

Part III - Collision Consequences

The consequences of traffic collisions extend beyond those persons directly affected and are measured in both human and economic terms. The economic costs consider that portion of financial loss born by society, i.e. medical costs, property damage, lost productivity, etc.. Opposite the economic losses are the intangible human costs associated with the grief and suffering that accompany a traffic death or injury. On the following pages, statistics related to estimated economic cost, traffic injuries, fatalities and restraint usage are presented. Some important observations in the 2000 data are as follows:

- ◆ Economic loss decreased by 2.0% in 2000.
- ◆ Males accounted for 70.0% of the traffic fatalities, up from 67.1% in 2000. In 1972, males accounted for 75.3% of all traffic fatalities.
- ◆ There were 308 females who died in traffic collisions in 2000.
- ◆ A total of 308 persons under the age of 25 were killed in traffic collisions, accounting for 29.0% of the total persons killed.
- ◆ There were 2,079 automobile and truck occupants totally ejected from the vehicles in which they were riding. Of these, 312 or 15.0% were killed. Of the 235,185 occupants not ejected, 461 or 0.2% were killed. The percentage of fatalities suffered by ejected occupants was 75 times that of occupants not ejected.
- ◆ In 2000, there were 11,753 children under the age of six who were occupants of a car or truck that was involved in a traffic collision. Of these, 5,959 were restrained by a child safety seat, 5,180 by some other restraint (seat belt, seat/lap combination), 502 were unrestrained and for 112 restraint usage was unknown. Ten of those restrained by a child safety seat were killed compared to six unrestrained.
- ◆ The latest safety belt survey indicated a 69.6% restraint usage rate for drivers and passengers of motor vehicles. This is up from 65.2% in 1998. However, of the 759 occupant fatalities with known restraint usage 455 (54.8%) were not restrained and 376 (45.2%) were restrained.

TRAFFIC COLLISION VICTIM PROFILE INJURIES* BY AGE AND SEX

SEX	AGE	NOT INJURED	POSSIBLY INJURED	NON- INCAPAC- ITATING	INCAPAC- ITATING	FATAL	TOTALS
M A L E	Under 4	3,290	558	115	18	9	3,990
	4-5	1,606	236	72	12	3	1,929
	6-9	2,763	520	170	38	11	3,502
	10-14	3,786	792	282	84	15	4,959
	15-19	17,794	2,501	1,046	325	63	21,729
	20-24	16,009	2,345	1,080	309	111	19,854
	25-34	22,403	3,061	1,488	449	137	27,538
	35-44	19,027	2,544	1,115	382	123	23,191
	45-54	14,113	1,769	712	286	104	16,984
	55-64	8,285	999	350	94	64	9,792
	65-74	5,081	566	235	66	53	6,001
	75+	3,014	379	166	37	36	3,632
	Unknown	2,196	191	50	28	4	2,469
SUBTOTAL		119,367	16,461	6,881	2,128	733	145,570

F E M A L E	Under 4	3,378	524	108	12	4	4,026
	4-5	1,621	237	64	17	5	1,944
	6-9	2,968	524	157	31	4	3,684
	10-14	3,802	937	264	53	11	5,067
	15-19	13,921	3,068	1,038	213	38	18,278
	20-24	11,315	2,791	810	167	34	15,117
	25-34	16,923	3,838	1,155	263	56	22,235
	35-44	14,954	3,265	1,028	262	55	19,564
	45-54	10,753	2,348	686	177	35	13,999
	55-64	6,171	1,311	377	89	28	7,976
	65-74	4,125	875	312	51	30	5,393
	75+	2,879	576	201	58	28	3,742
	Unknown	1,099	206	52	13	2	1,372
SUBTOTAL		93,909	20,500	6,252	1,406	330	122,397

U N K N O W N	Under 4	17	1	0	0	0	18
	4-5	1	0	1	0	0	2
	6-9	5	0	0	0	0	5
	10-14	9	0	0	0	0	9
	15-19	9	0	0	0	0	9
	20-24	9	0	0	0	0	9
	25-34	4	0	0	0	0	4
	35-44	3	1	0	0	0	4
	45-54	7	0	0	0	0	7
	55-64	3	0	0	0	0	3
	65-74	1	0	0	0	0	1
	75+	2	0	0	0	0	2
	Unknown	2,445	42	1	0	0	2,488
SUBTOTAL		2,515	44	2	0	0	2,561
GRAND TOTAL		215,791	37,005	13,135	3,534	1,063	270,528

* See Definitions for a description of each injury type

INJURY SEVERITY BY OCCUPANT RESTRAINT USAGE*

RESTRAINT USAGE	INJURY TYPE					TOTALS
	Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	
No Restraint Used						
No Safety Equipment Available	513	179	83	24	9	808
None Used	8,664	3,484	2,222	973	446	15,789
TOTAL - NO RESTRAINT USED	9,177	3,663	2,305	997	455	16,597
Restraint Used						
Shoulder Belt Only Used Air Bag Not Deployed	3,194	629	123	19	0	3,965
Lap Belt Only Used Air Bag Not Deployed	3,116	666	133	18	3	3,936
Shoulder & Lap Belt Used Air Bag Not Deployed	89,969	11,845	3,020	499	64	105,397
Child Safety Seat Used Air Bag Not Deployed	1,165	163	26	0	0	1,354
Air Bag Deployed - No Shoulder or Lap Belt Used	474	327	295	144	64	1,304
Air Bag Deployed Shoulder Belt Only Used	191	111	53	8	3	366
Air Bag Deployed Lap Belt Only Used	143	73	36	5	0	257
Air Bag Deployed Lap & Shoulder Belt Used	6,743	3,358	1,767	404	87	12,359
Air Bag Deployed - Child Safety Seat Used	29	28	5	1	1	64
Shoulder Belt Only Used No Air Bag Available	1,170	318	75	19	10	1,592
Lap Belt Only Used No Air Bag Available	4,930	854	234	50	5	6,073
Lap & Shoulder Belt Used Air Bag Not Available	83,092	12,098	3,548	735	133	99,606
Child Safety Seat Used Air Bag Not Available	4,351	587	123	16	6	5,083
TOTAL - RESTRAINT USED	198,567	31,057	9,438	1,918	376	241,356
UNKNOWN RESTRAINT USAGE	5,507	592	192	80	36	6,407
GRAND TOTAL	213,251	35,312	11,935	2,995	867	264,360

*Includes occupants seated inside the passenger compartment of automobiles, trucks, and vans only.

Status/Location

EJECTION STATUS/LOCATION AFTER IMPACT*

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					TOTALS
		Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	
NOT EJECTED	Not Trapped	188,048	30,384	10,089	1,875	242	230,638
	Trapped/Extricated	113	186	249	276	188	1,012
	Trapped/Not Extricated	6	29	41	38	27	141
	Not Applicable	2,430	664	199	21	4	3,318
	Unknown	42	16	9	9	0	76
NOT EJECTED TOTAL		190,639	31,279	10,587	2,219	461	235,185
TOTALLY EJECTED	Not Trapped	223	366	470	535	267	1,861
	Trapped/Extricated	24	7	8	11	9	59
	Trapped/Not Extricated	0	6	6	24	25	61
	Not Applicable	13	24	24	24	11	96
	Unknown	2	0	0	0	0	2
TOTALLY EJECTED TOTAL		262	403	508	594	312	2,079
PARTIALLY EJECTED	Not Trapped	31	57	45	31	41	205
	Trapped/Extricated	1	0	1	8	5	15
	Trapped/Not Extricated	1	2	1	2	9	15
	Not Applicable	1	5	5	0	1	12
	Unknown	0	0	0	0	0	0
PARTIALLY EJECTED TOTAL		34	64	52	41	56	247
NOT APPLICABLE	Not Trapped	3,178	638	139	27	6	3,988
	Trapped/Extricated	10	14	11	18	13	66
	Trapped/Not Extricated	1	1	0	0	1	3
	Not Applicable	18,646	2,837	601	87	10	22,181
	Unknown	12	1	1	0	0	14
NOT APPLICABLE TOTAL		21,847	3,491	752	132	30	26,252
UNKNOWN EJECTION STATUS	Not Trapped	26	16	14	2	0	58
	Trapped/Extricated	1	2	3	1	3	10
	Trapped/Not Extricated	0	0	0	0	0	0
	Not Applicable	30	8	2	0	3	43
	Unknown	411	49	16	8	2	486
UNKNOWN TOTAL		468	75	35	11	8	597
GRAND TOTAL		213,250	35,312	11,934	2,997	867	264,360

*Includes occupants who were seated inside the passenger compartment of automobiles, trucks and vans only.

PERSONS INVOLVED IN TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

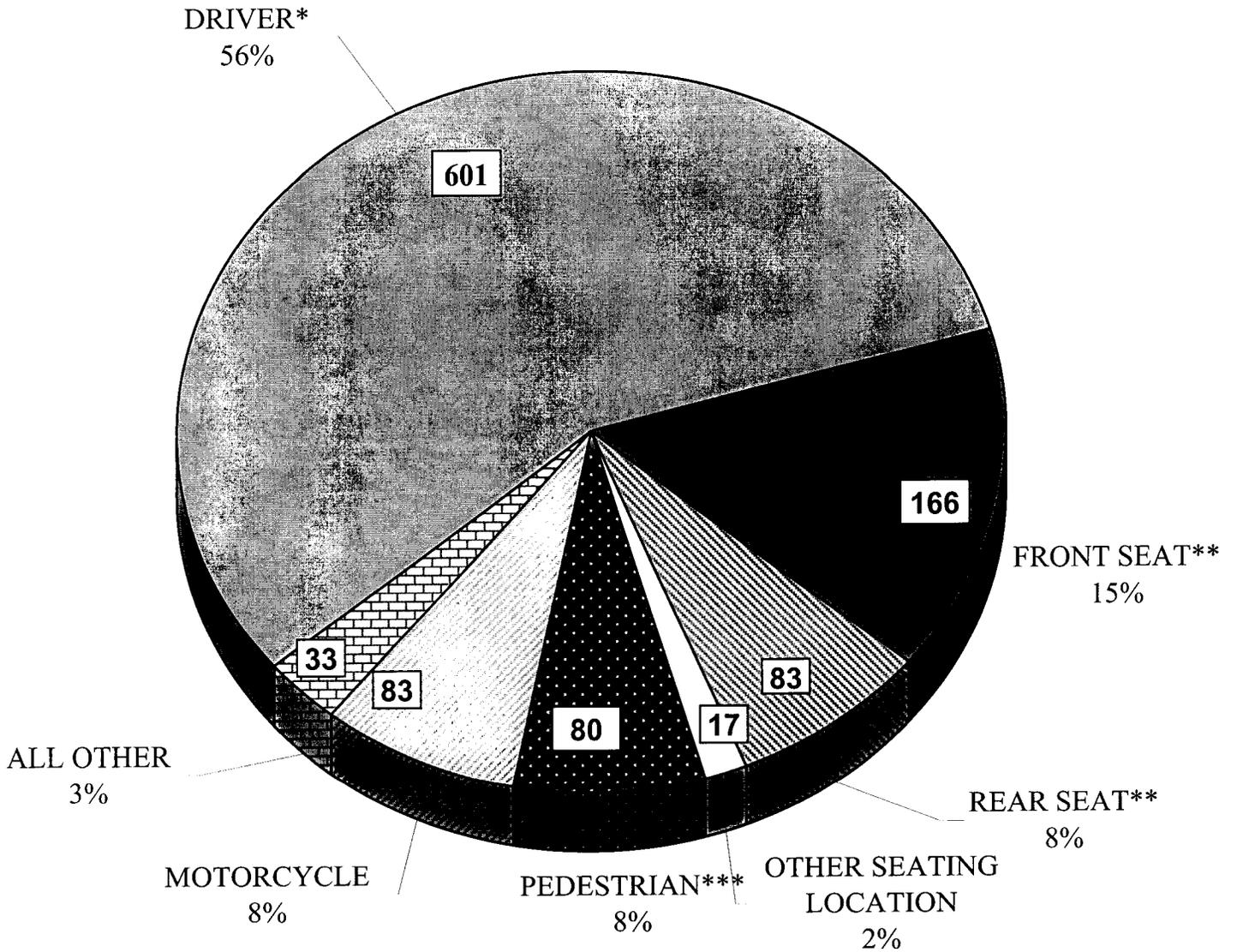
TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	Not Injured	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	
YES						
Males	1,292	11,760	6,009	2,088	589	21,738
Females	1,321	15,099	5,663	1,378	260	23,721
Not Specified	23	5	2	0	0	30
YES SUBTOTAL	2,636	26,864	11,674	3,466	849	45,489
NO						
Males	117,759	4,607	858	39	143	123,406
Females	92,414	5,342	577	28	70	98,431
Not Specified	1,950	24	0	0	0	1,974
NO SUBTOTAL	212,123	9,973	1,435	67	213	223,811
UNKNOWN						
Males	316	94	14	1	1	426
Females	174	59	12	0	0	245
Not Specified	542	15	0	0	0	557
UNKNOWN SUBTOTAL	1,032	168	26	1	1	1,228
TOTALS	215,791	37,005	13,135	3,534	1,063	270,528

INJURIES SUSTAINED BY CHILDREN UNDER SIX YEARS OF AGE*

RESTRAINT	INJURY TYPE					TOTALS
	Not Injured	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	
Child Safety Seat Used	5,106	696	135	16	6	5,959
Other Restraint Used	4,357	645	157	17	4	5,180
No Restraint Used	298	143	38	17	6	502
Unknown Restraint Usage	90	17	3	2	0	112
TOTAL	9,851	1,501	333	52	16	11,753

*Occupants of automobiles and trucks only

TRAFFIC FATALITIES BY SEATING LOCATION



*Includes drivers of automobiles, trucks, buses and vans.

**Includes passengers of automobiles, trucks, buses and vans.

***Includes pedalcyclists, moped riders and persons on the outside of vehicles such as pickup beds.