



Transportation Safety

Oregon Department of
Transportation

House Committee on Transportation Policy

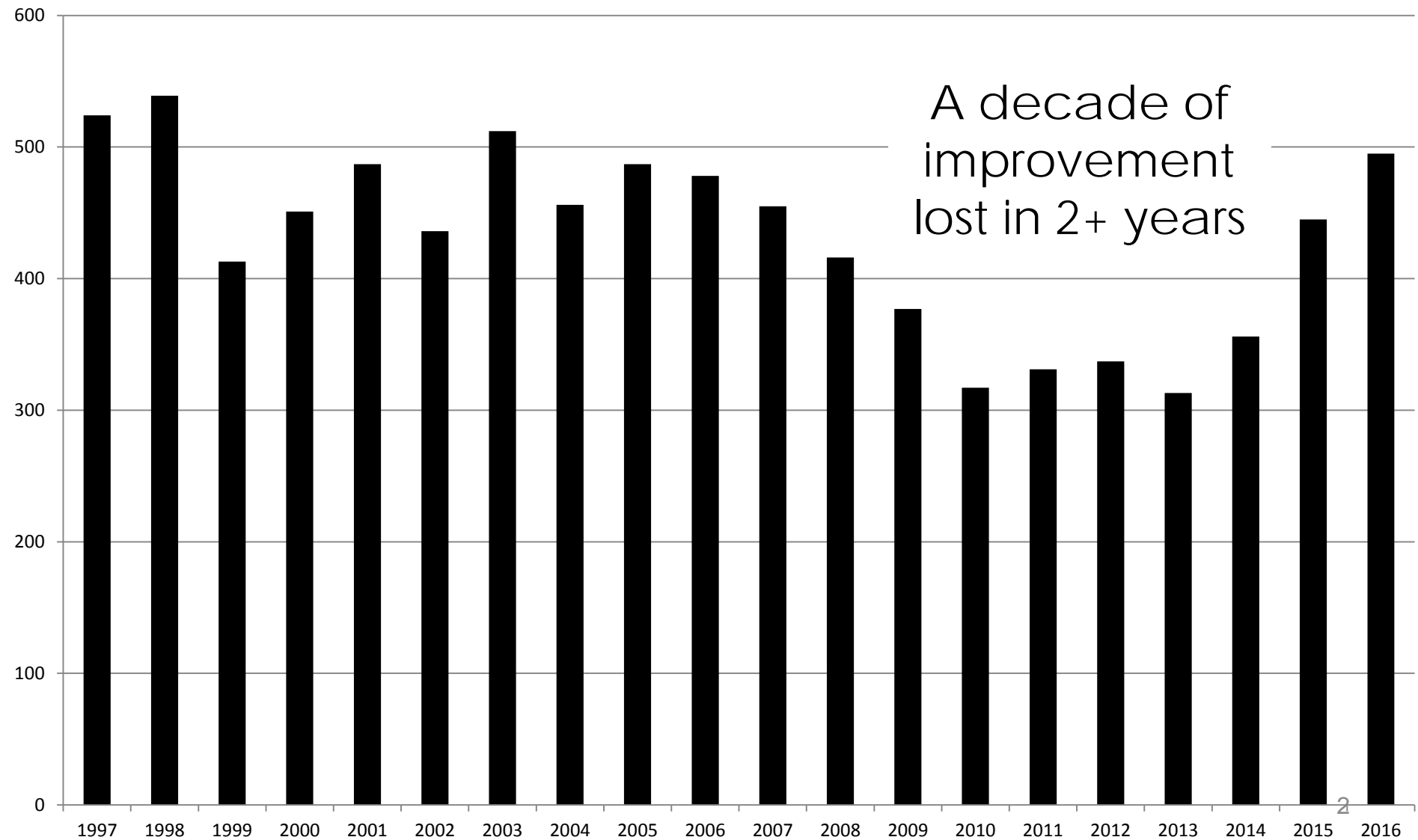
Matthew L. Garrett, Director



Troy E. Costales, Transportation Safety Administrator

Twenty Year Traffic Fatality History

Oregon Traffic Fatalities 1997-2016



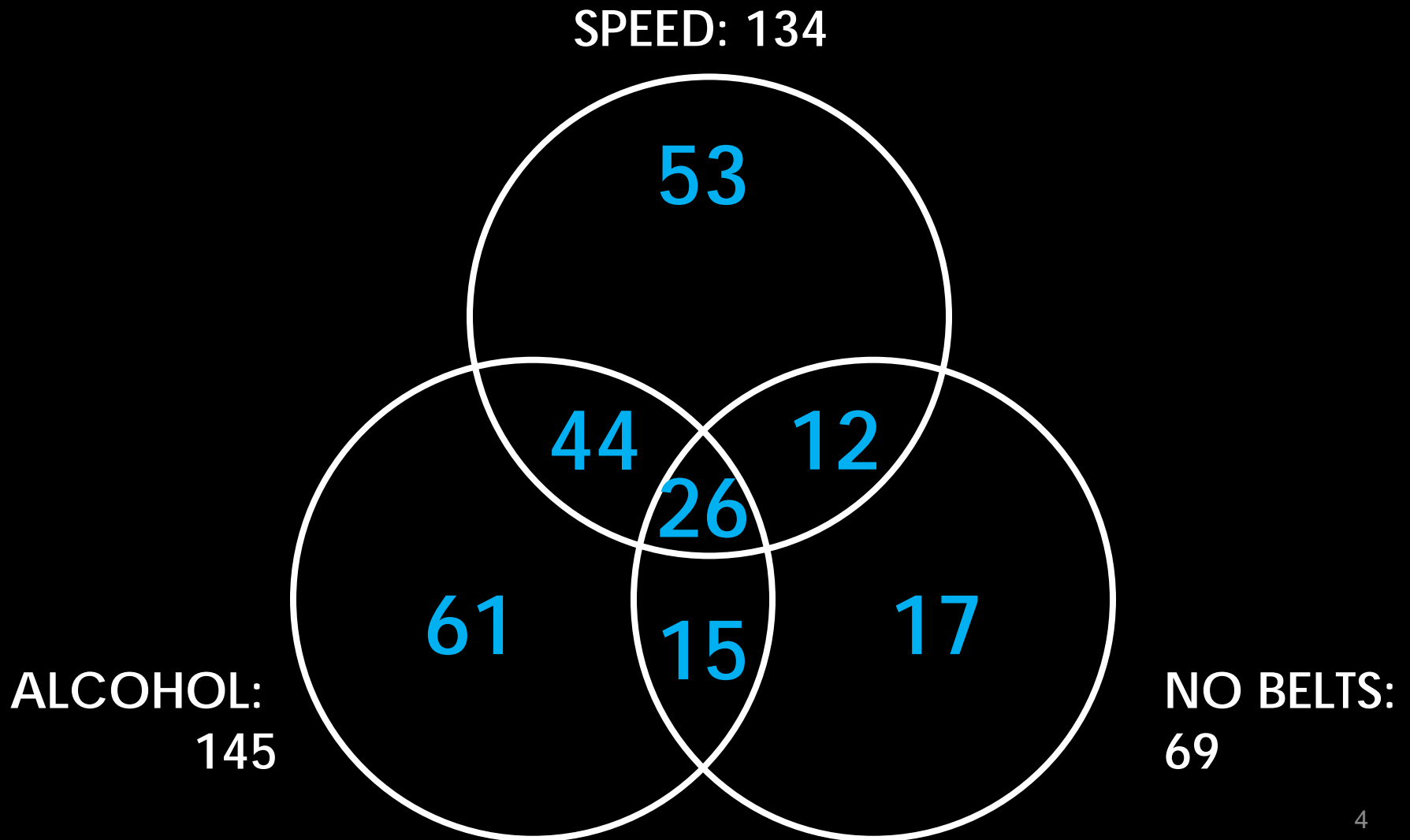
**Distracted
Driving**

**Impaired
Driving**

Safety Belts



Oregon Average Traffic Fatalities Per Year, 2013 - 2015 Involving Alcohol, Speed and Restraints





Impaired Driving

Oregon Law

Partners

Data



Impaired Driving

“Oregon’s law is one of the most narrow”



Intoxicating
Liquor



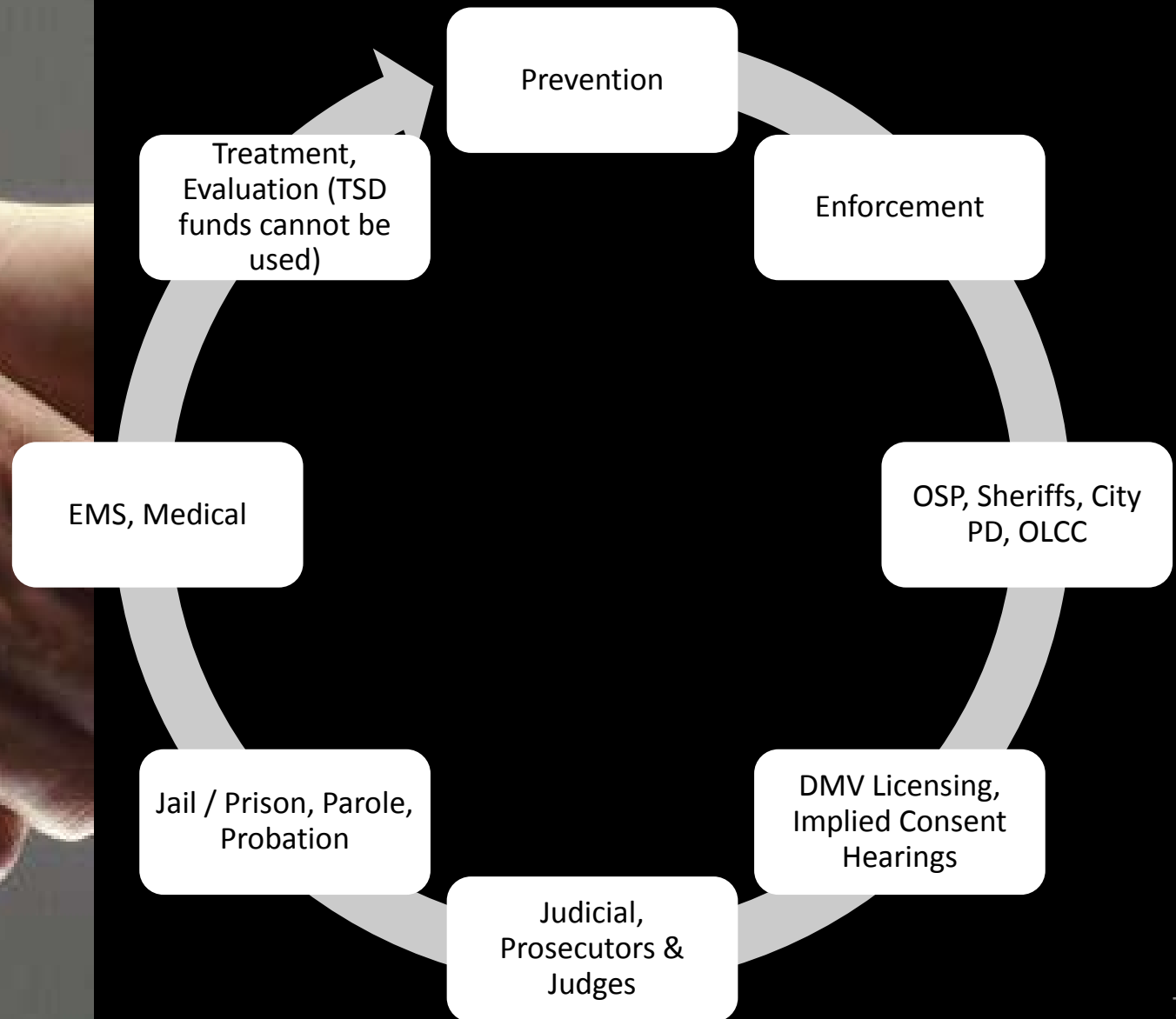
Controlled
Substances



Inhalant

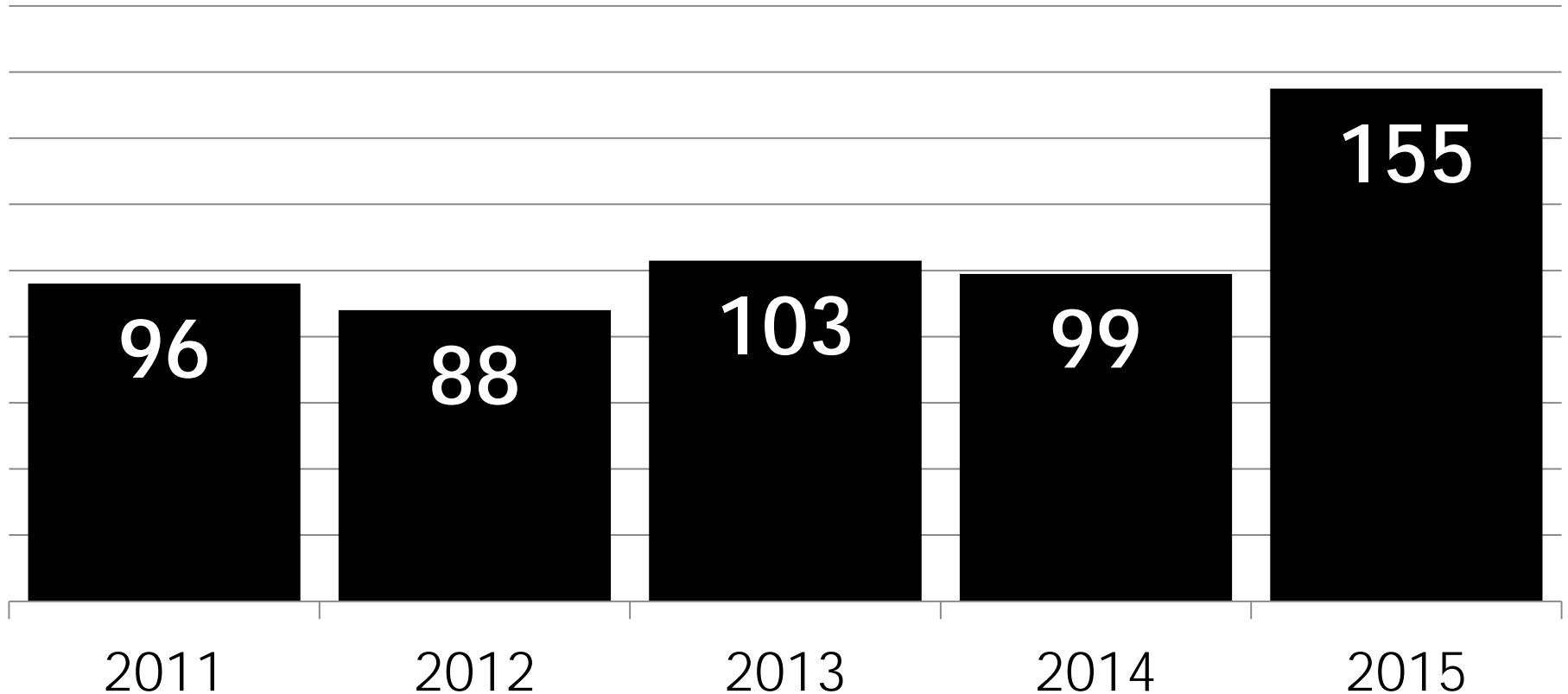


State of Oregon Impaired Driving Program Partners



Oregon's Alcohol-Impaired Driving Fatalities

(BAC=.08+)**



**Based on the Highest BAC of a Driver or Motorcycle Rider Involved in the Crash

Source: National Traffic Safety Institute (NTSI), State Traffic Safety Information (STSI), Fatality Analysis Reporting System (FARS) data



Safety Belts

Use Rate

Risk Factors

Unbelted
Fatalities



Safety Belt Usage Rates Over the Last 5 Years

2011	2012	2013	2014	2015
CA 97.30%	OR 97.80%	OR 98.20%	WA 96.90%	WA 97.50%
GA 97.30%	GA 97.30%	CA 97.40%	OR 96.80%	CA 96.60%
OR 95.50%	CA 97.10 %	AL 97.30%	CA 95.50%	OR 96.60%
IL 95.20%	AL 95.70%	GA 95.50%	TX 94.00%	HA 96.00%
WA 94.60%	MN 94.70%	MN 94.80%	IL 93.60%	MI 94.50%



Safety Belts Matter – Lowering Your Risk

System	Car	Light Truck
Belt w/ Airbag	56% lower	Not Rated
Belt only	45% lower	60% lower
No belt – Airbag only	14% lower	Not Rated
Infant seat	71% lower	58% lower
Toddler seat	54% lower	59% lower



Safety Belts

Observed
Use:
96%

Something's
gotta give

Unrestrained
Fatalities:
76



Real Consequences



Safety Belts
Distraction

Impairment

