

## 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 2001 data are as follows:

- ◆ Economic loss decreased by 4.7% in 2001.
- ◆ Males accounted for 74.0% of the traffic fatalities in 2001, up from 70.0% in 2000. In 1972, males accounted for 75.3% of all traffic fatalities.
- ◆ There were 276 females who died in traffic collisions in 2001.
- ◆ A total of 331 persons under the age of 25 were killed in traffic collisions, accounting for 31.2% of the total persons killed.
- ◆ There were 1,094 automobile and truck occupants totally ejected from the vehicles in which they were riding. Of these, 213 or 19.4% were killed. Of the 244,077 occupants not ejected, 539 or 0.2% was killed. The percentage of fatalities suffered by ejected occupants was 97 times that of occupants not ejected.
- ◆ In 2001, there were 10,471 children under the age of six who were occupants of a car or truck that was involved in a traffic collision. Of these, 6,445 were restrained by a child safety seat, 3,518 by some other restraint (seat belt, seat/lap combination), 344 were unrestrained and for 164 restraint usage was unknown. Ten of those restrained by a child safety seat were killed compared to six unrestrained.
- ◆ In the spring of 2001, a safety belt survey indicated a 69.6% restraint usage rate for drivers and passengers of motor vehicles. However, of the 794 occupant fatalities with known restraint usage 528 (66.5%) were not restrained and 266 (33.5%) were restrained.

### TRAFFIC COLLISION VICTIM PROFILE INJURIES\* BY AGE AND SEX

SEX	AGE	NOT INJURED	POSSIBLY INJURED	NON- INCAPACITATING	INCAPACITATING	FATAL	TOTALS
<b>M A L E</b>	Under 4	3,107	443	105	30	4	3,689
	4-5	1,443	171	71	19	4	1,708
	6-9	2,517	458	167	40	7	3,189
	10-14	3,540	604	286	84	19	4,533
	15-19	16,770	2,259	1,181	399	93	20,702
	20-24	15,143	2,063	1,222	438	111	18,977
	25-34	20,482	2,709	1,550	509	157	25,407
	35-44	17,725	2,315	1,270	524	156	21,990
	45-54	13,537	1,647	860	342	97	16,483
	55-64	8,102	928	428	142	61	9,661
	65-74	4,958	533	268	74	35	5,868
	75+	3,002	368	206	59	39	3,674
	Unknown	1,767	207	53	21	1	2,049
<b>SUBTOTAL</b>		<b>112,093</b>	<b>14,705</b>	<b>7,667</b>	<b>2,681</b>	<b>784</b>	<b>137,930</b>
<b>F E M A L E</b>	Under 4	2,949	473	113	22	5	3,562
	4-5	1,376	202	67	18	2	1,665
	6-9	2,540	466	159	37	7	3,209
	10-14	3,401	755	287	55	13	4,511
	15-19	13,523	2,630	1,204	280	42	17,679
	20-24	11,119	2,406	921	261	24	14,731
	25-34	15,698	3,349	1,260	308	35	20,650
	35-44	14,015	2,908	1,147	345	43	18,458
	45-54	10,405	2,227	846	241	38	13,757
	55-64	5,988	1,300	470	127	21	7,906
	65-74	4,025	789	290	84	20	5,208
	75+	2,673	524	261	60	25	3,543
	Unknown	833	175	64	6	1	1,079
<b>SUBTOTAL</b>		<b>88,545</b>	<b>18,204</b>	<b>7,089</b>	<b>1,844</b>	<b>276</b>	<b>115,958</b>
<b>U N K N O W N</b>	Under 4	11	2	0	0	0	13
	4-5	4	0	0	0	0	4
	6-9	4	0	0	0	0	4
	10-14	7	1	1	0	0	9
	15-19	13	0	2	0	0	15
	20-24	8	1	0	0	0	9
	25-34	7	1	1	0	0	9
	35-44	10	1	0	0	0	11
	45-54	8	0	0	0	0	8
	55-64	5	1	0	0	0	6
	65-74	3	1	0	0	0	4
	75+	3	0	0	0	0	3
	Unknown	3,511	137	11	0	0	3,659
<b>SUBTOTAL</b>		<b>3,594</b>	<b>145</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>3,754</b>
<b>GRAND TOTAL</b>		<b>204,232</b>	<b>33,054</b>	<b>14,771</b>	<b>4,525</b>	<b>1,060</b>	<b>257,642</b>

\* 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	
None Used	7,414	2,981	2,489	1,336	528	14,748
<b>TOTAL - NO RESTRAINT USED</b>	<b>7,414</b>	<b>2,981</b>	<b>2,489</b>	<b>1,336</b>	<b>528</b>	<b>14,748</b>
<b>Restraint Used</b>						
Shoulder Belt Only	1,989	482	193	33	13	2,710
Lap Belt Only	5,092	912	343	50	4	6,401
Shoulder & Lap Belt Used	172,616	25,172	9,701	2,159	245	209,893
Child Safety Seat Used	6,018	756	158	31	2	6,965
Other Restraint Used	61	15	6	4	2	88
<b>TOTAL - RESTRAINT USED</b>	<b>185,776</b>	<b>27,337</b>	<b>10,401</b>	<b>2,277</b>	<b>266</b>	<b>226,057</b>
<b>UNKNOWN RESTRAINT USAGE</b>	<b>8,494</b>	<b>1,273</b>	<b>492</b>	<b>199</b>	<b>49</b>	<b>10,507</b>
<b>GRAND TOTAL</b>	<b>201,684</b>	<b>31,591</b>	<b>13,382</b>	<b>3,812</b>	<b>843</b>	<b>251,312</b>

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

### INJURY SEVERITY BY AIR BAG DEPLOYMENT\*

AIR BAG	INJURY TYPE					TOTALS
	Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	
Air Bag Deployed - Front	6,658	3,042	2,049	680	173	12,602
Air Bag Deployed - Side	243	76	44	13	2	378
Air Bag Deployed - Both	3,070	1,687	942	326	73	6,098
Not Deployed	108,482	13,226	4,407	901	152	127,168
Deployment Unknown	4,640	579	187	77	21	5,504
Not Applicable	78,591	12,981	5,753	1,815	422	99,562
<b>GRAND TOTAL</b>	<b>123,093</b>	<b>18,610</b>	<b>7,629</b>	<b>1,997</b>	<b>421</b>	<b>251,312</b>

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

### EJECTION STATUS AND/OR EXTRICATION\*

EJECTION STATUS	LOCATION AFTER IMPACT	INJURY TYPE					TOTALS
		Not Injured	Possible Injury	Non-In-capacitating	In-capacitating	Fatal	
<b>NOT EJECTED</b>	Not Trapped	191,919	29,501	11,877	2,500	218	236,015
	Extricated(Mech. Means)	239	280	366	502	251	1,638
	Freed (Non-Mech.)	326	361	409	246	63	1,405
	Not Applicable	3,934	580	194	57	5	4,770
	Unknown	171	45	25	6	2	249
<b>NOT EJECTED TOTAL</b>		<b>196,589</b>	<b>30,767</b>	<b>12,871</b>	<b>3,311</b>	<b>539</b>	<b>244,077</b>
<b>TOTALLY EJECTED</b>	Not Trapped	107	153	196	319	166	941
	Extricated(Mech. Means)	0	1	1	8	10	20
	Freed (Non-Mech.)	6	7	10	10	10	43
	Not Applicable	3	6	16	27	25	77
	Unknown	1	0	5	5	2	13
<b>TOTALLY EJECTED TOTAL</b>		<b>117</b>	<b>167</b>	<b>228</b>	<b>369</b>	<b>213</b>	<b>1,094</b>
<b>PARTIALLY EJECTED</b>	Not Trapped	38	32	58	34	28	190
	Extricated(Mech. Means)	0	3	9	17	37	66
	Freed (Non-Mech.)	4	5	16	23	19	67
	Not Applicable	0	1	0	0	0	1
	Unknown	2	0	1	0	0	3
<b>PARTIALLY EJECTED TOTAL</b>		<b>44</b>	<b>41</b>	<b>84</b>	<b>74</b>	<b>84</b>	<b>327</b>
<b>NOT APPLICABLE</b>	Not Trapped	705	115	42	7	0	869
	Extricated(Mech. Means)	3	0	2	2	4	11
	Freed (Non-Mech.)	8	4	2	2	1	17
	Not Applicable	2,036	311	107	16	0	2,470
	Unknown	21	1	2	2	0	26
<b>NOT APPLICABLE TOTAL</b>		<b>2,773</b>	<b>431</b>	<b>155</b>	<b>29</b>	<b>5</b>	<b>3,393</b>
<b>UNKNOWN EJECTION STATUS</b>	Not Trapped	197	68	26	11	1	303
	Extricated(Mech. Means)	4	0	0	0	1	5
	Freed (Non-Mech.)	5	2	0	1	0	8
	Not Applicable	12	0	1	1	0	14
	Unknown	1,943	115	17	16	0	2,091
<b>UNKNOWN TOTAL</b>		<b>2,161</b>	<b>185</b>	<b>44</b>	<b>29</b>	<b>2</b>	<b>2,421</b>
<b>GRAND TOTAL</b>		<b>201,684</b>	<b>31,591</b>	<b>13,382</b>	<b>3,812</b>	<b>843</b>	<b>251,312</b>

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

## PERSONS INVOLVED IN TRAFFIC COLLISIONS TRANSPORTED TO MEDICAL FACILITY

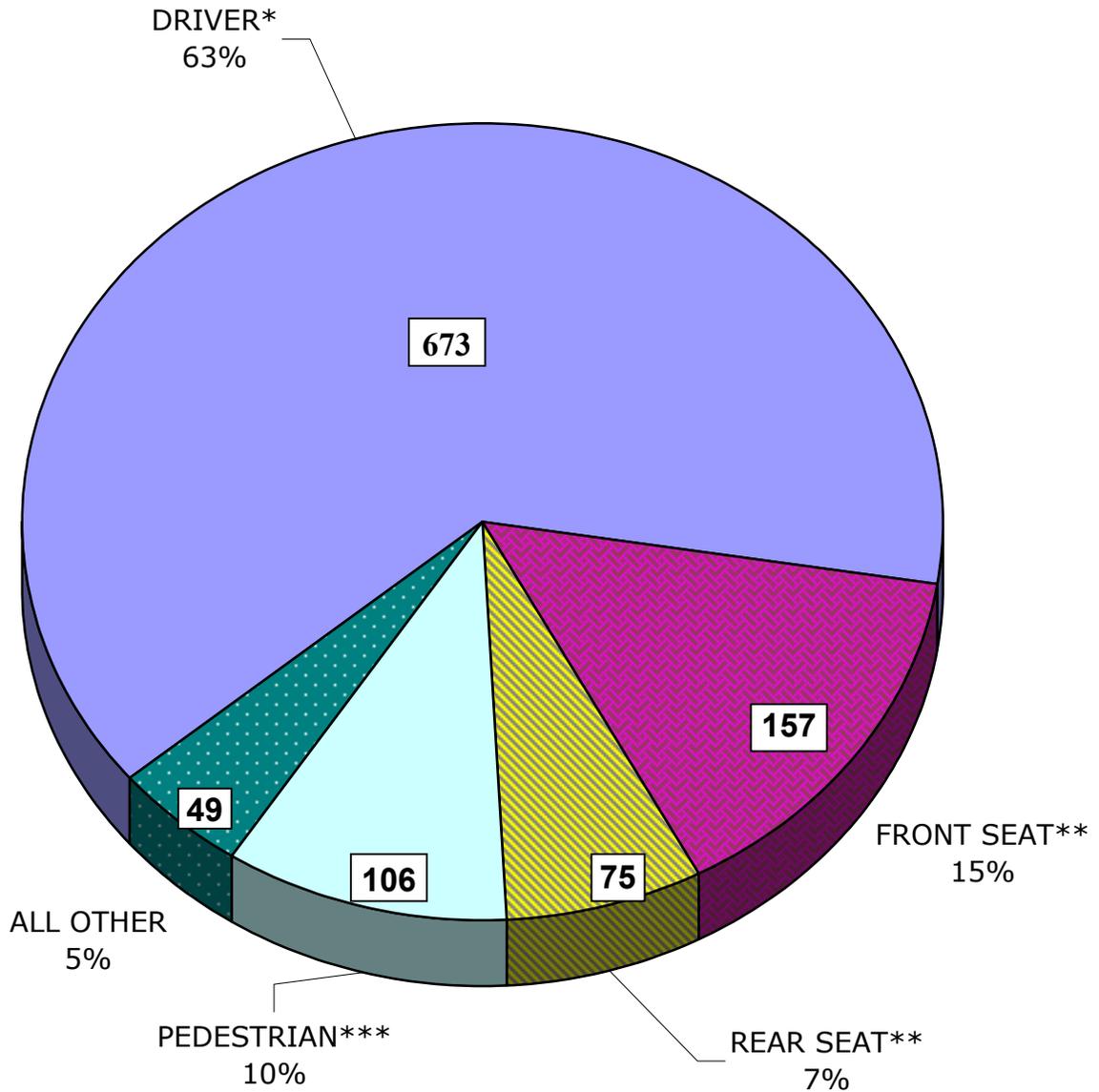
TRANSPORTED TO MEDICAL FACILITY	INJURY TYPE					TOTALS
	Not Injured	Possible Injury	Non-Incapacitating	Incapacitating	Fatal	
<b>YES</b>						
Males	1,356	10,198	6,288	2,589	655	21,086
Females	1,274	13,267	6,082	1,777	244	22,644
Not Specified	15	25	7	0	0	47
<b>YES SUBTOTAL</b>	<b>2,645</b>	<b>23,490</b>	<b>12,377</b>	<b>4,366</b>	<b>899</b>	<b>43,777</b>
<b>NO</b>						
Males	110,410	3,863	1,195	63	123	115,654
Females	87,066	4,231	841	52	28	92,218
Not Specified	2,856	51	6	0	0	2,913
<b>NO SUBTOTAL</b>	<b>200,332</b>	<b>8,145</b>	<b>2,042</b>	<b>115</b>	<b>151</b>	<b>210,785</b>
<b>UNKNOWN</b>						
Males	327	644	184	29	6	1,190
Females	205	706	166	15	4	1,096
Not Specified	723	69	2	0	0	794
<b>UNKNOWN SUBTOTAL</b>	<b>1,255</b>	<b>1,419</b>	<b>352</b>	<b>44</b>	<b>10</b>	<b>3,080</b>
<b>TOTALS</b>	<b>204,232</b>	<b>33,054</b>	<b>14,771</b>	<b>4,525</b>	<b>1,060</b>	<b>257,642</b>

## 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	5,565	705	144	29	2	6,445
Other Restraint Used	2,943	433	113	25	4	3,518
No Restraint Used	195	79	51	17	2	344
Unknown Restraint Usage	121	32	9	2	0	164
<b>TOTAL</b>	<b>8,824</b>	<b>1,249</b>	<b>317</b>	<b>73</b>	<b>8</b>	<b>10,471</b>

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