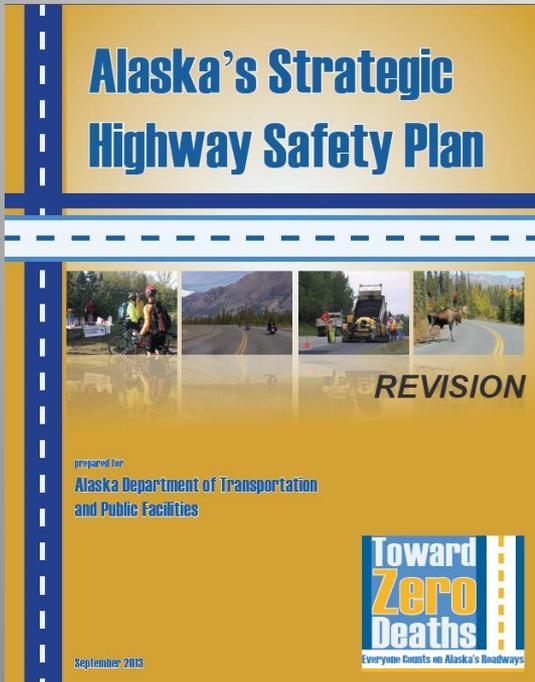


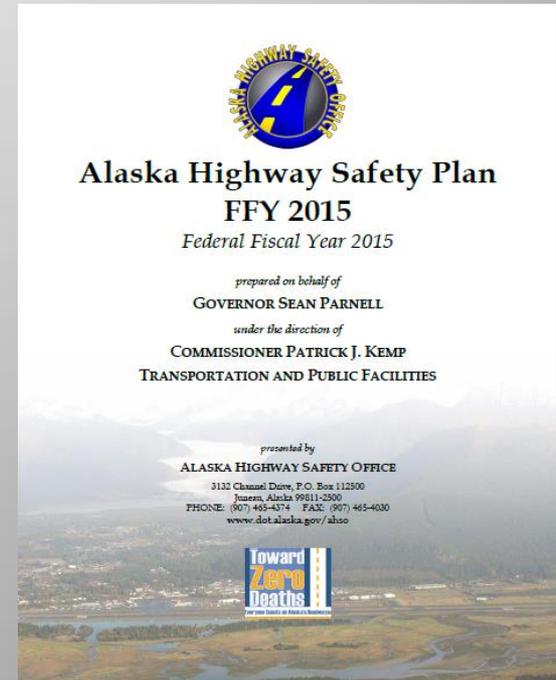
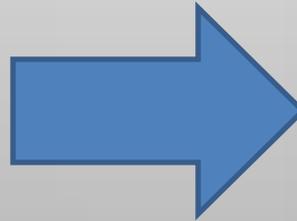


**Alaska Occupant Protection  
Trends and Analysis  
2006-2014**

# SHSP vs. HSP



Revised Periodically

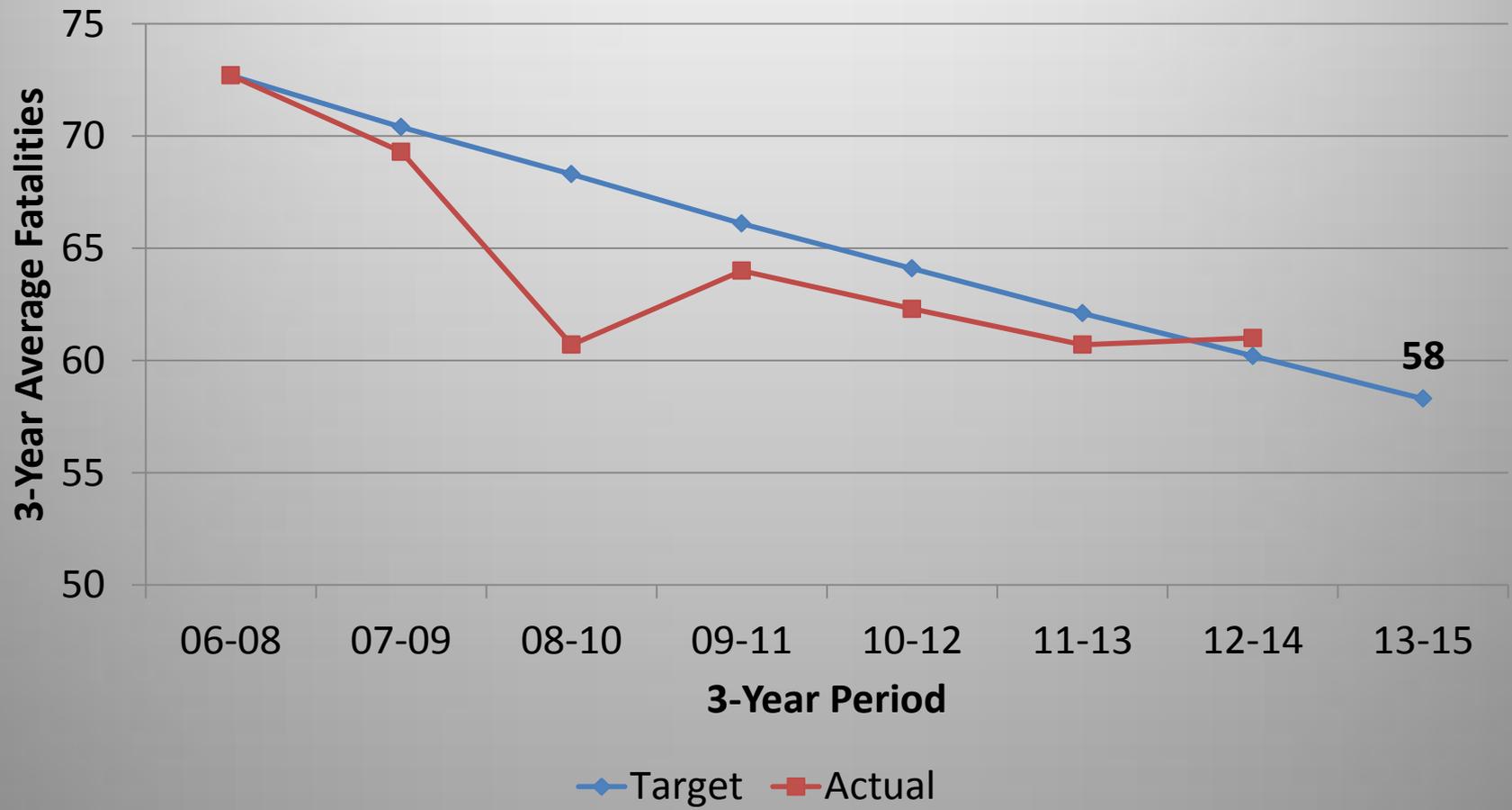


Revised Annually

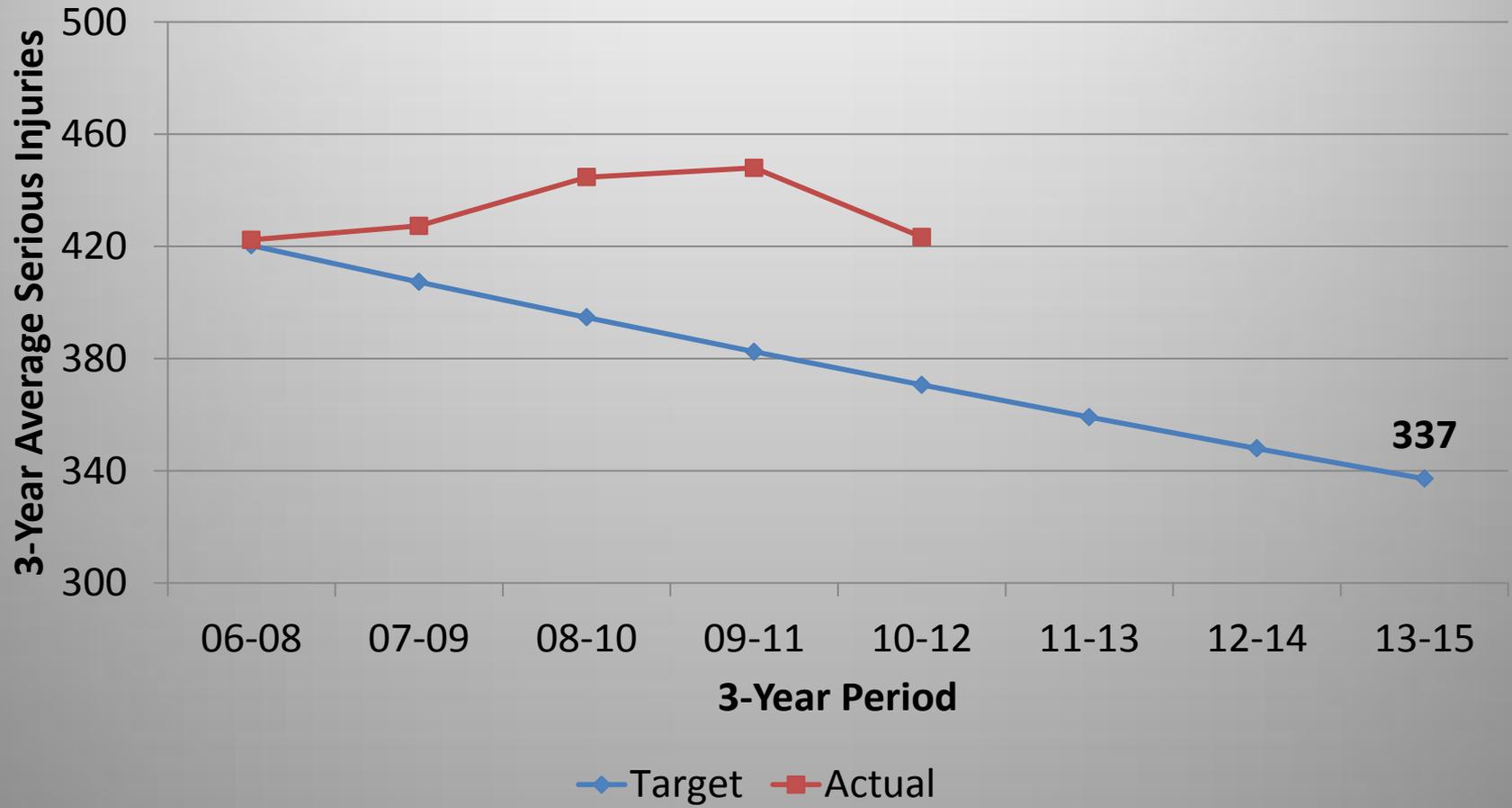
# FFY2015 Alaska Highway Safety Plan, Performance Targets

- Reduce Three-Year Average Fatalities by 20 percent from 73 (2006-2009 average) to 58 by 2015
- Decrease Serious injuries by 20 percent from 420 (2006-2009 average) to 337 by 2015
- Decrease Unrestrained Fatalities by 20 percent from 23 (2006-2009 average) to 18 by 2015
- Increase Observed Belt Use from 84.9% in 2008 to 90% by 2015

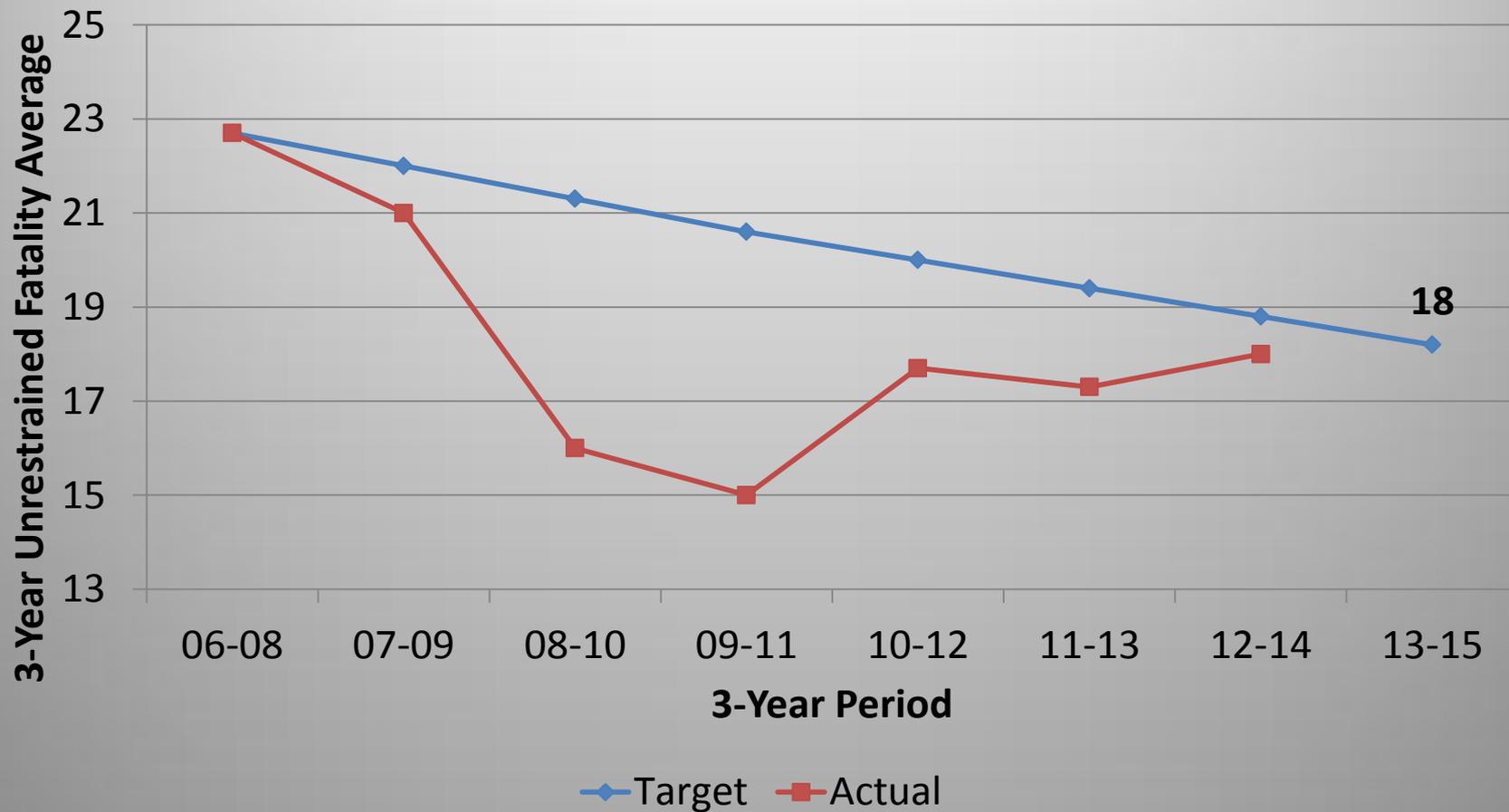
**Performance Target:** Reduce Three-Year Average Fatalities by 20% from 73 (06-09 average) to 58 (13-15 average) by 2015



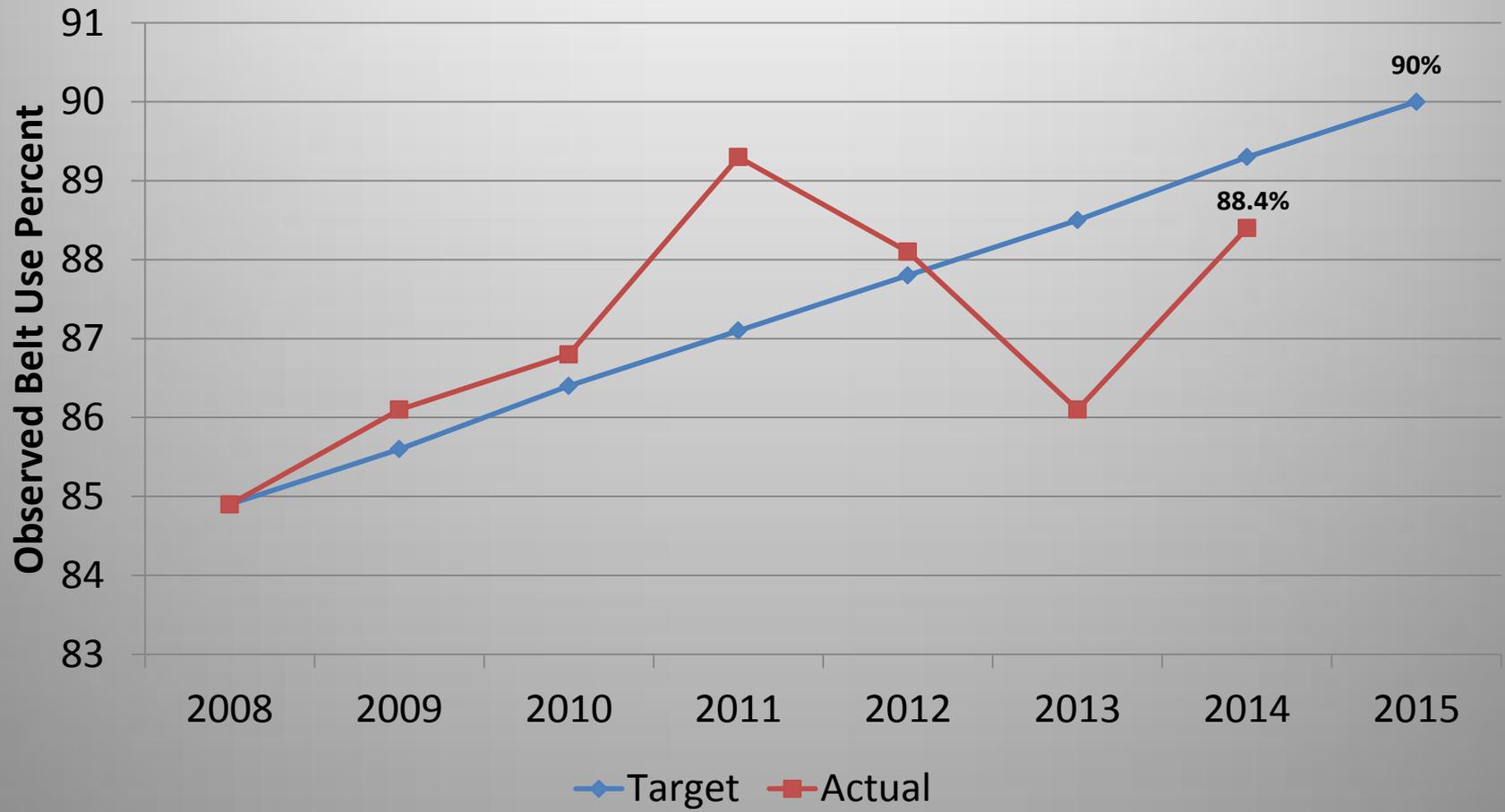
**Performance Target:** Decrease Three-Year Average Serious Injuries by 20% from 420 (06-08 average) to 337 (13-15 average) by 2015



**Performance Target:** Decrease Unrestrained Fatalities by 20 percent from 23 (06-08 average) to 18 (13-15 average) by 2015

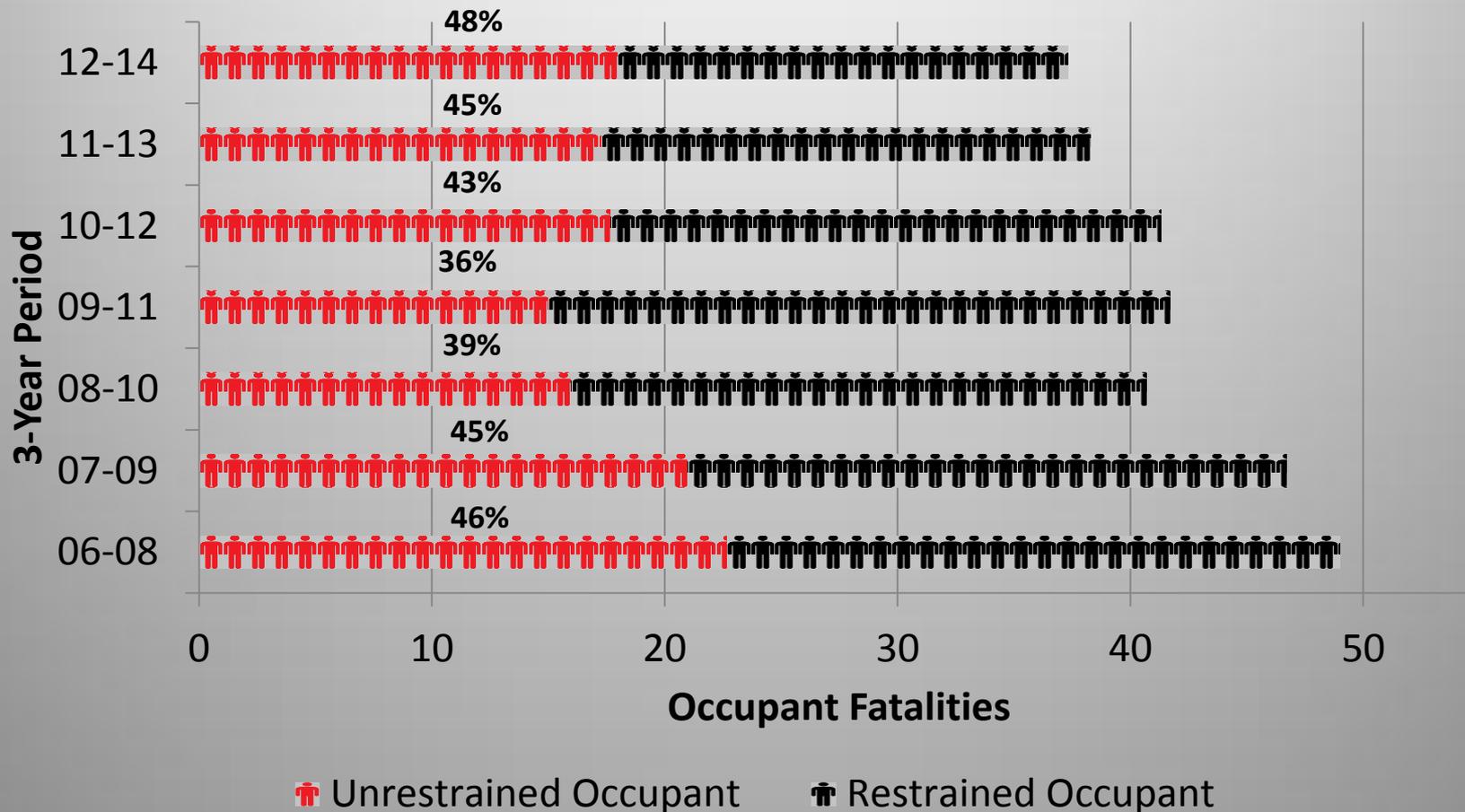


# Performance Target: Increase Observed Belt Use from 84.9% in 2008 to 90% by 2015

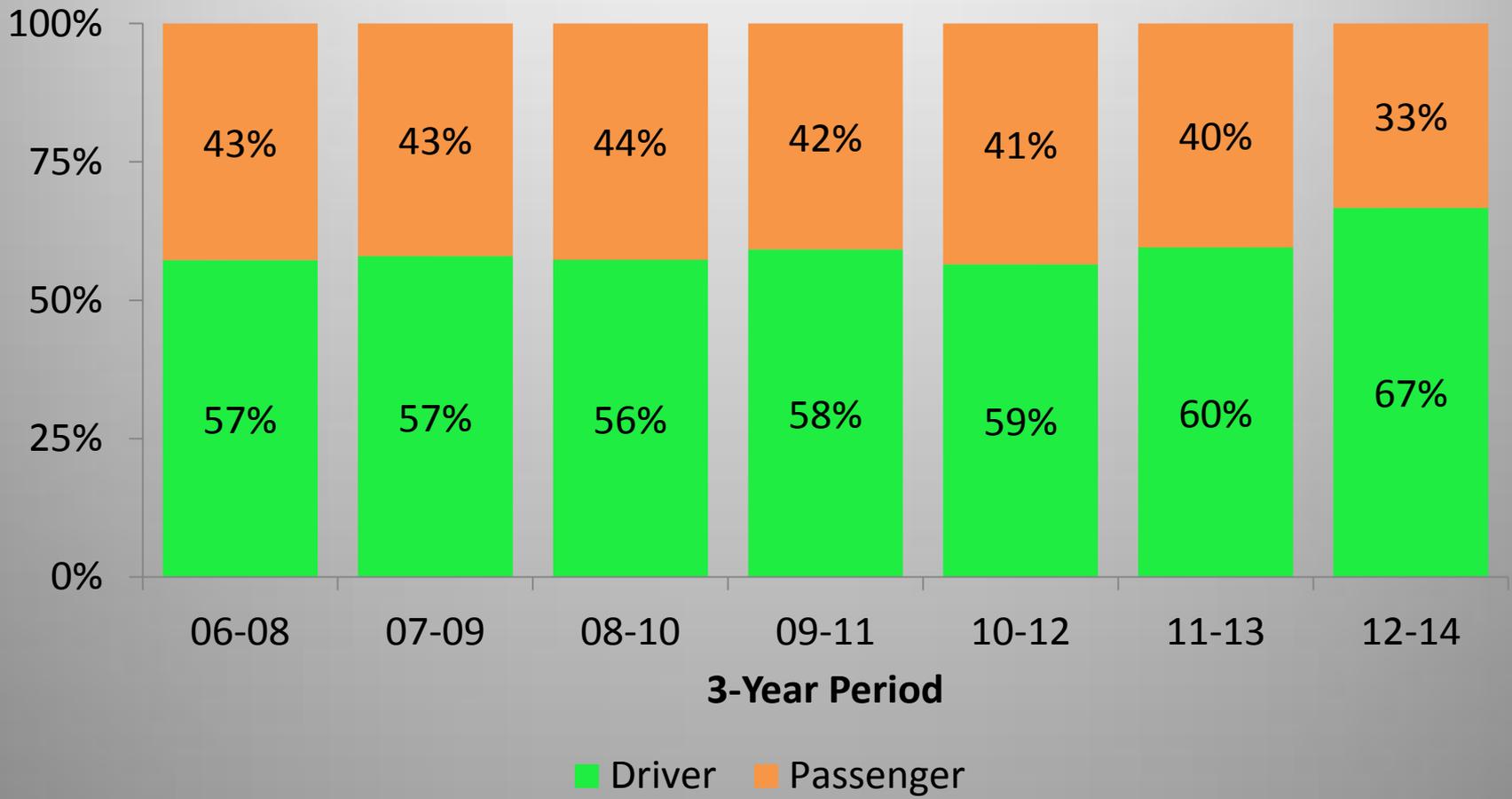


Source: Alaska Injury Prevention Center, *Alaska Survey of Seatbelt Use, 2008-2014*

# Motor Vehicle Occupant Fatalities Unrestrained vs. Restrained



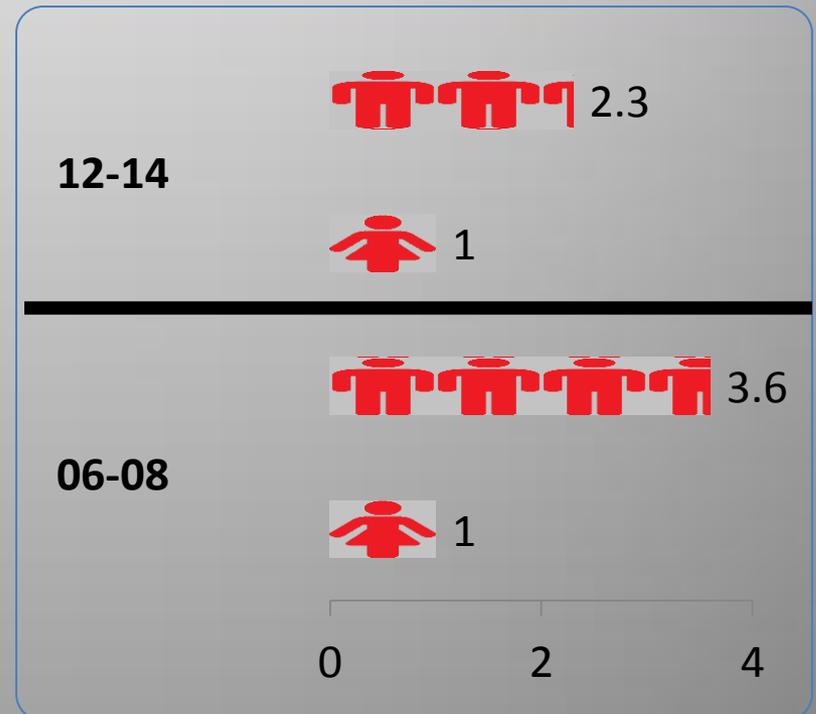
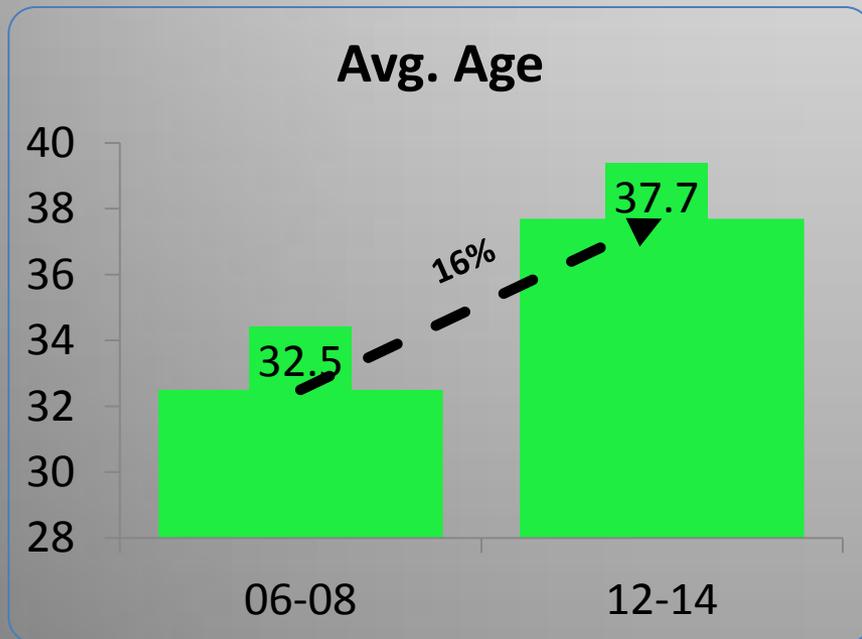
# Unrestrained Motor Vehicle Occupant Fatalities by Person Type



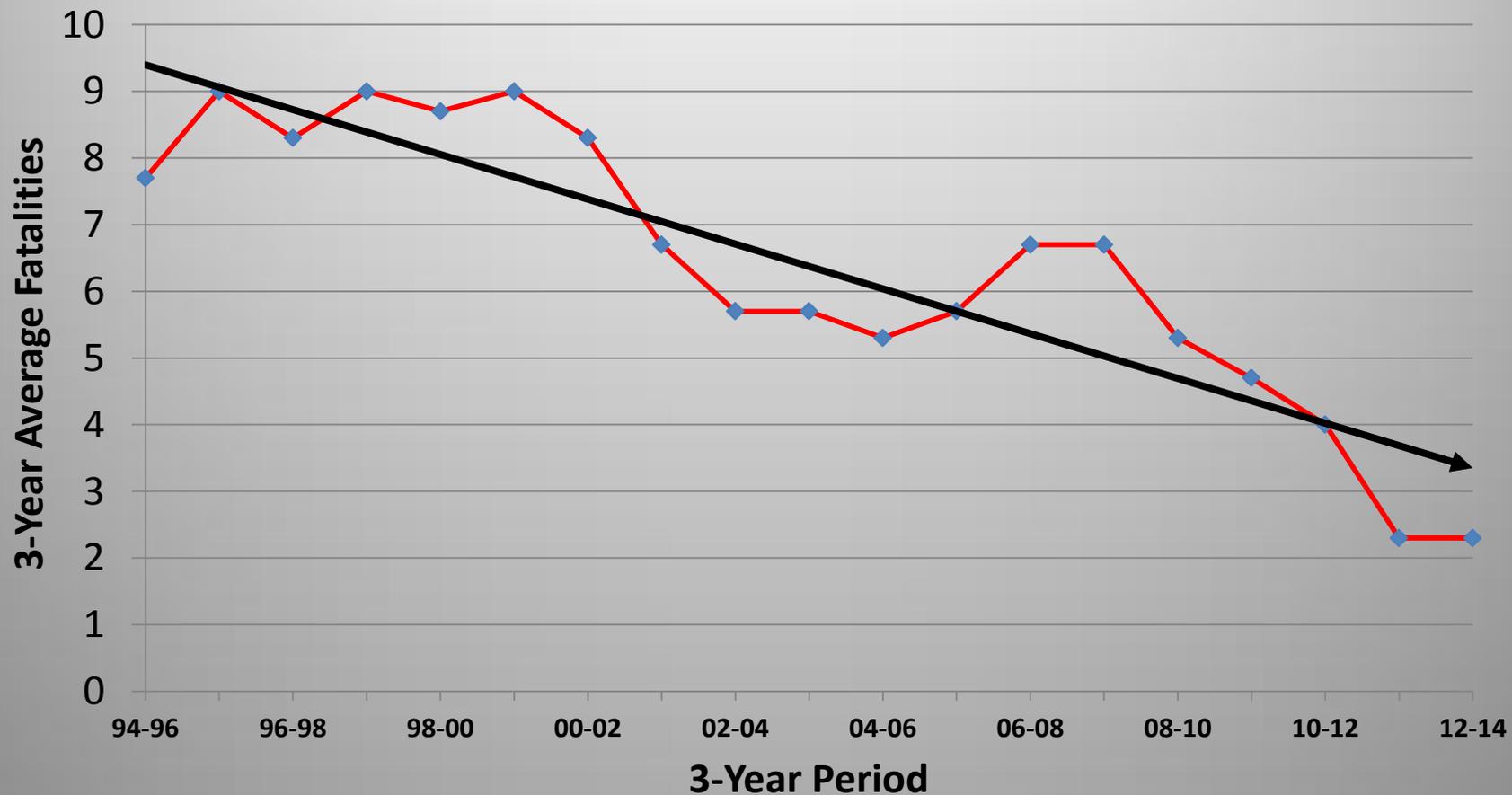
# Unrestrained Occupant Fatalities by Age and Gender

Average Age Unrestrained MV Occupant Fatality 2006-2014: **35.6**

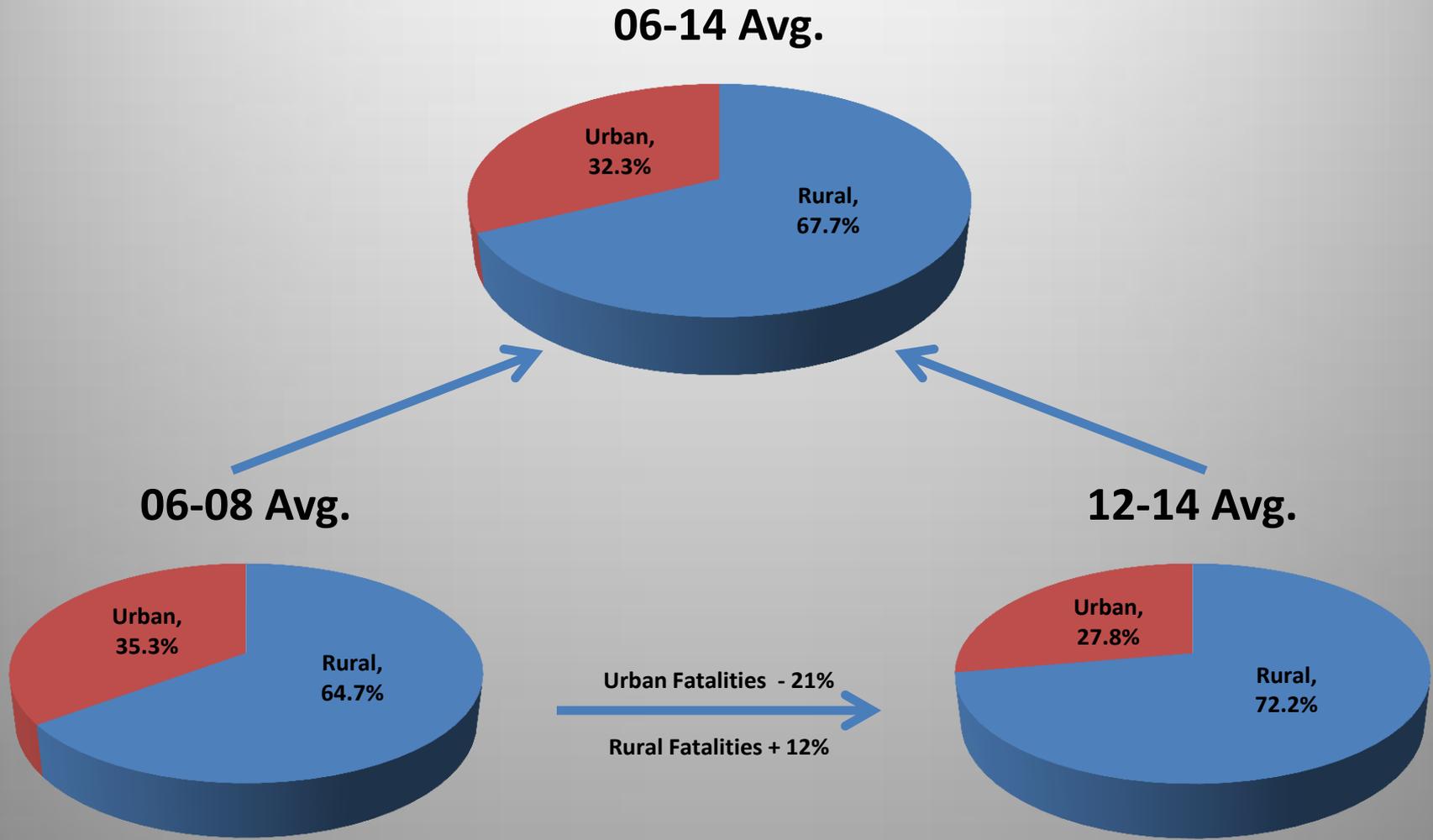
Average Male to Female Unrestrained Fatality Ratio 2006-2014: **2.9:1**



# Unrestrained Young ( $\leq 20$ ) Occupant Fatalities 3-Year Averages 1994-2014



# Unrestrained Fatalities By Rural/Urban Location



*Urban areas* are those including and adjacent to a municipality or other known place with a population of 5,000 or more, whose boundaries shall be those fixed by state highway departments, subject to the approval of the U.S. D.O.T., or by the U.S. Census Bureau. *Rural areas* are those that fail to meet urban specifications.

# Percentage of Unrestrained Fatalities by Borough

Borough/Census Area	2006-2008	2012-2014	Trend
Aleutians West	2.9%	0.0%	-100.0%
Anchorage	23.5%	17.0%	-27.7%
Bristol Bay	1.5%	0.0%	-100.0%
Denali	1.5%	5.7%	280.0%
FNSB	17.6%	18.9%	7.4%
CBJ	1.5%	3.8%	153.3%
Kenai Peninsula	22.1%	17.0%	-23.1%
Ketchikan Gateway	1.5%	1.9%	26.7%
MatSu	14.7%	17.0%	15.6%
Sitka	1.5%	1.9%	26.7%
Bethel	0.0%	1.9%	100.0%
Dillingham	0.0%	3.8%	100.0%
Nome	1.5%	0.0%	-100.0%
Southeast Fairbanks	1.5%	1.9%	26.7%
POW-Hyder	2.9%	3.8%	31.0%
Valez-Cordova	1.5%	3.8%	153.3%
Wade-Hampton	2.9%	0.0%	-100.0%
Yukon-Koyukuk	1.5%	1.9%	26.7%

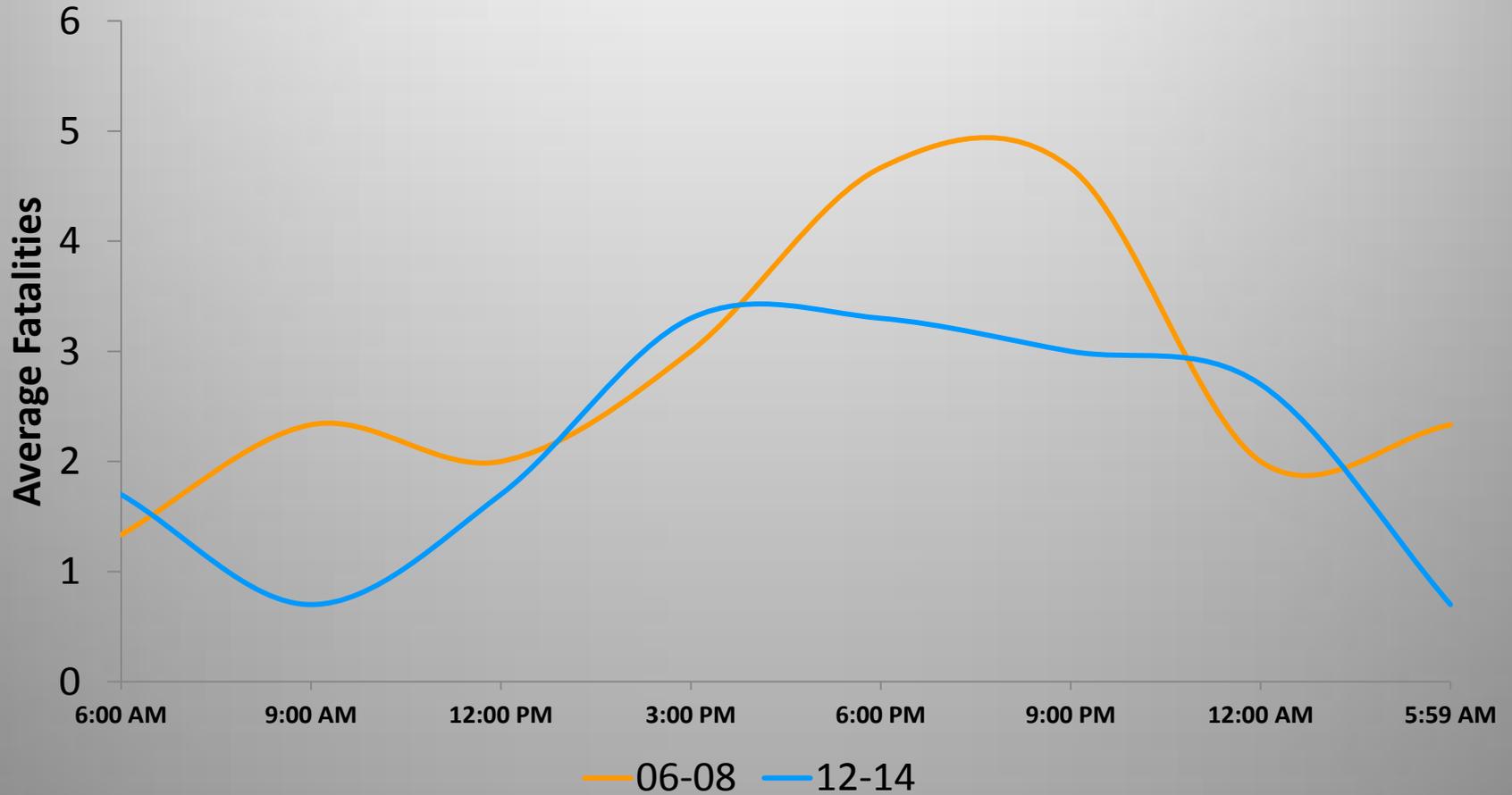
If a borough is not listed, then it had zero (reported) unrestrained occupant fatalities from 2006-2014.

# Total Unrestrained Fatal Occupants by Roadway 2006-2014

Roadway	Occupant Fatalities	Unrestrained Occupant Fatalities	% of Occupants Unrestrained
Parks Hwy	59	24	40.7%
Seward Hwy	48	20	41.7%
Sterling Hwy	29	11	37.9%
Glenn Hwy	26	5	19.2%
Richardson Hwy	19	9	47.4%
Kenai Spur Hwy	16	5	31.3%
Chena Hot Springs Rd	9	5	55.6%
Lake Otis Blvd	8	2	25.0%
Badger Rd	6	2	33.3%
Glacier Hwy/Egan Dr	6	5	83.3%
Dimond Blvd	5	1	20.0%
Steese Hwy	5	4	80.0%
Alaska Hwy	5	2	40.0%
<b>Totals</b>	<b>241</b>	<b>95</b>	<b>39.4%</b>

# Average Unrestrained Fatalities by Time of Day

## 06-08 (Avg.) vs. 12-14 (Avg.)

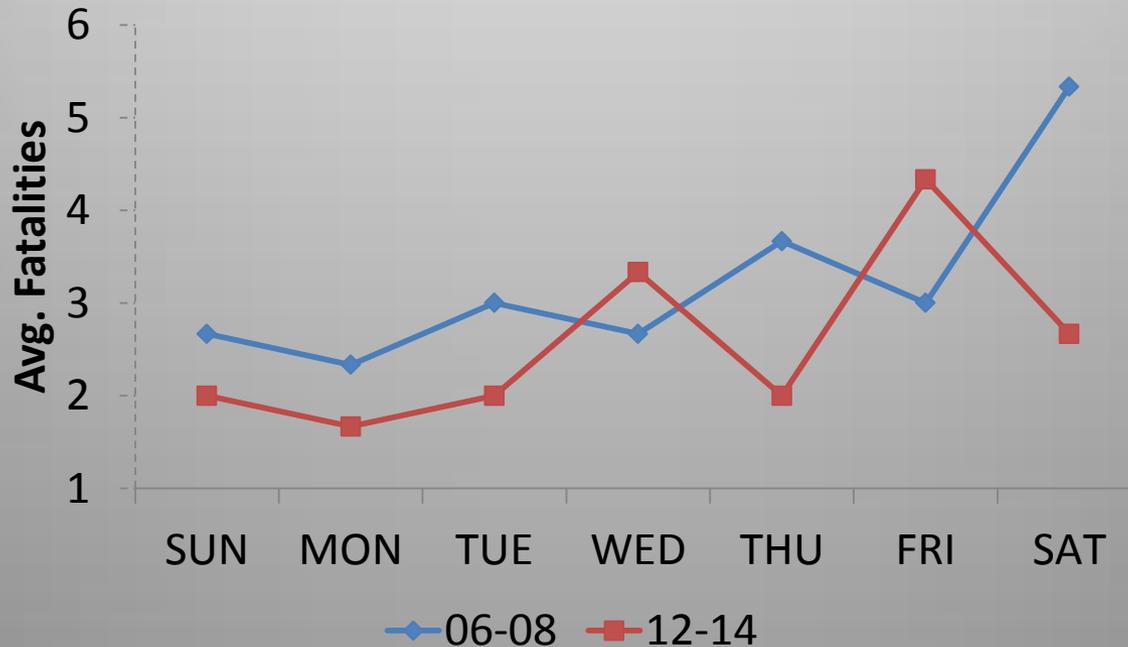


# Unrestrained Occupant Fatalities by Day of Week

Total Unrestrained Fatalities by Day of Week; 2006-2014

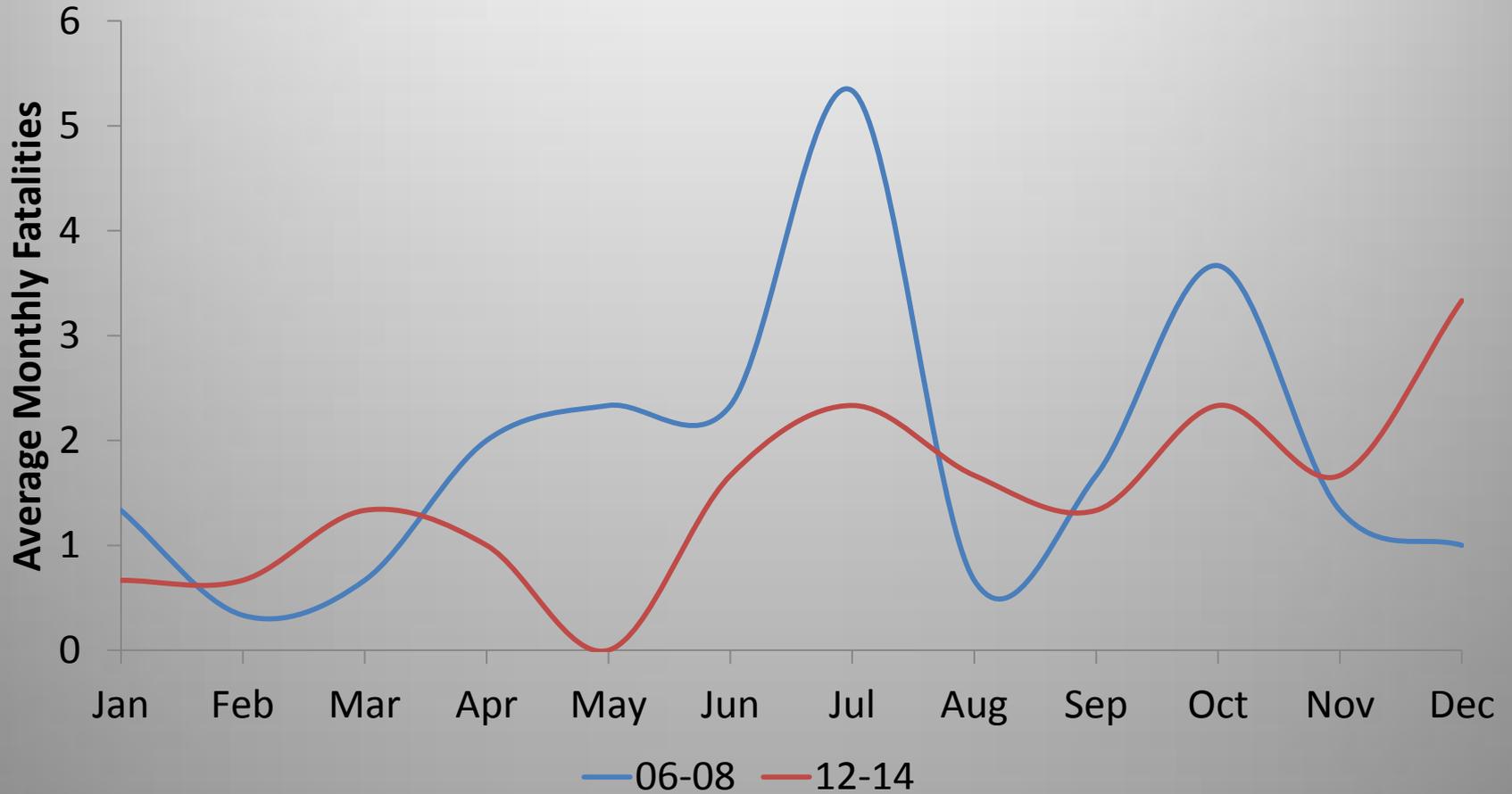
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>18</b> <b>(10.8%)</b>	<b>19</b> <b>(11.4%)</b>	<b>24</b> <b>(14.4%)</b>	<b>24</b> <b>(14.4%)</b>	<b>22</b> <b>(13.2%)</b>	<b>29</b> <b>(17.4%)</b>	<b>31</b> <b>(18.6%)</b>

Average Unrestrained Fatalities by Day of Week

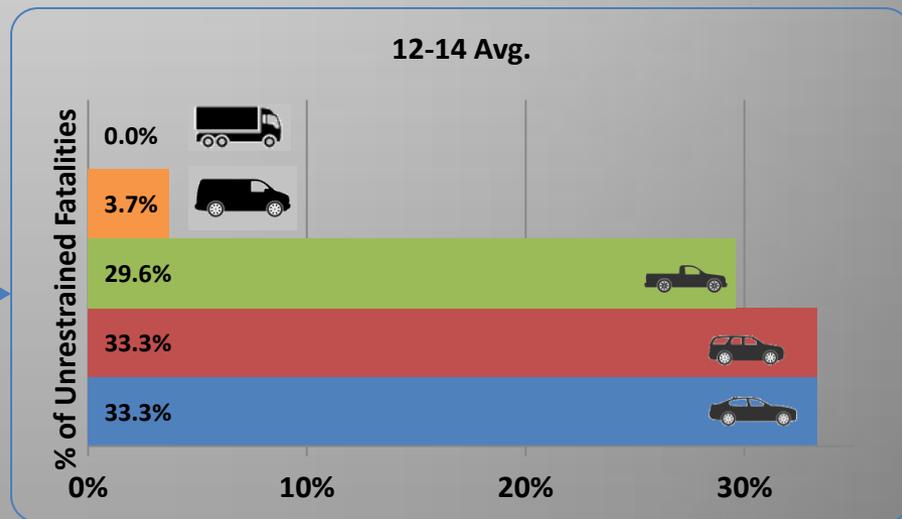
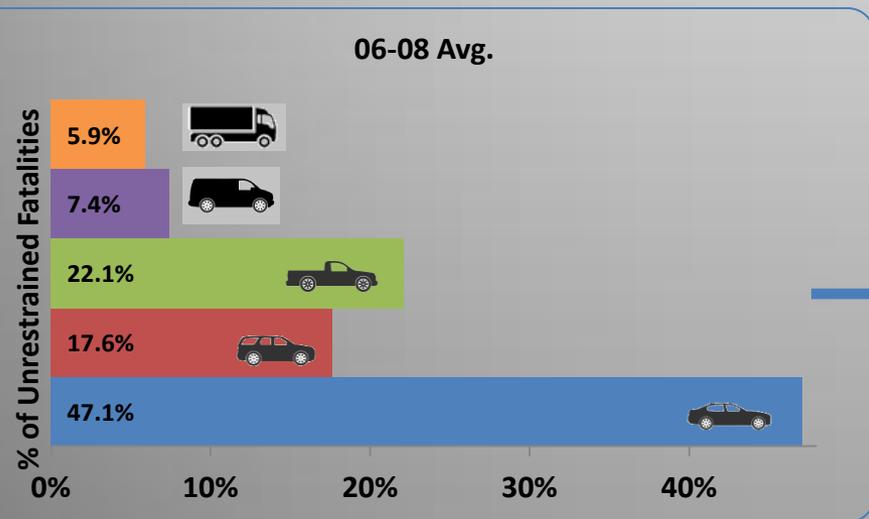
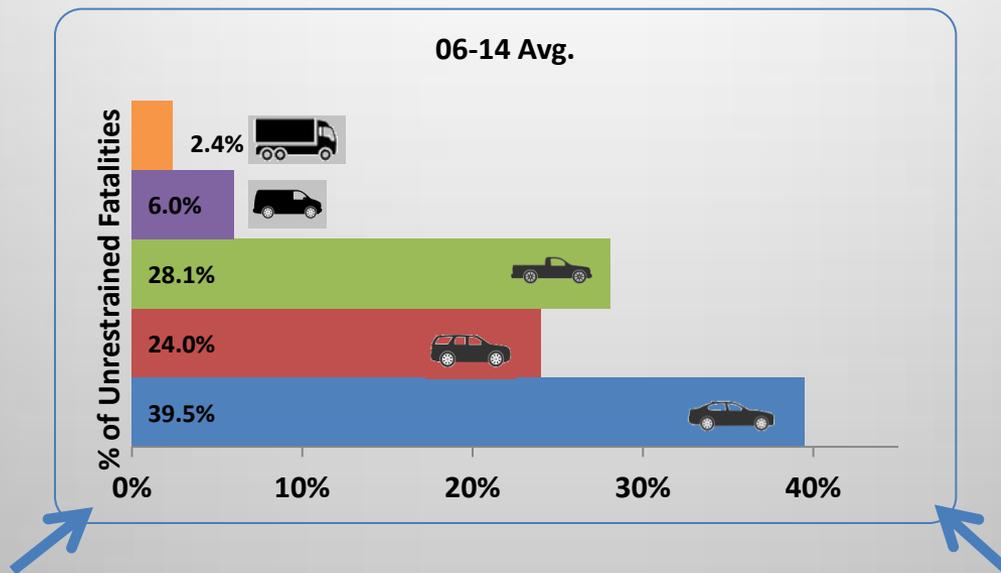


# 3-Year Average Unrestrained Fatalities by Month

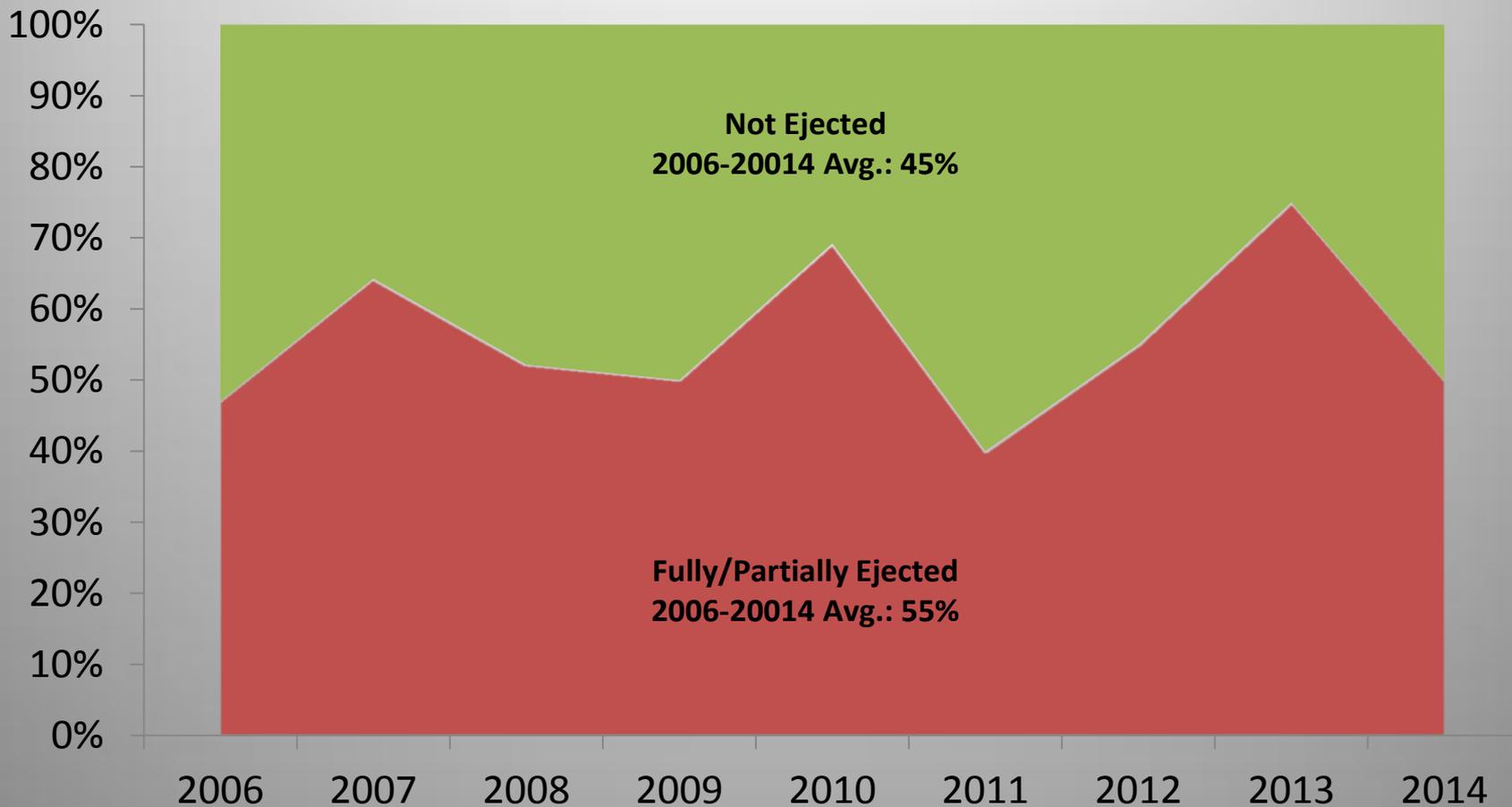
06-08 (Avg.) vs. 12-14 (Avg.)



# Unrestrained Occupant Fatalities by Vehicle Type 2006-2014

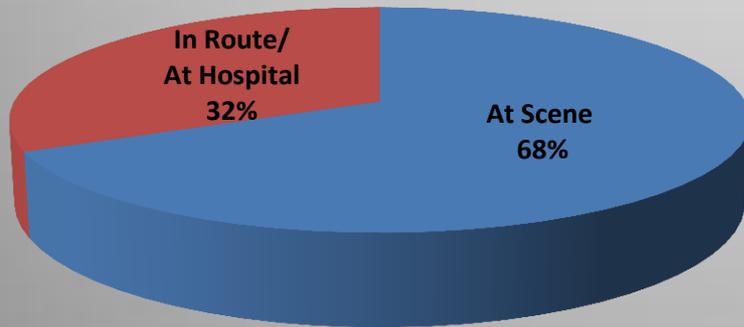


# Fatal Unrestrained Occupant Ejection Percentages 2006-2014

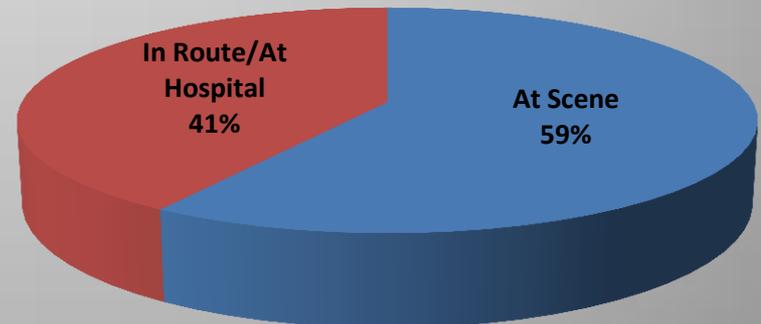


# Location of Death, By Occupant Restraint Use 2006-2014

## Unrestrained Fatalities



## Restrained Fatalities



# Possible Task Force Direction

- **Who:** Older, male motor vehicle occupants. Watch growing female trend. Continue with outreach to young drivers, occupants, and parents. Something is working.
- **When:** Late afternoon/early evening, later in the week, during the summer and late fall/early winter
- **Where:** Rural areas, Juneau, Denali, Valdez-Cordova.
- **Why:** Seatbelts cannot prevent the crash, but they increase your chance of surviving until EMS arrives.

# Closing Remarks, Comments, Questions, Additional Data

- Remarks
- Any comments on the data contained
- Questions on the data contained?
- Additional data request?

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