Oregon
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Subject: Substance-Involved Driving Trends in Oregon

Definitions:

Alcohol-Only	Only alcohol was involved in the crashes queried.
Drug-Only	Only drugs were involved in the crashes queried
Alcohol & Drug-Involved	Crash where both alcohol and drugs were involved which can mean: • an active participant (i.e. driver, pedestrian, bicyclist) had been using *both* alcohol *and* drugs • one active participant had been using alcohol, and another had been using drugs • any such combination – as long as both alcohol and drugs were present

2023 is the first decrease in substance-involved fatalities since 2026. Alcohol-only fatalities decreased 35%, while drug-only saw only a minor 3% decrease, resulting in an overall decrease of 9%. Of concern is the continued upward trend of fatalities involving both alcohol **and** drugs since 2013, when the data was first divided into the below categories.

Oregon	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	% increase/(decrease) 2022-23
Alcohol-Only Fatalities	135	107	81	85	76	110	119	77	-35%
Drug-Only Fatalities	65	85	150	125	147	175	193	187	-3%
Alcohol & Drug Fatalities (two or more substances)	38	63	83	108	103	102	115	124	8%
Total Substance-Involved Fatalities (alcohol or drugs or both)	238	255	314	318	326	387	427	388	-9%

Normally, serious injuries are higher than fatalities; 2020 and 2021 were exceptions to this rule with substance-involved fatalities higher than instances of serious injuries. Since 2013, drug-only and alcohol/drug-combination fatalities were more common than serious injuries, except for the year 2016 in the alcohol and drug (two substances) category. In recent years, fatalities in these categories have far overshadowed serious injuries. Drug-only fatalities were on average 132% higher than serious injuries from 2013 – 2023 Also, since 2013, alcohol & drug fatalities (two or more substances) have averaged 148% higher than serious injuries. *Please see comparison graphs on page 4.*

Oregon	2016	2017	2018	2019	2020	2021	2022	2023	% increase/(decrease) 2022-2023
Alcohol-Only Serious Injuries	216	205	198	261	215	255	408	375	-8%
Drug-Only Serious Injuries	60	48	35	46	56	69	55	98	78%
Alcohol & Drug-Involved Serious Injuries (two or more substances)	40	34	30	27	20	32	34	62	82%
Total Substance-Involved Serious Injuries (alcohol or drugs or both)	316	287	263	334	291	356	497	535	8%

From 2022-2023, serious injuries saw an 8% decrease in the alcohol-only category. Of note is the 78% increase in the drug-only category and the 82% increase in the alcohol and drugs (two substances or more) categories. This is the largest percentage increase from year to year since tracking started in 2013. The last large increase was from 2015 to 2016, where drug-only serious injuries saw a 67% increase and alcohol and drug serious injuries saw a 54% increase. This trend is reflected in all crashes resulting in serious injuries which saw an 82% increase from 2022 to 2023.

As the table below indicates, when fatalities and serious injuries are combined the problem appears less severe than when the categories are separated.

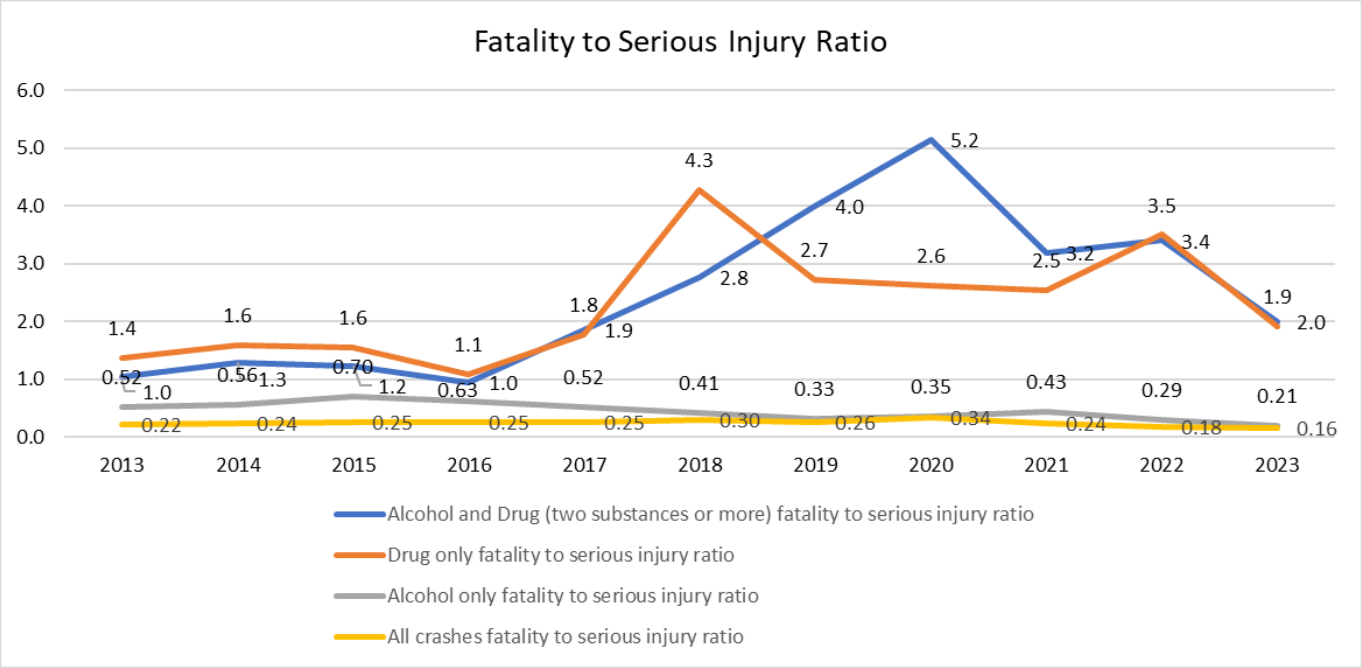
Oregon	2016	2017	2018	2019	2020	2021	2022	2023	% increase/(decrease) 2022-23
Alcohol-Only Fatalities & Serious Injuries	351	312	279	346	291	365	527	452	-14%
Drug-Only Fatalities & Serious Injuries	125	133	185	171	203	244	248	285	15%
Alcohol & Drug-Involved Fatalities & Serious Injuries	78	97	113	135	123	134	149	186	25%
Total Substance-Involved Fatalities & Serious Injuries (alcohol or drugs or both)	554	542	577	652	617	743	914	923	1%

In Oregon, overall substance-involved **crashes** decreased 7% from 2022-2023 *(tables above represent people)*. Fatalities and serious injuries, as a result of substance-involved crashes increased 1% from 2022 to 2023. From 2013 to 2022, substance-involved fatal and serious injury crashes per capita have nearly doubled (.09 to .17).

Oregon	2016	2017	2018	2019	2020	2021	2022	2023
All substance-involved crashes	3,044	2,894	2,901	2,980	2,538	3,155	3,185	2,909
Substance-involved crashes that resulted in fatal or serious injury.	436	443	488	563	512	616	742	746
% of substance-involved crashes that resulted in death or serious injury	**14%**	**15%**	**17%**	**19%**	**20%**	**20%**	**23%**	**26%**
All crashes	60,048	57,726	50,150	50,128	38,141	45,295	45,070	46,762
All crashes that result in fatal or serious injury	2,100	1,916	1,962	2,123	1,830	2,694	3,349	3,631
% of all crashes that result in fatal or serious injury	3%	3%	4%	4%	5%	6%	7%	8%
Substance-involved fatal and serious-injury crashes as % of all fatal and serious-injury crashes.	**20%**	**23%**	**25%**	**27%**	**28%**	**23%**	**22%**	**21%**

In 2023, Oregon experienced 2,909 substance-involved crashes in which 388 people died, and 535 people sustained life-altering injuries. Of note, 66% of all Oregon fatalities were substance-involved. Using 2023 data Oregon had an average impaired driving fatality rate[1] of .64 or higher, pushing Oregon into the National Highway Traffic Safety Administrations high-risk category for impaired driving. Fourteen percent of all Oregon serious injuries were substance-involved.

Notably, there were more fatalities than serious injuries in the drug-only and -substance categories. Typically, within a category of crashes there are fewer fatalities than serious injuries. In looking at all statewide crashes in 2023, there were 0.16 fatalities for every one serious injury. This also held true for the alcohol-only category, which had .21 fatalities for every one serious injury. In the drug-only category in 2022, there were 1.9 fatalities for every one serious injury and in the alcohol and drug (two or more substances) category the ratio was 2 to 1. The fact that crashes involving drugs, or two or more substances, have a higher rate of fatalities than serious injuries illustrates that these high severity crashes disproportionately end in death which may be indicative of drug or poly-substance impaired drivers being less able to mitigate crash situations.



[1] *Average impaired driving fatality rate* means the number of fatalities in motor vehicle crashes involving a driver with a blood alcohol concentration of at least 0.08 percent for every 100,000,000 vehicle miles traveled, based on the most recently reported three calendar years of final data from the FARS.