

VEHICLE SAFETY

SEATBELT USE

U.S. HEALTHY PEOPLE² YEAR 2000 GOALS

9.12 Increase the use of occupant motor vehicle restraint protection

85%

This question measures the prevalence of seatbelt use among Oregon high school students.

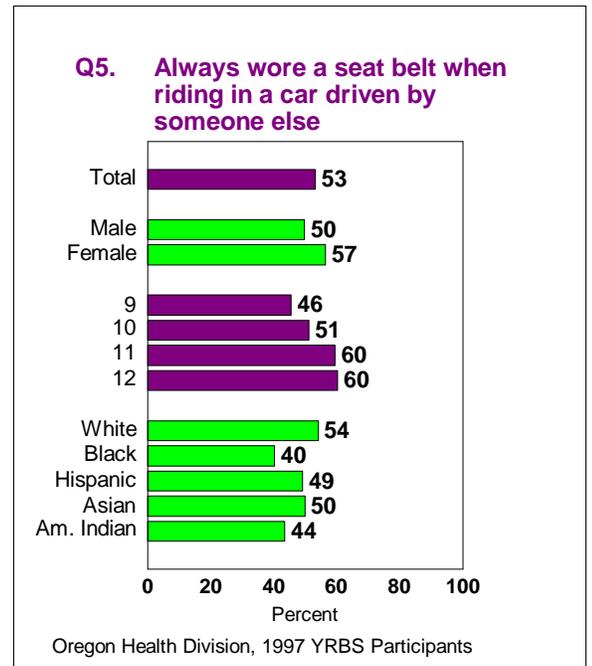
Seatbelt use is estimated to reduce motor vehicle fatalities by 40 percent to 50 percent and serious injuries by 45 percent to 55 percent.⁷ Since 1990, Oregon law has required all drivers and passengers to use seatbelts. In the 1995 adult Behavioral Risk Factor Survey, 75 percent of 18 to 24 year-old Oregonians reported they always wore a seatbelt.⁶

WHAT OREGON STUDENTS REPORTED

Q5. How often do you wear a seatbelt when riding in a car driven by someone else?

Fifty-three percent of Oregon YRBS participants reported they always wore a seatbelt when riding in a car driven by someone else. *Significantly* more female students (57%) than male students (50%) always wore a seatbelt. Seatbelt usage increased *significantly* by grade. African American (40%), Hispanic (49%), and American Indian students (44%) wore seatbelts *significantly* less than non-Hispanic white students (54%).

In 1995, 22 percent of students participating in the national YRBS rarely or never used their seatbelts as compared to seven percent of 1997 Oregon YRBS students.



MOTORCYCLE AND BICYCLE HELMET USE

U.S. HEALTHY PEOPLE² YEAR 2000 GOALS

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|------|--------------------------------------------|--------------|
| 9.13 | Increase the use of motorcycle helmets to: | at least 80% |
| 9.13 | Increase the use of bicycle helmets to: | at least 50% |

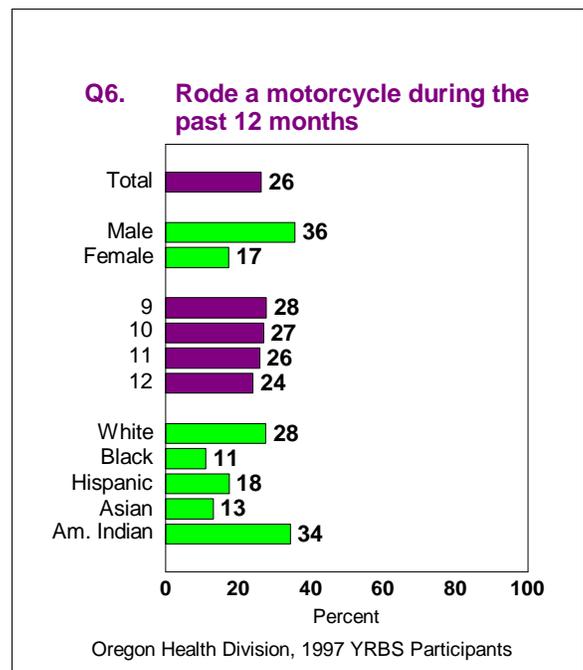
The next four questions measure the prevalence of motorcycle and bicycle helmet use.

Head injury is the leading cause of death in motorcycle and bicycle crashes.⁸ Unhelmeted motorcyclists are two times more likely to have a fatal head injury and three times more likely to have a nonfatal head injury than helmeted riders.⁹ The risk of head injury for unhelmeted bicyclists is more than 6½ times greater than for helmeted riders.¹⁰ Since 1988, all motorcyclists in Oregon have been required to wear a helmet. Since 1994, bicycle riders under the age of 16 have been required to wear a helmet when riding. From 1995 to 1996, the Oregon Trauma Registry reported a total of 19 severe injuries to bicycle riders under 16 who were wearing a helmet and 58 to those who were not.¹¹ The Registry also reported thirteen injuries to motorcycle riders under age 19 who were wearing a helmet and eight to those who were not. Eleven injured bicyclists' and three injured motorcyclists' helmet status was unrecorded. (Note: The Trauma Registry includes only injuries severe enough to require trauma system entry.)

WHAT OREGON STUDENTS REPORTED

Q6. During the past 12 months, how many times did you ride a motorcycle?

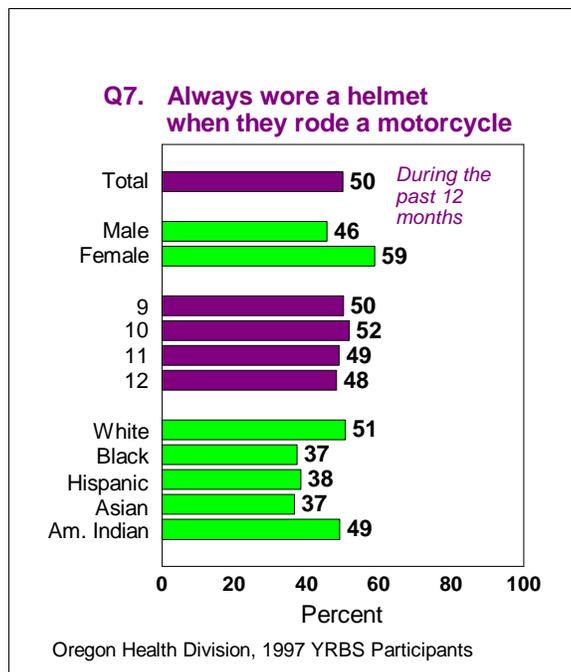
Twenty-six percent of Oregon YRBS participants rode a motorcycle one or more times during the 12 months preceding the survey. *Significantly* more males (36%) than females (17%) rode a motorcycle during the prior year. As grade increased, motorcycle riding *significantly* decreased. *Significantly* fewer African American (11%), Hispanic (18%), and Asian (13%) students rode a motorcycle, compared to non-Hispanic white students (28%). American Indian students rode a motorcycle *significantly* more (34%) than non-Hispanic white students.



Q7. When you rode a motorcycle during the past 12 months, how often did you wear a helmet? [Of YRBS participants who rode a motorcycle one or more times during the past 12 months]

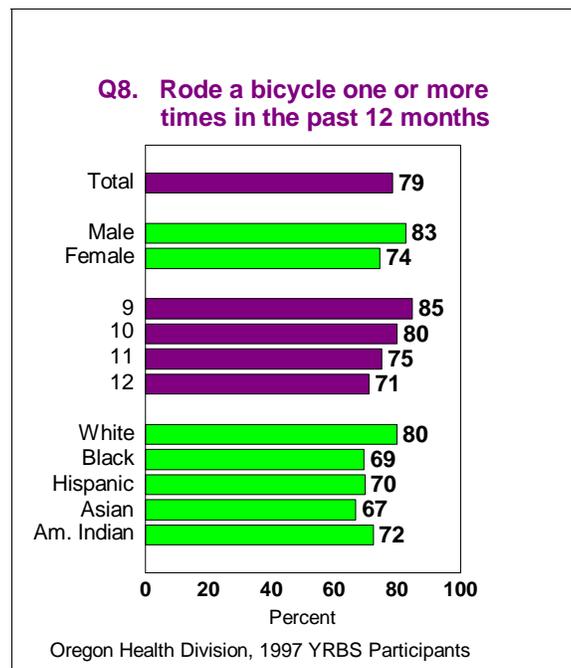
Of YRBS participants who rode a motorcycle during the 12 months preceding the survey, 50 percent always wore a motorcycle helmet. *Significantly* more females (59%) than males (46%) who rode motorcycles always wore a helmet. There was no statistical difference by grade. *Significantly* fewer Hispanic (38%) and Asian (37%) students wore a motorcycle helmet when riding a motorcycle.

In 1995, 44 percent of students participating in the national YRBS rarely or never wore helmets as compared to 29 percent of 1997 Oregon YRBS students.



Q8. During the past 12 months, how many times did you ride a bicycle?

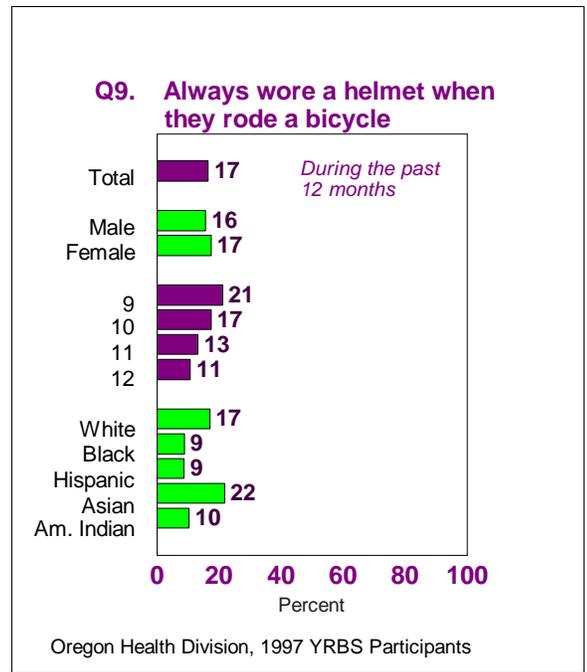
Seventy-nine percent of Oregon YRBS participants rode a bicycle one or more times during the 12 months prior to completing the YRBS. *Significantly* more males (83%) than females (74%) rode bicycles during the preceding year. As grade increased, bicycle riding *significantly* decreased. *Significantly* fewer African American (69%), Hispanic (70%), Asian (67%), and American Indian (72%) students rode a bicycle compared to white students (80%).



Q9. When you rode a bicycle during the past 12 months, how often did you wear a helmet? [Of YRBS participants who rode a bicycle one of more times during the past 12 months]

Of YRBS participants who rode a bicycle during the 12 months prior to the survey, 17 percent always wore a bicycle helmet. There was no statistically significant difference by gender. As grade increased, *significantly* fewer bicyclists wore helmets. *Significantly* fewer African American (9%), Hispanic (9%) and American Indian (10%) bicyclists wore a bicycle helmet than white students (17%). *Significantly* more Asian American students wore helmets when riding a bike (22%).

In 1995, 93 percent of students participating in the national YRBS rarely or never used bicycle helmets as compared to 62 percent of 1997 Oregon YRBS students.



DRINKING AND DRIVING

U.S. HEALTHY PEOPLE² YEAR 2000 GOALS

9.23b Reduce deaths among people aged 15-24 caused by alcohol-related motor vehicle crashes (per 100,000) to:

12.5

The next two questions measure the occurrence of drunk driving among Oregon high school students.

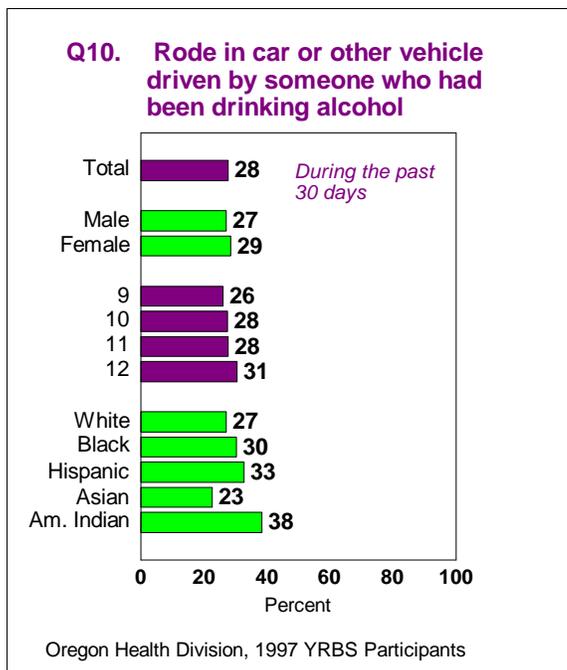
In Oregon during 1996, five Oregonians age 18 and under died while driving drunk. Another 13 Oregonians 18 and under died while riding with a drunk driver.¹² Alcohol-related traffic crashes cause serious injury and permanent disability and rank as the leading cause of spinal cord injury among adolescents and young adults.¹³ In the 1995 adult Behavior Risk Factor Survey, three percent of 18 to 24 year-olds reported drinking and driving in the past 30 days⁴. Based on data from the Fatal Accident Reporting System, it is estimated that Oregon had an alcohol and drug-related motor vehicle death rate of 7.5 per 100,000 population in 1996 among people aged 15-24.¹⁴

WHAT OREGON STUDENTS REPORTED

Q10. During the past 30 days, how many times did you ride in a car or other vehicle driven by someone who had been drinking alcohol?

During the 30 days prior to the survey, 28 percent of Oregon YRBS participants rode one or more times in a car or other vehicle driven by someone who had been drinking alcohol. There was no statistically significant difference by gender. Students in upper grades were *significantly* more likely to ride with a drunk driver. *Significantly* more Hispanic (33%) and American Indian (38%) students, and *significantly* fewer Asian students (23%) reported riding with a drunk driver.

In 1995, 39 percent of students participating in the national YRBS reported riding with a driver who had been drinking.

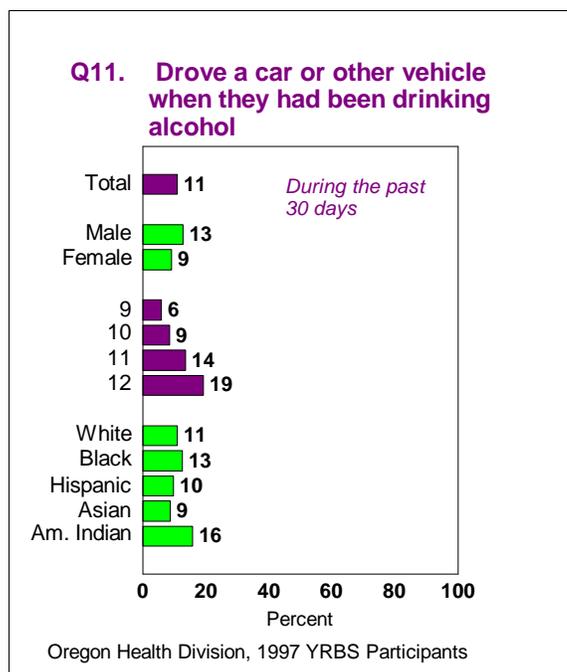


Q11. During the past 30 days, how many times did you drive a car or other vehicle when you had been drinking alcohol?

During the 30 days prior to the survey, 11 percent of Oregon YRBS participants had driven a car or other vehicle after drinking alcohol. *Significantly* more males (13%) than females (9%) drove a car or other vehicle one or more times when they had been drinking alcohol. Drinking and driving increased *significantly* by grade. *Significantly* more American Indian students (16%) drank and drove during the prior 30 days.

The legal age for drinking in Oregon is 21.

In 1995, 15 percent of students participating in the national YRBS reported driving after drinking.



WHAT OREGON STUDENTS WROTE

One law I really hate is the bicycle law. Barely anybody wears one & I think we should get to choose if we want to wear one or not.