

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 2003 data are as follows:

- ◆ Economic loss decreased by 1.7% in 2003.
- ◆ Males accounted for 67.9% of the traffic fatalities in 2003, down from 70.4% in 2002. In 1972, males accounted for 75.3% of all traffic fatalities.
- ◆ There were 311 females who died in traffic collisions in 2003.
- ◆ A total of 268 persons under the age of 25 were killed in traffic collisions, accounting for nearly 28% of the total persons killed.
- ◆ There were 1,027 automobile and truck occupants totally ejected from the vehicles in which they were riding. Of these, 186, or 18.1%, were killed. Of the 261,875 occupants not ejected, 539, or 0.2%, were killed. The percentage of fatalities suffered by ejected occupants was 90 times that of occupants not ejected.
- ◆ In 2003, there were 10,570 children under the age of six who were occupants of a car or truck that was involved in a traffic collision. Of these, 7,095 were restrained by a child safety seat, 2,926 by some other restraint (seat belt, seat/lap combination), 395 were unrestrained and for 154 restraint usage was unknown.
- ◆ Of the 748 occupant fatalities with known restraint usage, 506 (67.6%) were not restrained, and 242 (32.4%) were restrained.
- ◆ Almost 13% percent of those occupants not wearing a seat belt at the time of collision were severely injured or killed. This compares to 1.0% for those wearing a seat belt.

TRAFFIC COLLISION VICTIM PROFILE INJURIES* BY AGE AND SEX

| SEX | AGE | NOT INJURED | POSSIBLY INJURED | NON-INCAPACITATING | INCAPACITATING | FATAL | TOTALS |
|----------------------------|-----------------|-------------|------------------|--------------------|----------------|--------------|------------|
| M A L E | Under 4 | 3,087 | 441 | 102 | 20 | 6 | 3,656 |
| | 4-5 | 1,448 | 199 | 43 | 16 | 4 | 1,710 |
| | 6-9 | 2,580 | 372 | 126 | 51 | 8 | 3,137 |
| | 10-14 | 3,463 | 604 | 226 | 77 | 4 | 4,374 |
| | 15-19 | 16,957 | 2,045 | 1,018 | 313 | 65 | 20,398 |
| | 20-24 | 16,627 | 2,146 | 1,081 | 395 | 101 | 20,350 |
| | 25-34 | 21,992 | 2,646 | 1,335 | 503 | 135 | 26,611 |
| | 35-44 | 18,960 | 2,271 | 1,023 | 437 | 118 | 22,809 |
| | 45-54 | 15,066 | 1,822 | 819 | 330 | 94 | 18,131 |
| | 55-64 | 9,870 | 1,058 | 484 | 151 | 53 | 11,616 |
| | 65-74 | 5,247 | 567 | 235 | 71 | 34 | 6,154 |
| | 75+ | 3,401 | 424 | 207 | 40 | 35 | 4,107 |
| | Unknown | 1,859 | 225 | 42 | 27 | 1 | 2,154 |
| | SUBTOTAL | | 120,557 | 14,820 | 6,741 | 2,431 | 658 |

| | | | | | | | |
|--|-----------------|--------|---------------|---------------|--------------|--------------|------------|
| F E M A L E | Under 4 | 3,024 | 432 | 88 | 26 | 3 | 3,573 |
| | 4-5 | 1,462 | 214 | 40 | 14 | 3 | 1,733 |
| | 6-9 | 2,516 | 457 | 119 | 26 | 4 | 3,122 |
| | 10-14 | 3,688 | 792 | 291 | 64 | 6 | 4,841 |
| | 15-19 | 14,413 | 2,769 | 1,030 | 235 | 39 | 18,486 |
| | 20-24 | 12,704 | 2,513 | 874 | 221 | 25 | 16,337 |
| | 25-34 | 16,970 | 3,248 | 1,157 | 299 | 50 | 21,724 |
| | 35-44 | 14,881 | 2,920 | 959 | 308 | 50 | 19,118 |
| | 45-54 | 11,750 | 2,447 | 820 | 272 | 43 | 15,332 |
| | 55-64 | 7,410 | 1,487 | 521 | 134 | 25 | 9,577 |
| | 65-74 | 4,328 | 857 | 275 | 91 | 25 | 5,576 |
| | 75+ | 3,097 | 561 | 201 | 77 | 38 | 3,974 |
| | Unknown | 794 | 163 | 49 | 20 | 0 | 1,026 |
| | SUBTOTAL | | 97,037 | 18,860 | 6,424 | 1,787 | 311 |

| | | | | | | | |
|--|-----------------|---------------|---------------|--------------|------------|----------------|--------------|
| U N K N O W N | Under 4 | 4 | 2 | 0 | 0 | 0 | 6 |
| | 4-5 | 4 | 2 | 0 | 0 | 0 | 6 |
| | 6-9 | 8 | 2 | 0 | 0 | 0 | 10 |
| | 10-14 | 8 | 0 | 0 | 0 | 0 | 8 |
| | 15-19 | 16 | 1 | 0 | 0 | 0 | 17 |
| | 20-24 | 5 | 0 | 0 | 0 | 0 | 5 |
| | 25-34 | 9 | 0 | 0 | 0 | 0 | 9 |
| | 35-44 | 2 | 1 | 0 | 1 | 0 | 4 |
| | 45-54 | 5 | 0 | 0 | 0 | 0 | 5 |
| | 55-64 | 2 | 0 | 0 | 0 | 0 | 2 |
| | 65-74 | 0 | 0 | 1 | 0 | 0 | 1 |
| | 75+ | 0 | 0 | 0 | 0 | 0 | 0 |
| | Unknown | 4,554 | 181 | 7 | 5 | 0 | 4,747 |
| | SUBTOTAL | 4,617 | 189 | 8 | 6 | 0 | 4,820 |
| GRAND TOTAL | 222,211 | 33,869 | 13,173 | 4,224 | 969 | 274,446 | |

* 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 | 6,928 | 3,126 | 2,301 | 1,268 | 506 | 14,129 |
| TOTAL - NO RESTRAINT USED | 6,928 | 3,126 | 2,301 | 1,268 | 506 | 14,129 |
| Restraint Used | | | | | | |
| Shoulder Belt Only | 1,480 | 345 | 82 | 37 | 14 | 1,958 |
| Lap Belt Only | 3,945 | 647 | 192 | 50 | 3 | 4,837 |
| Shoulder & Lap Belt Used | 188,805 | 25,583 | 8,695 | 1,960 | 219 | 225,262 |
| Child Safety Seat Used | 6,738 | 817 | 155 | 26 | 6 | 7,742 |
| Other Restraint Used | 79 | 10 | 6 | 1 | 0 | 96 |
| TOTAL - RESTRAINT USED | 201,047 | 27,402 | 9,130 | 2,074 | 242 | 239,895 |
| UNKNOWN RESTRAINT USAGE | 11,194 | 1,775 | 544 | 225 | 31 | 13,769 |
| GRAND TOTAL | 219,169 | 32,303 | 11,975 | 3,567 | 779 | 267,793 |

*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 | 7,534 | 3,748 | 2,035 | 708 | 145 | 14,170 |
| Air Bag Deployed - Side | 344 | 93 | 45 | 22 | 4 | 508 |
| Air Bag Deployed - Both | 4,058 | 2,038 | 1,198 | 406 | 86 | 7,786 |
| Not Deployed | 141,399 | 15,979 | 4,591 | 1,064 | 161 | 163,194 |
| Deployment Unknown | 60,917 | 9,864 | 3,946 | 1,293 | 365 | 76,385 |
| Not Applicable | 4,917 | 581 | 160 | 74 | 18 | 5,750 |
| GRAND TOTAL | 219,169 | 32,303 | 11,975 | 3,567 | 779 | 267,793 |

*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 | |
| NOT EJECTED | Not Trapped | 211,011 | 30,543 | 10,762 | 2,310 | 286 | 254,912 |
| | Extricated(Mech. Means) | 180 | 280 | 380 | 487 | 201 | 1,528 |
| | Freed (Non-Mech.) | 323 | 301 | 336 | 271 | 49 | 1,280 |
| | Not Applicable | 3,352 | 466 | 119 | 37 | 2 | 3,976 |
| | Unknown | 129 | 38 | 5 | 6 | 1 | 179 |
| NOT EJECTED TOTAL | | 214,995 | 31,628 | 11,602 | 3,111 | 539 | 261,875 |
| TOTALLY EJECTED | Not Trapped | 82 | 168 | 185 | 319 | 150 | 904 |
| | Extricated(Mech. Means) | 0 | 1 | 3 | 7 | 11 | 22 |
| | Freed (Non-Mech.) | 1 | 5 | 7 | 12 | 7 | 32 |
| | Not Applicable | 4 | 5 | 16 | 21 | 17 | 63 |
| | Unknown | 0 | 0 | 2 | 3 | 1 | 6 |
| TOTALLY EJECTED TOTAL | | 87 | 179 | 213 | 362 | 186 | 1,027 |
| PARTIALLY EJECTED | Not Trapped | 26 | 21 | 36 | 31 | 16 | 130 |
| | Extricated(Mech. Means) | 25 | 5 | 6 | 14 | 25 | 75 |
| | Freed (Non-Mech.) | 1 | 5 | 7 | 11 | 8 | 32 |
| | Not Applicable | 6 | 0 | 0 | 0 | 0 | 6 |
| | Unknown | 5 | 1 | 1 | 1 | 0 | 8 |
| PARTIALLY EJECTED TOTAL | | 63 | 32 | 50 | 57 | 49 | 251 |
| NOT APPLICABLE | Not Trapped | 343 | 59 | 16 | 5 | 1 | 424 |
| | Extricated(Mech. Means) | 1 | 5 | 2 | 1 | 0 | 9 |
| | Freed (Non-Mech.) | 4 | 8 | 1 | 0 | 1 | 14 |
| | Not Applicable | 1,702 | 219 | 43 | 4 | 0 | 1,968 |
| | Unknown | 23 | 7 | 5 | 0 | 0 | 35 |
| NOT APPLICABLE TOTAL | | 2,073 | 298 | 67 | 10 | 2 | 2,450 |
| UNKNOWN EJECTION STATUS | Not Trapped | 155 | 57 | 22 | 13 | 1 | 248 |
| | Extricated(Mech. Means) | 1 | 1 | 0 | 0 | 1 | 3 |
| | Freed (Non-Mech.) | 4 | 2 | 0 | 3 | 0 | 9 |
| | Not Applicable | 4 | 3 | 0 | 0 | 0 | 7 |
| | Unknown | 1,787 | 103 | 21 | 11 | 1 | 1,923 |
| UNKNOWN TOTAL | | 1,951 | 166 | 43 | 27 | 3 | 2,190 |
| GRAND TOTAL | | 219,169 | 32,303 | 11,975 | 3,567 | 779 | 267,793 |

*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 | 1,232 | 10,284 | 5,703 | 2,374 | 568 | 20,161 |
| Females | 1,199 | 13,650 | 5,700 | 1,748 | 283 | 22,580 |
| Not Specified | 13 | 16 | 2 | 5 | 0 | 36 |
| YES SUBTOTAL | 2,444 | 23,950 | 11,405 | 4,127 | 851 | 42,777 |
| NO | | | | | | |
| Males | 118,688 | 4,313 | 1,016 | 43 | 86 | 124,146 |
| Females | 95,457 | 4,994 | 693 | 33 | 27 | 101,204 |
| Not Specified | 3,183 | 77 | 4 | 1 | 0 | 3,265 |
| NO SUBTOTAL | 217,328 | 9,384 | 1,713 | 77 | 113 | 228,615 |
| UNKNOWN | | | | | | |
| Males | 633 | 223 | 22 | 14 | 4 | 896 |
| Females | 381 | 216 | 31 | 6 | 1 | 635 |
| Not Specified | 1,425 | 96 | 2 | 0 | 0 | 1,523 |
| UNKNOWN SUBTOTAL | 2,439 | 535 | 55 | 20 | 5 | 3,054 |
| TOTALS | 222,211 | 33,869 | 13,173 | 4,224 | 969 | 274,446 |

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 | 6,165 | 760 | 143 | 22 | 5 | 7,095 |
| Other Restraint Used | 2,473 | 363 | 73 | 15 | 2 | 2,926 |
| No Restraint Used | 217 | 110 | 42 | 22 | 4 | 395 |
| Unknown Restraint Usage | 120 | 26 | 4 | 3 | 1 | 154 |
| TOTAL | 8,975 | 1,259 | 262 | 62 | 12 | 10,570 |

*Occupants of automobiles and trucks only

TRAFFIC FATALITIES BY SEATING LOCATION MOTOR VEHICLE OCCUPANTS ONLY

