

Share the Road with Motorcycles

A motorcyclist has the same rights, privileges, and responsibilities as any other motorist on the roadway. During [Motorcycle Safety Awareness Month](#), all drivers of cars, trucks and buses are reminded to look out for, and share the road with motorcycle riders.



NHTSA statistics show an increase in motorcycle fatalities in recent years. Helmet usage is also on the decline, and alcohol continues to be a factor in motorcycle fatalities. To prevent motorcyclist's deaths and injuries, use the following safety tips:

For motorcyclists:

- Wear a DOT-compliant helmet and other protective gear.
- Obey all traffic laws and be properly licensed.
- Never ride distracted or impaired.
- Use hand and turn signals at every lane

New Strategy in Workzone Safety

According to ODOT, on average, a work zone crash happens every 19 hours in Oregon. And about 7 people die in work zone crashes each year in this State.

A new goal has been announced to reach zero fatalities and injuries in work zones.

To accomplish the goal, project teams must consider the full range of options to protect workers in work zones, including complete separation of traffic lanes from



change or turn.

- Wear brightly colored clothes and reflective tape to increase visibility.
- Ride in the middle of the lane where you will be more visible to drivers.
- Avoid riding in poor weather conditions.

For drivers:

- Allow the motorcycle the full width of a lane at all times.
- Always signal when changing lanes or merging with traffic.
- Check all mirrors and blind spots for motorcycles before changing lanes or merging with traffic, especially at intersections.
- Always allow more follow distance – three to four seconds – when behind a motorcycle. This gives them more time to maneuver or stop in an emergency.
- Never drive distracted or impaired.
- Motorcycle signals are often non-canceling and could have been forgotten. Always ensure that the motorcycle is turning before proceeding.

construction work areas; speed reductions; the presence of law enforcement; enhanced traffic control devices and photo radar; and new approaches to work zone design.

The strategy acknowledges there's no single solution appropriate in all cases, but it also calls out one particular tactic: **Whenever practical, workers should be separated from traffic.**

"You can't get home unless you're safe," said ODOT Director Matt Garrett. "We're taking important steps to design work zones so that everybody gets home."

Preventing Two-Wheeled Tragedies: The Mistakes We All Make

In spring and summer, more people are out bicycling. [Bicycle Safety Month](#) is a perfect time to renew the commitment to making safe choices on the road.

Top Mistakes: Bicyclists

- Bicyclist rides out into the street from a driveway, alley, or from between parked cars without stopping or looking for traffic. *Tip: Drivers do not expect bicyclists to enter the road in the middle of a block. The driver has the right-of-way and expects ALL entering traffic to yield. Look left-right-left before entering a road.*
- Bicyclist turns or swerves suddenly into the path of a motorist. *Tip: Ride in straight, predictable lines; look over your shoulder for traffic; and use hand signals before changing lane position.*
- Bicyclist rides through a stop sign or red light without stopping. *Tip: Follow the same rules of the road as motorists. Be prepared to stop quickly.*
- Bicyclist rides in the wrong

direction, approaching cars head-on. *Tip: Drivers do not expect traffic to come from the wrong direction. These crashes can occur at driveways, intersections, or when drivers turn right and hit an oncoming bicyclist. Ride with the flow of traffic, never against it.*

- Bicyclist rides while impaired,



which affects the balance, coordination, focus, and quick reactions necessary for safe biking. *Tip: Remember that a bicycle is a vehicle. If you plan to drink, get a safe ride home.*

Top Mistakes: Drivers

- Driver turns in front of a bicyclist traveling on the road or sidewalk, often at an intersection or driveway. *Tip: Yield to bicyclists as you would motorists and do not underestimate their speed.*
- Driver fails to search surroundings for other vehicles, including bicycles.

Tip: These crashes can occur in parking lots, at stop signs, when backing up, or when parking on the street. Before accelerating your vehicle, look around for all road users.

- Driver turns right-on-red without looking to the right and behind, hitting a bicyclist approaching from the right rear. *Tip: Stop completely and look left-right-left and behind before turning right on red.*
- Driver is going too fast for conditions and hits a bicyclist who comes into the road unexpectedly. *Tip: Obey the speed limit, drive defensively, watch for others, and be prepared to stop.*
- Driver overtakes a bicyclist but doesn't see them until it is too late. *Factors may include speeding, inattention, and alcohol on the part of the driver, and poor visibility or alcohol on the part of the bicyclist. Tip: Always do visual scans of the roadway for other traffic, especially at night.*

- Driver passes a bicycle too closely. *Tip: Pass bicyclists as you would any other vehicle—when it's safe to move over into an adjacent lane.*

Learn more by reading NHTSA's [Safety in Numbers - Tips for Safe Summer Cycling Newsletter](#).



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Contact Us



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Safety Fair Season is Here!

Safety fairs are an excellent way to build partnerships and promote awareness in your community. Here are some quick tips to help you get started:



Create a Planning

Committee: Designate a Chair and Co-Chair. Set a timeline and gather contact info.

Select a Theme: What safety topics will be highlighted?

Set the Date: Consider other important dates; factor in the weather.

Book a Location: Many community organizations offer free space.

Recruit Volunteers: Consider asking your local high school for assistance.

Use Community Resources:

Invite the community and local businesses to participate. Solicit [education materials](#) from those unable to attend.

Make a Floor Plan: Include booths, food areas, and more.

Get the Word Out: Distribute flyers. Post online, in local bulletins, and on social media.

Offer Refreshments and Freebies

Measure Your Success: Survey both volunteers and attendees to improve upon next year's event.

Speed Limit Increases Cause 33,000 Deaths in 20 Years

A new IIHS study shows that increases in speed limits over two decades have cost 33,000 lives in the U.S. In 2013 alone, the increases resulted in 1,900 additional deaths, essentially canceling out the number of lives saved by frontal airbags that year.

Maximum speed limits are set by the states, and they have been on the rise since the repeal of the National Maximum Speed Limit in 1995.

Proponents of raising the speed limit often argue that such increases simply bring the law in line with reality, since most drivers exceed the limit. Once the limit is raised, however, drivers go even faster.

Not surprisingly, Institute researchers found that travel speeds increased following the repeal of the National Limit. They also found that fatalities went up.

The new study looked at the effect of all speed limit increases

from 1993 to 2013 in 41 states. Researchers examined deaths per billion miles traveled by state and roadway type.

Taking into account other factors that affected the fatality rate — he found that each 5 mph increase in the maximum speed limit resulted in a 4% increase in fatalities. The increase on interstates and freeways, the roads most affected by state maximums, was 8%.

Comparing the annual number of fatalities in the 41 states with the number that would have been expected if each state's maximum speed limit had remained unchanged since 1993, researchers arrived at the estimate of 33,000 additional fatalities over the 20-year period. That number is approximately equal to the nationwide annual tally of fatalities during recent years.

As large a number as it is, 33,000 is likely an underestimate, Farmer says. In his analysis, he considered only increases in the maximum speed limit, which often applies only to

rural interstates, but many states also increased speed limits on urban interstates. Other states increased speed limits on 1 section of road and later extended the higher limit to other sections. Those subsequent changes weren't factored in.



The study doesn't include the increases of the past 3 years. In 2013, only Texas and Utah had limits above 75 mph. 5 more have joined that club since then, and others have abandoned 65 mph limits for 70 mph.

Learn more about the study click [here](#). Stay up-to-date on Traffic Safety news. [Subscribe](#) to the NETS Newsletter.

SafeRoutes Grant Opportunity



Applications for ODOT-TSD's non-infrastructure Safe Routes to School (SRTS) grants are now available for Fiscal Years '17, '18 and '19 (Oct 1 - Sept. 30).

Available funding is being bundled for a 3-year window in order to allow applicants advance planning.

This is a competitive call and applicants may apply for up to \$50,000 per year for up to 3 years.

Awarded grant funding will not exceed \$300,000 per year. There is a 12% match requirement (88% Federal funds, 12% local match).

Due date for applications is June 15, 2016. [See full details here.](#)

Transportation Safety Workshops

TREC Events UP Highway Safety Workshops OSU Kiewit Center

TREC Workshops are typically held at PSU.

Topic	Date	Time	Registration
TREC Workshop: Connected Vehicle Deployment Pilot Study	5/20	12 pm	More Info
TREC Workshop/Livestream: MURP Workshop Extravaganza	5/27	12 pm	More Info
TREC Workshop/Livestream: Pursuing Vision Zero in Seattle: Results of a Systematic Safety Analysis	6/3	12 pm	More Info

Car Seat Check-Up Events and Fitting Stations



Date	City	Location	Address	Time
5/13	Sisters	Sisters/Camp Sherman Fire	301 S Elm St	2:30 - 4:30 pm
5/14	Hillsboro	Tuality Health Edu Ctr	334 SE 8th St	9 am - 11:30 am
5/21	Vancouver*	Peace Health*	92nd Ave Entrance	8:45 am - 2 pm*
5/21	Wood Village	Kohl's	22557 NE Park Ln	9 am - 11:30 am
5/26	Forest Grove	Forest Grove Fire	1919 Ash St	3 pm - 5 pm
5/26	Eugene	Eugene Fire	1725 W 2nd Ave	4 pm - 6 pm
5/28	Lebanon	Lebanon Fire	1050 W Oak St	10 am - 2 pm
6/2	Redmond	Redmond Fire	341 NW Dogwood Ave	11 am - 2 pm
6/2	Island City	La Grande Rural Fire	10200 S McAlister Rd	2 pm - 4 pm



*Peace Health Event: Registration required by 8:45 am for 9-10 am class. First come, first served. Must attend class to participate in the clinic, which is held from 10 am - 2 pm.

Events are tentative due to weather.

For all event listings, appointment options, best practice information, visit the [Child Safety Seat Resource Center](#).

Child Passenger Safety Basic Awareness Course

Safe Kids has developed a toolkit for educators to use to expand road safety efforts in their communities and to build new partners to keep kids safe.

The *Basic Car Seat Awareness Course* was designed to serve as an introduction to car seats and as a way to start conversations about restraint use in cars where road safety has become important. Although it was developed for use outside the United States, it is useful for advocates working in U.S. communities where English is a second language and where there is low seat belt and child restraint use.

The materials were designed to be used by presenters with varying levels of experience in road safety as way to guide a discussion about child passenger safety.

The materials have been translated into simple Chinese (*Mandarin*)

and Spanish.

The toolkit includes pre/post-tests, presentation notes, an evaluation, and a certificate of participation for attendees by completing the [Basic Awareness Course Request Form](#) to access these materials.



The PowerPoint presentation includes slides and leader notes, videos, suggested activities and discussion starters.

This Basic Awareness Course is a great tool for reaching out into your community with basic information that you can supplement with letting people know about your organization and efforts to make a difference through car seat check-up events and inspection stations.

Read more about the [Course](#).

Did You Know?
May is *Transportation Safety Awareness Month* in Oregon.
[Learn more.](#)



Click It or Ticket - A Second Chance: May Campaign



Statistics show that passenger vehicle occupants are buckling up more during the day, but not enough at night.

The latest data shows that 1,280 injuries and deaths occurred in Oregon in 2014.

NHTSA's [Nationwide Seat Belt Enforcement Mobilization campaign](#) is created for Law Enforcement to crack down on violators 24-7, but a strong enforcement effort is urged overnight due to the significant number of violators and fatal crashes during this time.

Corresponding [education materials](#) are meant to help get the message out at a community level. Packaged social media messages for Twitter and Facebook, along with posters and web videos make it easy to spread the word in different venues.

In addition, the following demographic-specific materials are now available:

[Hispanic Toolkit](#)
[African-American Toolkit](#)