

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 2005 data are as follows:

- ◆ Economic loss increased by 5.0% in 2005.
- ◆ Males accounted for 72% of the traffic fatalities in 2005, up from 74.0% in 2004. In 1972, males accounted for 75.3% of all traffic fatalities.
- ◆ There were 305 females who died in traffic collisions in 2005 and 788 males.
- ◆ A total of 298 persons under the age of 25 were killed in traffic collisions, accounting for more than 27% of the total persons killed.
- ◆ There were 1,033 automobile and truck occupants totally ejected from the vehicles in which they were riding. Of these, 229, or 22.2%, were killed. Of the 260,737 occupants not ejected, 553, or 0.2%, were killed. The percentage of fatalities suffered by ejected occupants was more than 100 times that of occupants not ejected.
- ◆ In 2005, there were 10,017 children under the age of six who were occupants of a car or truck that was involved in a traffic collision. Of these, 6,850 were restrained by a child safety seat, 2,566 by some other restraint (seat belt, seat/lap combination), 433 were unrestrained and for 168 restraint usage was unknown.
- ◆ Of the 816 occupant fatalities with known restraint usage, 560 (68.6%) were not restrained, and 256 (31.4%) were restrained.
- ◆ Nearly 14% percent of those occupants not wearing a seat belt at the time of collision were severely injured or killed. This compares to less than 1.0% for those wearing a seat belt.

TRAFFIC COLLISION VICTIM PROFILE INJURIES* BY AGE AND GENDER

GENDER	AGE	NOT INJURED	POSSIBLY INJURED	NON- INCAPACITATING	INCAPACITATING	FATAL	TOTALS
M A L E	Under 4	2,711	416	103	26	6	3,262
	4-5	1,366	238	83	13	2	1,702
	6-9	2,355	415	130	21	4	2,925
	10-14	3,092	528	203	56	17	3,896
	15-19	16,601	2,060	980	317	73	20,031
	20-24	16,954	2,071	1,116	384	108	20,633
	25-34	22,318	2,667	1,377	535	173	27,070
	35-44	18,993	2,245	983	439	127	22,787
	45-54	15,576	1,900	801	333	115	18,725
	55-64	10,527	1,126	534	186	70	12,443
	65-74	5,469	609	247	92	40	6,457
	75+	3,431	391	191	47	48	4,108
	Unknown	1,954	212	37	26	5	2,234
	SUBTOTAL		121,347	14,878	6,785	2,475	788
F E M A L E	Under 4	2,802	445	86	22	7	3,362
	4-5	1,406	195	56	13	3	1,673
	6-9	2,410	403	126	27	2	2,968
	10-14	3,071	675	231	49	8	4,034
	15-19	14,184	2,734	1,014	232	33	18,197
	20-24	12,991	2,535	901	231	35	16,693
	25-34	17,534	3,380	1,062	304	46	22,326
	35-44	15,205	2,881	954	262	48	19,350
	45-54	12,214	2,419	836	223	49	15,741
	55-64	8,187	1,616	495	146	26	10,470
	65-74	4,316	799	272	78	24	5,489
	75+	3,080	531	216	66	23	3,916
	Unknown	736	131	42	12	1	922
	SUBTOTAL		98,136	18,744	6,291	1,665	305
U N K N O W N	Under 4	13	2	0	0	0	15
	4-5	3	0	0	0	0	3
	6-9	3	0	0	0	0	3
	10-14	4	1	0	0	0	5
	15-19	10	1	0	0	0	11
	20-24	4	3	0	0	0	7
	25-34	6	0	0	0	0	6
	35-44	4	0	1	0	0	5
	45-54	3	0	0	0	0	3
	55-64	1	0	0	0	0	1
	65-74	1	1	0	0	0	2
	75+	2	0	0	0	0	2
	Unknown	4,714	127	16	3	0	4,860
	SUBTOTAL		4,768	135	17	3	0
GRAND TOTAL		224,251	33,757	13,093	4,143	1,093	276,337

* 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	6,295	2,914	2,235	1,273	560	13,277
TOTAL - NO RESTRAINT USED	6,295	2,914	2,235	1,273	560	13,277
Restraint Used						
Shoulder Belt Only	878	175	56	16	16	1,141
Lap Belt Only	2,715	437	151	31	4	3,338
Shoulder & Lap Belt Used	191,164	25,655	8,559	1,874	226	227,478
Child Safety Seat Used	6,475	859	184	35	10	7,563
Other Restraint Used	72	17	4	2	0	95
TOTAL - RESTRAINT USED	201,304	27,143	8,954	1,958	256	239,615
UNKNOWN RESTRAINT USAGE	13,393	2,077	626	218	44	16,358
GRAND TOTAL	220,992	32,134	11,815	3,449	860	269,250

*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	8,172	3,981	2,238	827	213	15,431
Air Bag Deployed - Side	422	116	64	26	3	631
Air Bag Deployed - Both	4,209	2,171	1,180	454	89	8,103
Not Deployed	156,204	17,669	5,129	1,062	213	180,277
Deployment Unknown	47,239	7,616	2,999	1,015	310	59,179
Not Applicable	4,746	581	205	65	32	5,629
GRAND TOTAL	220,992	32,134	11,815	3,449	860	269,250

*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	214,303	30,731	10,781	2,320	309	258,444
	Extricated(Mech. Means)	134	260	325	471	230	1,420
	Freed (Non-Mech.)	448	333	268	224	63	1,336
	Not Applicable	1,838	220	70	11	1	2,140
	Unknown	100	28	3	5	2	138
NOT EJECTED TOTAL		216,823	31,572	11,447	3,031	605	263,478
PARTIALLY EJECTED	Not Trapped	28	28	36	41	30	163
	Extricated(Mech. Means)	17	11	7	18	29	82
	Freed (Non-Mech.)	2	5	8	12	20	47
	Not Applicable	2	0	0	0	0	2
	Unknown	2	2	1	0	0	5
PARTIALLY EJECTED TOTAL		51	46	52	71	79	299
TOTALLY EJECTED	Not Trapped	82	97	180	283	138	780
	Extricated(Mech. Means)	2	2	2	4	14	24
	Freed (Non-Mech.)	3	10	6	7	9	35
	Not Applicable	8	3	11	19	10	51
	Unknown	4	2	2	2	0	10
TOTALLY EJECTED TOTAL		99	114	201	315	171	900
NOT APPLICABLE	Not Trapped	374	49	23	5	0	451
	Extricated(Mech. Means)	5	0	0	1	2	8
	Freed (Non-Mech.)	15	4	2	2	1	24
	Not Applicable	1,865	218	46	6	0	2,135
	Unknown	18	5	1	1	0	25
NOT APPLICABLE TOTAL		2,277	276	72	15	3	2,643
UNKNOWN EJECTION STATUS	Not Trapped	119	48	28	12	1	208
	Extricated(Mech. Means)	2	1	0	0	0	3
	Freed (Non-Mech.)	9	1	3	2	0	15
	Not Applicable	23	1	0	1	0	25
	Unknown	1,589	75	12	2	1	1,679
UNKNOWN TOTAL		1,742	126	43	17	2	1,930
GRAND TOTAL		220,992	32,134	11,815	3,449	860	269,250

*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	1,106	10,451	5,730	2,416	673	20,376
Females	1,153	13,796	5,556	1,627	269	22,401
Not Specified	18	9	3	2	0	32
YES SUBTOTAL	2,277	24,256	11,289	4,045	942	42,809
NO						
Males	119,732	4,266	1,035	53	111	125,197
Females	96,707	4,731	715	37	33	102,223
Not Specified	3,345	80	8	1	0	3,434
NO SUBTOTAL	219,784	9,077	1,758	91	144	230,854
UNKNOWN						
Males	509	161	20	6	4	700
Females	276	217	20	1	3	517
Not Specified	1,405	46	6	0	0	1,457
UNKNOWN SUBTOTAL	2,190	424	46	7	7	2,674
TOTALS	224,251	33,757	13,093	4,143	1,093	276,337

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	5,855	772	170	32	9	6,838
Other Restraint Used	2,081	352	83	15	2	2,533
No Restraint Used	179	104	46	22	4	355
Unknown Restraint Usage	123	31	7	0	0	161
TOTAL	8,238	1,259	306	69	15	9,887

*Occupants of automobiles and trucks only

TRAFFIC FATALITIES BY SEATING LOCATION
MOTOR VEHICLE OCCUPANTS ONLY

