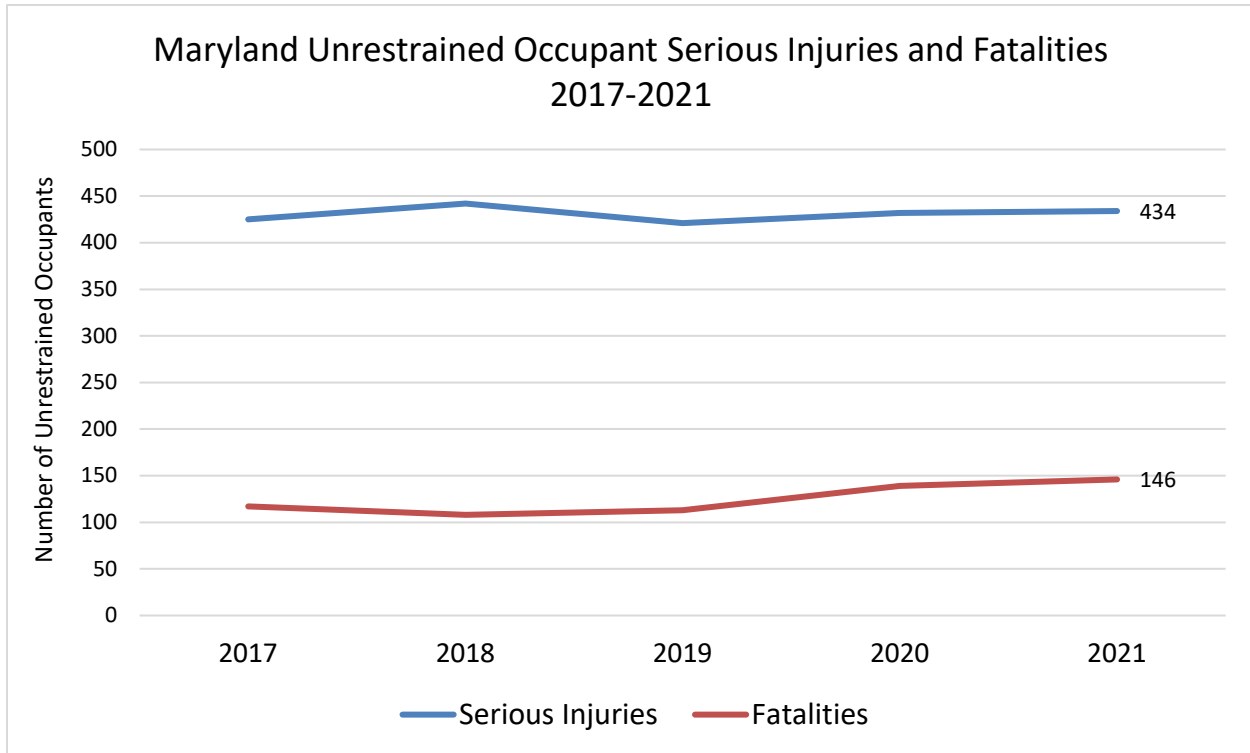


THE FACTS



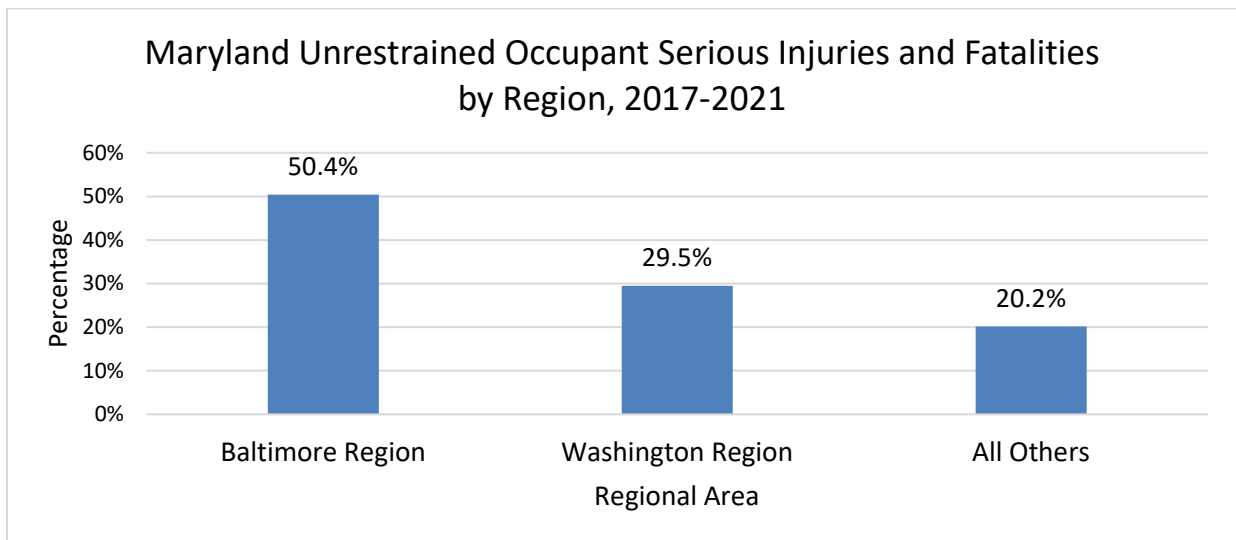
- Motor vehicle crashes are a huge threat to public health.** Motor vehicle crashes continue to be a leading cause of death in the United States¹. In 2020, approximately 5.3 million crashes were reported, representing a 22 percent decrease from year 2019². However, according to NHTSA early estimates, fatalities in 2021 increased by more than 10 percent over fatalities in 2020. Due to an increase in vehicle miles traveled, the fatality rate for 2021 was 1.33 fatalities per 100 million VMT, representing a slight decrease from the 1.34 fatality rate in 2020³.

¹ CDC Morbidity and Mortality Weekly Report (MMWR)— Motor Vehicle Crash Deaths — United States and 28 Other High-Income Countries, 2015 and 2019, July 1, 2022

² National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts 2020 Data: Summary of Motor vehicle Crashes, Report Generated: September 2022
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813369>

³ National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts: Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2021, Report Generated: May 2022
<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813298>

- **The number of seriously injured unbelted motor vehicle occupants is increasing.** In 2021, more than 430 unbelted passenger vehicle occupants were seriously injured in a motor vehicle crash. Between 2019 and 2021, the number of unbelted passenger vehicle occupants who were seriously injured in a crash increased by 3 percent, despite a 29% drop in the total number of unbelted passenger vehicle occupants during the same time⁴.
- **The number of fatally injured unbelted occupants has also increased.** In 2021, there were 146 unrestrained occupants killed in crashes, an increase of 29 percent since 2019 and 5 percent since 2020. These unbelted motor vehicle occupants represented more than one third of all vehicle occupants fatally injured in crashes statewide and 26 percent of all statewide traffic fatalities (including pedestrians) in 2021.
- **Metropolitan areas have the highest concentration of crashes involving unbelted motor vehicle occupants⁵.** From 2017 to 2021, seriously and fatally injured unbelted occupants were mostly concentrated in Baltimore County (16%), Prince George’s County (19%) and Baltimore City (18%). More than three-fourths (80%) of all seriously and fatally injured unbelted occupants were involved in crashes in metropolitan areas.

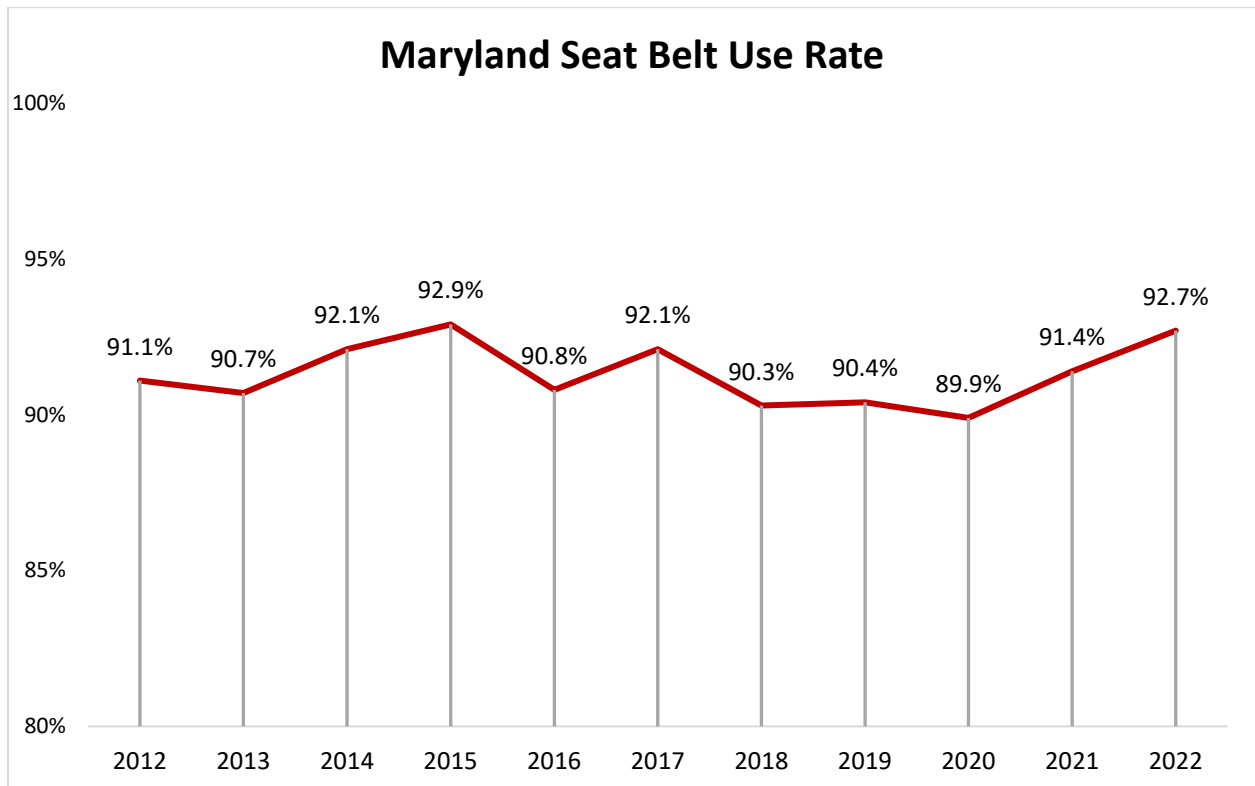


⁴ In 2020, the world experienced the COVID-19 pandemic which contributed to significant changes in roadway travel and driver behavior. Reduced vehicle miles traveled, and open roadways resulted in an increase in speed and other risky driving behaviors. While overall fatalities increased in 2020, the reduced travel contributed to marked decreases for injury and overall crashes at the statewide and jurisdictional level. Therefore, this anomalous year must be considered when drawing conclusions based on the use of 2020 crash data to evaluate highway safety programs and trends. With COVID still very much a part of life in 2021, though with a gradual return to openness and increased travel, 2021 must also be considered in the context of a national health emergency.

⁵ Baltimore Metropolitan area is comprised of Anne Arundel, Baltimore, Carroll, Harford, Howard and Queen Anne’s Counties, and Baltimore City, as designated by the Baltimore Metropolitan Council. The Washington Metropolitan Area is defined as Charles, Frederick, Montgomery, and Prince George’s Counties, as designated by the Metropolitan Washington Council of Governments.

STATEWIDE SEAT BELT USE

- In 2022, the observed statewide seat belt use in Maryland was 92.7%, an increase of 1.3 percentage points from the observed rate of 91.4% in 2021.
- The historic change in the statewide seat belt use rate is depicted in the graph below:



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