

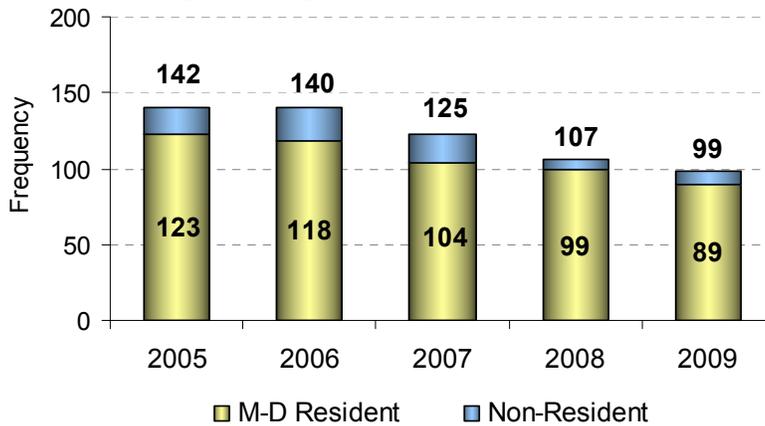
Drivers Fatally Injured in Traffic Crashes: Restraint Use, Miami-Dade County, 2005-2009

Miami-Dade County Injury Facts



Motor vehicle traffic deaths are the leading cause of death to Miami-Dade County residents. Traffic crash reports from the FL Dept. of Highway Safety and Motor Vehicles were analyzed to describe the characteristics of crashes that occurred in Miami-Dade Co. and resulted in driver fatalities for the years 2005-2009. The influence of driver restraint use on these fatalities is emphasized.

**Driver Fatalities in Miami-Dade County
by County of Residence 2005-2009**



Between 2005-2009, 613 drivers of seat belt-equipped motor vehicles were killed in traffic crashes in Miami-Dade County.

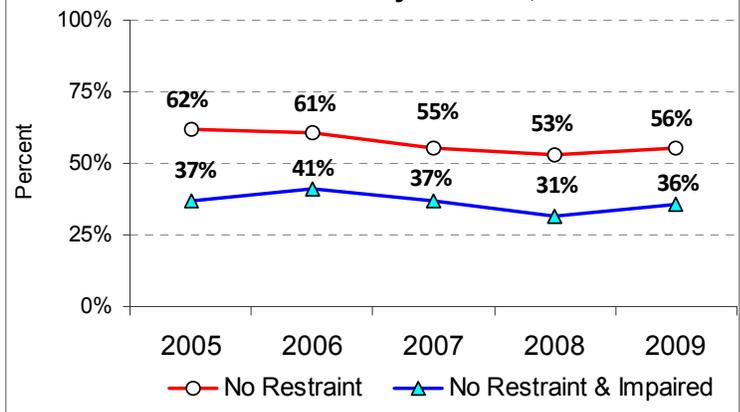
Driver fatalities have declined every year since 2006.

Overall, 86% of the victims were residents of Miami-Dade County.

Driver Restraint Use

- Over this 5-year period, 58% of drivers fatally injured in a MVC were not properly restrained (red line).
- More than 1/3 of fatal drivers were both not restrained and impaired (blue line).
- Although there was no significant change over the 5 years for either of these driving behaviors, 2009 did see both increase after two consecutive years of improvement between 2006-2008.

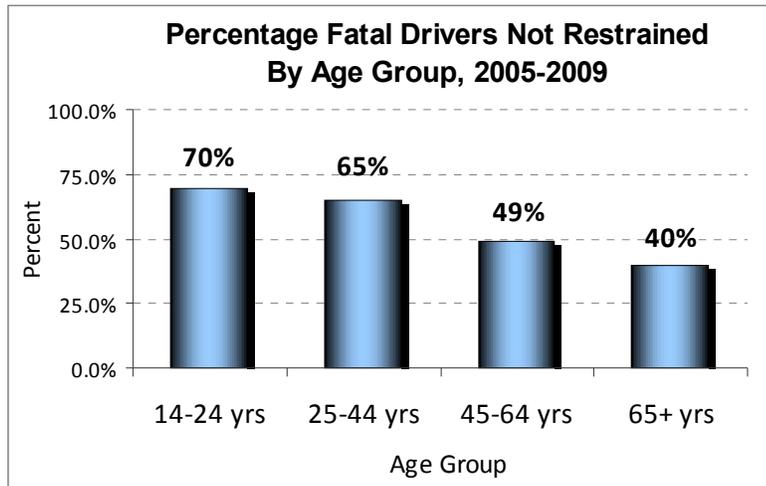
**Restraint Use of Fatal Drivers
Miami-Dade County Crashes, 2005-2009**



Driver Restraint Use

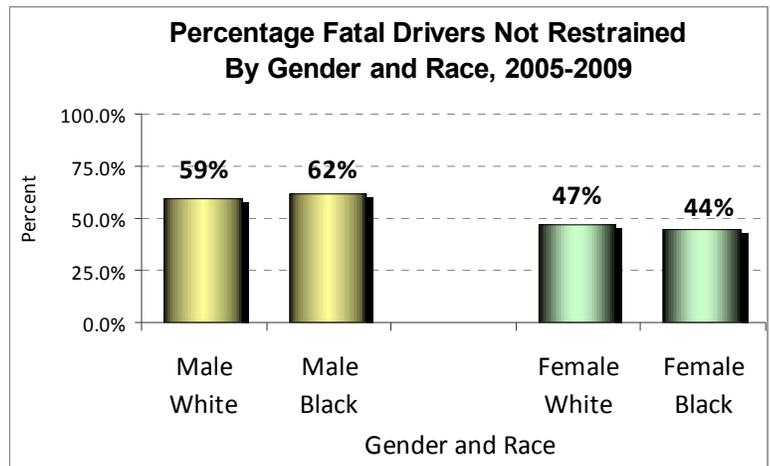
Age of Driver

- The percentage of drivers who were not restrained declined as age increased.
- 70% of drivers under age 25 were not restrained compared to 40% of drivers aged 65 and older. This is consistent with national data that reports the lowest seat belt use rates for teen drivers and the highest for older drivers.¹
- The percentage of unrestrained drivers age 14-24 improved from 85% in 2007, 73% in 2008, to 54% in 2009 (not shown in graph).



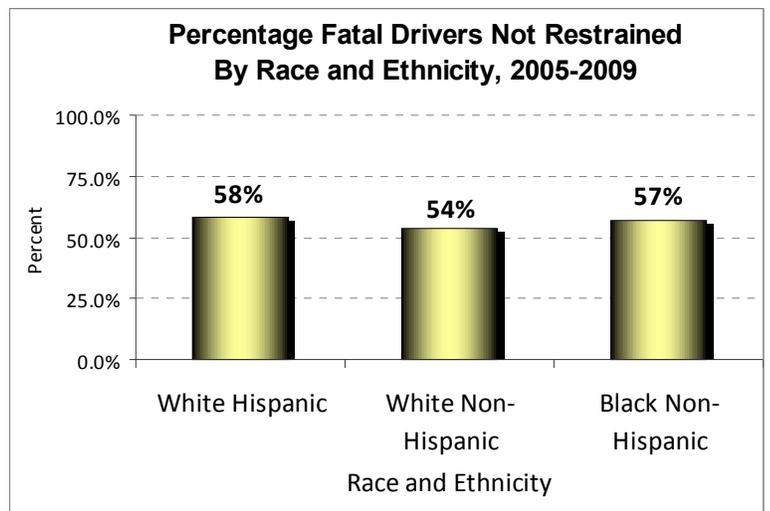
Sex and Race of Driver

- Overall, male drivers (61%) were more likely not to be restrained compared to female drivers (47%).
- This was no difference in restraint use between white or black drivers. This was true for both genders.



Race & Ethnicity of Driver

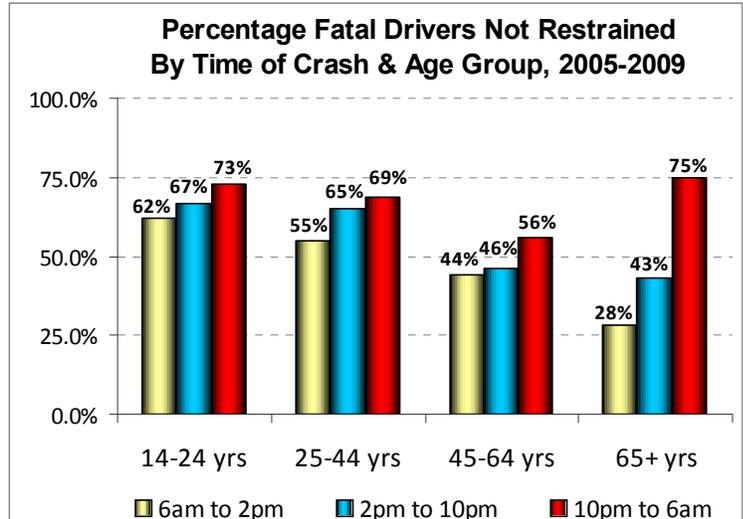
- This were no difference in restraint use between Hispanic and non-Hispanic drivers.



Driver Restraint Use

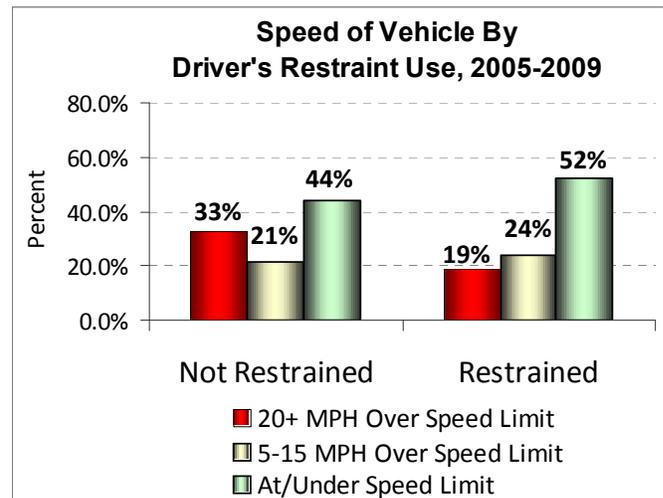
Time of Crash

- Overall, 45% of drivers who died between 6am-2pm, 53% who died between 2pm-10pm and 68% who died between 10pm-6am were not restrained.
- The nighttime hours of 10pm-6am was the time period when seat belt use was lowest for all four age groups.
- The percentage of drivers age 14-24 that were not restrained was not significantly different for daylight hours compared to nighttime.
- Seat belt use worsened by 32% after 10pm time for drivers over age 65.



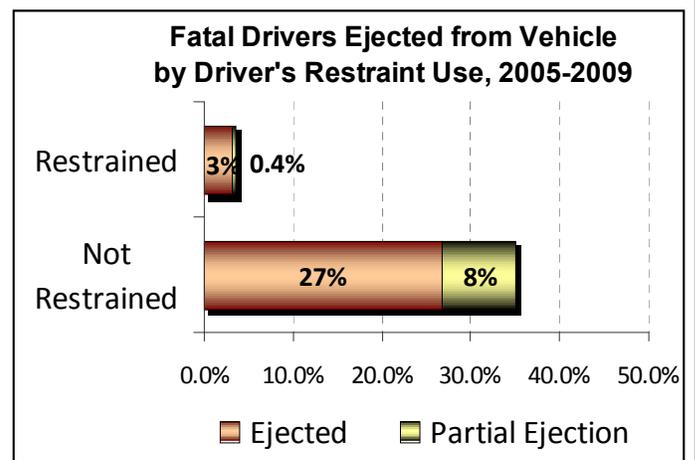
Was Driver Speeding?

- The speed of the vehicle at the time of the crash was able to be estimated by the police for 73% of the crashes.
- 33% of unrestrained drivers were estimated to be speeding at least 20 MPH over the speed limit compared to 19% of restrained drivers.
- Only 44% of drivers not restrained were driving at or under the speed limit compared to 52% of restrained drivers.



Was Driver Ejected From Vehicle?

- More than one-third of the drivers not restrained were either partially (8%) or completely ejected (27%) from their vehicle after the crash compare to less than 4% of restrained drivers. National data shows that more than 75% of people who are ejected during a crash die from their injuries.²



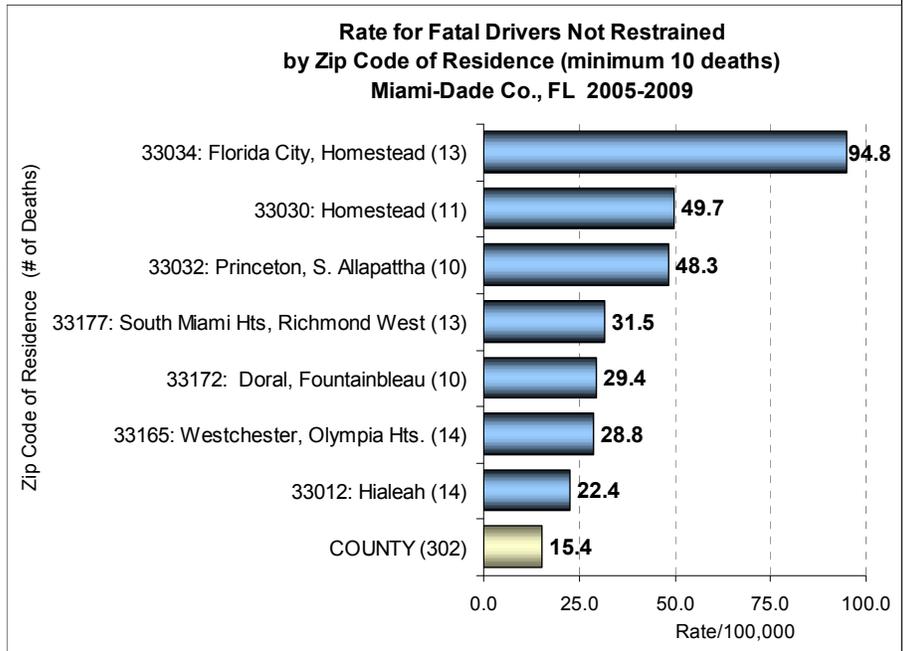
Residence of Fatal Drivers Not Using Seat Belts, 2005-2009

Seven zip codes experienced at least 10 fatalities between 2005-2009 to residents who were not restrained while driving.

- The Florida City, Homestead zip code 33034 (13 deaths) had the highest fatality rate for drivers age 15 and older, more than 6-times higher than the county rate.
- Two zip codes had fatality rates 3-times greater than the county rate:
 - 33030 (Homestead area, 11 deaths)
 - 33032 (Princeton area, 10 deaths)

The county roads that were the most frequent site of fatal crashes involving drivers not restrained were:

- SR 826 (Palmetto Expy): 21 deaths
- SR 821 (FL Turnpike): 14 deaths
- Interstate 95: 14 deaths
- US 1 (S Dixie Hwy): 13 deaths
- SR 836 (Dolphin Expy): 10 deaths



Preventing Traffic Deaths³

Using a seat belt on every trip is the most effective way to prevent injury and death. Seat belt use reduces serious injuries and deaths in crashes by up to 50%. Air bags provide added protection but are not a substitute for seat belts in a crash.

- The percentage of adults who always wear seat belts increased from 80% to 85% between 2002 and 2008. Even so, 1 in 7 adults still do not wear a seat belt on every trip.
- Seat belt use is higher in states that have primary enforcement laws (88%) than in states that don't have them (79%).
- In 2010, 19 states--where 1 in 4 adult Americans live--did not have a primary seat belt law.

A primary enforcement seat belt law means a police officer can pull someone over and issue a ticket to the driver just because someone in the vehicle is not wearing a seat belt. A secondary enforcement law allows a police officer to issue a ticket for someone not wearing a seat belt only if the driver has been pulled over for some other offense. Florida instituted a primary seat belt law in July 2009.

1. CDC. Vital Signs: Nonfatal, motor vehicle-occupant injuries (2009) and seat belt use (2008) among adults, US. MMWR 2011; 59.
2. Dept of Transportation (US), National Highway Traffic Safety Administration (NHTSA). Lives Saved in 2009 by Restraint Use and Minimum-Drinking-Age Laws. Washington (DC): NHTSA; 2010. Available at URL: <http://www-nrd.nhtsa.dot.gov/Pubs/811383.pdf>
3. Centers for Disease Control and Prevention. "Injury Prevention & Control: Motor Vehicle Safety" Available at URL: <http://www.cdc.gov/motorvehiclesafety/seatbeltbrief/index.html>

Produced by the Miami-Dade County Injury Surveillance System

Data Sources: Death Certificates, Office of Vital Statistics, FL Dept. of Health
 Medical Examiner Records, Miami County Medical Examiner Dept.
 Hospital Discharge Data, Agency for Health Care Administration
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