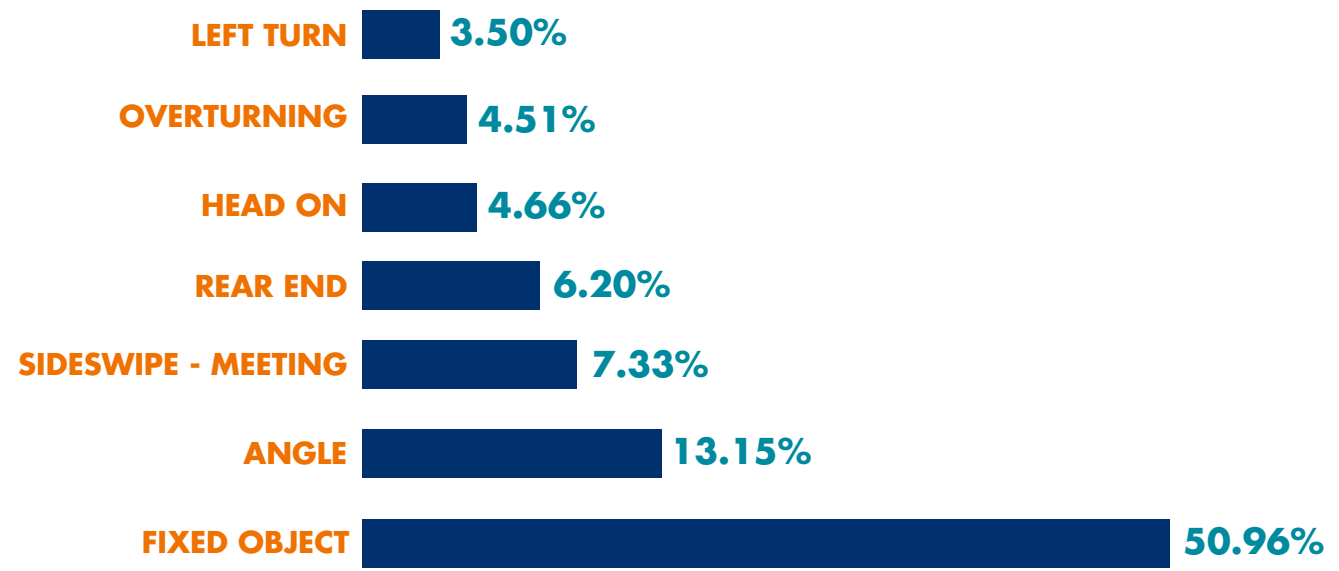


CONTRIBUTING FACTORS

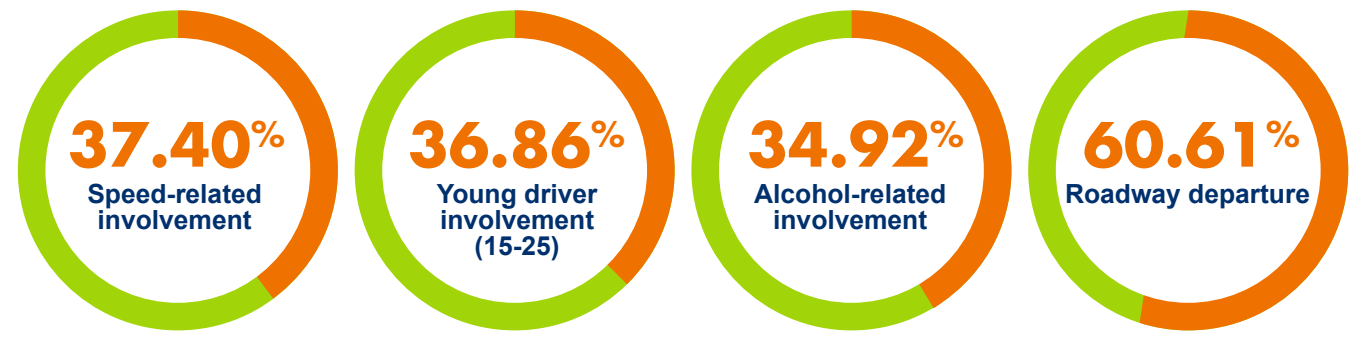
Fifty percent of unbelted deaths and serious injuries came from fixed object crashes. Thirteen percent of the crashes involved an angle crash, which typically occurred when one vehicle failed to either stop or yield the right of way.

SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY CRASH TYPE



Sixty-one percent of unrestrained occupants were killed or seriously injured when the vehicle ran off the road and struck another object. The likelihood of being killed or seriously injured in a roadway departure crash increases if the occupants are unrestrained. Approximately one-third of unrestrained crashes also involved speed alcohol and young drivers.

SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY RELATED SHSP EMPHASIS AREAS



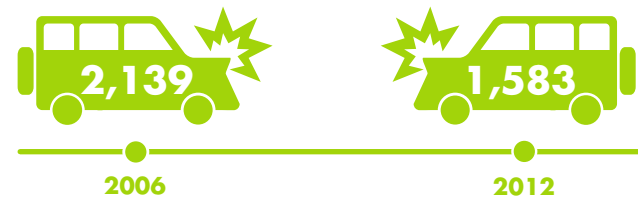
Note: all data from 2008-2012, except Overview section

SEAT BELT DATA FACT SHEET

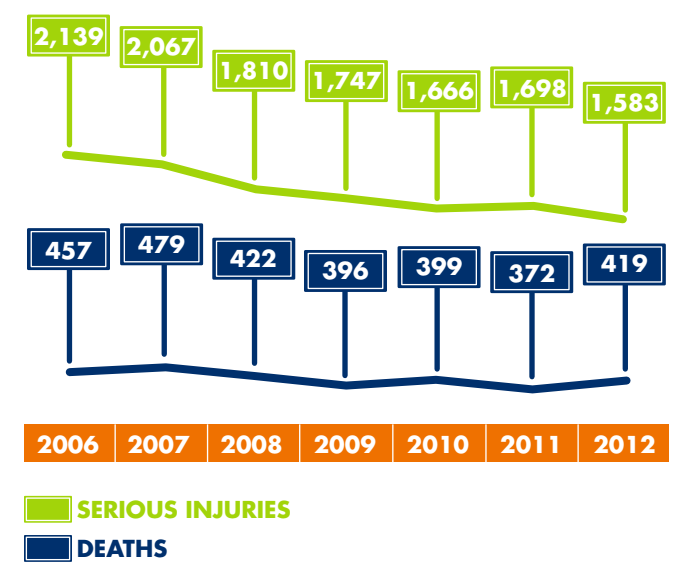
OVERVIEW OF SEAT BELT-RELATED CRASHES

Between 2006 and 2012, 2,944 people died and 12,710 people were seriously injured in crashes where a vehicle occupant was not wearing a seat belt.

Since Ohio's first SHSP was adopted in 2006, serious injuries decreased 26 percent.



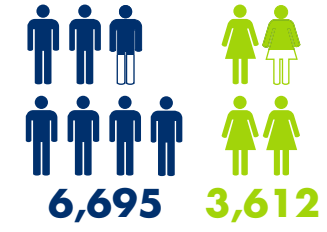
Deaths also declined reaching a low of 372 in 2011. An average of 37 percent of all deaths and approximately 18 percent of serious injuries are related to nonrestraint use.



WHO WAS INVOLVED IN CRASHES

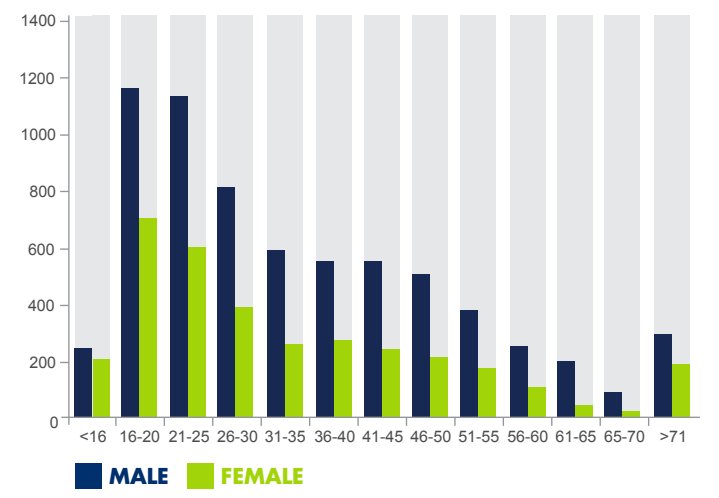
Male drivers were more likely to be seriously injured or killed in a crash because they were not wearing a seat belt.

There were 6,695 unrestrained deaths and serious injuries involving males and 3,612 for females.



Male drivers between the ages of 16 and 25 accounted for the highest number of deaths and serious injuries. Interestingly, although the unrestrained deaths and serious injuries for the next age groups each trended downward, the trend spiked upward for senior drivers over age 70.

SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY DRIVER AGE AND GENDER

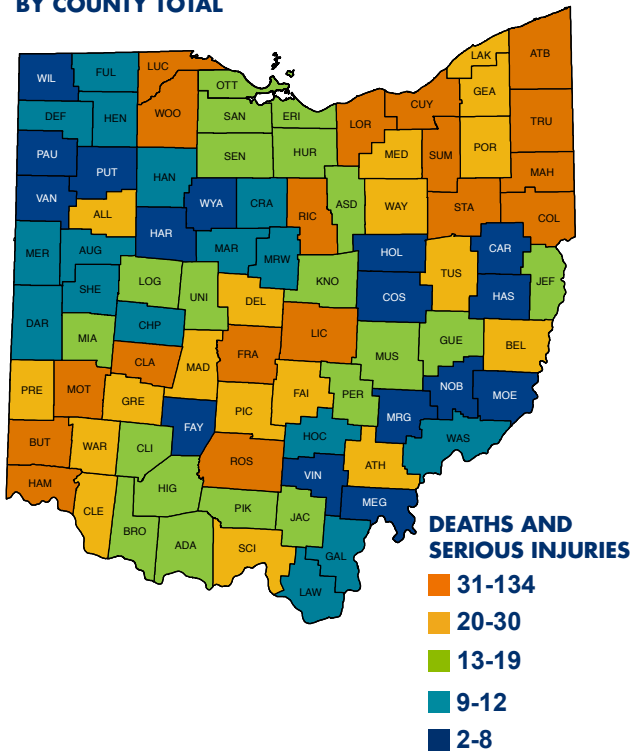


Note: all data from 2008-2012, except Overview section

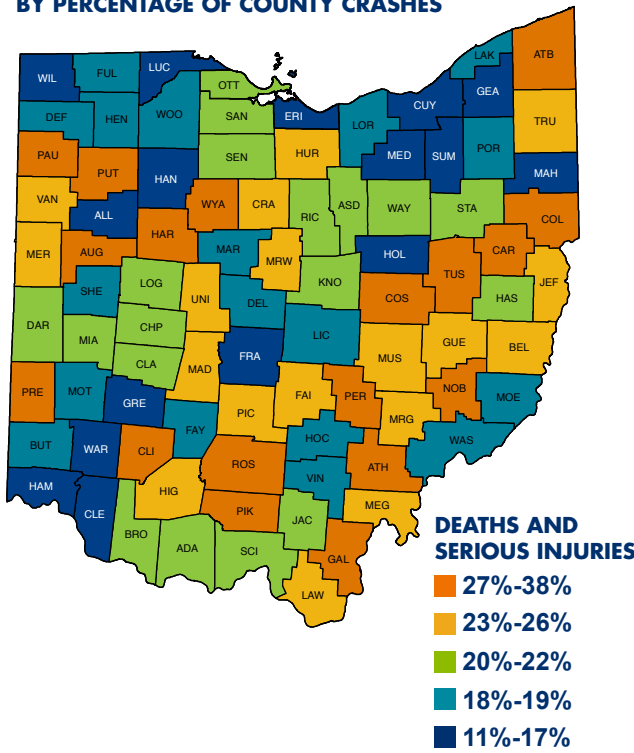
WHERE CRASHES OCCURRED

These maps rank Ohio counties by the number of deaths and serious injuries that occurred due to unrestrained vehicle occupants. Warm colors indicate more crashes relative to cool colors. **Most unurbanized counties have a higher number of serious crashes associated with not buckling up. However, many rural counties have a higher percentage of unrestrained serious injury crashes when compared to the total number of serious crashes occurring within the county each year.**

SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY COUNTY TOTAL

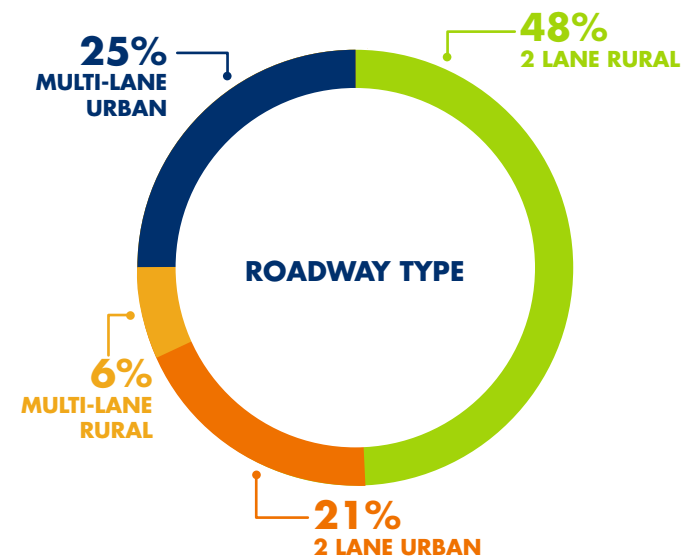
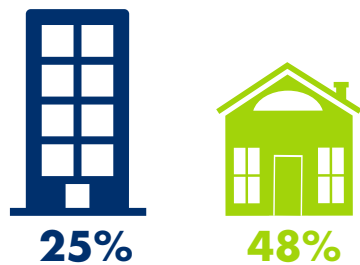


SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY PERCENTAGE OF COUNTY CRASHES



SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY ROADWAY TYPE

The number of unrestrained seat belt deaths and serious injuries on two-lane rural roads was more than double the amount on two-lane and multi-lane urban roads. Rural, two-lane roads have higher speeds and narrow lanes and shoulders that provide less room for recovery when a vehicle leaves the travel lane or road.

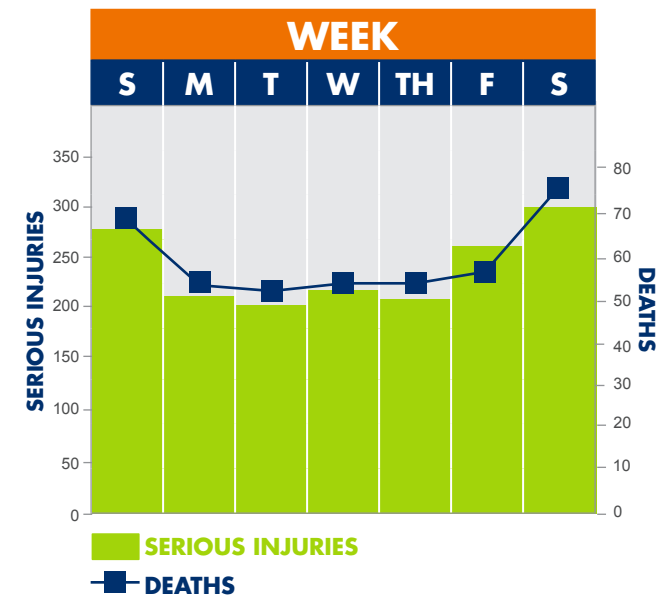


Note: all data from 2008-2012, except Overview section

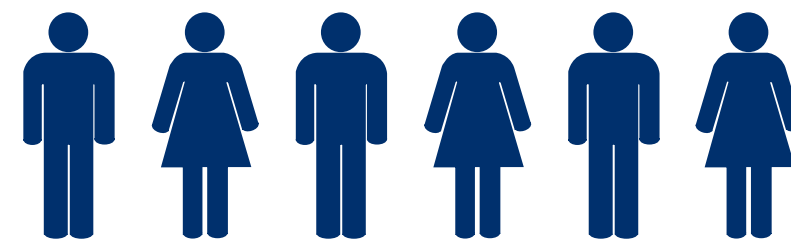
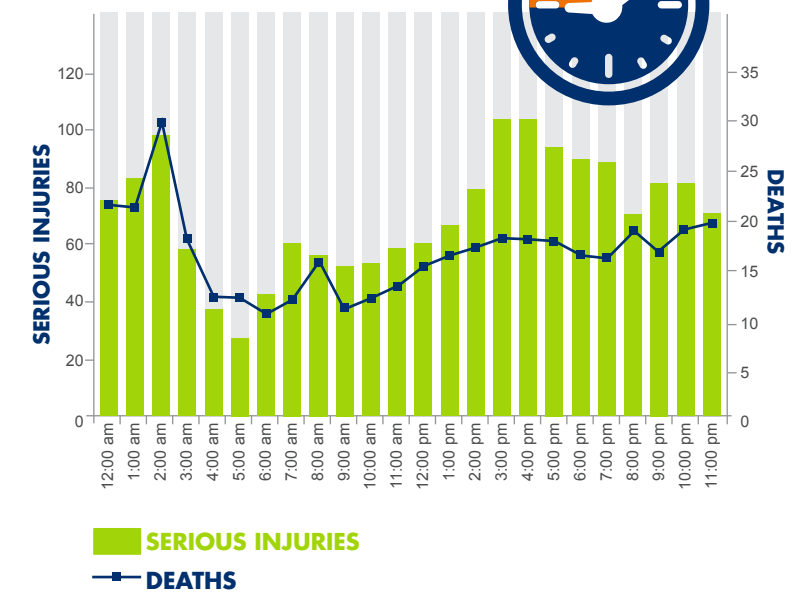
WHEN CRASHES OCCURRED

Most unrestrained deaths and serious injuries occurred on the weekend, with an increase on Friday as well. Serious injury crashes increased in the afternoon between 3-5 p.m. when more traffic is on the road, and late at night, which often correlates with drinking and driving.

SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY DAY OF THE WEEK



SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY TIME OF DAY



AN AVERAGE OF 6 PEOPLE DIED OR WERE SERIOUSLY INJURED EACH DAY IN CRASHES WHERE A DRIVER AND/OR PASSENGER WAS NOT WEARING A SEAT BELT.

Note: all data from 2008-2012, except Overview section