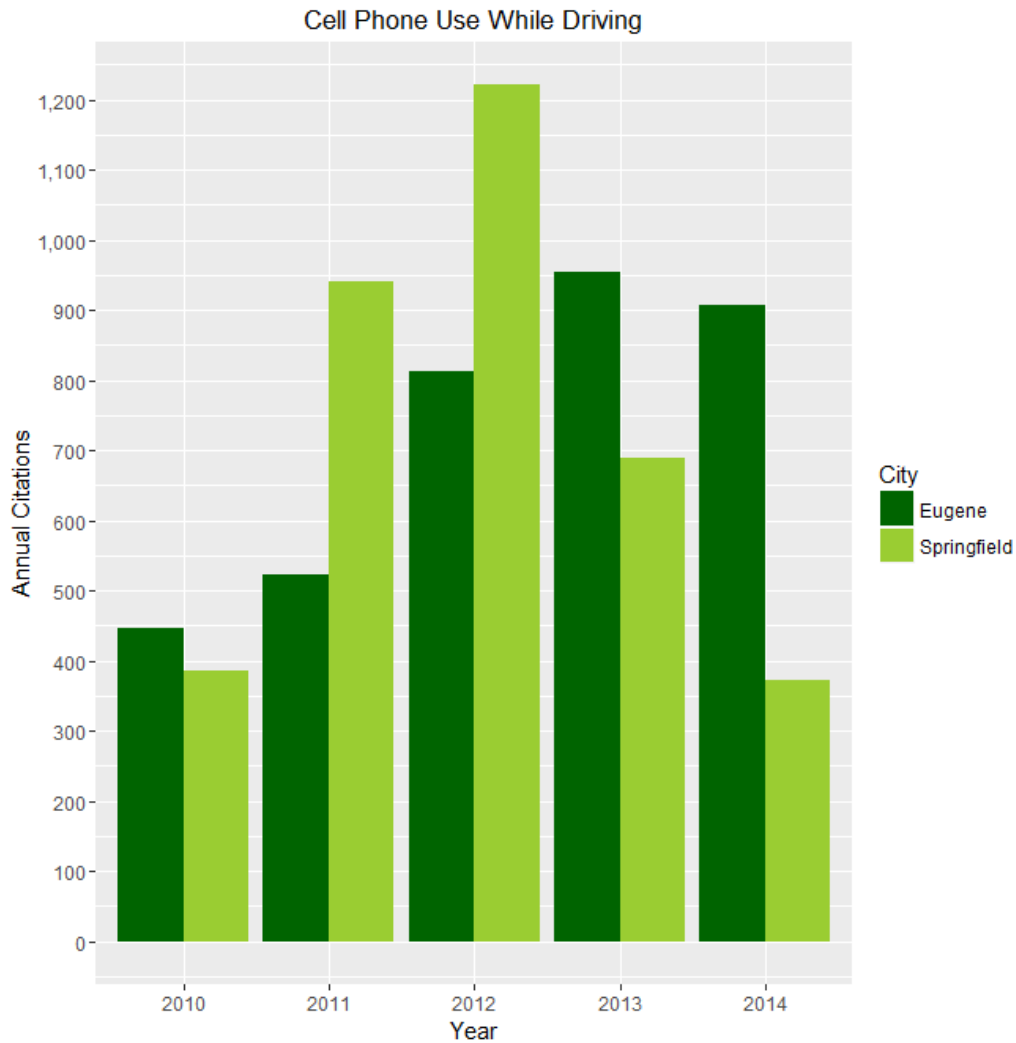
AGE: What is your age? (recoded into groups)

Unweighted N = 346

- 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



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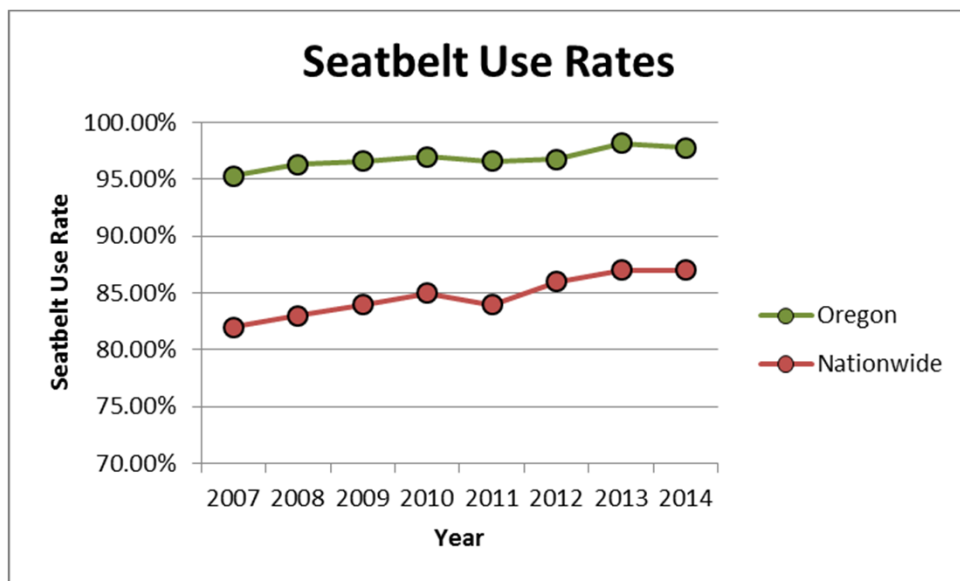


Unrestrained Occupants Data Summary



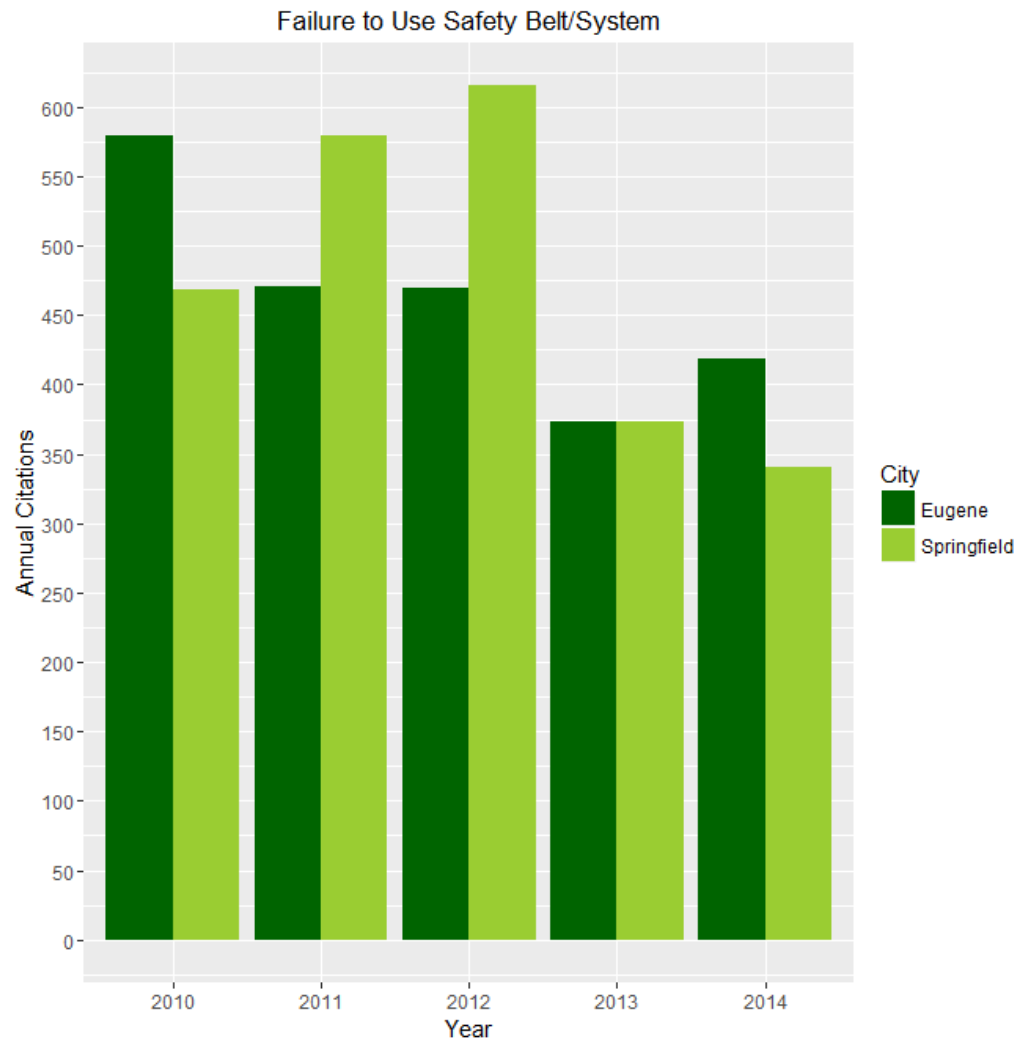
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- Slightly bigger issue in rural area (related to speed)
- Only 1 serious injury reported for child improperly wearing child restraint
- All instances of occupants not wearing seatbelts also involve impaired and/or speed
- Cannot rest on our successes, continue to keep pressure on this issue



Source: NHTSA Traffic Safety Crash Facts - Seat Belt Use in 2014—Use Rates in the States and Territories (2014)

Unrestrained Occupants Data Summary

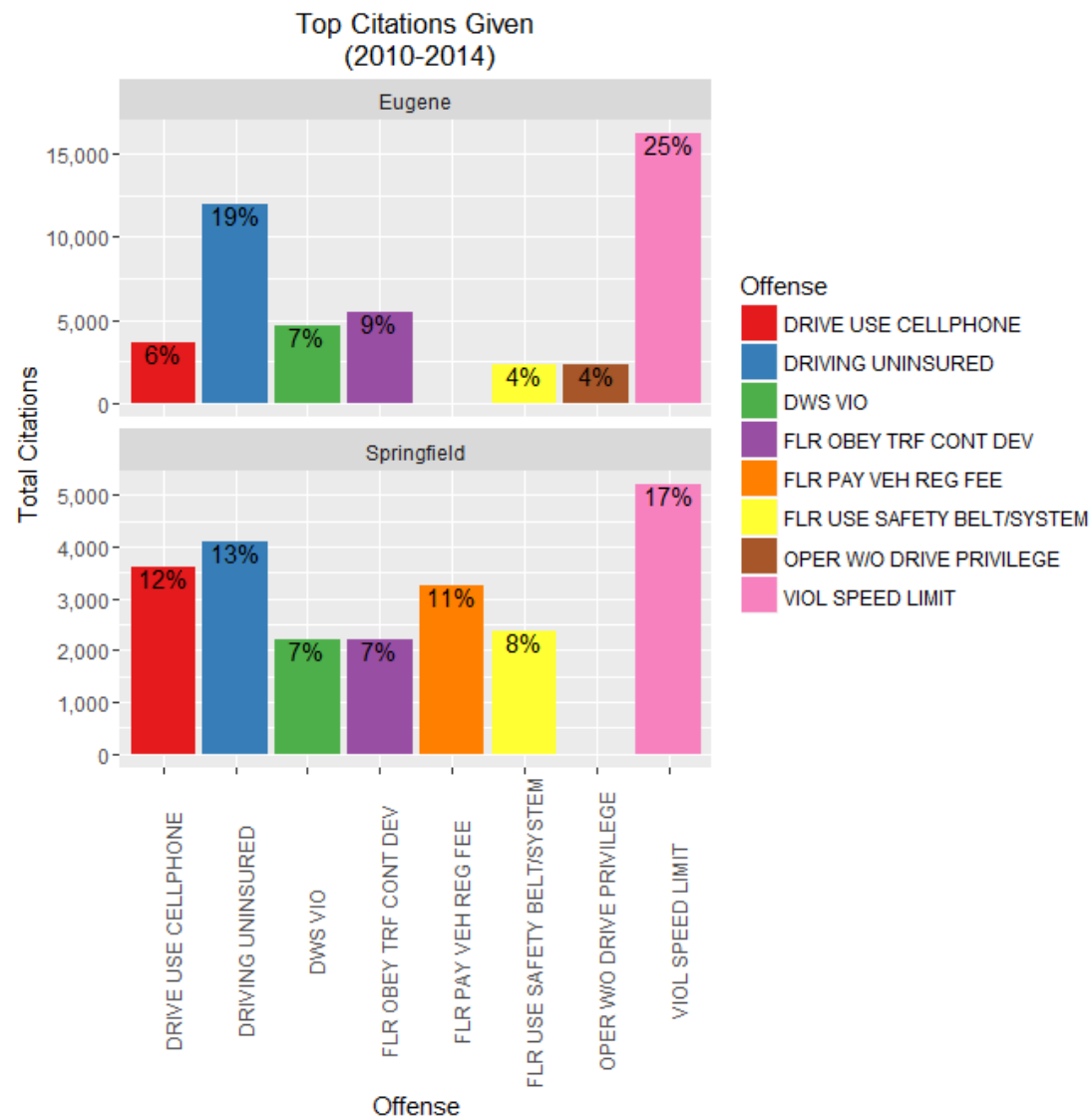


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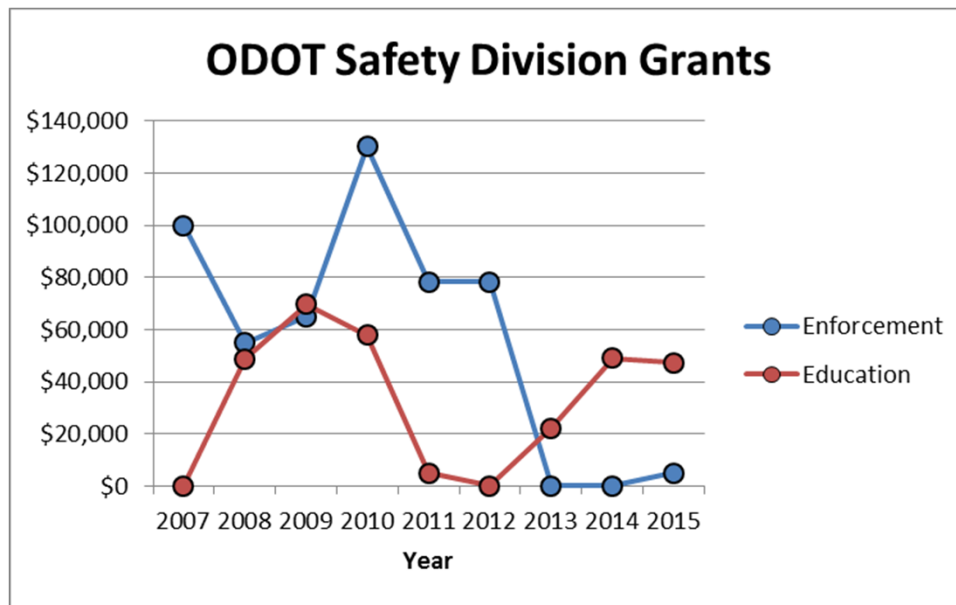
Additional Enforcement Information



- Top 3 citations:
- Speeding
 - Driving uninsured
 - Failure to stop at traffic control device



ODOT Grant Funding Summary



- Enforcement includes:
 - Selective traffic enforcement
 - E-ticket hardware
 - Focus on top crash location
 - Work zone enforcement
- Education includes:
 - Safe Routes to School
 - 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)

Summary



What are the highlights
from the discussion?

Questions?



- Josh Roll
- jroll@lcog.org
- Becky Taylor
- Becky.TAYLOR@co.lane.or.us