

Serious Traffic Injuries

Serious Traffic Injuries: Serious Traffic injuries per 100 million vehicle miles traveled

Oregon's strategy

Reducing the number of traffic crashes is the primary strategy to reduce serious traffic injuries, but when a crash happens, reducing the injury severity becomes the secondary strategy. This is influenced in three primary ways: first, with safe infrastructure use of safety equipment by individuals, and implementing design practices that mitigate structural safety risks on Oregon's transportation system. Second, driver behavior, deploying safety information, education programs, and the DMV driver improvement program in order to reduce crashes caused by driver behavior. The final

way is through timely emergency medical services at the scene and trauma centers.

About the target

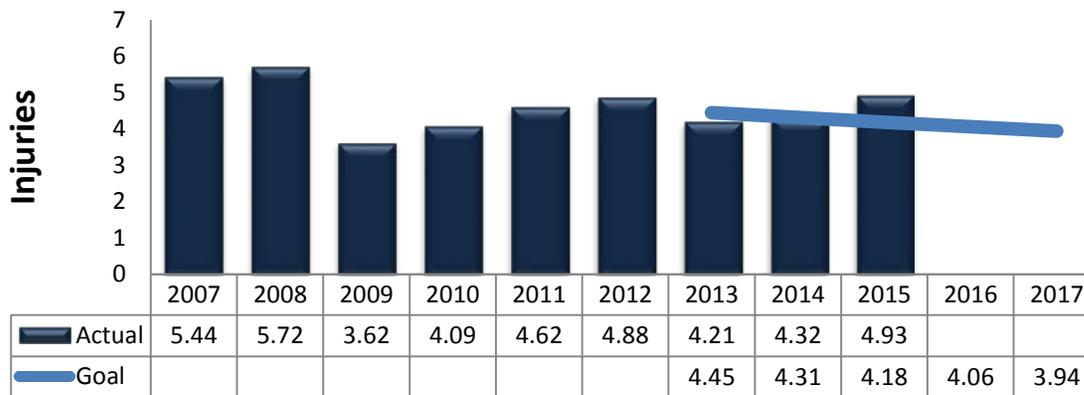
We want to eliminate serious injuries due to crashes. Although trends for serious injuries and fatal crashes fluctuate up and down year to year, realistic targets are set with future reductions in mind. ODOT reset the targets for traffic injury rates in 2016 due to an increase in reported injuries in 2014 and 2015. The increased use of e-crash reporting by law enforcement also has added crash data to the state's crash file and in a timelier manner. More than 6,000 e-crash reports

are now filed by law enforcement each year.

How Oregon is doing and how Oregon compares

The Oregon rate in 2015 was just under 5 serious injuries per 100 million vehicle miles traveled. Traffic injury rates are reported on a calendar year basis just like fatalities. However, unlike fatality data that allows state to state comparisons, injury data is not yet comparable. This is because some definitions of injury are not consistent across the country so comparisons to California, Washington or Idaho, for example, are not

Serious Traffic Injuries per 100 Million Vehicle Miles Traveled (VMT)



Fact

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valid. Some state data comparisons can be made against the national data because it is created based on a sample. This is useful for understanding state trends versus national trends.

Factors affecting results and what needs to be done

Several factors affected the serious injury rate in 2015. Significant positive factors affecting serious injury rates were high rates for the use of safety belts, child safety seats and booster seats. Drivers age 15 to 20 continued to be overrepresented in serious injury crashes however; representing approximately 14 percent of all serious injury crashes.

About the data

The Crash Analysis and Reporting Unit (CARs) collect data and publish statistics for reported motor vehicle traffic crashes. A system change in 2011 resulted in an increase of over 15 percent for injury and

property damage data making it into the crash data file. Legally reportable motor vehicle traffic crashes are those involving death, bodily injury, or damage to personal property in excess of \$1,500. Additional data comes from the Fatality Analysis Reporting System.

One call can wreck your day.

Nothing brings a quick end to a beach trip like a call or text gone bad. Using your phone while driving distracts you from your most important focus: the road. Remember, in Oregon, using a hand-held mobile communication device to talk or text while driving is against the law. It can get you a ticket - or worse. So keep your mind alert and your fingers off the buttons... and have a nice day.

Drive Safely. The Way to Go.
Transportation Safety - ODOT

OTHER SAFE DRIVING TIPS

- Follow posted speed limits.
- Always drive sober.
- Stay alert - don't drive drowsy.
- Buckle everyone on every trip.
- Secure kids under 4'8" in a child safety seat or booster.
- Share the road - watch for motorcycles, bicyclists and pedestrians.

Kids who have outgrown their child safety seat must be buckled in a booster seat until they're 4'9" or 8 years old.

The right-sized safety seat can save your child's life.

Your child is your most precious cargo. So keep your kids safer on the road by buckling them up every time in the right-sized safety seat. Children using adult safety belts alone may be seriously injured in a crash. And always make sure kids under 13 are in the back seat - away from all front-impact airbags. Remember, securing your child safely is the law.

Buckle Up. The Way to Go. Transportation Safety - ODOT

Contact information

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Data source

ODOT Crash Analysis and Reporting; Fatality Analysis Reporting System, National Highway Traffic Safety Administration, US DOT