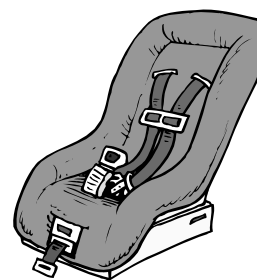


# Occupant Protection



2

## Section 2: Occupant Protection

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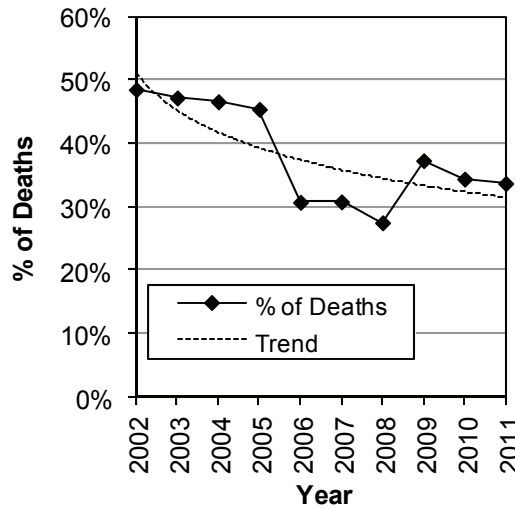
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# Trends

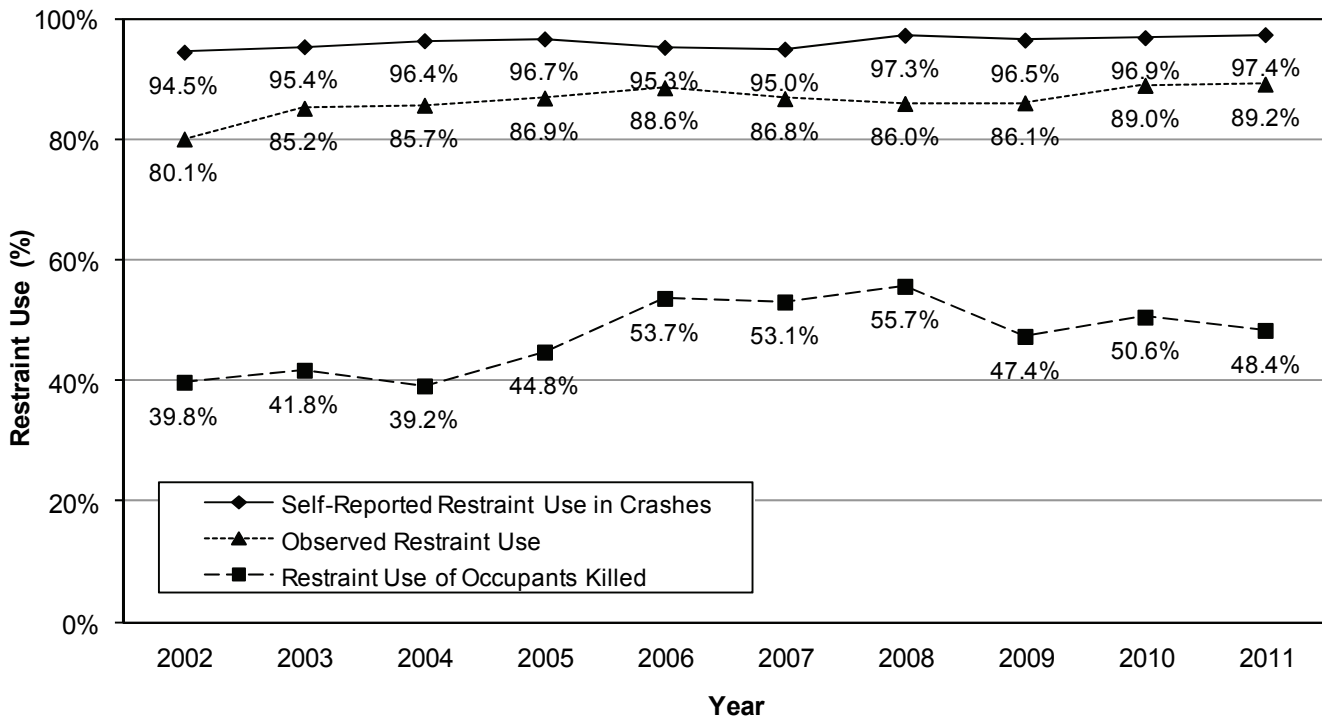
## Unrestrained Occupant Deaths (Utah 2002-2011)

Year	Deaths		
	All #	Unrestrained Occupants #	%
2002	328	159	48.5%
2003	309	146	47.2%
2004	296	138	46.6%
2005	282	128	45.4%
2006	287	88	30.7%
2007	299	92	30.8%
2008	276	78	28.3%
2009	244	91	37.3%
2010	253	87	34.4%
2011	243	82	33.7%
<b>Total</b>	<b>2,817</b>	<b>1,089</b>	<b>38.7%</b>



- Over the past 10 years, 38.7% of deaths have been to unrestrained occupants.
- On average, 109 people die a year in Utah who are unrestrained.
- The percentage of deaths to unrestrained occupants has shown a decreasing trend over the last 10 years.

## Restraint Use of Occupants In Crashes and Observational Studies (Utah 2002-2011)



- Historically, there have been differences between self-reported restraint use of people in crashes and seat belt use observed in observational studies. The difference may be due to over-reporting by the people in crashes.
- The 10-year trend shows an increase of restraint use in crashes, observational studies, and occupants killed.
- In 2011, the observational seat belt use increased to 89.2% from 89.0% in 2010, this was the highest observed seat belt use ever in Utah.
- The 2011 self-reported restraint use of people in crashes increased to 97.4% from 96.9% in 2010.
- Restraint use among occupants killed decreased from 50.6% in 2010 to 48.4% in 2011.

## Counties

## Restraint Use by County (Utah 2011)

County	Persons											
	Non-Injured			Injured			Killed			Total		
	Unres #	Restrained #	%	Unres #	Restrained #	%	Unres #	Restrained #	%	Unrestrained #	Restrained #	%
Daggett	0	28	100.0%	0	6	100.0%	0	0	n/a	0	34	100.0%
Cache	57	3,645	98.5%	22	506	95.8%	1	1	50.0%	80	4,152	98.1%
Utah	296	17,089	98.3%	127	3,323	96.3%	10	0	0.0%	433	20,412	97.9%
Washington	57	3,553	98.4%	34	701	95.4%	4	3	42.9%	95	4,257	97.8%
Davis	155	8,033	98.1%	56	1,544	96.5%	5	4	44.4%	216	9,581	97.8%
Salt Lake	759	39,463	98.1%	292	7,255	96.1%	14	28	66.7%	1,065	46,746	97.8%
Wasatch	10	766	98.7%	15	133	89.9%	1	3	75.0%	26	902	97.2%
Tooele	27	1,258	97.9%	18	287	94.1%	3	3	50.0%	48	1,548	97.0%
Rich	0	72	100.0%	3	19	86.4%	0	0	n/a	3	91	96.8%
Summit	40	1,592	97.5%	17	205	92.3%	3	4	57.1%	60	1,801	96.8%
Morgan	1	202	99.5%	5	35	87.5%	2	1	33.3%	8	238	96.7%
Juab	8	489	98.4%	14	144	91.1%	2	2	50.0%	24	635	96.4%
Weber	262	7,450	96.6%	70	1,459	95.4%	6	5	45.5%	338	8,914	96.3%
Box Elder	44	1,588	97.3%	23	292	92.7%	5	4	44.4%	72	1,884	96.3%
Millard	6	424	98.6%	14	138	90.8%	2	1	33.3%	22	563	96.2%
Kane	3	280	98.9%	11	63	85.1%	0	2	100.0%	14	345	96.1%
Wayne	1	38	97.4%	1	11	91.7%	0	0	n/a	2	49	96.1%
Carbon	25	761	96.8%	9	81	90.0%	2	2	50.0%	36	844	95.9%
Iron	42	1,145	96.5%	27	304	91.8%	1	5	83.3%	70	1,454	95.4%
Garfield	11	191	94.6%	1	42	97.7%	1	0	0.0%	13	233	94.7%
Uintah	27	745	96.5%	21	106	83.5%	3	2	40.0%	51	853	94.4%
Beaver	14	380	96.4%	18	78	81.3%	1	0	0.0%	33	458	93.3%
Duchesne	41	766	94.9%	20	108	84.4%	5	2	28.6%	66	876	93.0%
Grand	17	249	93.6%	6	68	91.9%	1	0	0.0%	24	317	93.0%
Sevier	26	510	95.1%	21	121	85.2%	1	2	66.7%	48	633	93.0%
Emery	14	328	95.9%	13	58	81.7%	3	0	0.0%	30	386	92.8%
Sanpete	18	310	94.5%	19	63	76.8%	1	0	0.0%	38	373	90.8%
San Juan	13	246	95.0%	14	44	75.9%	4	3	42.9%	31	293	90.4%
Piute	2	17	89.5%	2	7	77.8%	1	0	0.0%	5	24	82.8%
<b>Statewide</b>	<b>1,976</b>	<b>91,618</b>	<b>97.9%</b>	<b>893</b>	<b>17,201</b>	<b>95.1%</b>	<b>82</b>	<b>77</b>	<b>48.4%</b>	<b>2,951</b>	<b>108,896</b>	<b>97.4%</b>

- Restraint use is reported for occupants in a passenger car, light truck, van, SUV, or large truck. Occupants are considered "Restrained" if they were reported as using a shoulder/lap belt, lap belt, or a child safety seat at the scene of the crash.
- Restraint use is self-reported by crash occupants in the majority of crashes and may be inflated due to over-reporting by the people in crashes.
- The officer determines restraint use in the event of a fatal or severe injury crash.
- The majority of persons in crashes reported being restrained (97.4%).
- Daggett (100.0%), Cache (98.1%), and Utah (97.9%) counties had the highest percentage of occupants that were restrained.
- Piute (82.8%), San Juan (90.4%), and Sanpete (90.8%) counties had the lowest percentage of occupants that were restrained.
- 48.4% of vehicle occupants killed in crashes in Utah were restrained.

# Vehicle Occupants

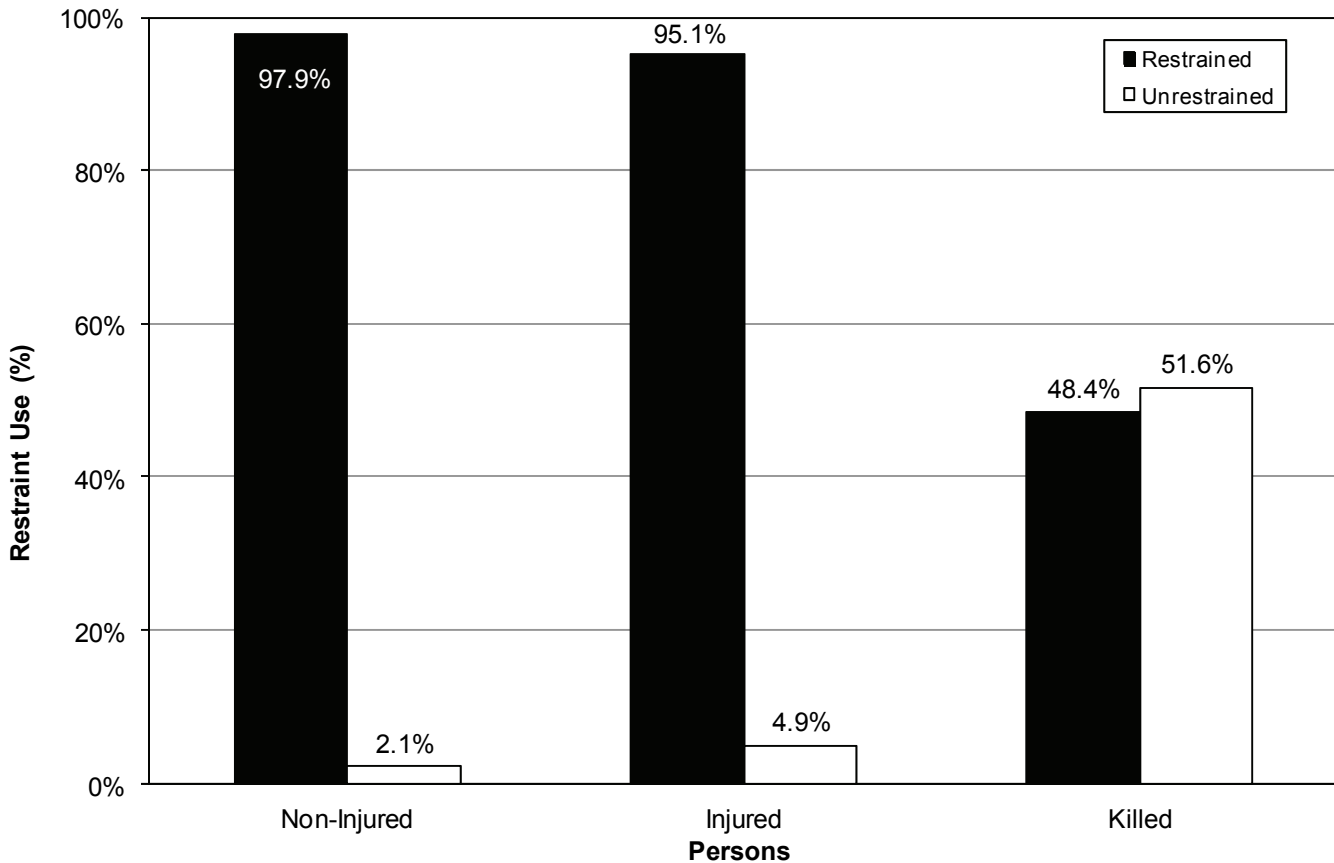
## Restraint Use by Urban/Rural Location (Utah 2011)

Persons												
Location	Non-Injured			Injured			Killed			Total		
	Unres	Restrained	%	Unres	Restrained	%	Unres	Restrained	%	Unrestrained	Restrained	%
	#	#	%	#	#	%	#	#	%	#	#	%
Urban	1,472	72,035	98.0%	545	13,581	96.1%	35	37	51.4%	2,052	85,653	97.7%
Rural	504	19,583	97.5%	348	3,620	91.2%	47	40	46.0%	899	23,243	96.3%
<b>Statewide</b>	<b>1,976</b>	<b>91,618</b>	<b>97.9%</b>	<b>893</b>	<b>17,201</b>	<b>95.1%</b>	<b>82</b>	<b>77</b>	<b>48.4%</b>	<b>2,951</b>	<b>108,896</b>	<b>97.4%</b>

- Urban areas had a higher percentage of occupants that were restrained for all injury severity levels.
- Occupants in rural crashes were 1.6 times more likely to be unrestrained than occupants in urban crashes.

## Restraint Use by Injury Severity (Utah 2011)

Persons									
Restraint Use	Non-Injured		Injured		Killed		Total		
	#	%	#	%	#	%	#	%	
Restrained	91,618	97.9%	17,201	95.1%	77	48.4%	108,896	97.4%	
Unrestrained	1,976	2.1%	893	4.9%	82	51.6%	2,951	2.6%	
<b>Total</b>	<b>93,594</b>	<b>100.0%</b>	<b>18,094</b>	<b>100.0%</b>	<b>159</b>	<b>100.0%</b>	<b>111,847</b>	<b>100.0%</b>	



- 97% of persons who survived a crash reported being restrained compared to only half of the persons killed.
- Unrestrained crash occupants were 40 times more likely to be killed than restrained crash occupants.

## Vehicle Occupants

### Restraint Use by Ejection (Utah 2011)

Persons												
Ejection Status	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Not Ejected	1,943	90,993	97.9%	810	17,049	95.5%	26	74	74.0%	2,779	108,116	97.5%
Partially Ejected	0	0	n/a	12	22	64.7%	6	2	25.0%	18	24	57.1%
Fully Ejected	0	0	n/a	66	80	54.8%	50	1	2.0%	116	81	41.1%
<b>Total</b>	<b>1,943</b>	<b>90,993</b>	<b>97.9%</b>	<b>888</b>	<b>17,151</b>	<b>95.1%</b>	<b>82</b>	<b>77</b>	<b>48.4%</b>	<b>2,913</b>	<b>108,221</b>	<b>97.4%</b>

- There is an inverse relationship between ejection from a motor vehicle and restraint use.
- The majority (97.5%) of crash occupants not ejected from a motor vehicle were restrained compared to only 41.1% of crash occupants fully ejected from a motor vehicle.
- Unrestrained occupants were 55 times more likely to be fully 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 2011)

Persons												
Occupant Placement	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
Driver	985	66,203	98.5%	465	12,084	96.3%	51	55	51.9%	1,501	78,342	98.1%
Front Seat	592	12,655	95.5%	250	3,175	92.7%	15	12	44.4%	857	15,842	94.9%
Back Seat	350	12,314	97.2%	147	1,862	92.7%	13	10	43.5%	510	14,186	96.5%
Other/Unknown	49	446	90.1%	31	80	72.1%	3	0	0.0%	83	526	86.4%
<b>Total</b>	<b>1,976</b>	<b>91,618</b>	<b>97.9%</b>	<b>893</b>	<b>17,201</b>	<b>95.1%</b>	<b>82</b>	<b>77</b>	<b>48.4%</b>	<b>2,951</b>	<b>108,896</b>	<b>97.4%</b>

- Among all occupants, drivers reported the highest restraint use (98.1%).

### Restraint Use by Vehicle Type (Utah 2011)

Persons												
Vehicle Type	Non-Injured			Injured			Killed			Total		
	Unres	Restrained		Unres	Restrained		Unres	Restrained		Unrestrained	Restrained	
	#	#	%	#	#	%	#	#	%	#	#	%
SUV	371	20,324	98.2%	159	3,523	95.7%	20	16	44.4%	550	23,863	97.7%
Van	137	7,302	98.2%	62	1,265	95.3%	2	8	80.0%	201	8,575	97.7%
Passenger Car	941	46,464	98.0%	446	10,328	95.9%	36	45	55.6%	1,423	56,837	97.6%
Pickup Truck	385	14,546	97.4%	191	1,895	90.8%	22	5	18.5%	598	16,446	96.5%
Semi/Large Truck	142	2,982	95.5%	35	190	84.4%	2	3	60.0%	179	3,175	94.7%
<b>Total</b>	<b>1,976</b>	<b>91,618</b>	<b>97.9%</b>	<b>893</b>	<b>17,201</b>	<b>95.1%</b>	<b>82</b>	<b>77</b>	<b>48.4%</b>	<b>2,951</b>	<b>108,896</b>	<b>97.4%</b>

- Occupants in semi/large truck (94.7%) and pickup truck (96.5%) were the least likely to be restrained.

## Vehicle Occupants

### Restraint Use by Gender of Crash Occupants (Utah 2011)

Persons												
Gender	Non-Injured			Injured			Killed			Total		
	Unres	Restrained	%	Unres	Restrained	%	Unres	Restrained	%	Unrestrained	Restrained	%
	#	#	%	#	#	%	#	#	%	#	#	%
Female	857	41,435	98.0%	439	9,864	95.7%	20	32	61.5%	1,316	51,331	97.5%
Male	1,083	49,961	97.9%	454	7,307	94.2%	62	45	42.1%	1,599	57,313	97.3%
Unknown	36	222	86.0%	0	30	100.0%	0	0	n/a	36	252	87.5%
<b>Total</b>	<b>1,976</b>	<b>91,618</b>	<b>97.9%</b>	<b>893</b>	<b>17,201</b>	<b>95.1%</b>	<b>82</b>	<b>77</b>	<b>48.4%</b>	<b>2,951</b>	<b>108,896</b>	<b>97.4%</b>

- Overall, restraint use of female (97.5%) crash occupants was slightly higher than males (97.3%).
- For persons killed, female crash occupants had higher restraint use (61.5%) than males (42.1%).

### Restraint Use by Age of Crash Occupants (Utah 2011)

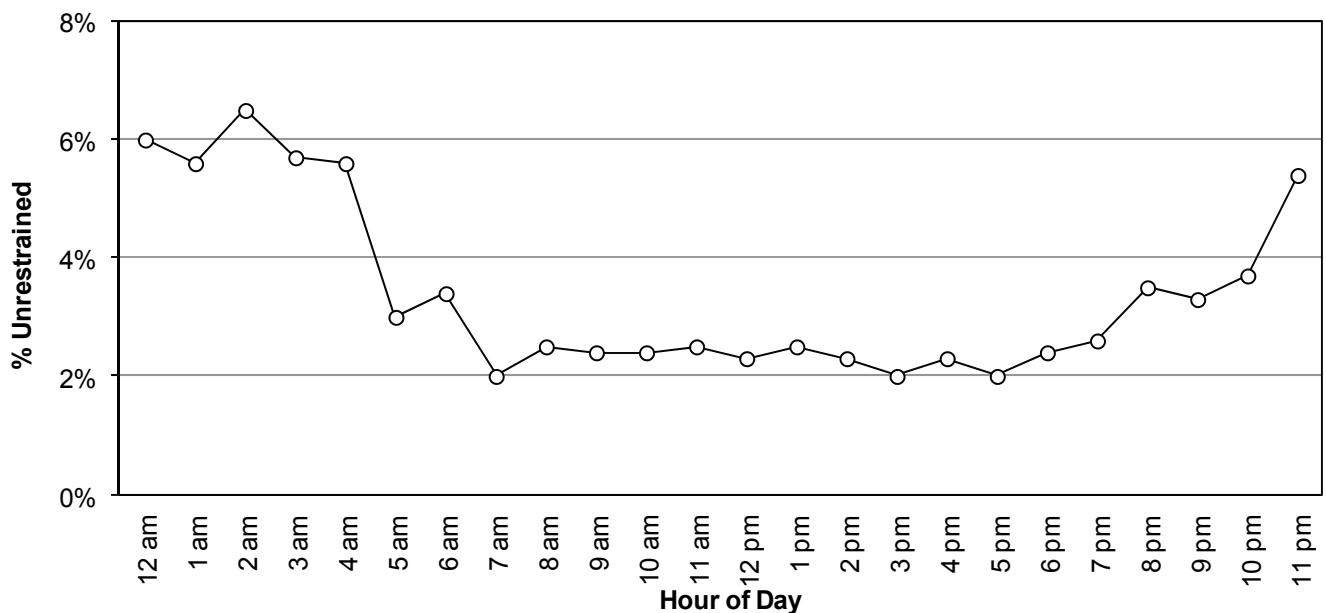
Persons												
Age	Non-Injured			Injured			Killed			Total		
	Unres	Restrained	%	Unres	Restrained	%	Unres	Restrained	%	Unrestrained	Restrained	%
	#	#	%	#	#	%	#	#	%	#	#	%
0-4	41	4,542	99.1%	15	432	96.6%	4	7	63.6%	60	4,981	98.8%
5-9	46	3,085	98.5%	28	476	94.4%	0	0	n/a	74	3,561	98.0%
10-14	53	2,853	98.2%	40	541	93.1%	1	0	0.0%	94	3,394	97.3%
15-19	343	13,428	97.5%	201	2,184	91.6%	11	4	26.7%	555	15,616	96.6%
20-24	324	12,535	97.5%	154	2,353	93.9%	11	6	35.3%	489	14,894	96.8%
25-29	219	10,022	97.9%	93	1,929	95.4%	12	6	33.3%	324	11,957	97.4%
30-34	193	8,565	97.8%	70	1,713	96.1%	8	7	46.7%	271	10,285	97.4%
35-39	147	6,724	97.9%	63	1,332	95.5%	6	3	33.3%	216	8,059	97.4%
40-44	89	5,812	98.5%	45	1,220	96.4%	5	4	44.4%	139	7,036	98.1%
45-49	96	5,028	98.1%	40	1,026	96.2%	5	2	28.6%	141	6,056	97.7%
50-54	91	4,815	98.1%	38	949	96.1%	1	6	85.7%	130	5,770	97.8%
55-59	85	4,037	97.9%	34	856	96.2%	4	4	50.0%	123	4,897	97.5%
60-64	62	3,230	98.1%	19	673	97.3%	6	7	53.8%	87	3,910	97.8%
65-69	41	2,034	98.0%	13	432	97.1%	3	7	70.0%	57	2,473	97.7%
70-74	29	1,468	98.1%	11	316	96.6%	2	3	60.0%	42	1,787	97.7%
75-79	24	1,046	97.8%	3	227	98.7%	1	2	66.7%	28	1,275	97.9%
80-84	18	675	97.4%	10	165	94.3%	1	2	66.7%	29	842	96.7%
85+	14	463	97.1%	6	143	96.0%	1	7	87.5%	21	613	96.7%
Unknown	61	1,256	95.4%	10	234	95.9%	0	0	n/a	71	1,490	95.5%
<b>Total</b>	<b>1,976</b>	<b>91,618</b>	<b>97.9%</b>	<b>893</b>	<b>17,201</b>	<b>95.1%</b>	<b>82</b>	<b>77</b>	<b>48.4%</b>	<b>2,951</b>	<b>108,896</b>	<b>97.4%</b>

- Overall, crash occupants aged 80+ years and 15-24 years had the lowest percentages of being restrained.
- For persons killed, crash occupants aged 10-19 years and 45-49 years had the lowest percentages of being restrained.

# Vehicle Occupants

## Restraint Use by Hour (Utah 2011)

Persons						
Hour	Restrained		Unrestrained		Total	
	#	%	#	%	#	%
Midnight	1,098	94.0%	70	6.0%	1,168	100.0%
1 a.m.	971	94.4%	58	5.6%	1,029	100.0%
2 a.m.	660	93.5%	46	6.5%	706	100.0%
3 a.m.	558	94.3%	34	5.7%	592	100.0%
4 a.m.	590	94.4%	35	5.6%	625	100.0%
5 a.m.	1,194	97.0%	37	3.0%	1,231	100.0%
6 a.m.	2,084	96.6%	73	3.4%	2,157	100.0%
7 a.m.	4,933	98.0%	103	2.0%	5,036	100.0%
8 a.m.	5,452	97.5%	140	2.5%	5,592	100.0%
9 a.m.	4,473	97.6%	111	2.4%	4,584	100.0%
10 a.m.	4,467	97.6%	110	2.4%	4,577	100.0%
11 a.m.	5,707	97.5%	144	2.5%	5,851	100.0%
Noon	6,987	97.7%	165	2.3%	7,152	100.0%
1 p.m.	6,990	97.5%	182	2.5%	7,172	100.0%
2 p.m.	7,683	97.7%	184	2.3%	7,867	100.0%
3 p.m.	8,906	98.0%	180	2.0%	9,086	100.0%
4 p.m.	9,469	97.7%	220	2.3%	9,689	100.0%
5 p.m.	11,533	98.0%	236	2.0%	11,769	100.0%
6 p.m.	8,516	97.6%	208	2.4%	8,724	100.0%
7 p.m.	5,335	97.4%	145	2.6%	5,480	100.0%
8 p.m.	3,777	96.5%	136	3.5%	3,913	100.0%
9 p.m.	3,435	96.7%	118	3.3%	3,553	100.0%
10 p.m.	2,492	96.3%	97	3.7%	2,589	100.0%
11 p.m.	1,611	94.6%	92	5.4%	1,703	100.0%
<b>Total</b>	<b>108,921</b>	<b>97.4%</b>	<b>2,924</b>	<b>2.6%</b>	<b>111,845</b>	<b>100.0%</b>



- Vehicle occupants were least likely to be restrained at night (11:00 p.m. to 4:59 a.m.).

## Children and Restraint Use

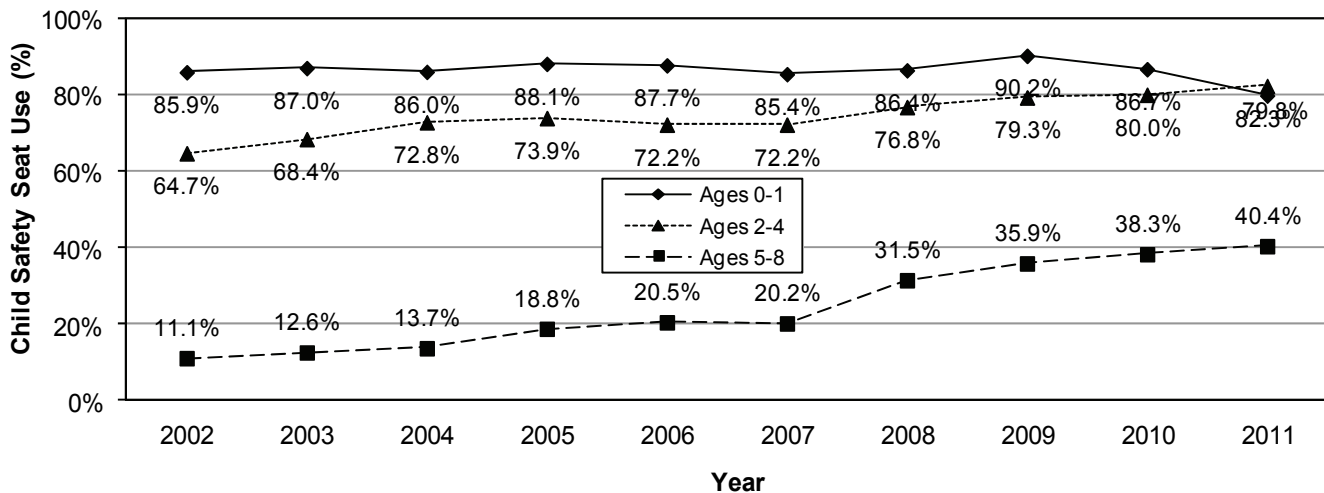
### Restraint Use for Children Age 0 to 8 Years (Utah 2011)

Child Occupants								
Restraint Use	Ages 0-1		Ages 2-4		Ages 5-8		Total	
	#	%	#	%	#	%	#	%
Child Safety Seat	1,682	79.8%	2,414	82.3%	1,188	40.4%	5,284	66.2%
Seat Belt Only	403	19.1%	484	16.5%	1,692	57.5%	2,579	32.3%
Unrestrained	22	1.0%	36	1.2%	61	2.1%	119	1.5%
<b>Total</b>	<b>2,107</b>	<b>100.0%</b>	<b>2,934</b>	<b>100.0%</b>	<b>2,941</b>	<b>100.0%</b>	<b>7,982</b>	<b>100.0%</b>

- 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 by Children Age 0 to 8 Years (Utah 2002-2011)

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	%
	#	#	%	#	#	%	#	#	%	#	#	%
2002	279	1,696	85.9%	1,229	2,249	64.7%	2,953	368	11.1%	4,461	4,313	49.2%
2003	247	1,652	87.0%	1,070	2,320	68.4%	3,371	484	12.6%	4,688	4,456	48.7%
2004	275	1,688	86.0%	952	2,542	72.8%	3,577	567	13.7%	4,804	4,797	50.0%
2005	227	1,681	88.1%	960	2,721	73.9%	2,969	688	18.8%	4,156	5,090	55.1%
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%
<b>Total</b>	<b>2,828</b>	<b>17,763</b>	<b>86.3%</b>	<b>8,471</b>	<b>24,045</b>	<b>73.9%</b>	<b>26,105</b>	<b>7,944</b>	<b>23.3%</b>	<b>37,404</b>	<b>49,752</b>	<b>57.1%</b>



- 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 11.1% in 2002 to 40.4% in 2011.



*Wearing a seat belt is one of the best ways to decrease injuries and deaths in motor vehicle crashes.*

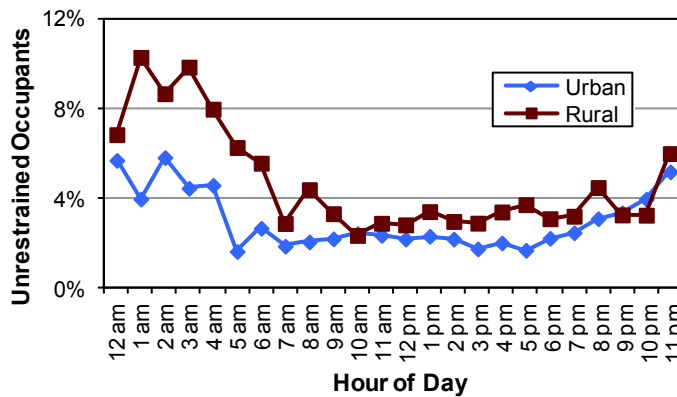
## Occupant Protection



### Did you know in 2011:

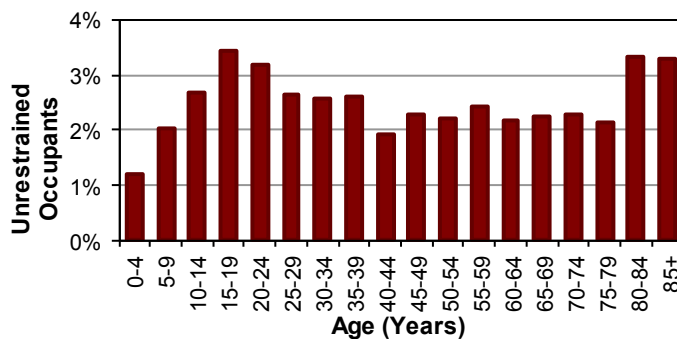
- Unrestrained crash occupants were 40 times more likely to die in a crash than restrained occupants.
- An estimated 102 lives were saved because of restraint use. (National Highway Traffic Safety Administration)
- An estimated 41 additional lives would have been saved if everyone had been wearing seat belts.

**Unrestrained Crash Occupants by Hour, Rural vs. Urban (Utah 2011)**



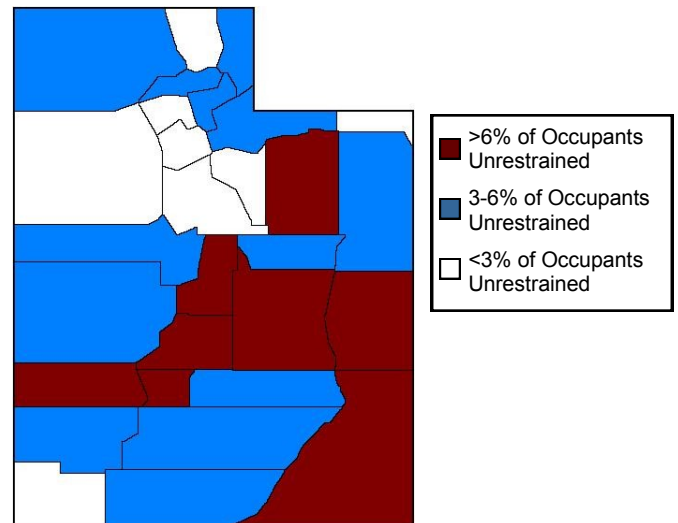
- 11:00 p.m. to 4:59 a.m. had the highest percentage of unrestrained crash occupants.
- Rural areas had lower restraint use for nearly every hour of the day than urban areas.

**Unrestrained Crash Occupants by Age (Utah 2011)**



- The highest percentage of unrestrained crash occupants were 15-19 years and 80+ years.

**Unrestrained Crash Occupants by County (Utah 2011)**



- Occupants in rural crashes were 1.6 times more likely to be unrestrained than urban occupants.

**Restraint Use by Injury Severity (Utah 2011)**

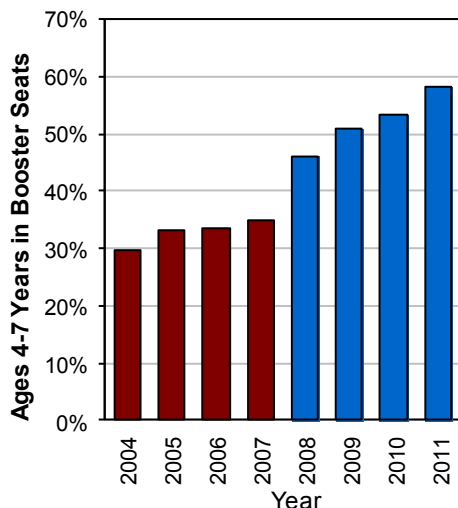


- Over 97% of persons who survived a crash were restrained compared to half (48%) of the persons killed.

## Occupant Protection

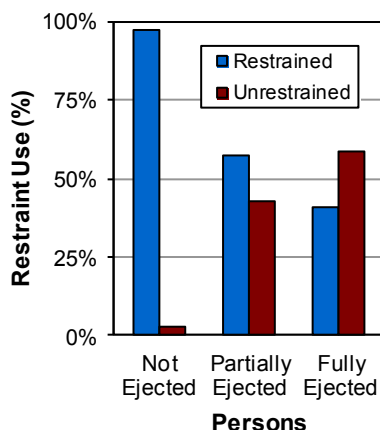


### Effectiveness of Booster Seat Law (Utah 2004-2011)



- In 2008, a law was passed increasing the age of child safety seat use from up to age 4 years to up to age 8 years.
- In 2011, booster seat use among ages 4-7 years in crashes increased to 58%.
- Booster seat use increased 66% since passage of the law.

### Ejection and Restraint Use (Utah 2011)



- 59% of crash occupants fully ejected from a motor vehicle were unrestrained.
- Unrestrained occupants were 55 times more likely to be fully ejected than restrained occupants.

### Child Safety Seat Recommendations:

- Infants should be placed in a rear-facing safety seat until they are at least 20 pounds and 1 year of age.
- Never place a rear-facing child safety seat in the front seat of a vehicle with a passenger side air bag.
- Children at least 1 year of age weighing 20-40 pounds should ride in forward facing child safety seats.
- Older children (approximately 4-8 years of age) should ride in belt-positioning booster seats until they are 4'9" tall and the seat belt fits properly. Booster seats help position an adult-size seat belt for a safer fit on children.
- The safest place for any child aged 12 and under is in the back seat of the vehicle.

### Seat Belt Recommendations:

- Always use both the lap and shoulder belt. When worn properly, the shoulder belt should fit across the collar bone and the lap belt should fit low over the hips.
- Never place the shoulder strap under the arm or behind the back.

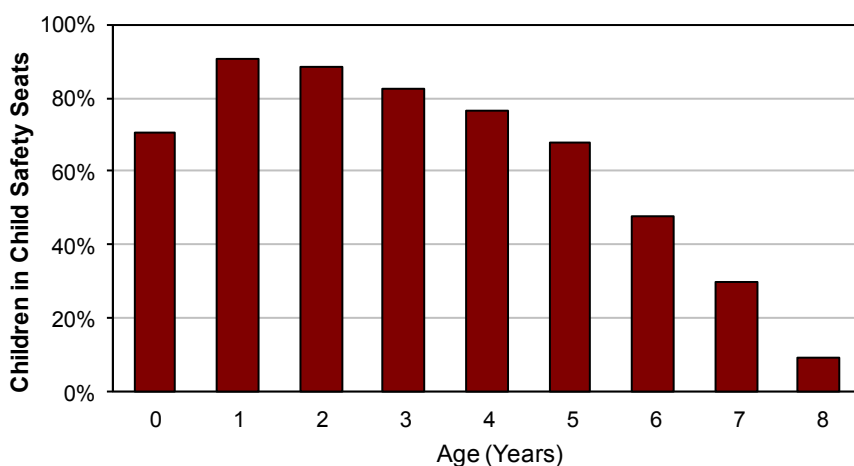
### Safety Restraint Laws:

- Utah law requires all motor vehicle occupants to wear a seat belt. This is a secondary enforcement law for drivers and passengers age 19 years and older. This means an adult may be issued a citation and a \$45 fine only when the police officer has stopped the vehicle for another reason.
- The law is a primary enforcement law for drivers and passengers under age 19 years.
  - ⇒ Children age 7 years and under must ride in an approved child safety seat.
  - ⇒ Children aged 8 to 18 years must ride in an appropriate child restraint or seat belt.
  - ⇒ There are a few exemptions to the law. Contact the Highway Safety Office for more information.

This primary enforcement law means a person may be stopped and issued a citation for simply not buckling up.



### Percent of Children Aged 0-8 Years in Crashes Using Child Safety Seats (Utah 2011)



- The older the child the less likely they were using a child safety seat.
- While 91% of 1-year-olds in a crash were in a child safety seat, only 76% of 4-year-olds, 48% of 6-year-olds, and 9% of 8-year-olds were in a child safety seat.
- The decrease in child safety seat use for children aged 4-8 years is concerning and indicates that children are moving to adult-sized seat belts too early.