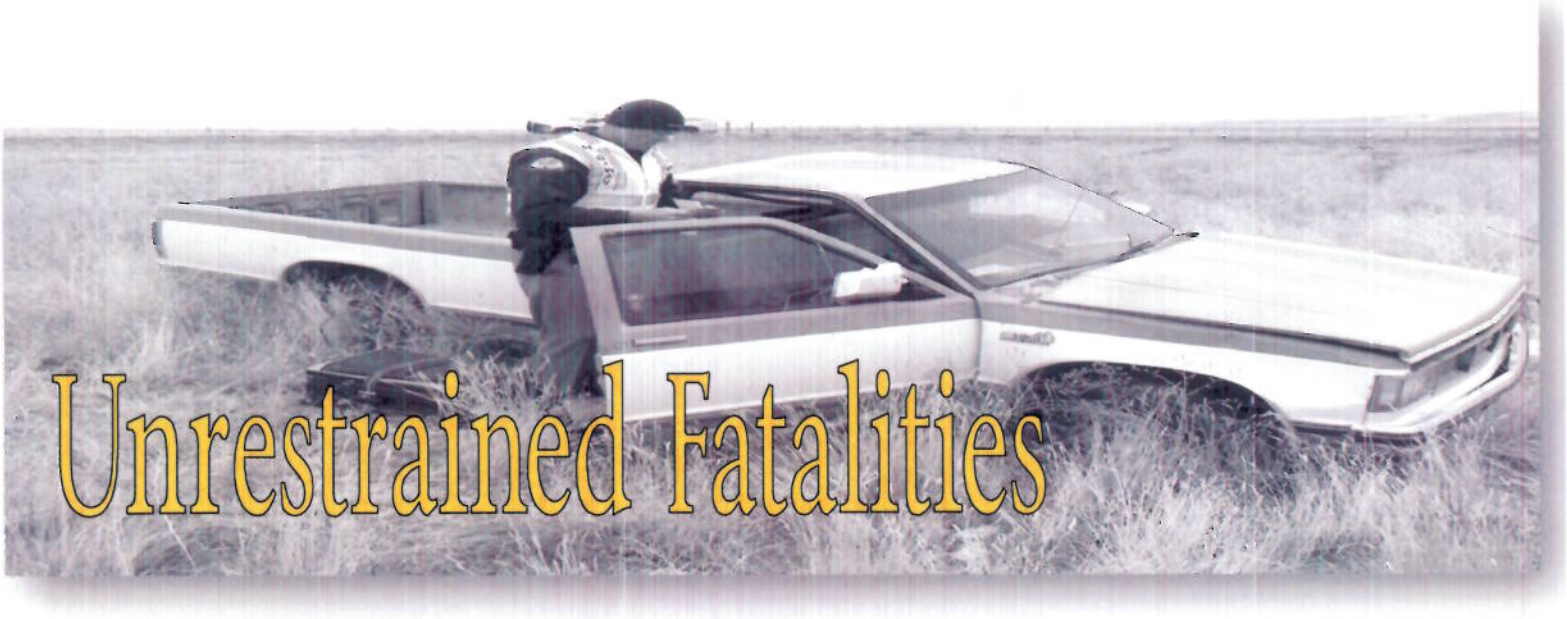


Compliance vs. Fatality Rates

- An average of the past three years shows unrestrained motorists represent approximately 34% of all traffic related fatalities in Utah. However, when compared to fatalities involving motor vehicle occupants, they represent 50% of all traffic fatalities.*
- Of the total traffic fatalities in Utah in 2011, 152 involved occupants of motor vehicles, 57% (86) occurred on 55+ MPH roadways and 52% involved unrestrained occupants.*
- Utah average seatbelt compliance rates:
    - 2008 – 2010 Crash Occupant Reporting Average = 97.2% compliance
    - 2009 – 2011 Front Seat Observation = 89.1% compliance
    - 2012 SDS Research Survey Results = 95% compliance ("always" or "nearly always")
- Less than 10% of all motorists chose to not use a seatbelt; however, they represent approximately 50% of traffic fatalities involving motor vehicle occupants.

Medical Impacts / Costs

- While representing only 28% of crash participants, high speed roadway crashes resulted in 34% of all emergency department visits, 40% of all hospital admissions, and 70% of all deaths at the scene of the crash.
- Compared to non-high speed roadways, high speed roadway crash participants were 1.3 times as likely to be treated at the emergency department, 1.9 times as likely to be admitted to the hospital and 5.3 times as likely to die at the scene of the crash.
- Unbelted occupants of severely damaged vehicles on high speed roadways had a much greater chance of being treated at a hospital or dying than belted occupants (57% vs. 29%). Unrestrained occupants of these vehicles were about 8 times more likely to die at the scene than restrained occupants (13.0% vs. 1.5%).
- The use of safety belts was associated with smaller median hospital charges: restrained high speed roadway occupants had median charges of $1,428, while unrestrained occupants had median charges of $3,199.

Crash Survivability Rates

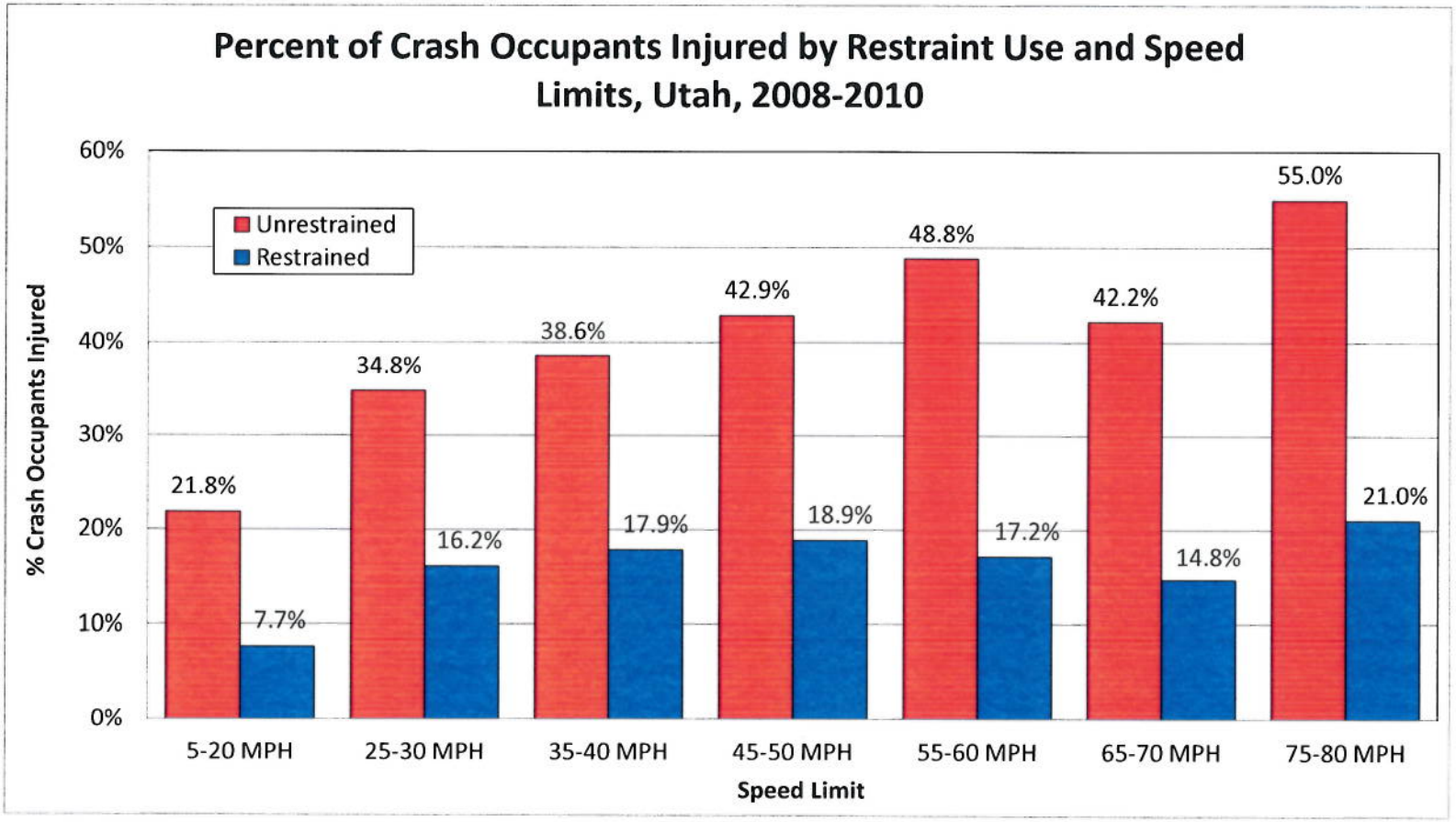
- Proper use of seatbelts increases a person's chances of surviving a motor vehicle crash by 50%.
- Utah averages 84 crash fatalities per year involving non-seatbelt compliance, 42 deaths per year could be avoided if properly restrained.

* *Motor vehicle occupants excludes motorcycles, pedestrians and buses.*

- *Information Sources: Utah Office of Highway Safety, UHP Crash Data, Utah Crash Outcome Data Evaluation System, SDS Research*

Percent of Crash Occupants Injured by Seat Belt Use and Speed Limits, Utah, 2008-2010

	Unrestrained			Restrained		
Speed Limit	**Injured**	**Total Occupants**	**% Injured**	**Injured**	**Total Occupants**	**% Injured**
5-20 MPH	27	124	21.8%	226	2,925	7.7%
25-30 MPH	661	1,901	34.8%	7,439	51,805	16.2%
35-40 MPH	1,000	2,594	38.6%	16,779	97,386	17.9%
45-50 MPH	387	903	42.9%	6,284	34,624	18.9%
55-60 MPH	408	836	48.8%	4,464	27,805	17.2%
65-70 MPH	569	1,348	42.2%	7,774	54,717	14.8%
75-80 MPH	341	620	55.0%	2,801	13,728	21.0%
TOTAL	**3,393**	**8,326**	**40.8%**	**45,767**	**282,990**	**16.2%**

Unrestrained crash occupants were more likely to be injured at every speed limit compared to restrained occupants

The higher the speed limit the more likely a crash occupant was to be injured