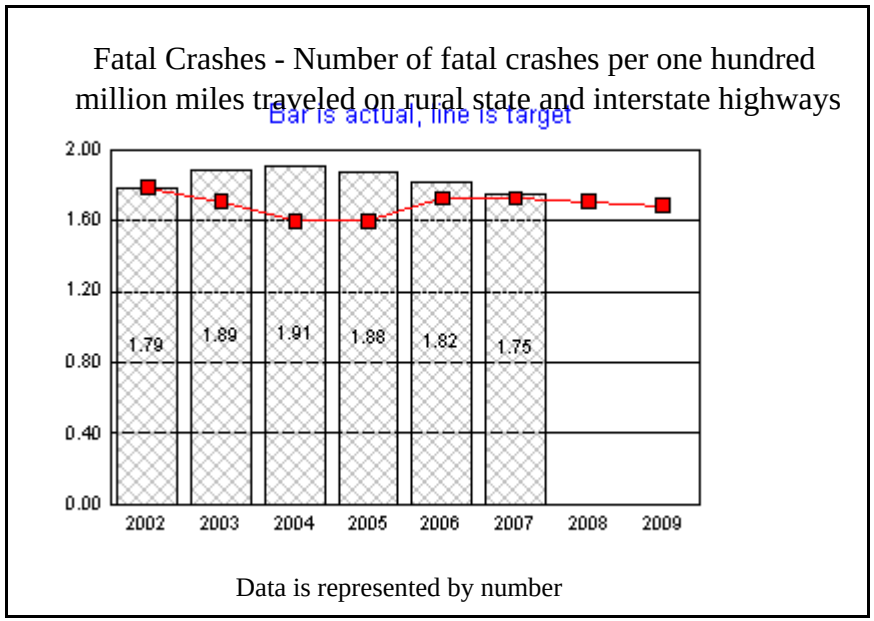
KPM #2	Fatal Crashes - Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways.	1994
Goal	Number of fatal crashes per one hundred million miles traveled on rural state and interstate highways. Reduce the number of fatal crashes - Make Oregon's rural state and interstate highways safe	
Oregon Context	Oregon Benchmark #41 - Infant mortality (rate per 1,000) Oregon Benchmark #45 - Preventable death (years of life lost before age 70)	
Data Source	Crash data is collected, compiled and reported by the Oregon Department of Transportation, Crash Analysis Unit on a calendar year reporting cycle. Note: Nationwide comparison data source is the USDOT/NHTSA/National Center for Statistics and Analysis, 2007.	
Owner	Department of State Police - Patrol Service Division Lieutenant Ethan Wilson, Office: 503-934-0266	



1. OUR STRATEGY

Increase voluntary compliance of vehicle laws.

Other governmental or non-governmental partners include local law enforcement, Oregon Department of Transportation, transportation safety advocates and the motoring public.

2. ABOUT THE TARGETS

The targets are based on a projected 10 percent reduction from the prior five year average for targets for 2004-2009.

3. HOW WE ARE DOING

In 2007, the Oregon State Police, Patrol Services Division reported that the fatal crash rate was higher (1.75) than the target of 1.73 fatal crashes per one hundred million miles traveled on Oregon's rural state and interstate highways. In 2007, the crash rate decreased to 1.75 from 1.82 in 2006, slightly higher than the target. The general trend between 2002 through 2007 is showing a slight decrease in the fatal crash rate on rural state and interstate highways.

4. HOW WE COMPARE

An industry standard or other jurisdiction comparision can be obtained using Oregon's fatal crashes percentile increase/decrease between current year and the previous year as compared to the same timelines based on the nationwide increase/decrease. In 2006, Oregon had 229 total state highway system fatal crashes compared to 246 in 2005, or a 6.91% decrease. During that same time, the nationwide fatal crashes decreased from 39,252 to 38,648, or a 1.53% decrease.

5. FACTORS AFFECTING RESULTS

Transportation safety experts have identified the four E's, Education, Engineering, Enforcement, and Emergency Response as the major factors in reducing crashes that cause injuries and deaths. The Oregon State Police is the primary law enforcement agency that has responsibility for enforcement on the rural state and interstate highway system. Over the last few years, the State Police has sustained a significant reduction in troopers, thus limiting the amount of enforcement on Oregon's rural highways. This has affected the amount of time available to provide patrol hours and proactive law enforcement efforts on driving behavior that is known to be major causal factors in motor vehicle crashes. These reductions may

have had some effect on the variance between the targets and the actual data.

6. WHAT NEEDS TO BE DONE

The Oregon State Police, Patrol Services Division has been significantly reduced over the past 25+ years. In the 1979-1981 biennium, the Patrol Division was authorized 665 patrol position as compared to 322 positions in 2005-07 biennium. During that same time period, Oregon's population has increased by 33%, licensed drivers increased by 49%, and registered vehicles increased by 60%, while patrol officer positions have decreased by over 50%. The Oregon State Police has identified, through information obtained from local communities and law enforcement from the local, state, and federal levels, that there was a need for additional patrol officers to meet the staffing levels needed to perform the identified responsibilities of the Oregon State Police, Patrol Division (known as OSP community based – Resource GAP Analysis conducted in 2000 and being updated in 2007).

Success is ultimately measured by the lives we save and injuries we prevent by reducing driving behaviors that are known to cause crashes.

7. ABOUT THE DATA

The reporting cycle for this measure is on an annual calander year. Crash data is collected, compiled and reported by the Oregon Department of Transportation, Crash Analysis Unit on a calendar year reporting cycle.