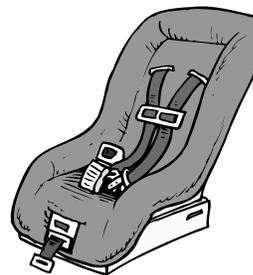


Occupant Protection



Section 2: Occupant Protection

2

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Children and Restraint Use

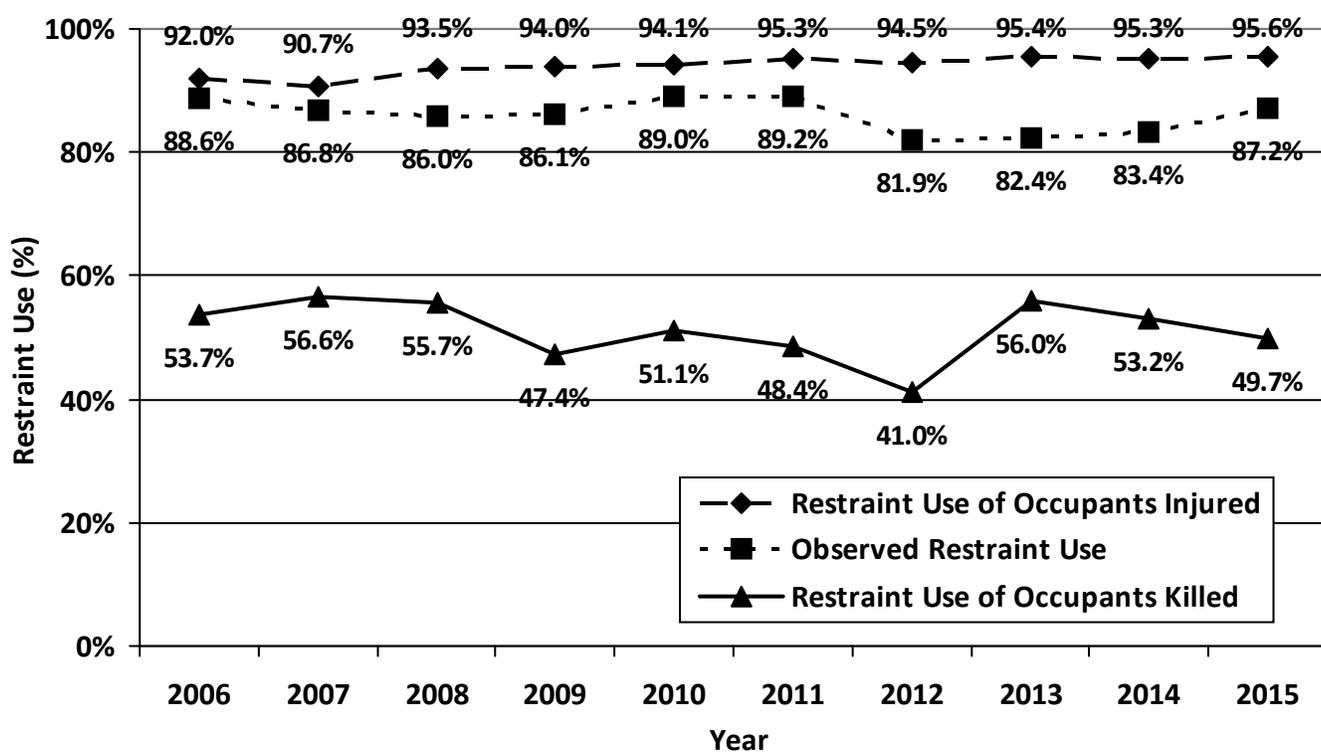
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Trends

Restraint Use of Occupants In Crashes (Utah 2006-2015)

Persons												
Year	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
2006	2,913	96,554	97.1%	1,778	20,427	92.0%	88	102	53.7%	4,779	117,083	96.1%
2007	3,529	109,245	96.9%	2,116	20,541	90.7%	82	107	56.6%	5,727	129,893	95.8%
2008	1,369	97,907	98.6%	1,273	18,400	93.5%	78	98	55.7%	2,720	116,405	97.7%
2009	2,273	91,303	97.6%	1,120	17,627	94.0%	91	82	47.4%	3,484	109,012	96.9%
2010	1,896	89,245	97.9%	1,048	16,599	94.1%	86	90	51.1%	3,030	105,934	97.2%
2011	1,801	91,793	98.1%	845	17,249	95.3%	82	77	48.4%	2,728	109,119	97.6%
2012	2,115	89,699	97.7%	990	16,996	94.5%	79	55	41.0%	3,184	106,750	97.1%
2013	1,579	93,675	98.3%	827	17,290	95.4%	59	75	56.0%	2,465	111,040	97.8%
2014	1,806	95,482	98.1%	894	18,261	95.3%	72	82	53.2%	2,772	113,825	97.6%
2015	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%
Total	20,986	964,263	97.9%	11,827	183,503	93.9%	804	854	51.5%	33,617	1,148,620	97.2%



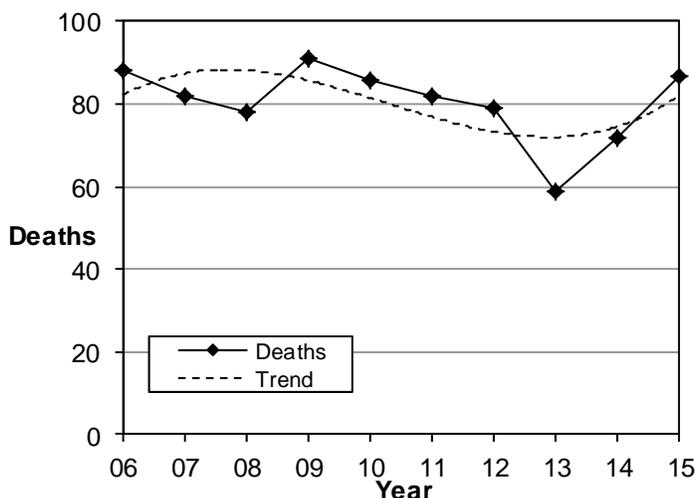
- The 2015 restraint use of people in crashes increased to 97.9% from 96.1% in 2006.
- Restraint use among occupants injured increased from 92.0% in 2006 to 95.6% in 2015.
- Restraint use among occupants killed decreased from 53.7% in 2006 to 49.7% in 2015.

Note: Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or heavy truck. Occupants are considered "Restrained" if they were reported as using a shoulder/lap belt, lap belt, shoulder belt, or a child safety seat at the scene of the crash. It is estimated that seat belts can reduce the risk of death and serious injury by about 50%.

Trends

Unrestrained Occupant Deaths (Utah 2006-2015)

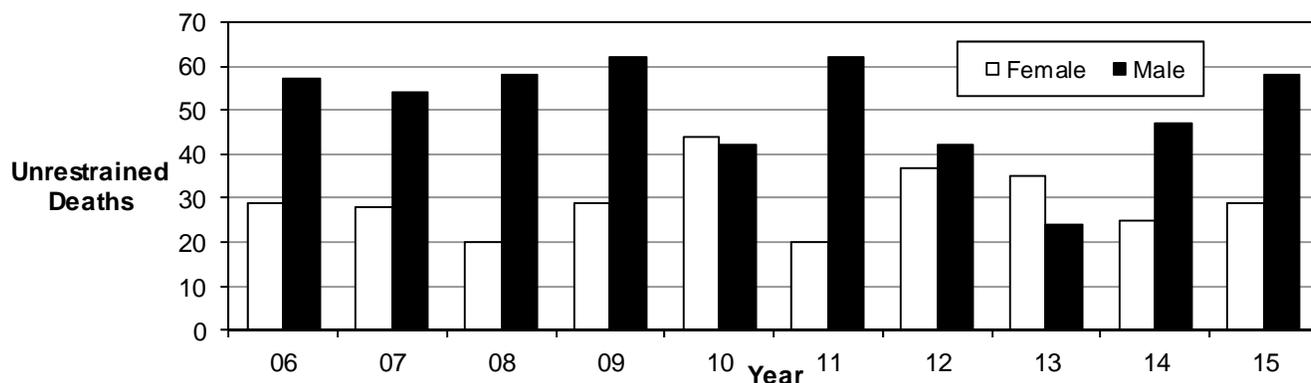
Unrestrained Occupant Deaths			
Year	Deaths		
	All	Unrestrained Occupants	
	#	#	%
2006	287	88	30.7%
2007	299	82	27.4%
2008	276	78	28.3%
2009	244	91	37.3%
2010	253	86	34.0%
2011	243	82	33.7%
2012	217	79	36.4%
2013	220	59	26.8%
2014	256	72	28.1%
2015	278	87	31.3%
Total	2,573	804	31.2%



- Over the past 10 years, 31.2% of deaths have been to unrestrained occupants.
- On average, 80 people die a year in Utah who are unrestrained.
- The percentage of deaths to unrestrained occupants had a high of 37.3% in 2009 and a low of 26.8% in 2013.

Restraint Use by Gender of Crash Occupant Deaths (Utah 2006-2015)

Gender	Occupants Killed																							
	Unrestrained											Restrained												
	06	07	08	09	10	11	12	13	14	15	Total #	Total %	06	07	08	09	10	11	12	13	14	15	Total #	Total %
Female	29	28	20	29	44	20	37	35	25	29	296	45.5%	41	42	42	35	40	32	26	29	37	30	354	54.5%
Male	57	54	58	62	42	62	42	24	47	58	506	50.3%	61	65	56	47	50	45	29	46	45	56	500	49.7%
Total	86	82	78	91	86	82	79	59	72	87	802	48.4%	102	107	98	82	90	77	55	75	82	86	854	51.6%

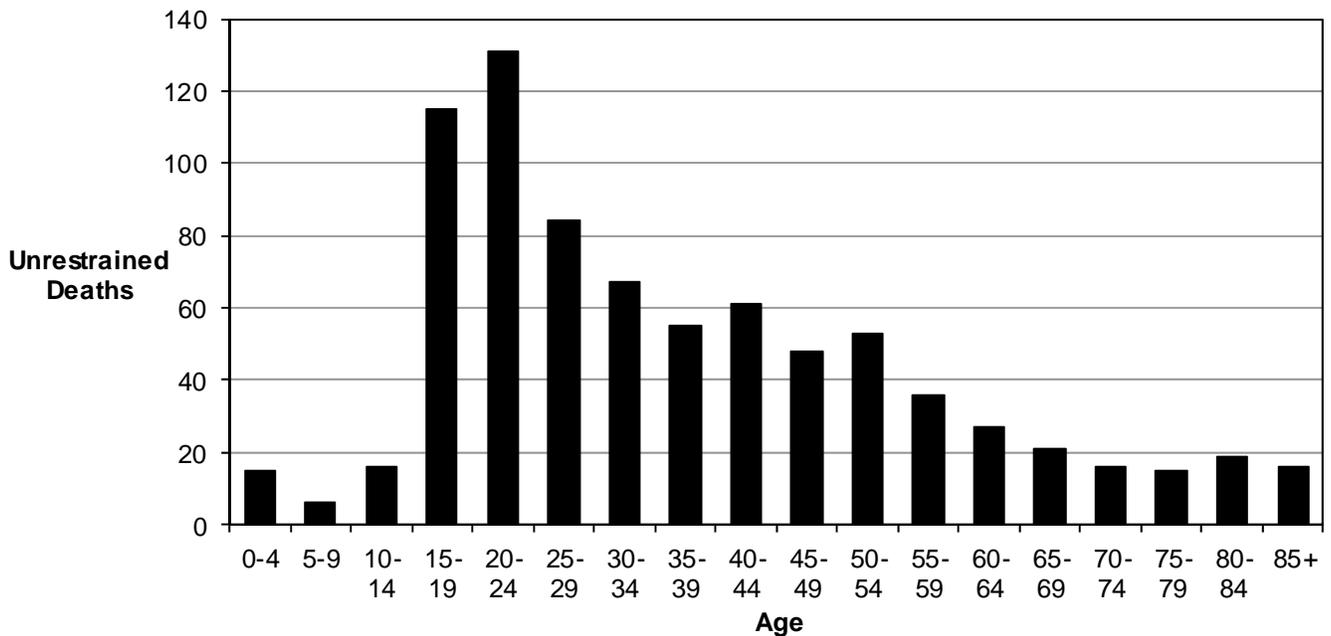


- Over the last 10 years, restraint use of female (54.5%) occupants killed was higher than males (49.7%).
- The number of female occupants killed who were unrestrained averages 30 deaths a year over the last 10 years with a high of 44 in 2010 and a low of 20 in 2008 and 2011.
- The number of male occupants killed who were unrestrained averages 51 deaths a year over the last 10 years with a high of 62 in 2009 and 2011 and a low of 24 in 2013.

Trends

Fatal Restraint Use by Age (Utah 2006-2015)

Age	Unrestrained										Total #		Total %		Restrained										Total #		Total %	
	06	07	08	09	10	11	12	13	14	15			06	07	08	09	10	11	12	13	14	15						
0-4	1	1	2	2	1	4	0	1	1	2	15	34.1%	3	5	1	2	4	7	3	2	2	0	29	65.9%				
5-9	0	2	1	2	0	0	0	0	0	1	6	24.0%	2	4	4	2	2	0	2	0	1	2	19	76.0%				
10-14	1	1	4	5	1	1	1	1	0	1	16	51.6%	2	3	1	2	3	0	0	0	3	1	15	48.4%				
15-19	16	17	8	14	13	11	7	8	11	10	115	55.8%	14	14	13	12	6	4	7	3	12	6	91	44.2%				
20-24	19	18	13	15	10	11	10	12	9	14	131	59.8%	15	10	10	12	9	6	6	4	7	9	88	40.2%				
25-29	9	6	7	4	12	12	13	4	5	12	84	58.7%	7	9	11	3	5	6	4	4	4	6	59	41.3%				
30-34	5	5	11	8	7	8	7	3	7	6	67	50.8%	5	10	7	5	4	7	4	7	9	7	65	49.2%				
35-39	8	4	4	3	11	6	7	2	5	5	55	52.4%	6	7	8	4	4	3	1	5	5	7	50	47.6%				
40-44	4	7	8	9	4	5	9	5	4	6	61	59.2%	3	5	3	6	4	4	4	5	5	3	42	40.8%				
45-49	5	4	4	8	4	5	4	2	4	8	48	49.5%	12	4	8	5	4	2	4	2	3	5	49	50.5%				
50-54	7	4	6	5	4	1	8	5	9	4	53	45.3%	9	8	8	5	8	6	3	6	4	7	64	54.7%				
55-59	1	4	3	4	4	4	3	4	6	3	36	41.9%	5	5	4	5	5	4	1	9	6	6	50	58.1%				
60-64	0	2	1	3	2	6	3	4	4	2	27	36.5%	2	7	3	5	3	7	8	4	4	4	47	63.5%				
65-69	4	1	2	3	5	3	0	0	0	3	21	32.3%	5	3	5	3	5	7	1	6	4	5	44	67.7%				
70-74	1	0	1	1	1	2	2	3	2	3	16	30.2%	3	3	4	1	7	3	1	7	1	7	37	69.8%				
75-79	0	1	1	2	4	1	2	1	2	1	15	31.3%	2	1	2	4	9	2	3	1	5	4	33	68.8%				
80-84	2	1	1	2	1	1	1	3	3	4	19	34.5%	4	4	5	5	3	2	1	6	3	3	36	65.5%				
85+	3	3	1	1	2	1	2	1	0	2	16	30.8%	3	5	1	1	5	7	2	4	4	4	36	69.2%				
Unknown	2	1	0	0	0	0	0	0	0	0	3	100.0%	0	0	0	0	0	0	0	0	0	0	0	0	0.0%			
Total	88	82	78	91	86	82	79	59	72	87	804	48.5%	102	107	98	82	90	77	55	75	82	86	854	51.5%				

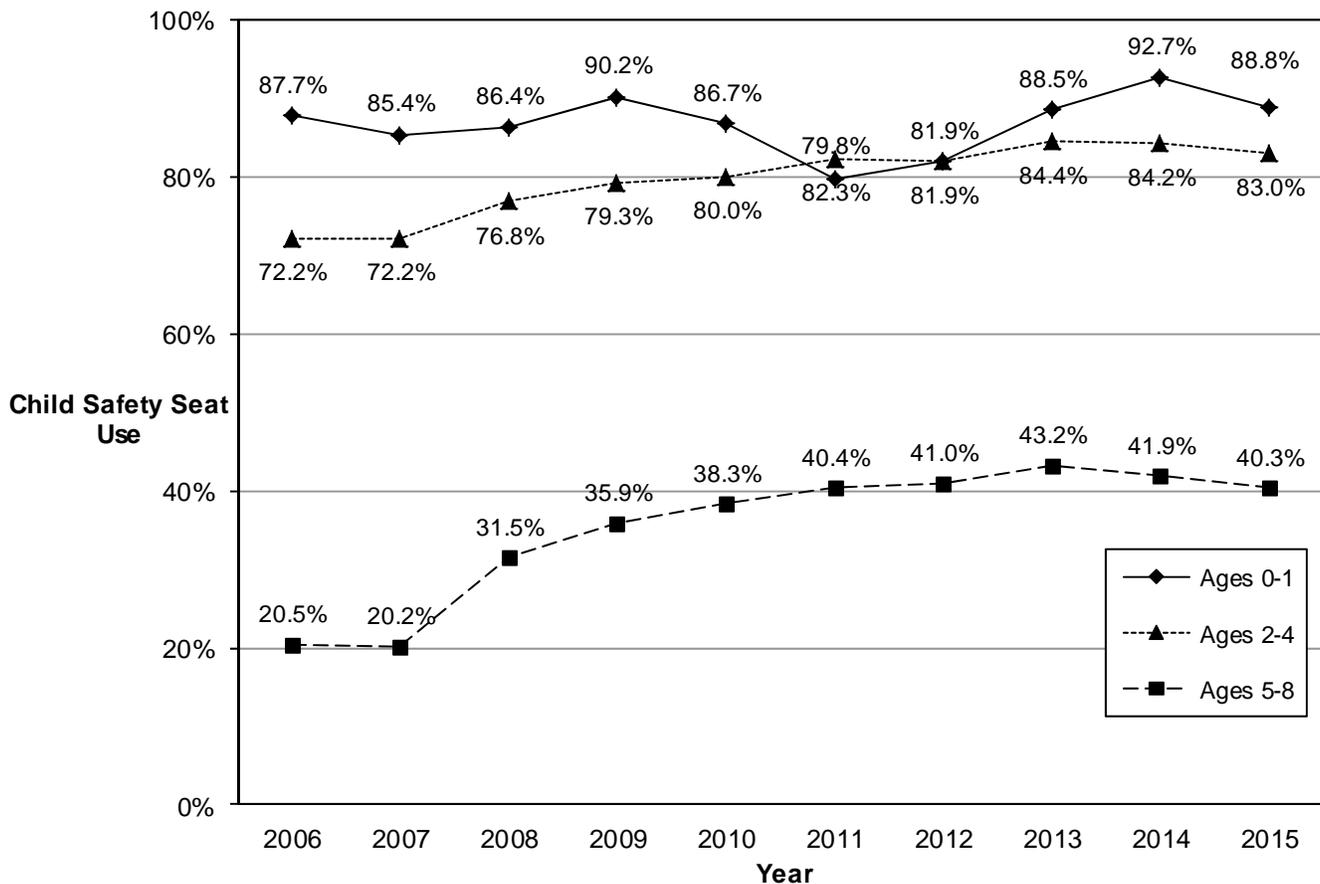


- Over the last 10 years, the highest number of unrestrained deaths occurred to the 20-24, 15-19, and 25-29 year age groups.
- The highest percent of restraint use among occupants killed occurred among the ages of 65+ and 0-9 years.
- The lowest percent of restraint use among occupants killed occurred among the ages of 15-29 and 40-44 years.

Trends

Child Safety Seat Use by Children Age 0 to 8 Years (Utah 2006-2015)

Child Occupants												
Year	Ages 0-1			Ages 2-4			Ages 5-8			Total		
	No CSS	Child Safety Seat	%	No CSS	Child Safety Seat	%	No CSS	Child Safety Seat	%	No CSS	Child Safety Seat	%
	#	#	%	#	#	%	#	#	%	#	#	%
2006	267	1,897	87.7%	881	2,288	72.2%	2,654	683	20.5%	3,802	4,868	56.1%
2007	367	2,151	85.4%	961	2,495	72.2%	2,864	727	20.2%	4,192	5,373	56.2%
2008	286	1,822	86.4%	694	2,301	76.8%	2,125	978	31.5%	3,105	5,101	62.2%
2009	194	1,791	90.2%	606	2,326	79.3%	2,006	1,122	35.9%	2,806	5,239	65.1%
2010	261	1,703	86.7%	598	2,389	80.0%	1,833	1,139	38.3%	2,692	5,231	66.0%
2011	425	1,682	79.8%	520	2,414	82.3%	1,753	1,188	40.4%	2,698	5,284	66.2%
2012	363	1,644	81.9%	486	2,206	81.9%	1,824	1,265	41.0%	2,673	5,115	65.7%
2013	218	1,679	88.5%	412	2,229	84.4%	1,750	1,332	43.2%	2,380	5,240	68.8%
2014	149	1,885	92.7%	434	2,313	84.2%	1,917	1,384	41.9%	2,500	5,582	69.1%
2015	250	1,984	88.8%	524	2,565	83.0%	2,244	1,517	40.3%	3,018	6,066	66.8%
Total	2,780	18,238	86.8%	6,116	23,526	79.4%	20,970	11,335	35.1%	29,866	53,099	64.0%

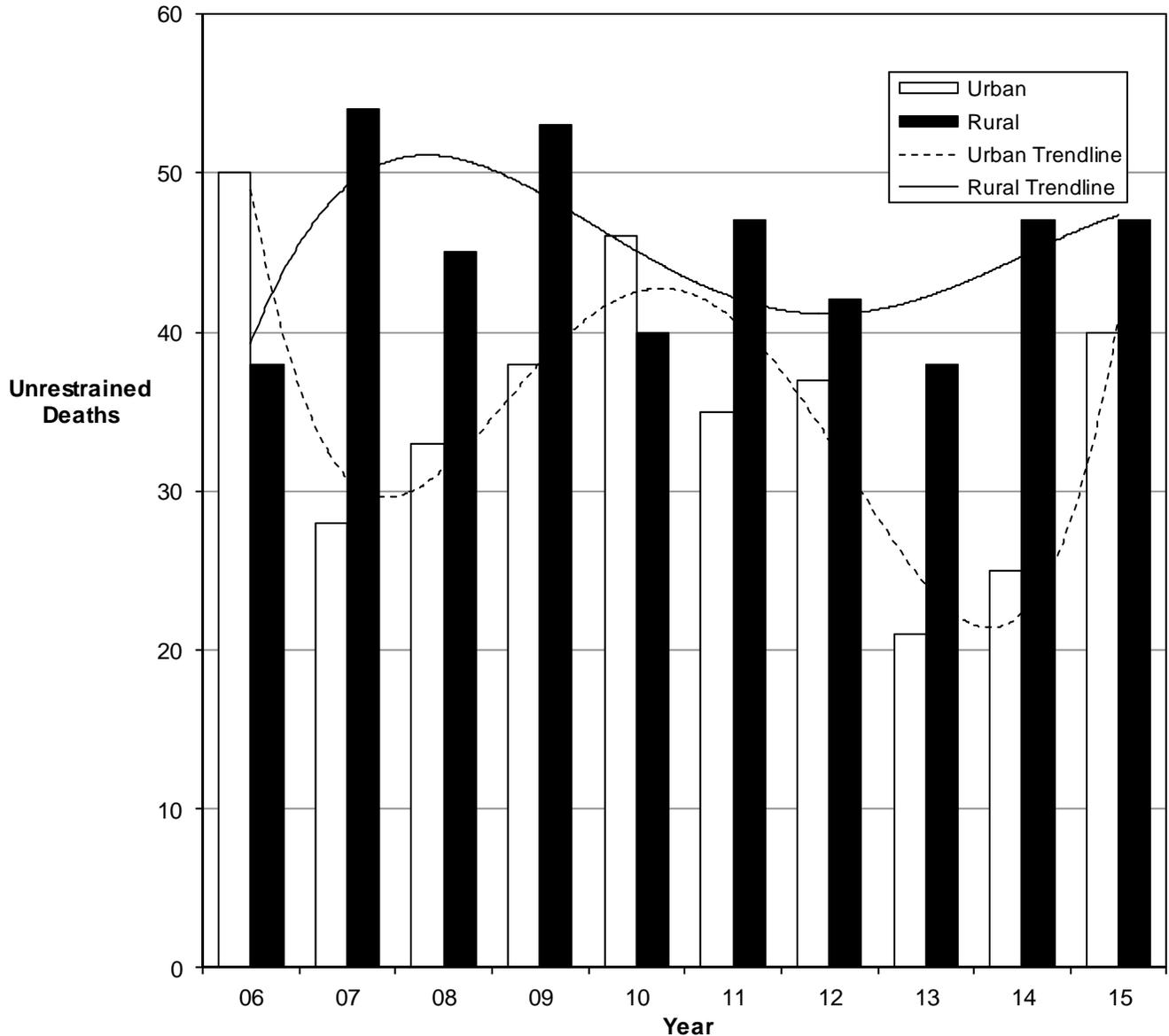


- The ten year trend shows an increase of child safety seat (CSS) use in crashes for ages 0-8 years.
- Ages 5-8 years showed the biggest gain in CSS use, increasing from 20.5% in 2006 to 40.3% in 2015.

Trends

Fatal Restraint Use by Rural/Urban Location (Utah 2006-2015)

Occupants Killed																								
Location	Unrestrained										Restrained													
	06	07	08	09	10	11	12	13	14	15	Total #	Total %	06	07	08	09	10	11	12	13	14	15	Total #	Total %
Rural	38	54	45	53	40	47	42	38	47	47	451	53.5%	51	52	48	46	39	40	21	31	28	36	392	46.5%
Urban	50	28	33	38	46	35	37	21	25	40	353	43.3%	51	55	50	36	51	37	34	44	54	50	462	56.7%
Total	88	82	78	91	86	82	79	59	72	87	804	48.5%	102	107	98	82	90	77	55	75	82	86	854	51.5%

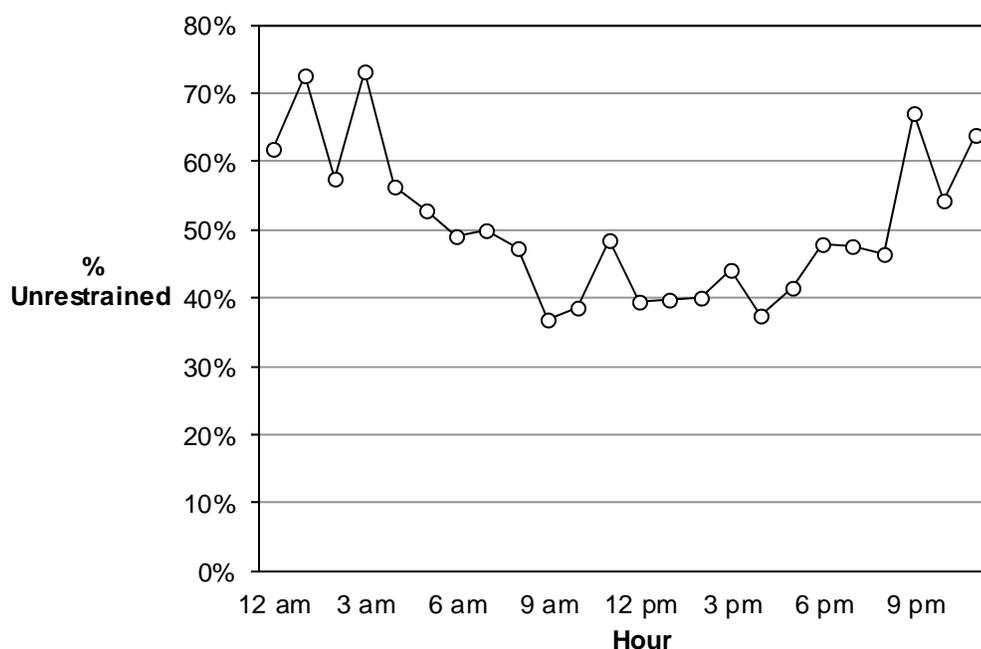


- Over the last 10 years, restraint use of urban (56.7%) occupants killed was higher than rural (46.5%).
- The number of rural occupants killed who were unrestrained averages 45 deaths a year over the last 10 years with a high of 54 in 2007 and a low of 38 in 2006 and 2013.
- The number of urban occupants killed who were unrestrained averages 35 deaths a year over the last 10 years with a high of 50 in 2006 and a low of 21 in 2013.

Trends

Fatal Restraint Use by Hour (Utah 2006-2015)

Hour	Unrestrained											Total #		Total %		Restrained											Total #		Total %	
	06	07	08	09	10	11	12	13	14	15			06	07	08	09	10	11	12	13	14	15								
Midnight	3	3	2	10	2	4	2	2	2	1	31	62.0%	0	3	3	6	1	0	0	2	1	3	19	38.0%						
1 a.m.	9	3	4	5	1	3	3	2	4	3	37	72.5%	1	4	5	0	1	0	0	0	1	2	14	27.5%						
2 a.m.	1	4	6	3	2	2	4	0	2	3	27	57.4%	4	4	1	1	5	1	0	3	0	1	20	42.6%						
3 a.m.	4	5	1	3	4	5	2	0	2	4	30	73.2%	2	4	0	0	0	2	1	0	1	1	11	26.8%						
4 a.m.	4	1	1	8	2	1	1	4	5	0	27	56.3%	3	2	2	3	1	2	0	0	4	4	21	43.8%						
5 a.m.	1	4	4	1	3	2	4	4	1	5	29	52.7%	1	2	2	3	2	5	1	3	2	5	26	47.3%						
6 a.m.	3	2	6	2	2	2	3	3	2	4	29	49.2%	6	3	3	2	4	2	3	1	5	1	30	50.8%						
7 a.m.	2	3	7	3	8	3	3	3	0	5	37	50.0%	3	6	7	7	4	2	0	0	3	5	37	50.0%						
8 a.m.	7	4	1	4	4	3	3	2	5	2	35	47.3%	8	7	1	2	5	1	1	4	8	2	39	52.7%						
9 a.m.	4	1	3	0	2	6	1	2	1	4	24	36.9%	8	6	7	4	7	1	2	3	3	0	41	63.1%						
10 a.m.	3	2	0	4	2	5	3	5	2	1	27	38.6%	1	2	6	8	4	7	3	3	3	6	43	61.4%						
11 a.m.	7	2	4	3	6	1	2	2	2	3	32	48.5%	0	3	9	5	2	3	2	3	4	3	34	51.5%						
Noon	1	2	5	1	3	3	4	3	3	1	26	39.4%	5	6	4	3	7	4	3	2	3	3	40	60.6%						
1 p.m.	2	7	2	4	9	7	1	2	1	2	37	39.8%	5	6	4	4	4	8	4	11	9	1	56	60.2%						
2 p.m.	6	4	2	1	5	4	1	2	4	7	36	40.0%	3	3	4	3	5	7	10	5	5	9	54	60.0%						
3 p.m.	3	1	3	9	6	3	7	6	2	6	46	44.2%	7	11	5	8	5	3	2	6	7	4	58	55.8%						
4 p.m.	3	2	6	4	6	3	4	2	5	5	40	37.4%	12	7	5	4	5	8	7	7	5	7	67	62.6%						
5 p.m.	2	6	4	7	1	4	11	4	2	5	46	41.4%	11	11	4	7	8	3	3	6	4	8	65	58.6%						
6 p.m.	4	4	1	2	6	5	4	2	8	9	45	47.9%	6	3	8	3	6	7	2	3	3	8	49	52.1%						
7 p.m.	2	7	2	3	4	3	3	1	2	2	29	47.5%	6	3	4	3	3	2	1	5	3	2	32	52.5%						
8 p.m.	1	3	6	6	1	4	3	2	4	2	32	46.4%	4	4	4	1	5	4	5	4	1	5	37	53.6%						
9 p.m.	6	4	6	6	3	5	1	1	2	3	37	67.3%	0	1	4	2	1	2	1	2	4	1	18	32.7%						
10 p.m.	5	1	0	1	3	2	4	1	4	4	25	54.3%	4	4	2	3	0	1	3	1	2	1	21	45.7%						
11 p.m.	5	6	1	1	1	2	5	4	6	6	37	63.8%	2	2	4	0	4	2	1	1	1	4	21	36.2%						
Total	88	81	77	91	86	82	79	59	71	87	801	48.4%	102	107	98	82	89	77	55	75	82	86	853	51.6%						

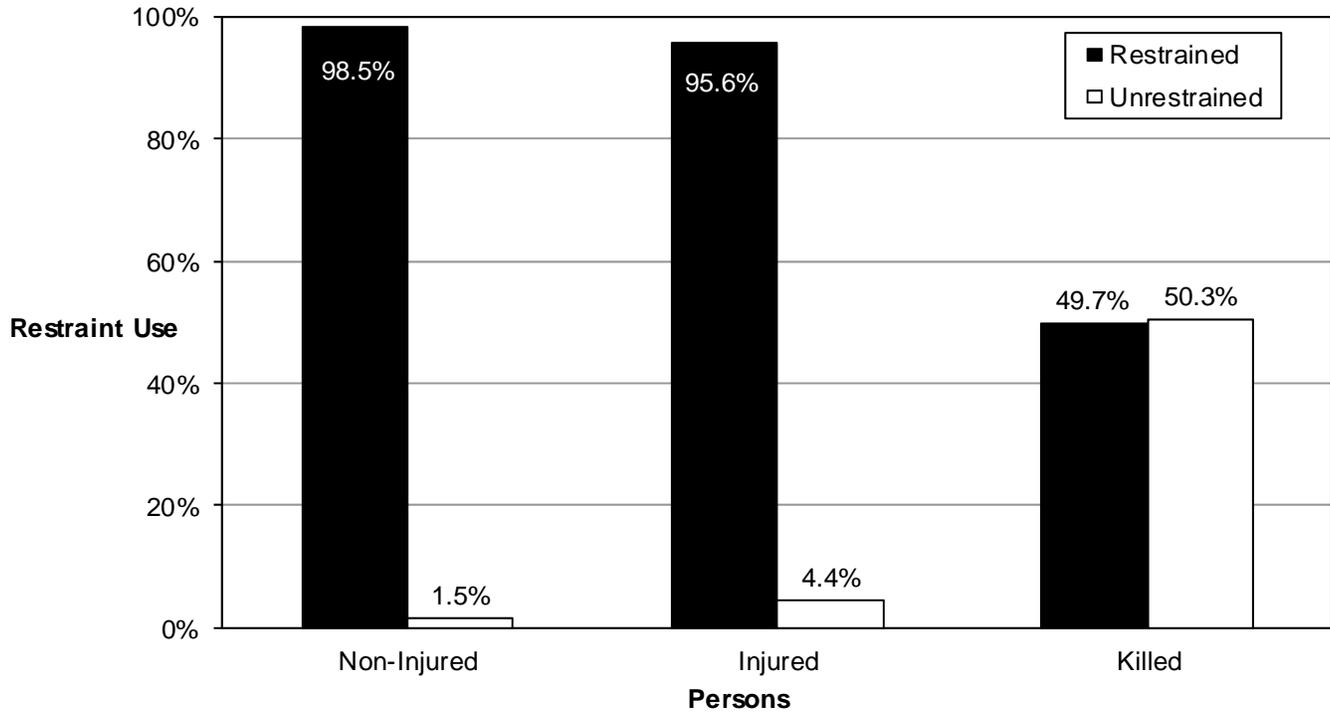


- Over the last 10 years, the highest number of unrestrained deaths occurred during the 3:00-6:59 p.m. hours.
- The highest percent of restraint use among occupants killed occurred during the 9 a.m. to 5:59 p.m. hours.
- The lowest percent of restraint use among occupants killed occurred during the 1 a.m., 3 a.m., 9 p.m., and 11 p.m. hours.

Vehicle Occupants

Restraint Use by Injury Severity (Utah 2015)

Persons								
Restraint Use	Non-Injured		Injured		Killed		Total	
	#	%	#	%	#	%	#	%
Restrained	109,360	98.5%	20,113	95.6%	86	49.7%	129,559	97.9%
Unrestrained	1,705	1.5%	936	4.4%	87	50.3%	2,728	2.1%
Total	111,065	100.0%	21,049	100.0%	173	100.0%	132,287	100.0%



- 98% of persons who survived a crash reported being restrained compared to half of the persons killed.
- Unrestrained crash occupants were 49 times more likely to be killed than restrained crash occupants.

Restraint Use by Gender of Crash Occupants (Utah 2015)

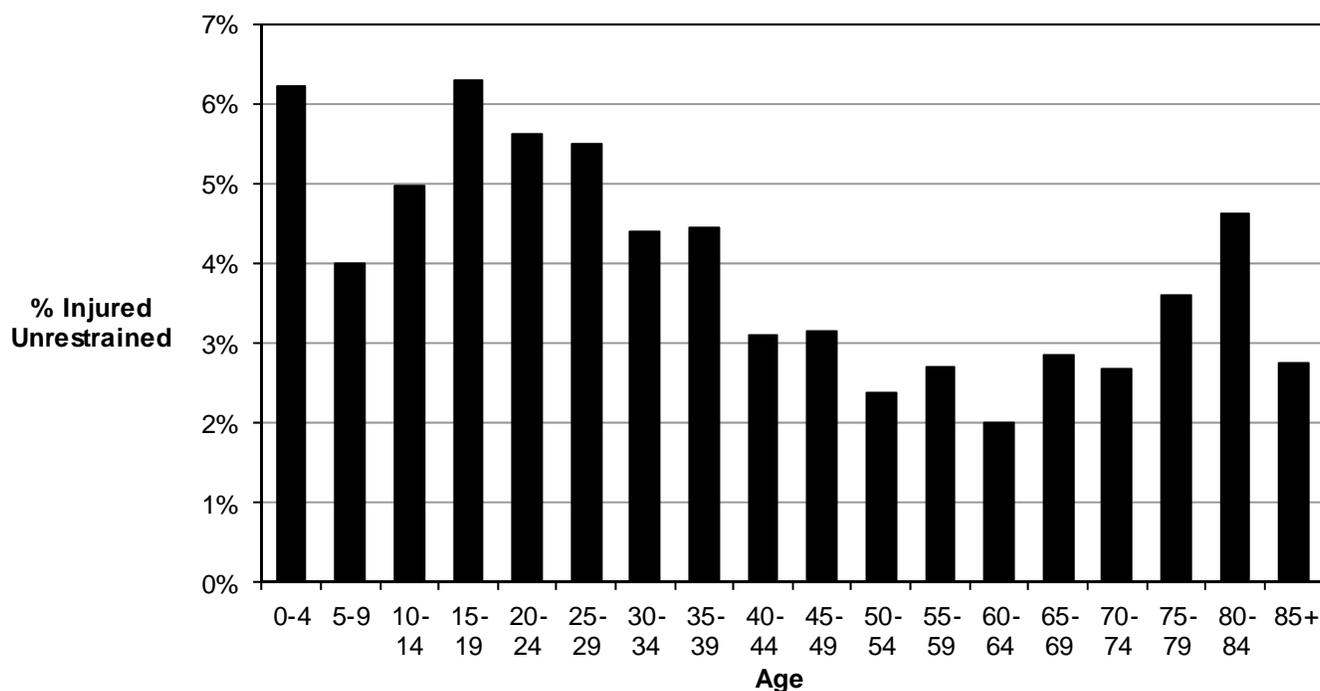
Persons												
Gender	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Female	602	48,826	98.8%	417	11,695	96.6%	29	30	50.8%	1,048	60,551	98.3%
Male	1,019	60,153	98.3%	515	8,402	94.2%	58	56	49.1%	1,592	68,611	97.7%
Unknown	84	381	81.9%	4	16	80.0%	0	0	n/a	88	397	81.9%
Total	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%

- Overall, restraint use of female (98.3%) crash occupants was slightly higher than males (97.7%).
- For persons killed, female crash occupants had higher restraint use (50.8%) than males (49.1%).

Vehicle Occupants

Restraint Use by Age of Crash Occupants (Utah 2015)

Persons												
Age	Non-Injured			Injured			Killed			Total		
	Unres	Restrained	%	Unres	Restrained	%	Unres	Restrained	%	Unrestrained	Restrained	%
	#	#	%	#	#	%	#	#	%	#	#	%
0-4	26	4,844	99.5%	28	423	93.8%	2	0	0.0%	56	5,267	98.9%
5-9	47	3,966	98.8%	25	601	96.0%	1	2	66.7%	73	4,569	98.4%
10-14	46	3,804	98.8%	33	632	95.0%	1	1	50.0%	80	4,437	98.2%
15-19	223	16,156	98.6%	182	2,707	93.7%	10	6	37.5%	415	18,869	97.8%
20-24	215	15,131	98.6%	162	2,724	94.4%	14	9	39.1%	391	17,864	97.9%
25-29	167	11,135	98.5%	119	2,047	94.5%	12	6	33.3%	298	13,188	97.8%
30-34	183	9,800	98.2%	87	1,897	95.6%	6	7	53.8%	276	11,704	97.7%
35-39	150	8,856	98.3%	79	1,702	95.6%	5	7	58.3%	234	10,565	97.8%
40-44	125	7,070	98.3%	44	1,370	96.9%	6	3	33.3%	175	8,443	98.0%
45-49	86	5,745	98.5%	40	1,226	96.8%	8	5	38.5%	134	6,976	98.1%
50-54	95	5,203	98.2%	28	1,154	97.6%	4	7	63.6%	127	6,364	98.0%
55-59	76	4,658	98.4%	27	974	97.3%	3	6	66.7%	106	5,638	98.2%
60-64	44	3,806	98.9%	16	780	98.0%	2	4	66.7%	62	4,590	98.7%
65-69	46	2,814	98.4%	18	611	97.1%	3	5	62.5%	67	3,430	98.1%
70-74	29	2,023	98.6%	12	437	97.3%	3	7	70.0%	44	2,467	98.2%
75-79	19	1,301	98.6%	11	295	96.4%	1	4	80.0%	31	1,600	98.1%
80-84	9	813	98.9%	10	206	95.4%	4	3	42.9%	23	1,022	97.8%
85+	3	617	99.5%	4	141	97.2%	2	4	66.7%	9	762	98.8%
Unknown	116	1,618	93.3%	11	186	94.4%	0	0	n/a	127	1,804	93.4%
Total	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%



- Overall, crash occupants aged 15-39 years had the lowest percentage of being restrained.
- Crash occupants aged 15-29 years had the highest amount of unrestrained occupant deaths.

Vehicle Occupants

Restraint Use by County (Utah 2015)

Persons												
County	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Rich	0	80	100.0%	0	10	100.0%	0	0	n/a	0	90	100.0%
Salt Lake	625	51,334	98.8%	258	9,017	97.2%	14	21	60.0%	897	60,372	98.5%
Weber	96	8,220	98.8%	78	1,791	95.8%	5	5	50.0%	179	10,016	98.2%
Davis	163	10,376	98.5%	57	2,039	97.3%	3	3	50.0%	223	12,418	98.2%
Utah	228	16,025	98.6%	122	3,257	96.4%	9	15	62.5%	359	19,297	98.2%
Cache	50	3,982	98.8%	38	585	93.9%	2	1	33.3%	90	4,568	98.1%
Daggett	1	46	97.9%	0	4	100.0%	0	0	n/a	1	50	98.0%
Washington	79	5,238	98.5%	67	902	93.1%	7	5	41.7%	153	6,145	97.6%
Kane	4	290	98.6%	5	65	92.9%	1	3	75.0%	10	358	97.3%
Summit	49	1,772	97.3%	9	245	96.5%	3	2	40.0%	61	2,019	97.1%
Juab	11	540	98.0%	10	94	90.4%	0	0	n/a	21	634	96.8%
Garfield	8	212	96.4%	3	56	94.9%	0	0	n/a	11	268	96.1%
Iron	32	1,617	98.1%	44	250	85.0%	1	1	50.0%	77	1,868	96.0%
Tooele	54	1,546	96.6%	23	353	93.9%	6	4	40.0%	83	1,903	95.8%
Piute	2	38	95.0%	0	7	100.0%	0	0	n/a	2	45	95.7%
Box Elder	53	1,697	97.0%	33	346	91.3%	7	7	50.0%	93	2,050	95.7%
Sevier	10	492	98.0%	18	146	89.0%	3	0	0.0%	31	638	95.4%
Wasatch	38	1,021	96.4%	20	161	89.0%	3	3	50.0%	61	1,185	95.1%
Grand	14	390	96.5%	9	88	90.7%	2	3	60.0%	25	481	95.1%
Carbon	17	614	97.3%	20	77	79.4%	3	4	57.1%	40	695	94.6%
San Juan	13	286	95.7%	4	42	91.3%	2	2	50.0%	19	330	94.6%
Duchesne	24	608	96.2%	15	77	83.7%	1	0	0.0%	40	685	94.5%
Uintah	33	887	96.4%	25	106	80.9%	2	0	0.0%	60	993	94.3%
Millard	20	625	96.9%	20	105	84.0%	5	2	28.6%	45	732	94.2%
Beaver	21	369	94.6%	10	64	86.5%	2	3	60.0%	33	436	93.0%
Emery	17	341	95.3%	14	103	88.0%	3	2	40.0%	34	446	92.9%
Morgan	11	181	94.3%	6	23	79.3%	0	0	n/a	17	204	92.3%
Wayne	1	94	98.9%	7	12	63.2%	1	0	0.0%	9	106	92.2%
Sanpete	31	439	93.4%	21	88	80.7%	2	0	0.0%	54	527	90.7%
Statewide	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%

- Rich, Salt Lake, Weber, Davis, and Utah counties had the highest percentage of occupants that were restrained. Sanpete, Wayne, and Morgan counties had the lowest percentage.

Restraint Use by Urban/Rural Location (Utah 2015)

Persons												
Location	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Urban	1,241	95,175	98.7%	620	17,591	96.6%	40	50	55.6%	1,901	112,816	98.3%
Rural	464	14,185	96.8%	316	2,522	88.9%	47	36	43.4%	827	16,743	95.3%
Statewide	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 2.9 times more likely to be unrestrained than occupants in urban crashes.

Vehicle Occupants

Restraint Use by Ejection (Utah 2015)

Persons												
Ejection Status	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Not Ejected	1,703	109,358	98.5%	804	20,063	96.1%	39	78	66.7%	2,546	129,499	98.1%
Partially Ejected	0	0	n/a	16	25	61.0%	8	4	33.3%	24	29	54.7%
Fully Ejected	1	0	0.0%	115	15	11.5%	40	4	9.1%	156	19	10.9%
Total	1,704	109,358	98.5%	935	20,103	95.6%	87	86	49.7%	2,726	129,547	97.9%

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (98.1%) of crash occupants not ejected from a motor vehicle were restrained compared to only 10.9% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 190 times more likely to be ejected from a motor vehicle compared to restrained occupants.
- Ejection from the vehicle is one of the most harmful events that can happen to a person in a crash. Seat belts are effective in preventing total ejections.

Restraint Use by Occupant Placement (Utah 2015)

Persons												
Occupant Placement	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Driver	1,278	78,013	98.4%	558	14,289	96.2%	58	66	53.2%	1,894	92,368	98.0%
Front Seat	139	15,773	99.1%	170	3,621	95.5%	14	14	50.0%	323	19,408	98.4%
Back Seat(s)	158	15,123	99.0%	162	2,154	93.0%	13	6	31.6%	333	17,283	98.1%
Other/Unknown	130	451	77.6%	46	49	51.6%	2	0	0.0%	178	500	73.7%
Total	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%

- Among all occupants injured, drivers had the highest restraint use (96.2%).
- Among all occupants killed, drivers had the highest restraint use (53.2%)

Restraint Use by Vehicle Type (Utah 2015)

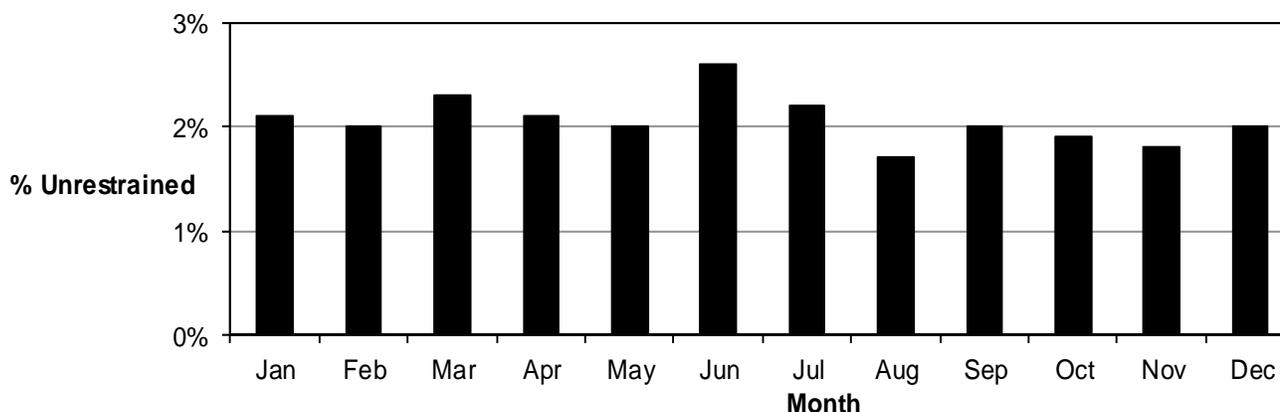
Persons												
Vehicle Type	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Van	97	7,957	98.8%	51	1,372	96.4%	2	8	80.0%	150	9,337	98.4%
SUV	305	26,245	98.9%	222	4,603	95.4%	19	11	36.7%	546	30,859	98.3%
Passenger Car	785	54,887	98.6%	439	11,791	96.4%	35	55	61.1%	1,259	66,733	98.1%
Pickup Truck	319	16,945	98.2%	187	2,118	91.9%	26	11	29.7%	532	19,074	97.3%
Heavy Truck	148	3,200	95.6%	36	225	86.2%	5	1	16.7%	189	3,426	94.8%
RV/Motorhome	51	126	71.2%	1	4	80.0%	0	0	n/a	52	130	71.4%
Total	1,705	109,360	98.5%	936	20,113	95.6%	87	86	49.7%	2,728	129,559	97.9%

- Occupants in RV/motorhome, heavy truck, and pickup truck were the least likely to be restrained.

Vehicle Occupants

Restraint Use by Month (Utah 2015)

Persons										
Month	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
January	136	58	2	196	2.1%	7,627	1,362	4	8,993	97.9%
February	101	69	6	176	2.0%	7,239	1,337	4	8,580	98.0%
March	133	106	10	249	2.3%	8,894	1,605	9	10,508	97.7%
April	118	88	6	212	2.1%	8,377	1,639	4	10,020	97.9%
May	132	79	6	217	2.0%	9,037	1,674	13	10,724	98.0%
June	167	102	11	280	2.6%	8,686	1,677	4	10,367	97.4%
July	153	79	9	241	2.2%	8,893	1,735	9	10,637	97.8%
August	138	54	11	203	1.7%	9,662	1,758	12	11,432	98.3%
September	125	82	3	210	2.0%	8,767	1,702	6	10,475	98.0%
October	154	75	7	236	1.9%	9,970	1,894	3	11,867	98.1%
November	139	74	6	219	1.8%	10,202	1,764	11	11,977	98.2%
December	209	70	10	289	2.0%	12,006	1,966	7	13,979	98.0%
Total	1,705	936	87	2,728	2.1%	109,360	20,113	86	129,559	97.9%



- June was the worst month for restraint use. June had the highest amount of unrestrained deaths (tied with August) and 2nd highest number of unrestrained injuries. June had the lowest overall restraint use.

Restraint Use by Day of Week (Utah 2015)

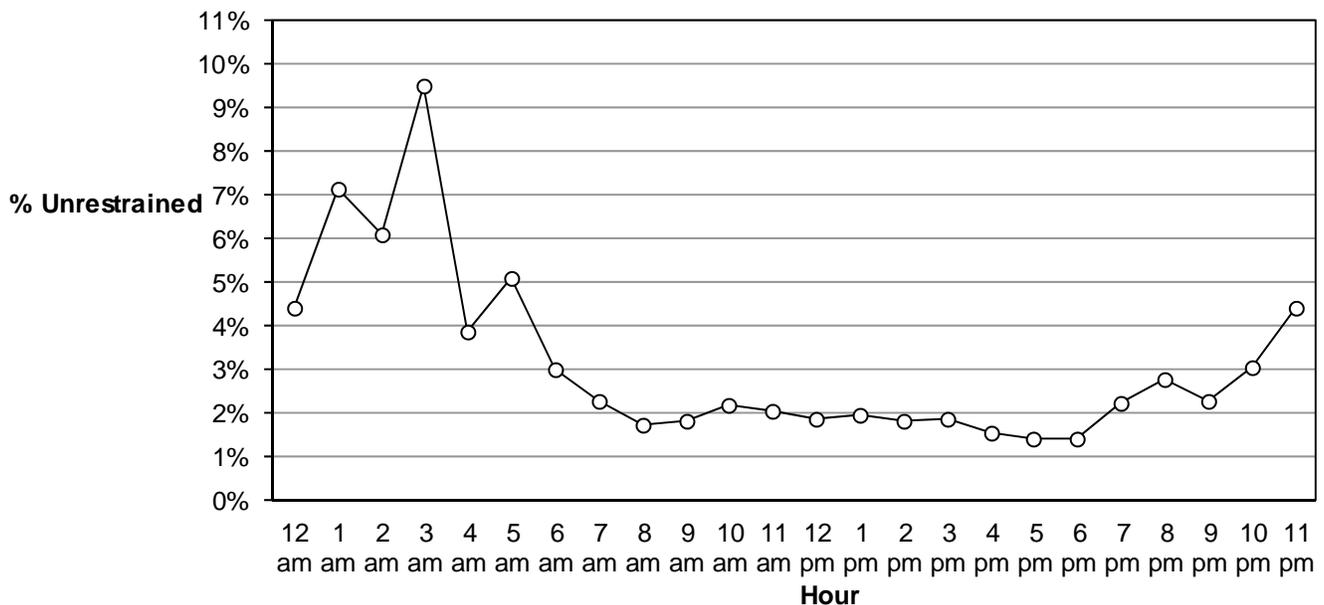
Persons										
Day of Week	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
Sunday	171	100	14	285	3.1%	7,527	1,461	9	8,997	96.9%
Monday	262	130	7	399	1.9%	17,103	3,161	6	20,270	98.1%
Tuesday	243	160	8	411	2.0%	17,115	3,112	16	20,243	98.0%
Wednesday	225	136	16	377	1.9%	16,344	2,998	19	19,361	98.1%
Thursday	268	138	12	418	2.0%	16,898	3,227	12	20,137	98.0%
Friday	274	135	15	424	1.8%	19,274	3,378	15	22,667	98.2%
Saturday	262	137	15	414	2.3%	15,099	2,776	9	17,884	97.7%
Total	1,705	936	87	2,728	2.1%	109,360	20,113	86	129,559	97.9%

- Weekends had the lowest restraint use.

Vehicle Occupants

Restraint Use by Hour (Utah 2015)

Hour	Persons									
	Unrestrained					Restrained				
	Not Injured	Injured	Killed	Total	%	Not Injured	Injured	Killed	Total	%
Midnight	32	26	1	59	4.4%	1,056	229	3	1,288	95.6%
1 a.m.	45	14	3	62	7.1%	645	161	2	808	92.9%
2 a.m.	19	19	3	41	6.1%	498	136	1	635	93.9%
3 a.m.	29	16	4	49	9.5%	363	103	1	467	90.5%
4 a.m.	15	6	0	21	3.9%	395	123	4	522	96.1%
5 a.m.	24	30	5	59	5.1%	906	194	5	1,105	94.9%
6 a.m.	43	27	4	74	3.0%	2,018	375	1	2,394	97.0%
7 a.m.	80	47	5	132	2.2%	4,891	840	5	5,736	97.8%
8 a.m.	78	36	2	116	1.7%	5,664	985	2	6,651	98.3%
9 a.m.	59	29	4	92	1.8%	4,238	775	0	5,013	98.2%
10 a.m.	73	35	1	109	2.2%	4,175	753	6	4,934	97.8%
11 a.m.	85	38	3	126	2.0%	5,146	990	3	6,139	98.0%
Noon	104	44	1	149	1.8%	6,718	1,200	3	7,921	98.2%
1 p.m.	99	55	2	156	1.9%	6,663	1,230	1	7,894	98.1%
2 p.m.	110	49	7	166	1.8%	7,755	1,310	9	9,074	98.2%
3 p.m.	134	61	6	201	1.9%	8,968	1,644	4	10,616	98.1%
4 p.m.	106	73	5	184	1.5%	10,092	1,928	7	12,027	98.5%
5 p.m.	131	69	5	205	1.4%	12,552	2,130	8	14,690	98.6%
6 p.m.	99	43	9	151	1.4%	9,182	1,599	8	10,789	98.6%
7 p.m.	102	47	2	151	2.2%	5,622	1,073	2	6,697	97.8%
8 p.m.	85	48	2	135	2.7%	3,921	852	5	4,778	97.3%
9 p.m.	60	36	3	99	2.3%	3,642	618	1	4,261	97.7%
10 p.m.	55	35	4	94	3.0%	2,515	484	1	3,000	97.0%
11 p.m.	38	53	6	97	4.4%	1,735	381	4	2,120	95.6%
Total	1,705	936	87	2,728	2.1%	109,360	20,113	86	129,559	97.9%



- Vehicle occupants were least likely to be restrained at night (11:00 p.m. to 5:59 a.m.).

Children and Restraint Use

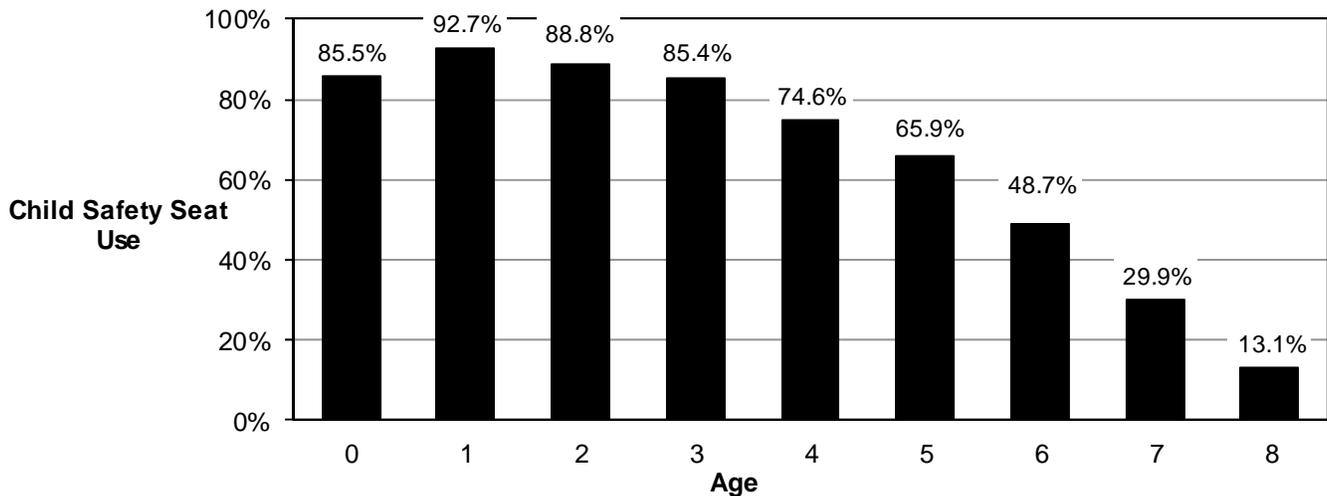
Restraint Use for Children Age 0 to 8 Years (Utah 2015)

Child Occupants								
Restraint Use	Ages 0-1		Ages 2-4		Ages 5-8		Total	
	#	%	#	%	#	%	#	%
Child Safety Seat	1,984	88.8%	2,565	83.0%	1,517	40.3%	6,066	66.8%
Seat Belt Only	235	10.5%	484	15.7%	2,181	58.0%	2,900	31.9%
Unrestrained	15	0.7%	40	1.3%	63	1.7%	118	1.3%
Total	2,234	100.0%	3,089	100.0%	3,761	100.0%	9,084	100.0%

- The older the child the less likely they were using a child safety seat.
- The drastic decrease in child safety seat use for children aged 5-8 years is concerning. This indicates that children are moving to adult-sized seat belts too early.

Child Safety Seat Use of Children (0 to 8 Years) by Age (Utah 2015)

Persons						
Age	Child Safety Seat Used		Child Safety Seat Not Used		Total	
	#	%	#	%	#	%
0	1,024	85.5%	174	14.5%	1,198	100.0%
1	960	92.7%	76	7.3%	1,036	100.0%
2	937	88.8%	118	11.2%	1,055	100.0%
3	872	85.4%	149	14.6%	1,021	100.0%
4	756	74.6%	257	25.4%	1,013	100.0%
5	684	65.9%	354	34.1%	1,038	100.0%
6	455	48.7%	480	51.3%	935	100.0%
7	255	29.9%	597	70.1%	852	100.0%
8	123	13.1%	813	86.9%	936	100.0%
Total	6,066	66.8%	3,018	33.2%	9,084	100.0%



- While over 88% of children ages 0 and 1 years were in a child safety seat, only 75% of 4-year-olds, 49% of 6-year-olds, and 13% of 8-year-olds were in a child safety seat.