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.

**SEAT BELT-RELATED DEATHS AND SERIOUS INJURIES BY CRASH TYPE**

- **Left Turn**: 3.50%
- **Overturning**: 4.51%
- **Head On**: 4.66%
- **Rear End**: 6.20%
- **Sidewipe - Meeting**: 7.33%
- **Angle**: 13.15%
- **Fixed Object**: 50.96%

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**

- **Speed-related involvement**: 37.40%
- **Young driver involvement (15-25)**: 36.86%
- **Alcohol-related involvement**: 34.92%
- **Roadway departure**: 60.61%

**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 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.

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

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**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.

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 urbanized 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.

25% 6% 25%

MULTI-LANE RURAL 2 LANE RURAL 2 LANE URBAN

48%

25%

MULTI-LANE URBAN

ROADWAY TYPE

WHERE CRASHES OCCURRED

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.

WHEN CRASHES OCCURRED

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

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