



OCCUPANT PROTECTION CRASHES

22.3% of Nevada's total fatalities.

A fatal crash involving a person that did not use a restraining device, such as a seatbelt, that died in the crash is deemed an occupant protection fatal crash. The FARS data uses the attribute "restraint system/helmet use (REST_USE)" in the Person data set to determine if a person was using a seatbelt, and the attribute "injury severity (INJ_SEV)" to determine the level of the persons injuries. For this analysis, the two attribute codes used were "none used/not applicable" for restraint use and "fatal injury (K)" for injury severity. If a crash reported both attributes, the crash was deemed a fatal occupant protection crash.

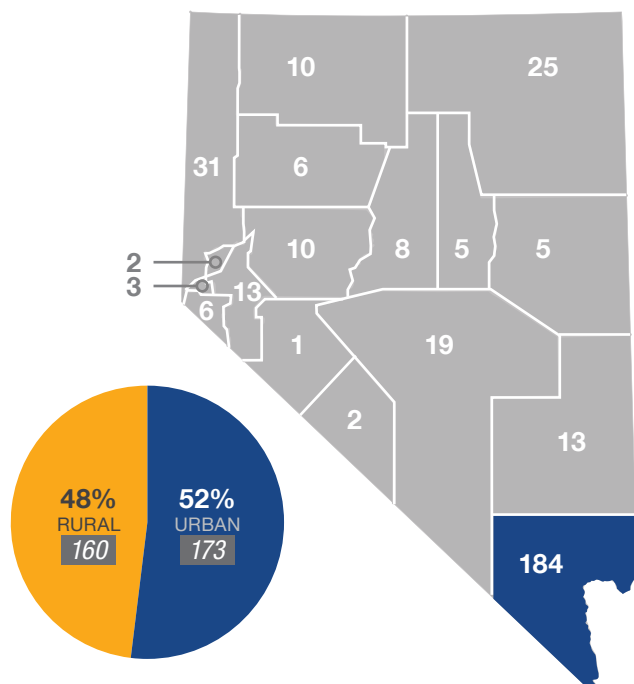
What?

Between 2014 and 2018, **354 fatalities and 337 fatal unbelted vehicle occupant crashes** occurred on Nevada roadways.

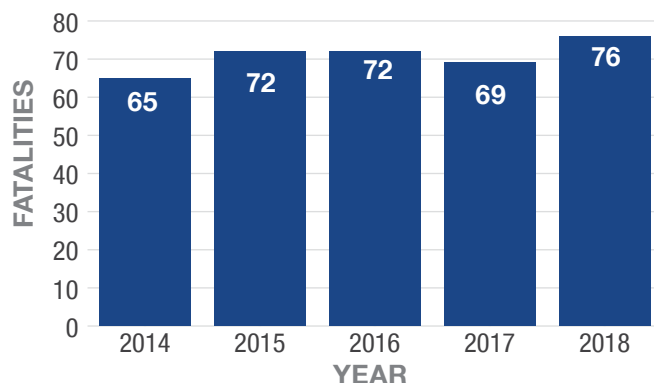
Where?

Between 2014 and 2018, 184 of fatal occupant protection crashes occurred in Clark County. More than half of fatal occupant protection crashes took place on urban roadways.

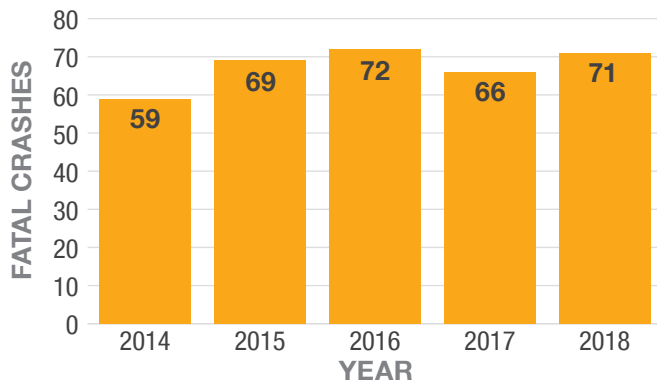
Location of Fatal Unbelted-Occupant Crashes*



Unbelted-Occupant Fatalities**



Unbelted-Occupant Fatal Crashes



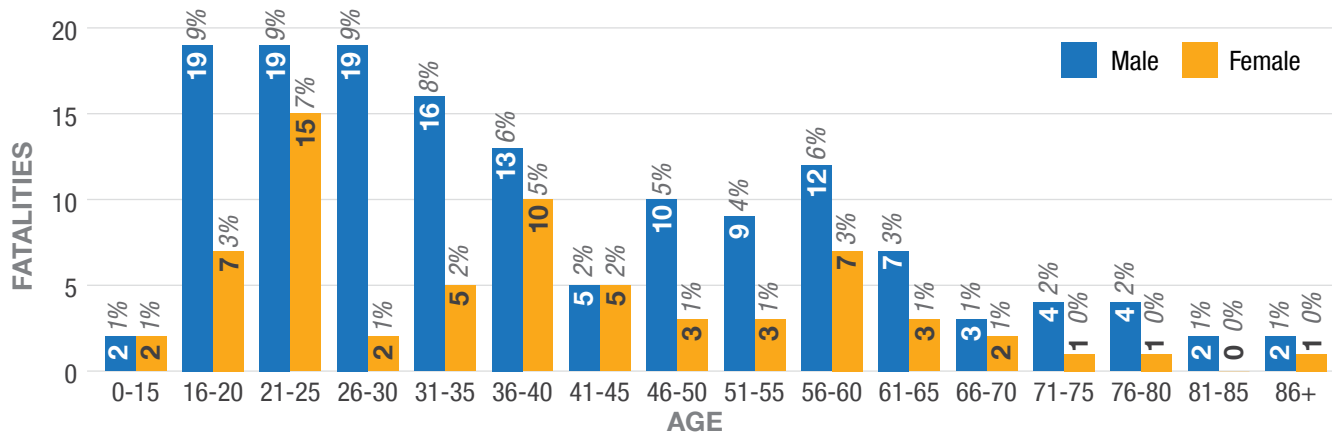
*Does not include values that are unknown or missing

**This chart has been modified to match the NHTSA STSI summary

Who?

Males ages 16 to 30 years old comprised the greatest number of unbelted-occupant fatalities from 2014 to 2018.

Age/Gender Breakdown of Unbelted-Occupant Fatalities

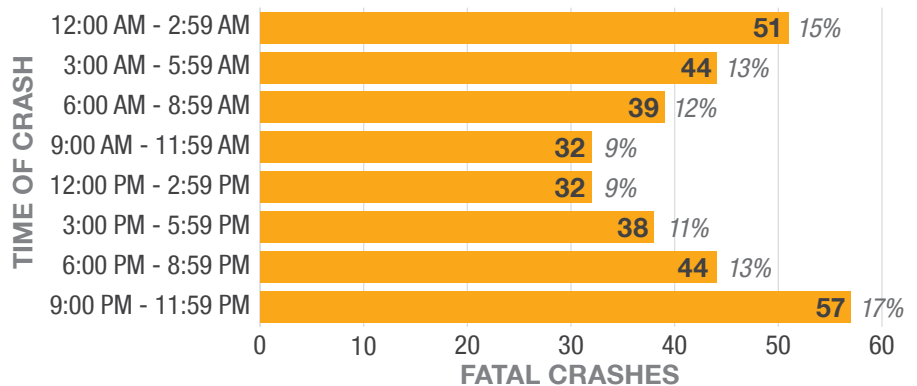


When?

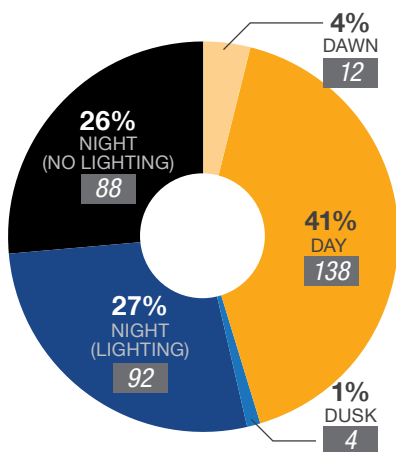
The greatest percentage of fatal unbelted-occupant crashes occurred between the hours of 9:00 PM and 11:59 PM. More than half of fatal unbelted-occupant crashes occurred at night in areas with and without street lighting.

Most fatal unbelted-occupant crashes occurred on the weekends (38%). July reported the greatest number of fatal unbelted-occupant crashes.

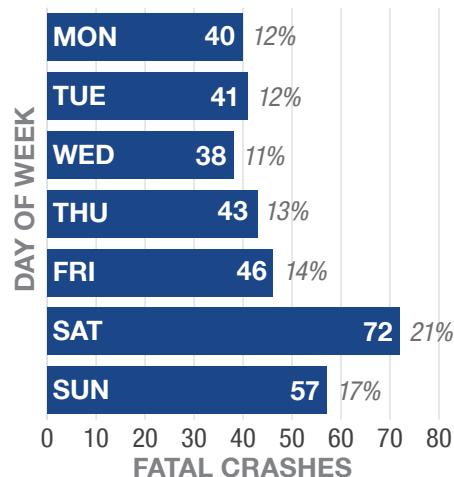
Fatal Unbelted-Occupant Crashes by Time of Day



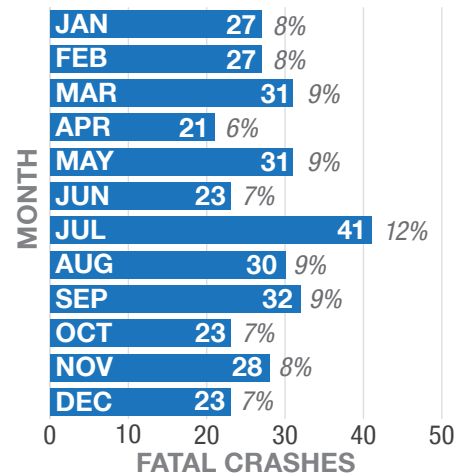
Lighting at Time of Fatal Unbelted-Occupant Crash*



Fatal Unbelted-Occupant Crashes by Day of Week



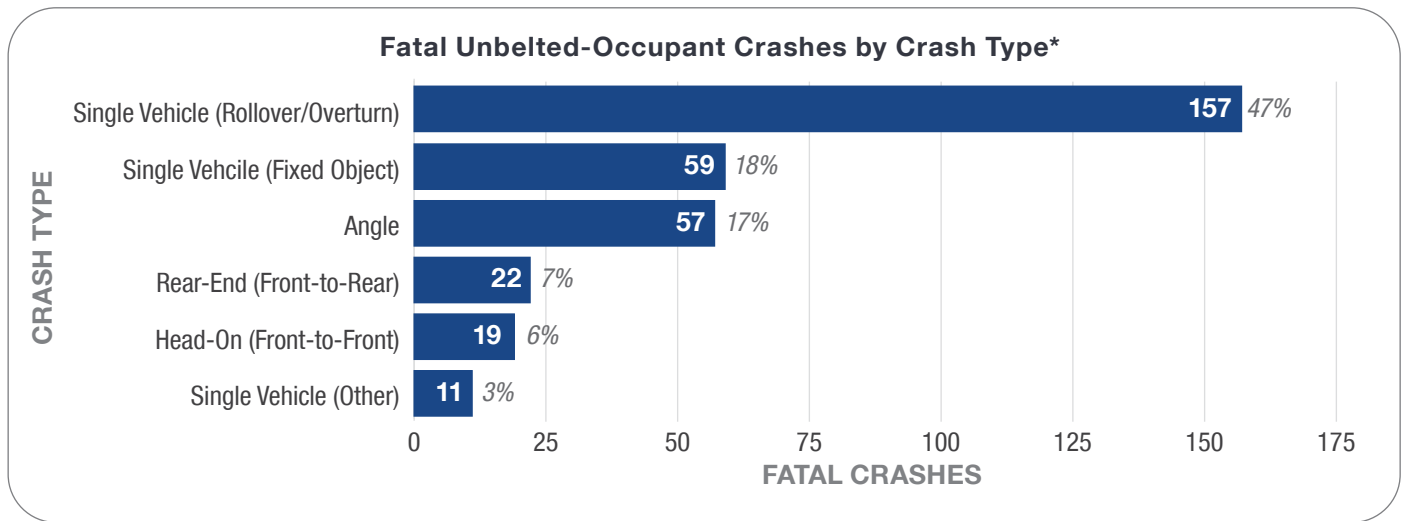
Fatal Unbelted-Occupant Crashes by Month of Year



*Does not include values that are unknown or missing

Why?

From 2014 to 2018, fatal unbelted-occupant crashes most frequently involved a motor vehicle rolling over.



**Does not include values that are unknown or missing or data categories with low representation*





0.4% of Nevada's total fatalities.

A child passenger crash involves a child between the ages of zero and four that dies in a crash. The FARS data uses the person data file attributes “age,” “person type,” “injury severity,” and “restraint system/helmet use.” The following attribute codes were used: values equal to and between zero and four to identify age, “passenger of a motor vehicle in transport,” and “fatal injury (K).” If a crash reported all the individual attribute codes, the crash was deemed a fatal child passenger crash. Child passenger fatal crashes make up too small of a percentage of all fatalities and fatal crashes in Nevada to perform a full analysis.

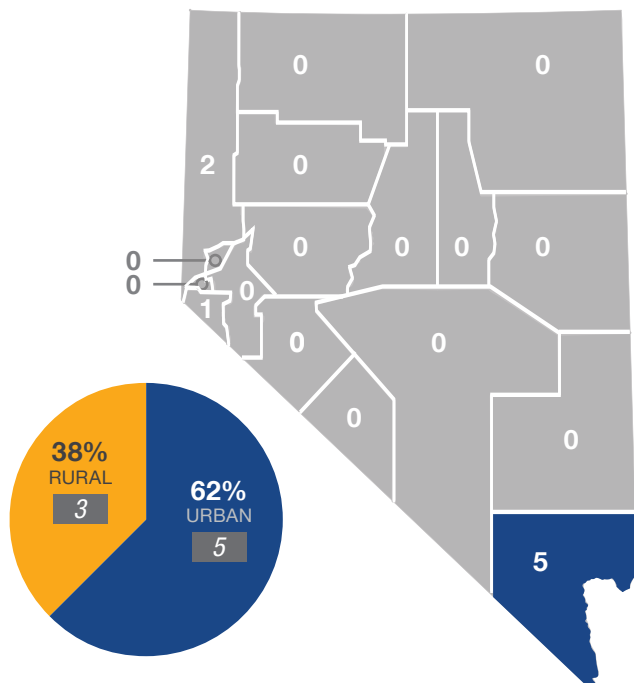
What?

During 2014 to 2018, child passenger fatalities generally decreased. There were a total of **four fatalities and four child passenger fatal crashes** in 2014, compared to **zero fatalities or fatal crashes** in 2015 and 2018.

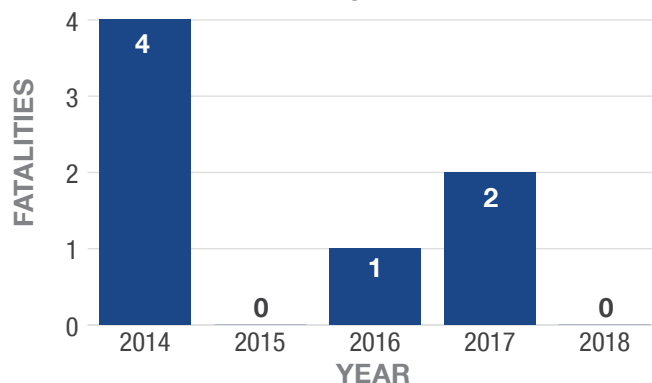
Where?

The majority of fatal child passenger crashes occurred in Clark County on urban roadways.

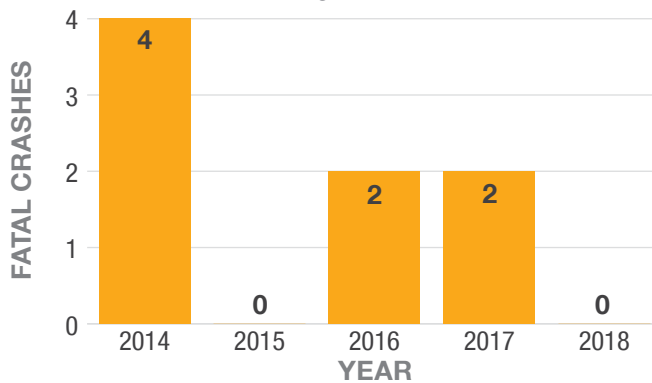
Location of Fatal Child Passenger Crashes



Child Passenger Fatalities*



Child Passenger Fatal Crashes**



**These charts have been modified to match the NHTSA STSI summary*

***In 2016, the number of fatal crashes is higher than the number of fatalities due to adjusting the fatality values to match NHTSA STSI*

Who?

From 2014 to 2018, male children age two and female children age three each accounted for three child passenger fatalities.

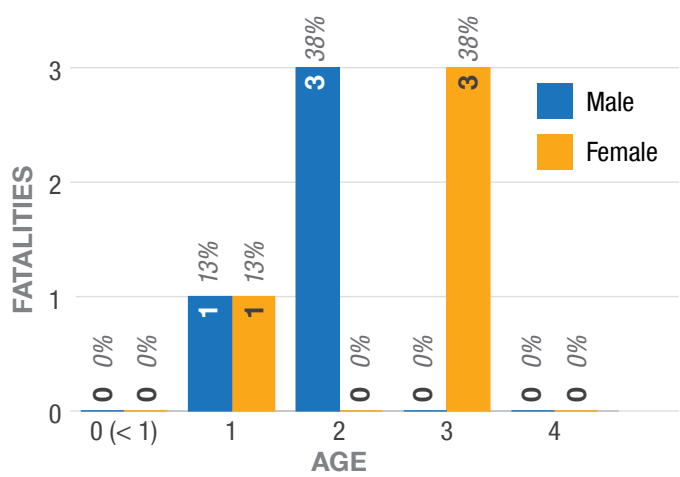
When?

More than half (63%) of fatal child passenger crashes took place between the hours of 3:00 PM and 5:59 PM. All fatal child passenger crashes occurred during daylight. The months of April, October, and November each reported two fatal child passenger crashes.

Why?

Between 2014 and 2018, forward facing and unrestrained were the most reported restraint uses for children involved in fatal child passenger crashes.

Age/Gender Breakdown of Child Passenger Fatalities



Fatal Child Passenger Crashes by Restraint Use

