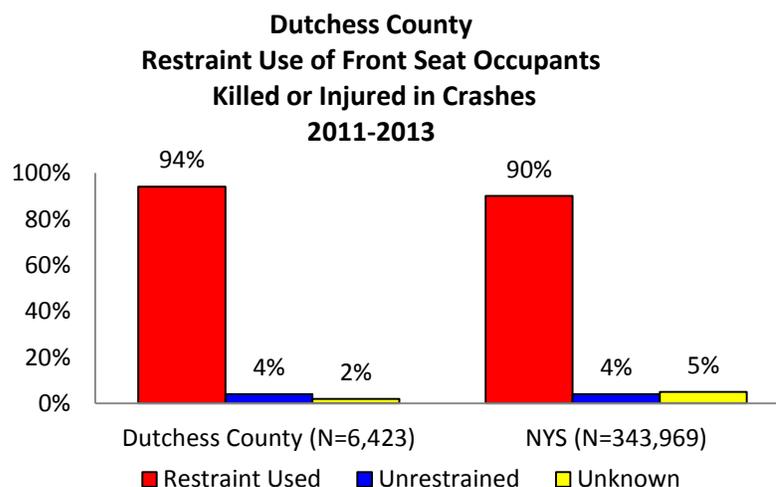


DUTCHESS COUNTY

Restraint Use of Front Seat Occupants Killed or Injured in Crashes by Injury Severity 2011-2013

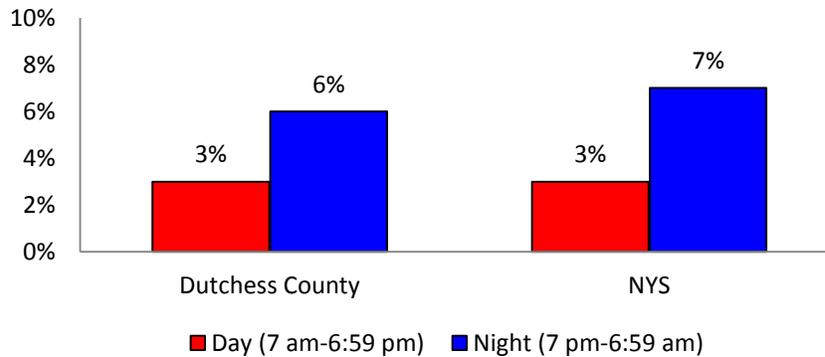
Dutchess County	2011	2012	2013	2011-2013	
Front Seat Occupants Killed	22	11	17	50	
<i>Restraint Used</i>	16	8	10	34	68.0%
<i>Unrestrained</i>	6	2	6	14	28.0%
<i>Unknown</i>	0	1	1	2	4.0%
Front Seat Occupants Injured	2,039	2,173	2,161	6,373	
<i>Restraint Used</i>	1,908	2,032	2,038	5,978	93.8%
<i>Unrestrained</i>	80	85	72	237	3.7%
<i>Unknown</i>	51	56	51	158	2.5%
Front Seat Occupants Killed or Injured	2,061	2,184	2,178	6,423	
<i>Restraint Used</i>	1,924	2,040	2,048	6,012	93.7%
<i>Unrestrained</i>	86	87	78	251	3.9%
<i>Unknown</i>	51	57	52	160	2.4%

- 94% of all front seat occupants killed or injured in crashes in Dutchess County in 2011-2013 were reported to be using a safety restraint.
- Front seat occupants killed in crashes in Dutchess County in 2011-2013 were much less likely to be reported as using a safety restraint than those who received non-fatal injuries (68% vs. 94%).
- 28% of the front seat occupants killed in crashes in 2011-2013 were unrestrained compared to 4% of the front seat occupants who were injured.



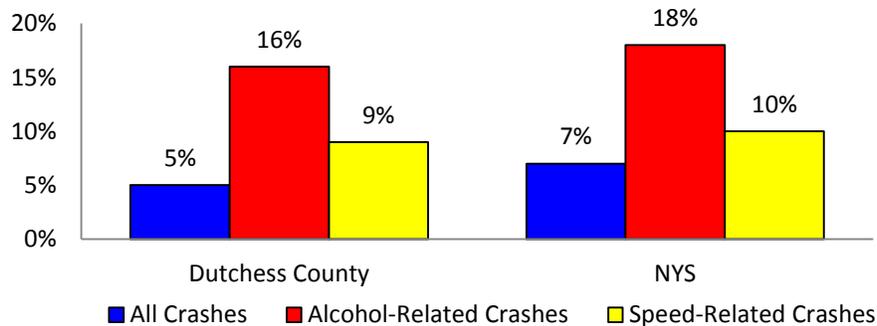
- Compared to New York State as a whole, the proportion of front seat occupants killed or injured in Dutchess County who were reported as restrained was higher (94% vs. 90%), while the proportion who were unrestrained in Dutchess County (4%) was the same as the statewide rate.
- Restraint use was unknown for a smaller proportion of killed or injured front seat occupants in Dutchess County than in the state as a whole (2% vs. 5%).

**Dutchess County
Unrestrained Front Seat Occupants Killed or Injured
Day versus Night
2011-2013**



- Front seat occupants killed or injured in crashes at night (7 pm-6:59 am) in both Dutchess County and statewide were more likely to be reported as unrestrained than those killed or injured in crashes during the day (7 am-6:59 pm).
- Over the three-year period, 2011-2013, 6% of the front seat occupants killed or injured at night in Dutchess County were unrestrained compared to 3% during the day.
- Similarly, 7% of front seat occupants killed or injured at night statewide were reported to be unrestrained compared to 3% during the day.

**Dutchess County
Unrestrained Occupants* Killed or Injured in All Crashes,
Alcohol-Related Crashes and Speed-Related Crashes
2011-2013**

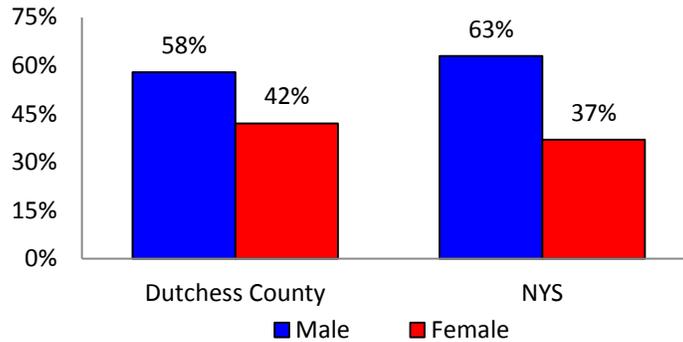


*Includes front and back seat occupants

- The proportions of occupants killed or injured in alcohol-related (16%) or speed-related (9%) crashes in 2011-2013 in Dutchess County who were unrestrained were larger than the proportion in all crashes (5%).
- The proportion of occupants killed or injured in alcohol-related crashes in Dutchess County (16%) who were not restrained was somewhat smaller than the statewide proportion (18%).
- The proportion of unrestrained occupants killed or injured in speed-related crashes in Dutchess County (9%) was similar to the statewide proportion (10%).

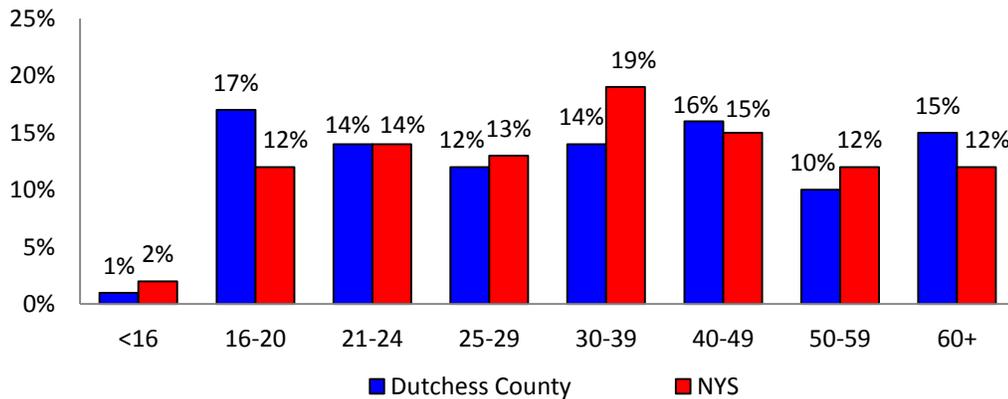
DEMOGRAPHIC CHARACTERISTICS OF UNRESTRAINED FRONT SEAT OCCUPANTS KILLED OR INJURED

**Dutchess County
Gender of Unrestrained Front Seat Occupants
Killed or Injured
2011-2013**



- Unrestrained front seat occupants killed or injured in crashes in 2011-2013 in Dutchess County were more likely to be male than female (58% vs. 42%).
- 42% of unrestrained front seat occupants killed or injured in crashes in Dutchess County were female, compared to 37% statewide.

**Dutchess County
Age of Unrestrained Front Seat Occupants Killed or Injured
2011-2013**



- In Dutchess County, 17% of the unrestrained front seat occupants who were killed or injured were in the 16-20 age group compared to 12% in the state as a whole. Dutchess County also had somewhat higher proportions of unrestrained front seat occupants in the 40-49 and 60 and over age groups.
- Compared to New York State, a smaller proportion of the unrestrained front seat occupants killed or injured in Dutchess County were in the 30 to 39 age group (14% compared to 19%). Dutchess County also had somewhat smaller proportions of unrestrained front seat occupants in the 25-29 and 50-59 age groups.