

February 27th, 2017

To: Oregon House Judiciary Committee Members

From: Brian Woodley

Representing the Amateur Radio Emergency Services (ARES)

RE: House Bill 2597 - Operating a motor vehicle while using a mobile electronic device.

I have been a licensed Amateur Radio Operator since the early 1990's. I am a former law enforcement officer and have been in the Oregon fire service since 2000. I am currently employed as a training officer for a local fire district. My primary duties are to administer and manage training programs for all levels of the fire service and my secondary duties are to respond to medical, hazardous material, rescue and fire related emergencies. I volunteer my available time as the Emergency Coordinator (EC) for the Oregon State ARES Unit. I conduct volunteer coordination and training for the unit Volunteers by overseeing their operations and coordinating their activities.

I generally agree with the committee efforts to reduce the 'distracted driving' related problems of our state. I respond to motor vehicle accidents and see the potential personal injury and property damage that may result. The primary focus of the effort as I understand it, has been to discourage the driver from looking for or dialing a phone number and recently made worse by the taking of one's eyes off the road for periods of time while sending or reading received text messages.

The 2014 Oregon Motor Vehicle Traffic Crashes Quick facts document and the 2014 Oregon Traffic Crash Summary documents are included with my testimony. The 2015 documents are not entirely available to the public on the ODOT Website. Please reference the single summary page where it indicates a total of 51,245 crashes in the 2014 calendar year. Reference page 9 of the 2014 Oregon Traffic Crash Summary document. At the bottom it indicates there were only 272 (0.5% or ½%) crashes statewide for an entire year that involved 'Using Cell Phone'. There were 3 crashes that involved a fatality (page 10). Sick, Sleepy AND Distracted accounted for 5,004 crashes as 'a contributing circumstance'. The reference to 'amateur' or 'ham' radio does not appear anywhere in the full 300 page document. I can find no reference that supports the idea that amateur radio contributes a clear and present danger to public safety. Everyone at the table today knows that impaired, drug or drunk driving accounts for more deaths on Oregon highways every year. I ask that we look to facts and not fear to base our efforts and decisions on.

Using amateur radio equipment to communicate with is very simple when pressing the 'push to talk' button on the hand mic compared to taking your eyes off the road to 'dial a phone number' or 'type a text message' and by comparison is easier than changing your heaters fan speed, the car stereo station or inserting or removing a music CD.

In my professional career I instruct new fire service responders in the use of radio protocols when responding to and while on scene of emergency incidents. There is no significant difference between the

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radio equipment that emergency responders and amateur radio operators use. While features may vary, the radio communication equipment is functionally identical.

There is no difference between the push to talk button on my staff vehicle radio and the push to talk button on my amateur radio in my personal vehicle. With respect to training fire service personnel while operating an emergency vehicle we rely heavily on a common sense theme that radios shouldn't be used when the driving task requires your greater attention. Above that, there is no specialized fire service training to use vehicle mounted radios except what is provided in the radio owner's manual.

The one difference that does relate to driving is that my staff vehicle is equipped with emergency lights and sirens that I employ during an emergency response to incidents while also using my radio. While using my staff vehicle radio during an emergency response the divided attention to the driving task increases only slightly in most cases. Using amateur radio in my personal vehicle requires no such specialized driving skill or training and does not have any impact on my divided attention to the driving task. It requires less attention and skill than changing the fan speed on my car heater or tipping my coffee cup that I just acquired in the Starbucks drive thru.

ARES provides both civic non-emergency and emergency based radio communication service to private organizations, local, county and state government agencies. Nearly all communications equipment are utilized and installed in vehicles for the purposes of being mobile to cover multiple locations of distance in times of need and to ensure continuous reliable electrical power.

Private organizations rely on ARES for civic community events including but not limited to bicycle and running event fundraisers. ARES members provide the initial communications reports for bicyclist and runner status and initial injury reports for summoning emergency medical responders. Many Sheriff's 'civilian' Search and Rescue organizations have members that are FCC licensed amateur radio operators who utilize this very same equipment due to the wide geographic capabilities of the amateur radio service in rural or wilderness areas.

Prohibiting the use of amateur radio by FCC licensed civilian members in their vehicles will potentially inhibit serving at these public events, create barriers to effective search and rescue operations of lost victims, and prevent future events from being adequately monitored for safety.

There are small businesses including traditional brick and mortar store fronts in and immediately around Oregon that provide amateur radio equipment and related services to the amateur community. Vehicle mounted amateur radio equipment is a portion of their business. Future sales of equipment or accessories and the service of existing equipment will likely impact these small family owned businesses.

Mathew Garrett, Director of ODOT has submitted written testimony agreeing with the supported changes to the 'cell phone or mobile electronic device while driving' law to close loopholes in the law that allow drivers who are currently stopped for using 'their cell phones while driving'. What I do not believe that was taken into consideration were the hundreds or possibly thousands of ODOT employees (including other local, county and federal employees) who will no longer be exempt from using their mobile radios, the same as FCC licensed amateur radio operators. There are also many other local,

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county, state and federal agencies that are not 'ambulance or emergency vehicle operators' that will be banned from using their two way radios as well. While there is good intent, it is not reasonable or practical to be this broad.

The state of Washington (under House Bill 1371) has recently concluded that it is in the best interest of their citizens that amateur radio remains an eligible exemption to their distracted driving statues.

Based on my professional experience and training I am recommending to the Judiciary Committee that the exemption for FCC licensed amateur radio operators be reinstated so that they can continue to provide essential services to the citizens of Oregon when they need it most. This will also continue to provide that local, county, state and federal employees may use the same type of radio equipment to perform their duties for the public as well. House Bill 2597 has merit but the language needs to continue to focus on the core problems of distracted driving as it relates to cell phone use and the sending and receiving of text messages.

Thank you,



Brian Woodley
ARES Emergency Coordinator for the State Unit

attachments

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2014 Oregon Motor Vehicle Traffic Crashes Quick Facts

Based on data available as of 12/14/2015

CRASHES (All Roads)

		% change from prior year
• Fatal Crashes:	321	9.93 %
• Non-fatal Injury Crashes:	24,208	5.33 %
• Property Damage Only Crashes:	26,716	1.84 %
Total Crashes:	51,245	3.50 %
• Fatality Rate*:	1.03	10.77 %
• Fatal & Serious Injury Rate:	5.35	4.37 %
• Serious Injury Rate:	4.32	2.74 %
• Injury Rate:	101.28	2.95 %
Number of Crashes Involving:		
• Bicycles / Pedal-cycles**	1,001	4.60 %
• Pedestrians	890	4.71 %
• Motorcycles	981	-5.31 %
• School Buses	140	2.94 %
• Medium/Heavy Trucks	2,144	6.40 %
• Drivers age 15-20	8,503	4.33 %

15.9% of all crashes involved a driver age 15 to 20

Most common collision type for fatal crashes: Fixed Object (38%)
 Most common collision type for all other crashes: Rear End (36%)

Peak Month: October Peak Day: Friday Peak Hour: 5:00 p.m. to 5:59 p.m.

PARTICIPANTS

		% change from prior year	
• Persons killed:	356	13.74 %	
• Persons injured:	35,054	5.71 %	
Casualties:			
	# of Coded Participants***	Killed	Injured
• Drivers	93,526	226	24,059
• Passengers	11,954	67	9,110
• Occupant, Type Unknown	0	0	0
• Pedestrians	927	56	862
• Bicyclists / Pedalcyclists	1,010	7	955
• Occupants of Parked Vehicles	107	0	68
• Other Type of Non-Motorist	1	0	1
• Motorcycle Riders	1,074	44	844
<i>(included in "Drivers" and "Passengers" above)</i>			
Children:			
• All children age 0 to 14	5,043	8	2,282
• Child passengers age 0 to 14	4,860	7	2,115

23.2% of injured passengers were children age 0 to 14

ERRORS

Top 10 Driver Errors:

1. Failure to avoid stopped or parked vehicle ahead
2. Failure to yield right-of-way
3. Ran off road
4. Failure to maintain lane
5. Driving too fast for conditions
6. Inattention
7. Following too close
8. Improper change of traffic lanes
9. Left turn in front of on-coming traffic
10. Failure to decrease speed for slow moving vehicle

Top Pedestrian Errors:

1. Crossing between intersections
2. Disregarded traffic signal
3. Failure to yield right-of-way

Top Bicyclist / Pedal-cyclist Errors:

1. Failed to yield right-of-way
2. Disregarded traffic signal
3. Bicycling on shoulder facing highway

* injury rate formula = (# of injuries x 100,000,000) / Vehicle Miles Traveled

** a non-motorized vehicle propelled by pedaling, including tricycles, unicycles, pedalcars, etc.

*** drivers, involved non-motorists, injured passengers, all involved children ages 0 to 4

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**MOTOR VEHICLE TRAFFIC CRASHES
2014 DRIVER ERROR TABLES
ALL DRIVERS**

NOTE: Up to three errors per driver are coded for a given crash. However, only the first, most relevant error per driver is represented on this report, to avoid counting the same driver multiple times. This results in under-reporting of total errors. For total errors by age group, please request a CDS300 report.

TYPE OF ERROR	# OF DRIVER	% ERR	COUNT OF DRIVERS BY AGE GROUP														NS	
			<15	15	16	17	18	19	20	21	22-24	25-34	35-44	45-54	55-64	65-74		75+
BASIC RULE ERRORS:																		
DRIVING TOO FAST FOR COND	3,699	7.4	1	5	74	99	138	144	141	137	365	789	519	491	386	216	87	107
EXCEEDING POSTED SPEED	574	1.1	0	0	11	25	25	31	41	28	76	150	73	49	34	13	10	8
IMPEDING TRAFFIC	9	0.0	0	0	0	0	0	0	0	1	0	3	1	1	0	1	0	2
SPEED RACING	8	0.0	0	0	1	0	2	0	0	0	0	2	2	1	0	0	0	0
DISREGARDED SIGNS / SIGNALS:																		
EMERG VEH,SIREN,WARNING	30	0.1	0	0	0	0	1	0	0	1	2	8	7	5	2	2	1	1
FAIL TO AVOID STOPPED VEH	11,302	22.5	0	7	116	233	269	269	271	256	810	2,017	1,511	1,220	1,015	524	298	2,486
OTHER DRIVER'S SIGNAL	12	0.0	0	0	0	0	0	0	0	1	1	4	1	1	1	2	0	1
POLICE OFFICER OR FLAGMAN	8	0.0	0	0	0	0	0	1	1	0	0	0	1	2	1	1	1	0
RR SIGNAL, SIGN, FLAGMAN	9	0.0	0	0	0	0	0	0	0	0	0	1	1	1	3	1	2	0
STOP SIGN OR FLASHING RED	773	1.5	0	4	14	19	22	17	18	28	56	133	84	78	90	61	53	96
TRAFFIC SIGNAL	1,747	3.5	0	1	17	26	44	49	42	39	148	325	229	186	206	137	113	185
WARN SIGN, FLARES, AMBER	8	0.0	0	0	0	0	0	0	0	2	0	0	2	2	1	1	0	0
IMPROPER MANEUVERS:																		
IMP BACKING, NOT PARKING	557	1.1	1	2	9	5	6	7	3	15	21	70	72	78	56	43	20	149
IMP CHANGE OF TRAFFIC LANE	2,285	4.6	0	3	21	24	44	31	47	43	121	340	256	240	238	176	106	595
IMP SIGNAL / FAIL TO SIGNAL	52	0.1	0	0	0	1	2	2	2	0	7	9	7	8	5	4	5	5
IMP START FR PARK POSITION	67	0.1	0	0	2	0	1	2	2	1	5	7	7	6	10	8	5	11
IMP START FR STOP POSITION	151	0.3	0	0	3	2	1	2	5	5	8	29	29	26	12	14	5	10
IMP STOP IN TRAFFIC LANE	120	0.2	0	0	0	1	0	3	1	1	8	29	20	15	16	6	5	15
IMPROPERLY PARKED	6	0.0	0	0	0	0	0	1	0	0	0	0	0	1	2	0	0	2
OTHER IMP PARKG MANEUVER	227	0.5	0	0	2	2	2	2	7	5	7	38	37	26	25	24	12	38
PASSING ERRORS:																		
AT INTERSECTION	161	0.3	0	0	2	3	3	3	2	3	13	29	20	20	21	14	1	27
CUTTING IN	20	0.0	0	0	0	1	0	1	1	0	1	3	2	2	2	2	1	4
IN FRONT OF ONCOMING TRAF	6	0.0	0	0	0	0	1	0	0	0	0	2	1	0	1	0	0	1
IN NO-PASS ZONE	55	0.1	0	0	0	0	3	0	1	1	0	9	3	12	7	5	1	13
ON CREST OF HILL	2	0.0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
ON CURVE	14	0.0	0	0	0	0	0	0	0	1	1	4	0	0	1	2	2	3
ON TANGENT - UNSAFE COND	189	0.4	0	0	3	5	5	3	1	4	12	35	31	30	19	6	7	28
ON WRONG SIDE	126	0.3	0	0	0	1	3	4	7	3	7	13	18	24	5	11	5	25
PASS VEH STOPPED FOR PED	3	0.0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0
RIGHT-OF-WAY ERRORS:																		
DID NOT HAVE R-O-W	7,281	14.5	2	10	139	178	196	180	203	178	448	1,073	901	807	803	680	533	950
FAIL YIELD TO PEDALCYCLIST	479	1.0	0	0	1	8	8	6	9	9	31	81	81	78	91	48	21	7
FAIL YIELD TO PEDESTRIAN	424	0.8	0	1	4	5	4	4	4	3	24	67	65	77	80	51	30	5
TURNING MANEUVERS:																		
CUT CORNER ON TURN	370	0.7	0	1	4	6	3	4	7	4	15	49	61	55	52	40	22	47
FAIL OBEY MANDATORY SIG	144	0.3	0	0	2	1	4	0	1	3	11	21	20	15	13	11	9	33
LEFT TURN - ONCOMING TRAF	1,509	3.0	0	2	35	31	53	39	43	35	105	256	184	183	185	122	114	122
LEFT TURN PROHIBITED	18	0.0	0	0	0	0	0	3	0	0	1	3	6	2	2	1	0	0
TURNED FROM WRONG LANE	569	1.1	0	0	5	7	10	4	9	11	19	79	72	59	69	41	32	152
TURNED INTO WRONG LANE	141	0.3	0	0	0	2	1	3	3	2	4	18	12	12	21	13	20	30
U-TURNED ILLEGALLY	274	0.5	0	0	5	6	7	6	8	8	17	48	29	29	32	17	21	41
WIDE TURN	599	1.2	1	2	6	18	21	16	9	19	34	103	64	67	65	46	31	97
MISCELLANEOUS ERRORS:																		
CARELESS DRIVING	1,359	2.7	0	2	31	47	69	62	67	58	159	259	177	169	125	82	51	1
DRIVER MISJUDG CLEARANCE	27	0.1	0	0	0	0	1	0	0	0	1	1	6	4	10	1	3	0
DRV ON WRONG SIDE OF RD	190	0.4	0	0	1	2	2	4	5	4	9	36	21	25	20	13	18	30
DRV THRU SAFETY ZN, ISLAND	8	0.0	0	0	0	0	0	0	0	1	0	1	3	1	1	1	0	0
DRV UNSAFE VEH	383	0.8	0	1	6	5	17	7	14	11	30	67	68	55	35	26	10	31
ELUDING	38	0.1	1	0	0	1	0	0	2	3	7	12	7	2	3	0	0	0
FAIL DECR SPD FOR SLOW VEH	1,703	3.4	0	1	11	33	50	42	45	38	129	341	205	163	124	70	48	403
FAIL TO MAINTAIN LANE	2,954	5.9	0	3	41	60	91	84	87	106	248	559	392	395	363	213	157	155
FAIL TO NEGOTIATE CURVE	425	0.8	0	0	7	8	18	14	13	13	31	96	57	50	59	30	17	12
FAIL TO STOP FOR SCHL BUS	4	0.0	0	0	0	0	0	0	0	1	0	2	0	0	1	0	0	0
FOLLOWING TOO CLOSELY	2,369	4.7	0	1	38	68	110	98	85	94	249	532	327	266	230	122	90	59
IMP / NO LIGHTS - MOVING VEH	32	0.1	0	0	1	0	1	0	1	2	1	4	5	5	3	2	4	3
INATTENTION	2,728	5.4	0	4	42	82	102	97	102	102	240	520	364	326	320	193	124	110
OPEN DOOR ADJCNT TRAF LN	1	0.0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
OTHER ERROR	846	1.7	0	0	7	15	19	18	19	24	48	154	134	110	101	72	35	90
OVER-CORRECTING	171	0.3	0	1	7	6	9	7	8	7	19	34	27	24	14	4	3	1
OVERLOADING / IMP LOAD VEH	81	0.2	0	0	0	0	0	0	1	0	1	7	12	15	4	9	0	32
RAN OFF ROAD	1,611	3.2	0	3	37	37	65	55	58	50	156	368	229	211	163	107	55	17
RECKLESS DRIVING	934	1.9	1	1	6	16	25	35	30	40	123	254	155	140	65	31	10	2
STRADDLING/DRV WRONG LN	256	0.5	0	0	4	1	5	8	2	9	21	37	28	34	35	15	13	44
WRONG WAY ON ONE-WAY ST	48	0.1	0	0	0	0	0	3	1	2	5	11	3	4	7	2	1	9
TOTAL DRIVERS WITH ERRORS:	50,196	100.0	7	55	715	1,090	1,465	1,372	1,427	1,414	3,849	9,140	6,651	5,908	5,258	3,338	2,212	6,295
NUMBER OF DRIVERS:																		
WITH ERROR	50,196	53.7	7	55	715	1,090	1,465	1,372	1,427	1,414	3,849	9,140	6,651	5,908	5,258	3,338	2,212	6,295
WITH NO ERROR	43,309	46.3	1	26	302	464	641	709	726	721	2,398	8,065	7,713	7,133	6,618	3,414	1,394	2,984
TOTAL DRIVERS	93,505	100.0	8	81	1,017	1,554	2,106	2,081	2,153	2,135	6,247	17,205	14,364	13,041	11,87	6,752	3,606	9,279

OTHER CONTRIBUTING CIRCUMSTANCES

CRASHES INVOLVING DRIVER:		# OF ACC	% OF ACC	CRASHES INVOLVING VEHICLES WITH:		# OF ACC	% OF ACC		
HAD BEEN DRINKING		2,374	4.6	INADEQUATE OR NO BRAKES		185	0.4		
SICK, SLEEPY, DISTRACTED		5,004	9.8	MECHANICAL OR TIRE DEFECT		458	0.9		
USING CELL PHONE		272	0.5	TOWING TRAILER		233	0.5		
STOP IN TRAF - EXCEPT FOR LEFT TURN		14,839	29.0	MISCELLANEOUS CRASHES					
DID NOT YIELD RIGHT-OF-WAY		10,320	20.1						
CRASHES INVOLVING PEDESTRIAN:				LIVESTOCK INVOLVED				148	0.3
				WILD ANIMAL INVOLVED				1,225	2.4
				POOR VISIBILITY, BLINDED				816	1.6
WITH NO ERROR				556	1.1	JUMPED, FELL, EJECTED FROM VEH		374	0.7



**MOTOR VEHICLE TRAFFIC CRASHES
2014 DRIVER ERROR TABLES
DRIVERS IN FATAL CRASHES**

NOTE: Up to three errors per driver are coded for a given crash. However, only the first, most relevant error per driver is represented on this report, to avoid counting the same driver multiple times. This results in under-reporting of total errors. For total errors by age group, please request a CDS300 report.

TYPE OF ERROR	# OF DRIVER	% ERR	COUNT OF DRIVERS BY AGE GROUP														NS	
			<15	15	16	17	18	19	20	21	22-24	25-34	35-44	45-54	55-64	65-74		75+
BASIC RULE ERRORS:																		
DRIVING TOO FAST FOR COND	46	15.8	0	0	0	0	0	2	0	3	5	8	10	8	3	4	3	0
EXCEEDING POSTED SPEED	39	13.4	0	0	0	2	1	1	1	2	13	3	6	6	1	2	0	0
IMPEDING TRAFFIC	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SPEED RACING	1	0.3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
DISREGARDED SIGNS / SIGNALS:																		
EMERG VEH SIREN WARNING	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIL TO AVOID STOPPED VEH	3	1.0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1	0
OTHER DRIVER'S SIGNAL	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
POLICE OFFICER OR FLAGMAN	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RR SIGNAL, SIGN, FLAGMAN	1	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
STOP SIGN OR FLASHING RED	7	2.4	0	1	0	0	1	0	0	0	1	0	1	0	2	1	0	0
TRAFFIC SIGNAL	4	1.4	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0
WARN SIGN, FLARES, AMBER	1	0.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
IMPROPER MANEUVERS:																		
IMP BACKING, NOT PARKING	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IMP CHANGE OF TRAFFIC LANE	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IMP SIGNAL / FAIL TO SIGNAL	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IMP START FR PARK POSITION	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IMP START FR STOP POSITION	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IMP STOP IN TRAFFIC LANE	1	0.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
IMPROPERLY PARKED	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OTHER IMP PARKG MANEUVER	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PASSING ERRORS:																		
AT INTERSECTION	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CUTTING IN	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
IN FRONT OF ONCOMING TRAF	1	0.3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
IN NO-PASS ZONE	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ON CREST OF HILL	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ON CURVE	2	0.7	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
ON TANGENT - UNSAFE COND	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ON WRONG SIDE	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PASS VEH STOPPED FOR PED	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RIGHT-OF-WAY ERRORS:																		
DID NOT HAVE R-O-W	16	5.5	0	0	0	0	2	0	0	2	0	1	1	4	1	5	0	0
FAIL YIELD TO PEDALCYCLIST	1	0.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
FAIL YIELD TO PEDESTRIAN	12	4.1	0	0	0	0	0	0	0	1	2	4	1	2	1	1	0	0
TURNING MANEUVERS:																		
CUT CORNER ON TURN	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIL OBEY MANDATORY SIG	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
LEFT TURN - ONCOMING TRAF	5	1.7	0	0	0	0	0	0	0	0	1	1	0	0	3	0	0	0
LEFT TURN PROHIBITED	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TURNED FROM WRONG LANE	1	0.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
TURNED INTO WRONG LANE	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
U-TURNED ILLEGALLY	1	0.3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
WIDE TURN	2	0.7	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
MISCELLANEOUS ERRORS:																		
CARELESS DRIVING	2	0.7	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
DRIVER MISJUDG CLEARANCE	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DRV ON WRONG SIDE OF RD	15	5.2	0	0	0	0	1	0	1	2	2	2	2	2	1	3	0	0
DRV THRU SAFETY ZN, ISLAND	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DRV UNSAFE VEH	1	0.3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
ELUDING	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FAIL DECR SPD FOR SLOW VEH	3	1.0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	0	0
FAIL TO MAINTAIN LANE	38	13.1	0	0	1	1	2	1	1	1	6	5	5	8	3	4	0	0
FAIL TO NEGOTIATE CURVE	43	14.8	0	0	0	0	1	2	0	3	10	2	9	6	6	1	0	0
FAIL TO STOP FOR SCHL BUS	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FOLLOWING TOO CLOSELY	4	1.4	0	0	0	0	0	0	0	0	1	2	0	1	0	0	0	0
IMP / NO LIGHTS - MOVING VEH	1	0.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
INATTENTION	4	1.4	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
OPEN DOOR ADJCNTRAF LN	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OTHER ERROR	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
OVER-CORRECTING	1	0.3	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
OVERLOADING / IMP LOAD VEH	0	0.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
RAN OFF ROAD	21	7.2	0	0	1	0	1	0	0	1	1	4	7	2	1	2	0	0
RECKLESS DRIVING	8	2.7	0	0	0	0	0	0	0	1	1	3	2	1	0	0	0	0
STRADDLING/DRV WRONG LN	1	0.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
WRONG WAY ON ONE-WAY ST	5	1.7	0	0	0	0	0	0	0	2	1	1	1	1	0	0	0	0
TOTAL DRIVERS WITH ERRORS:	291	100.0	0	1	2	3	10	7	2	11	16	58	40	48	40	24	29	0
NUMBER OF DRIVERS:																		
WITH ERROR	291	61.8	0	1	2	3	10	7	2	11	16	58	40	48	40	24	29	0
WITH NO ERROR	180	38.2	0	0	0	1	0	6	1	3	8	36	27	31	34	17	13	3
TOTAL DRIVERS	471	100.0	0	1	2	4	10	13	3	14	24	94	67	79	74	41	42	3

OTHER CONTRIBUTING CIRCUMSTANCES

CRASHES INVOLVING DRIVER:	# OF ACC	% OF ACC	CRASHES INVOLVING VEHICLES WITH:	# OF ACC	% OF ACC
SICK, SLEEPY, DISTRACTED	24	7.5	MECHANICAL OR TIRE DEFECT	2	0.6
USING CELL PHONE	3	0.9	TOWING TRAILER	3	0.9
STOP IN TRAF - EXCEPT FOR LEFT TURN	5	1.6	MISCELLANEOUS CRASHES		
DID NOT YIELD RIGHT-OF-WAY	36	11.2	LIVESTOCK INVOLVED	0	0.0
			WILD ANIMAL INVOLVED	2	0.6
CRASHES INVOLVING PEDESTRIAN:			POOR VISIBILITY, BLINDED	8	2.5
WITH ERROR	36	11.2	JUMPED, FELL, EJECTED FROM VEH	79	24.6
WITH NO ERROR	20	6.2			

