Developing a Strategy for Reducing the Impact of Driving Under the Influence of Intoxicants in Portland, Oregon

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Background
In 2003, the City of Portland Office of Transportation (PDOT) launched the Community and School Traffic Safety Partnership (CSTSP) in response to the strong public demand for services that protect neighborhoods from the negative impacts of traffic. It is a community-based, coalition-led effort to improve Portland’s traffic safety. In 2005, members on the CSTSP DUII Working Group, identified a need to become more familiar with national best practices to reduce impaired driving.

Objective
The purpose of this research was to provide DUII TAC members with the best available knowledge about the state of DUII-related crashes in Portland. The research intent was also to highlight best practices as found in the literature.

Methodology
- Analysis of crash international, national, statewide, county, and city data
- Review international and national best practices
- Interview stakeholders in current Multnomah County and City of Portland DUII system.
- Synthesis of crash data, best practices, and current initiatives into potential strategies for improvement

Fatality Rates of Alcohol Crashes per 100,000 Population, 2005

The location of drinking establishments is spatially related to the occurrence of alcohol-involved crashes.

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Ranking the Potential Strategies for Reducing DUII
Based on the data, review of best practices, and stakeholder interviews a matrix was developed to assist the DUII Working Group in determining a suitable strategy for reducing the impact of driving under the influence of intoxicants (drugs and alcohol) in Multnomah County and the City of Portland. Barriers and potential strategies are organized into three categories, prevention, enforcement and treatment categories. These categories pertain to target opportunities prior to, during, and following an impaired driving incident. For each identified possible strategy, a cost and effectiveness rank of low, medium, or high is assigned. The effectiveness ranking is based on the potential to reduce alcohol-related (or to some extent intoxicant-related) crashes. Crash reduction percentages are based on best practice research results. A “dotmocracy” effort is being conducted to rank the best strategies.