

STATE OF UTAH PRIMARY SEAT BELT LAW FACT SHEET

COSTS:

- In 2010, the economic costs due to motor vehicle crashes in the U.S. was \$277 billion.
 - Utah pays \$2 billion of these costs.
 - That is \$716 for every resident of Utah, each year.
 - About 75 percent of the costs are paid by citizens not involved in the crashes.
- Crashes cost employers in the State more than \$300 million annually—about \$320 per employee. (based on 2000 dollars)

PRIMARY SEAT BELT LAWS:

- In States with primary seat belt laws, law enforcement officers may stop a vehicle and issue a citation for a seat belt violation, even if this is the only violation officers notice. Officers in States with secondary seat belt laws may issue seat belt citations to motorists only after citing the drivers for another violation.
- In States with secondary enforcement provisions, more than half the public 16 and older support primary enforcement of seat belt laws. In States with primary laws, support of primary enforcement is even higher at 73 percent. (MVOSS 2007)
- NHTSA estimates that if Utah were to pass a primary belt law, seat belt usage could increase by approximately 7 percentage points. (2013 seat belt use data)
- With a primary law, Utah could save an estimated 9 lives, 136 serious injuries, and \$32 million in costs each year. (Based on a 7 percentage point increase from the 2013 seat belt use rate.)

USAGE DATA:

- 17.6 percent of Utahns—over 502,000 people—are still not buckling up.
- An estimated 68 lives were saved by seat belts in Utah in 2012, and 27 additional lives could have been saved with 100 percent seat belt use.

COMPARISON TO OTHER STATES:

	Utah	Oregon	Washington
Seat Belt Law	Secondary	Primary	Primary
2013 Observed Use Rate	82.4%	98.2%	94.5%

FATALITY DATA:

- In 2012, 145 vehicle occupants died while riding in cars and light trucks in Utah. Of these, 58 percent died while not wearing their seat belts compared to 52 percent nationwide. (2012 FARS Data)
- Forty-four percent (95/217) of the State's motor vehicle traffic fatalities occur in rural areas, and the fatality rate per 100 million vehicle miles traveled is nearly twice as high in rural Utah than in urban areas. (2012 FARS Data)
- In 2012, 71 percent of nighttime passenger vehicle occupant fatalities in Utah were unrestrained compared to 51 percent of daytime passenger vehicle occupant fatalities. (2012 FARS Data)