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# 2001 Annual Assessment

National Center for Statistics & Analysis



## *Motor Vehicle Traffic Crash Fatality and Injury Estimates for 2001*

*Based on  
The Fatality Analysis Reporting System (FARS)  
and  
The National Automotive Sampling System  
General Estimates System (NASS GES)*



# The 2001 Annual Assessment

National Center for Statistics & Analysis



This report contains estimates about motor vehicle traffic crashes in 2001 and the resulting injuries and fatalities. They are compared to estimates from the 2000 Final Files. These Annual Assessment estimates are based on data from the sources indicated on page 78. Data for 2001 from the Fatality Analysis Reporting System (FARS) will be superceded about June 2003 by the Final 2001 FARS File. Exposure data will be updated by the originating agencies at a later date in 2002.



# The 2001 Annual Assessment - Contents -

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# *Major Findings*

## *2001*



# Major Findings 2001 Annual Assessment

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- The Number of Persons Killed increased only slightly.
- The Number of Persons Injured declined.
- Fatality Rates remain at Historic Lows.
- Injury Rates Declined.



# Major Findings 2001 Annual Assessment

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- Fatalities among children, ages 15 and under, reached a historic low.
- The Number of Persons Injured among children 0-15 declined.
- Fatalities and fatal crashes for young drivers (age 16-20) declined.



# Major Findings

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- **Passenger Vehicle Occupant Fatality Rates are Declining for all types of vehicles.**
- **Passenger Vehicle Occupant Fatalities in Rollover crashes Continued to Increase.**
- **Most passenger vehicle occupants Killed in motor vehicle crashes continue to be Unrestrained.**



# Major Findings

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- **Motorcyclist Fatalities Increased For the 4<sup>th</sup> Year in a Row, an increase of Over 50% and 1,065 more than in 1997**
- **Persons Killed and Injured in Large Truck Crashes Declined.**
- **Non Occupant Fatalities are up, the first increase since 1995.**



# Major Findings

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- 14,933 People were killed in crashes in which the Highest BAC was  $\geq 0.08$  BAC g/dl, a slight (0.4%) increase over 2000.
- Total Alcohol Related Fatalities also increased 0.4%.
- Modal and Median BAC for Drivers involved in Fatal Crashes with Positive BAC levels was 0.16 g/dl.



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# *2001 Statistics and Comparisons with 2000 Statistics*



# 2001 Data Show ...

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- **The Number of Persons Killed in Motor Vehicle Traffic Crashes increased only slightly**

**But...**

**the Number of Persons Injured declined.**



# Persons Killed and Injured and Number of Crashes

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	Year		% Change
	2000	2001	
Persons Killed	41,945	42,116	+0.4%
Persons Injured	3,189,000	<i>3,033,000</i>	-4.9%
Fatal Crashes	37,526	37,795	+0.7%
Nonfatal Crashes	6,356,000	6,285,000	-1.1%
Injury Crashes	2,070,000	<i>2,003,000</i>	-3.2%
Property-Damage-Only	4,286,000	4,282,000	-0.1%

Unless otherwise noted, changes in Persons Injured and Nonfatal Crashes are not statistically significant.

*Italics* signify Statistically Significant Change  
Sources: FARS, NASS GES



# 2001 Data Show ...

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- **Fatality Rates remain at Historic Lows**
- **Injury Rates Declined**



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# Fatality and Injury Rates

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Rate		Year		% Change
		2000	2001	
Persons Killed	/100M VMT	1.53	1.52*	-0.7%
	/100K Reg. Vehicles	19.33	19.03**	-1.6%
	/100K Population	14.87	14.79	-0.5%
Persons Injured	/100M VMT	116	109*	-6.0%
	/100K Reg. Vehicles	1,469	1,370**	-6.7%
	/100K Population	1,130	1,065	-5.8%

\*Based on FHWA TVT Estimate

Sources: FARS, NASS GES, FHWA, and Census Bureau

\*\*Based on NHTSA Estimate using RLPolk Data



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# Exposure Data

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Exposure Measure	Year		% Change
	2000	2001	
Vehicle Miles Traveled	2,749,803M	2,778,338M*	+1.0%
Registered Vehicles	217,028,324	221,342,967**	+2.0%
Population	282,124,631	284,796,887	+0.9%

\*FHWA TVT Estimate.

Sources: FHWA, and Census Bureau

\*\*NHTSA Estimate based on RLPolk Data



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# 2001 Data Show ...

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## ➤ Fatalities declined among

Children ages 0-4 (-8.6%)

Children ages 5-15 (-8.6%)

## ➤ Injuries declined among

Children ages 0-4 (-11%)

Children ages 5-15 (-7.3%)

## ➤ For Young Drivers (ages 16-20)

Fatal Crashes declined (-1.0%)

Fatalities in Crashes declined (-0.4%)



# Children, Ages 0 - 4, Killed or Injured, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2000	2001	
<b>Killed</b>	<b>710</b>	<b>649</b>	<b>-8.6%</b>
Occupants	541	513	-5.2%
Non-Occupants	169	136	-20%
<b>Injured</b>	<b>71,000</b>	<b>63,000</b>	<b>-11%</b>
Occupants	67,000	60,000	-10%
Non-Occupants	3,000	3,000	0.0%

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

Note: Totals may not add due to rounding.  
Source: FARS, NASS GES



# Children, Ages 5-15, Killed or Injured, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2000	2001	
<b>Killed</b>	<b>2,121</b>	<b>1,939</b>	<b>-8.6%</b>
Occupants	1,541	1,397	-9.3%
Non-Occupants	580	542	-6.6%
<b>Injured</b>	<b>261,000</b>	<b>242,000</b>	<b>-7.3%</b>
Occupants	218,000	203,000	-6.9%
Non-Occupants	43,000	39,000	-9.3%

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

Source: FARS, NASS GES



# Number of Crashes and Persons Killed in Crashes Involving Young Drivers (Ages 16-20)

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Crashes or Persons Killed	Year		% Change
	2000	2001	
<b>Crashes</b>	<b>1,683,000</b>	<b>1,666,000</b>	<b>-1.0%</b>
Fatal	7,671	7,598	-1.0%
Injury	569,000	564,000	-0.9%
PDO	1,106,000	1,094,000	-1.1%
<b>Persons Killed</b>	<b>8,873</b>	<b>8,839</b>	<b>-0.4%</b>
Young Drivers	3,530	3,529	-0.0%
Young Passengers*	1,378	1,409	+2.2%
Others	3,965	3,901	-1.6%

\*In vehicles with young drivers

Source: FARS, NASS GES



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➤ **Non Occupant Fatalities are up**

**(First increase since 1995)**

**While Occupant Fatalities are  
unchanged**



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# Persons Killed, by Role

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Role	Year		Change	% Change
	2000	2001		
<b>Occupants</b>	<b>36,348</b>	<b>36,386</b>	<b>38</b>	<b>+0.1%</b>
Drivers	25,567	25,840	237	+1.1%
Passengers	10,695	10,441	-254	-2.4%
Unknown Occupant	86	105	19	n/a
<b>Non-Occupants</b>	<b>5,597</b>	<b>5,730</b>	<b>133</b>	<b>+2.4%</b>
Pedestrians	4,763	4,882	119	+2.5%
Pedalcyclists	693	728	35	+5.1%
Other*	141	120	-21	n/a
<b>TOTAL</b>	<b>41,945</b>	<b>42,116</b>	<b>150</b>	<b>+0.4%</b>

\*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

Source: FARS



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# Persons Injured, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2000	2001	
<b>Occupants</b>	3,055,000	<i>2,901,000</i>	<i>-5.0%</i>
Drivers	2,063,000	<i>1,989,000</i>	<i>-3.6%</i>
Passengers	992,000	<i>913,000</i>	<i>-8.0%</i>
Unknown Occupant	0	0	-
<b>Non-Occupants</b>	<b>134,000</b>	<b>131,000</b>	<b>-2.2%</b>
Pedestrians	78,000	78,000	0.0%
Pedalcyclists	51,000	45,000	-12%
Other*	5,000	8,000	+60%
<b>TOTAL</b>	<b>3,189,000</b>	<b><i>3,033,000</i></b>	<b><i>-4.9%</i></b>

\*Includes occupants of motor vehicles not in transport and of non-motor vehicle transport devices.

*Italics* signify Statistically Significant Change



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# 2001 Data Show ...

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## ➤ Passenger Vehicle Occupant Fatalities were essentially unchanged (+0.1%)

But, ...

Decreased in Passenger Cars (466 or -2.3%)  
and Large Trucks (50 or -6.6%)

Increased in LTVs (151 or 1.3%)  
and Motorcycles (284 or 10%)



# Vehicle Occupants Killed by Type of Vehicle

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Type of Vehicle	Year		% Change
	2000	2001	
Passenger Cars	20,699	20,233	-2.3%
LTVs	11,526	11,677	+1.3%
Motorcycles	2,897	3,181	+10%
Large Trucks	754	704	-6.6%
Other Vehicles*	423	430	+1.7%
Unknown Body Types	49	161	n/a**
<b>TOTAL</b>	<b>36,348</b>	<b>36,386</b>	<b>+0.1%</b>

\*Includes vehicle occupant fatalities in buses and other, e.g., farm equipment, construction equipment, etc., vehicle types.

\*\*Number of Unknown Body Types in ARF was 316 in 2000 FARS ARF

Source: FARS



# Vehicle Occupants Injured by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	Year		% Change
	2000	2001	
Passenger Cars	2,052,000	<i>1,927,000</i>	-6.1%
LTVs	887,000	861,000	-2.9%
Motorcycles	58,000	60,000	+3.4%
Large Trucks	31,000	29,000	-6.5%
Other Vehicles*	28,000	25,000	-11%
<b>TOTAL</b>	<b>3,055,000</b>	<b><i>2,901,000</i></b>	<b>-5.0%</b>

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

\*Includes vehicle occupants injured in buses and other vehicle types.

*Italics* signify Statistically Significant Change

Source: NASS GES



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➤ While SUV and Van Occupant Fatalities are **increasing**...

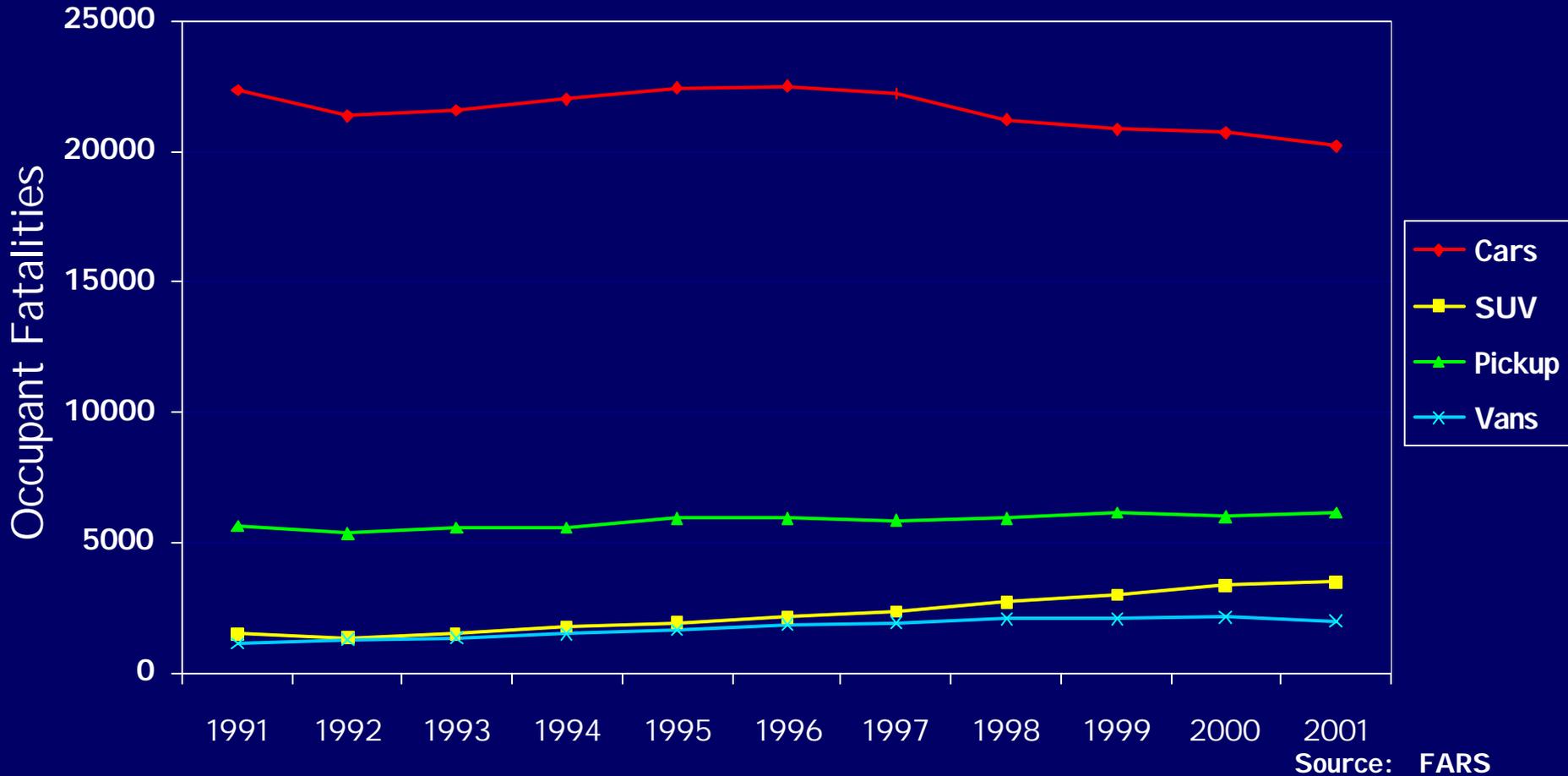
Passenger Vehicle Occupant Fatality Rates are **Declining**

for all types of vehicles



# Passenger Vehicle Occupants Killed, by Year and Vehicle Type

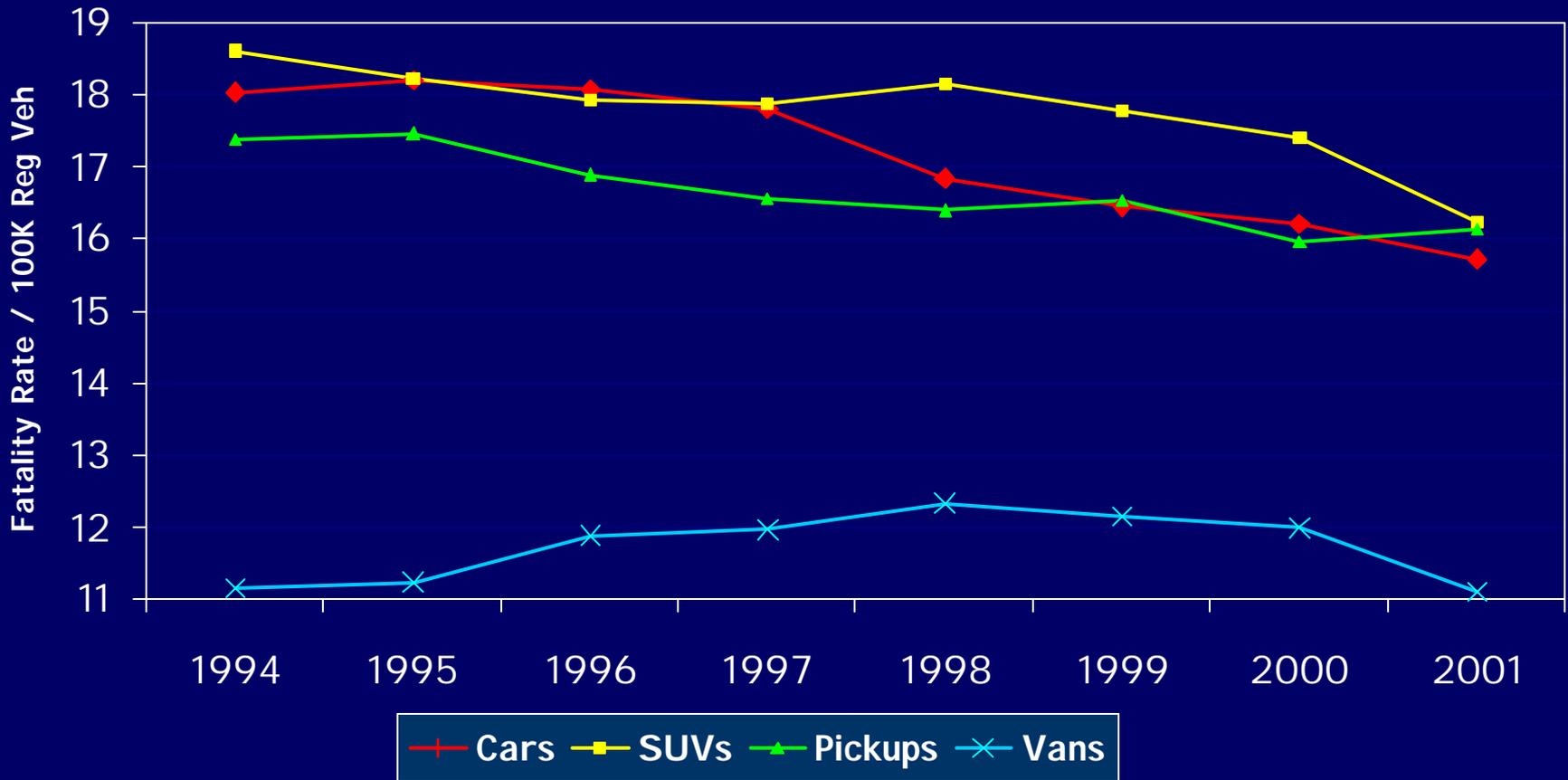
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# Passenger Vehicle Occupant Fatality Rates per 100K Reg. Vehs., by Year and Vehicle Type

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Source: FARS Polk



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- **Passenger Vehicle Occupant Fatalities in Rollover Crashes Continued to . . .**

*Increase*



# Passenger Vehicle Occupants Killed in Rollover Crashes, by Type of Crash and Type of Vehicle

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Type of Crash and Type of Vehicle	Year		% Change
	2000	2001	
<b>Single Vehicle Crash*</b>	<b>8,214</b>	<b>8,400</b>	<b>+2.3%</b>
Passenger Car	3,876	3,948	+1.9%
Van	551	553	+0.4%
SUV	1,699	1,729	+1.8%
Pickup	2,075	2,163	+4.2%
<b>Multi Vehicle Crash*</b>	<b>1,745</b>	<b>1,730</b>	<b>-0.9%</b>
Passenger Car	672	601	-11%
Van	220	231	+5.0%
SUV	365	413	+13%
Pickup	483	480	-0.6%

\*Total includes other/unknown light trucks.

Source: FARS



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## ➤ Motorcyclist Fatalities

*Increased 4<sup>th</sup> Year in a Row*

- *Compared to 1997 ..*  
*An increase of over 50%, or*  
*1,065 more Fatalities*



# Total vs. Motorcyclist Fatalities by Year, 1997-2001

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Fatalities	Year				
	1997	1998	1999	2000	2001
<b>Total</b>	<b>42,013</b>	<b>41,501</b>	<b>41,717</b>	<b>41,945</b>	<b>42,116</b>
Change	---	-512	+216	+228	+171
<b>Motorcyclists</b>	<b>2,116</b>	<b>2,294</b>	<b>2,483</b>	<b>2,897</b>	<b>3,181</b>
Change	---	+178	+189	+414	+284
Percent of all Fatalities	<b>5.0</b>	<b>5.5</b>	<b>6.0</b>	<b>6.9</b>	<b>7.6</b>

Source: FARS



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# Motorcyclist Fatality Rates Continued to Increase

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## Motorcyclist Fatality Rates, by Year

Rate	Year				
	1997	1998	1999	2000	2001
<b>Persons Killed</b>	<b>2,116</b>	<b>2,294</b>	<b>2,483</b>	<b>2,897</b>	<b>3,181</b>
/100M VMT*	20.99	22.31	23.46	27.65	---
/100K Population	0.79	0.85	0.91	1.03	1.12
/100K Reg. Vehicles	55.30	59.13	59.80	66.66	69.65 <sup>#</sup>

\*VMT data not available for 2001.

# Based on projections

Sources: FARS, FHWA, and Census Bureau



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- **Motorcycle fatalities increased in all age groups**

**But . . .**

**the largest percentage increases were in the under 40 age groups**

**a change from the last 3 years.**



# Motorcyclists Killed by Age Group

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Age Group	Year		Change	% Change
	2000	2001		
Under 20	189	209	+20	+11%
20-29	818	919	+101	+12%
30-39	707	797	+90	+13%
40-49	677	722	+45	+6.5%
50+	501	532	+31	+6.2%
Unknown	5	2	-3	---
<b>Total</b>	<b>2,897</b>	<b>3,181</b>	<b>+284</b>	<b>+10%</b>

Source: FARS

# 50% of Total Increase occurred in Nov & Dec

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## Months with Largest Increase in Motorcyclists Killed

Month	Year		Change	% Change
	2000	2001		
January to October	2,708	2,850	142	5.2%
November	112	193	81	72%
December	77	138	61	79%
Total	2,897	3,181	284	10%

Source: FARS



# Over 50% of Total Increase occurred in 6 States

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## States with Largest Increase in Motorcyclists Killed

State	Year		Change	% Change
	2000	2001		
California	276	299	23	8.3%
Florida	259	287	28	11%
Georgia	61	94	33	54%
Kentucky	38	59	21	55%
Massachusetts	33	53	20	61%
New York	119	146	27	23%
<b>Total</b>	<b>786</b>	<b>938</b>	<b>152</b>	<b>19%</b>
Percent of Total US Motorcyclist Fatalities	27%	29%	Source: FARS	



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- **Persons Killed and Injured  
in Large Truck Crashes**

**Declined**



# Persons Killed in Large Truck Crashes, by Type

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Type	Year		% Change
	2000	2001	
<b>Truck Occupants</b>	<b>754</b>	<b>704</b>	<b>-6.6%</b>
Single Vehicle	484	471	-2.7%
Multiple Vehicle	270	233	-14%
<b>Other Vehicle Occupants</b>	<b>4,114</b>	<b>3,940</b>	<b>-4.2%</b>
<b>Non-Occupants</b>	<b>414</b>	<b>438</b>	<b>+5.8%</b>
<b>Total</b>	<b>5,282</b>	<b>5,082</b>	<b>-3.8%</b>

Source: FARS



# Persons Injured in Large Truck Crashes, by Type

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Type	Year		% Change
	2000	2001	
<b>Truck Occupants</b>	<b>31,000</b>	<b>29,000</b>	<b>-6.5%</b>
Single Vehicle	16,000	13,000	-19%
Multiple Vehicle	14,000	16,000	+14%
<b>Other Vehicle Occupants</b>	<b>106,000</b>	<b>99,000</b>	<b>-6.6%</b>
<b>Non-Occupants</b>	<b>3,000</b>	<b>3,000</b>	<b>0.0%</b>
<b>Total</b>	<b>140,000</b>	<b>131,000</b>	<b>-6.4%</b>

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

Source: NASS GES



# 2001 Data Show...

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- Most passenger vehicle occupants Killed in motor vehicle crashes continue to be

**Unrestrained**



# Passenger Vehicle Occupant Fatalities (All Ages), by Restraint Use

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Restraint Use	Year				% Change in count
	2000		2001		
<b>Persons Killed</b>	<b>32,225</b>	<b>100%</b>	<b>31,910</b>	<b>100%</b>	<b>-1.0%</b>
Restraint Used	12,775	40%	12,908	40%	+1.0%
Restraint Not Used	19,450	60%	19,002	60%	-2.3%

Unknown restraint use has been distributed proportionally among known use.

**Restraint use was Unknown in approximately 8 percent of the fatalities.**

Restraint Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS



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- **Using Occupant Restraints save lives.**
  - In 2001, **73 percent** of restrained passenger vehicle occupants involved in a fatal crash survived compared to **44 percent** of unrestrained occupants.

**Previous NHTSA research has shown that driver or a passenger cuts his or her risk of dying in a crash almost in half by using a proper occupant restraint.**



# Passenger Vehicle Occupants (All Ages) Involved in Fatal Crashes, by Restraint Use & Survival Status

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Restraint Use/ Survival Status	Year				% Change in count
	2000		2001		
<b>Restraints Used* / Total</b>	<b>47,741</b>	<b>100%</b>	<b>48,490</b>	<b>100%</b>	<b>+1.6%</b>
Persons Killed	12,775	27%	12,908	27%	+1.0%
Persons Survived	34,967	73%	35,582	73%	+1.8%
<b>Restraint Not Used / Total</b>	<b>35,062</b>	<b>100%</b>	<b>33,974</b>	<b>100%</b>	<b>-3.1%</b>
Persons Killed	19,450	55%	19,002	56%	-2.3%
Persons Survived	15,611	45%	14,972	44%	-4.1%

Unknown restraint use has been distributed proportionally among known use.

\* Restraints Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS



# Passenger Vehicle Occupants (All Ages) Involved in Injury Crashes, by Restraint Use & Injury Status

National Center for Statistics & Analysis



Restraint Use/ Injury Status	Year				% Change in count
	2000		2001		
<b>Restraint Used* / Total</b>	<b>4,465,000</b>	<b>100%</b>	<b>4,289,000</b>	<b>100%</b>	<b>-3.9%</b>
Persons Injured	2,351,000	53%	<i>2,233,000</i>	52%	<i>-5.0%</i>
Persons Not Injured	2,114,000	47%	2,056,000	48%	-2.7%
<b>Restraint Not Used / Total</b>	<b>511,000</b>	<b>100%</b>	<b>450,000</b>	<b>100%</b>	<b>-12%</b>
Persons Injured	359,000	70%	<i>317,000</i>	70%	<i>-12%</i>
Persons Not Injured	152,000	30%	<i>133,000</i>	30%	<i>-13%</i>
<b>Unknown Restraint Use / Total</b>	<b>511,000</b>	<b>100%</b>	<b>498,000</b>	<b>100%</b>	<b>-2.5%</b>

\* Restraints Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

Totals may not add due to rounding.

*Italics* signify Statistically Significant Change

Source: NASS GES



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- **Securing a child in an age appropriate safety seat could save the child's life.**
  - In 2001, of children under 1 year of age who were occupants of a passenger vehicle involved in a fatal crash, **84 percent** of those who were restrained in a child safety seat survived the crash compared to **42 percent** of those who were unrestrained.

**Previous NHTSA research has shown that placing your infant child in an age-appropriate child safety seat reduces the child's risk of dying in a motor vehicle crash by as much as two-thirds.**



# Passenger Vehicle Occupants (Under Age 1) Involved in Fatal Crashes, by Restraint Use & Survival Status

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Restraint Use/ Survival Status	Year				% Change in count
	2000		2001		
<b>Restraints Used* / Total</b>	<b>304</b>	<b>100%</b>	<b>330</b>	<b>100%</b>	<b>+8.6%</b>
Persons Killed	67	22%	51	16%	-24%
Persons Survived	237	78%	278	84%	+17%
<b>Restraint Not Used / Total</b>	<b>108</b>	<b>100%</b>	<b>93</b>	<b>100%</b>	<b>-14%</b>
Persons Killed	64	59%	55	58%	-14%
Persons Survived	44	41%	39	42%	-11%

Unknown restraint use has been distributed proportionally among known use.

\* Restraints Used = Use of any type of restraint, e.g., lap belt, lap/shoulder belt, child safety seat, etc.

Source: FARS



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➤ **14,933** People were killed in crashes  
in which the Highest BAC was  
 **$\geq 0.08$  BAC g/dl**

**a slight (0.4%) increase over 2000**

**Total Alcohol Related Fatalities also  
increased 0.4%**

**Note: This is first year in which new Imputation  
Methodology was used**



# Persons Killed by Highest BAC in Crash

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Highest BAC in Crash	Year		% Change
	2000	2001	
<b>Total Alcohol Related</b>	<b>17,380</b>	<b>17,448</b>	<b>+0.4%</b>
<b>Alcohol Fat/100M VMT</b>	<b>0.63</b>	<b>0.63</b>	
<b>% All Fatalities</b>	<b>41%</b>	<b>41%</b>	
<b>Impaired (0.01 &lt;= BAC &lt;= 0.07)</b>	<b>2,511</b>	<b>2,515</b>	<b>+0.2%</b>
<b>Intoxicated (0.08 &lt;= BAC)</b>	<b>14,870</b>	<b>14,933</b>	<b>+0.4%</b>

Source: FARS



# Persons Killed and Injured in Alcohol Related Crashes, by Role

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Role	Year		% Change
	2000	2001	
<b>Persons Killed</b>	<b>17,380</b>	<b>17,448</b>	<b>+0.4%</b>
Drivers	10,697	10,781	+0.8%
Passengers	4,136	3,978	-3.8%
Non Occupants	2,547	2,689	+5.6%
<b>Persons Injured</b>	<b>310,000</b>	<b>275,000</b>	<b>-11.3%</b>
Drivers	201,000	<b>179,000</b>	<b>-10.9%</b>
Passengers	98,000	83,000	-15.3%
Non Occupants	12,000	14,000	+16.7%

Unless otherwise noted, changes in Numbers of Injuries and Injury Rates are not statistically significant.

*Italics* signify Statistically Significant Change  
Sources: FARS, NASS GES



# 2001 Data Show ...

National Center for Statistics & Analysis



- Median and Mode BAC Value for Alcohol Involved Drivers was . . .

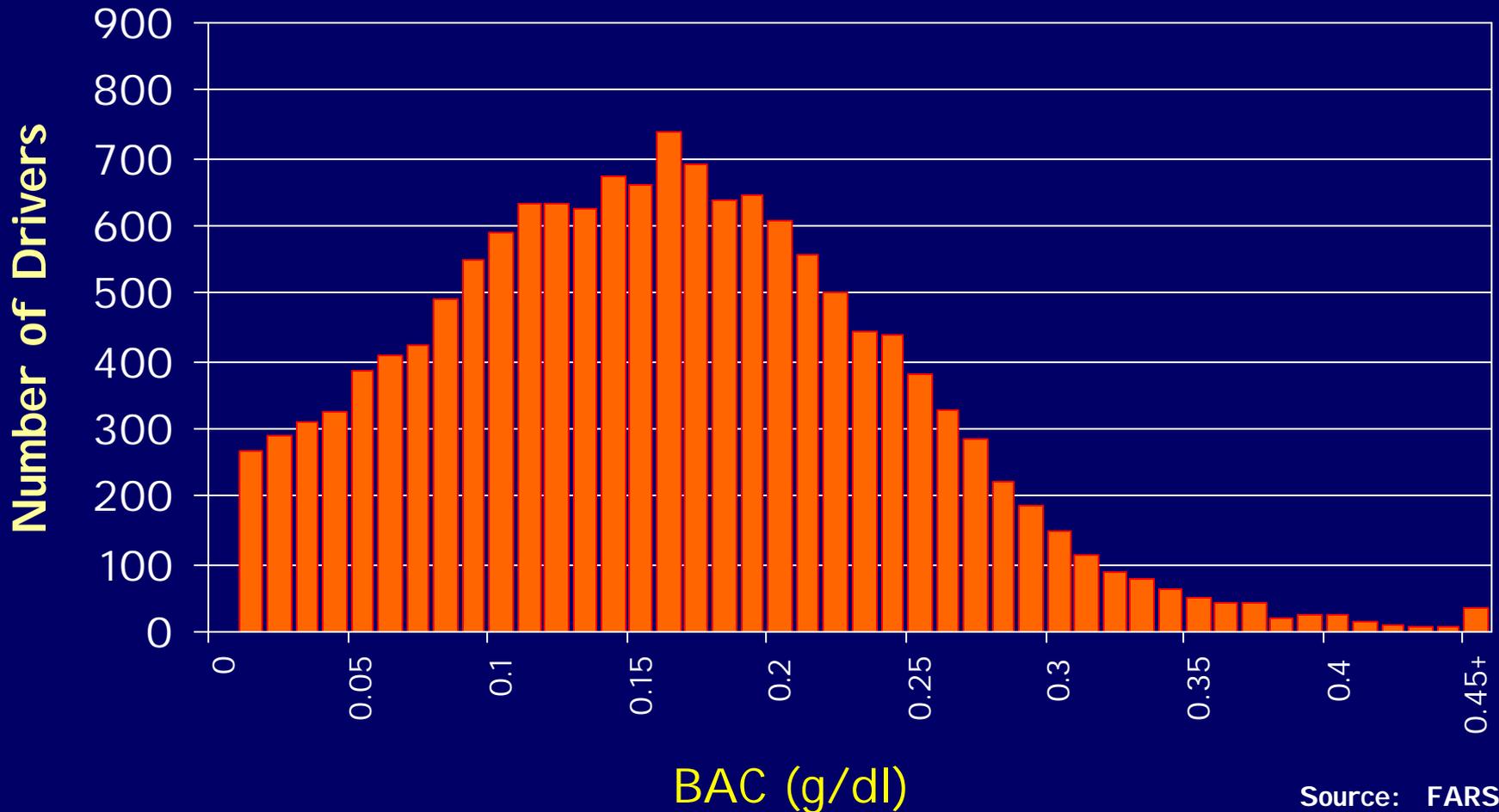
**0.16 BAC g/dl**



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# Drivers Involved in Fatal Crashes with Positive BACs (BAC>0), by BAC Level, 2001

National Center for Statistics & Analysis

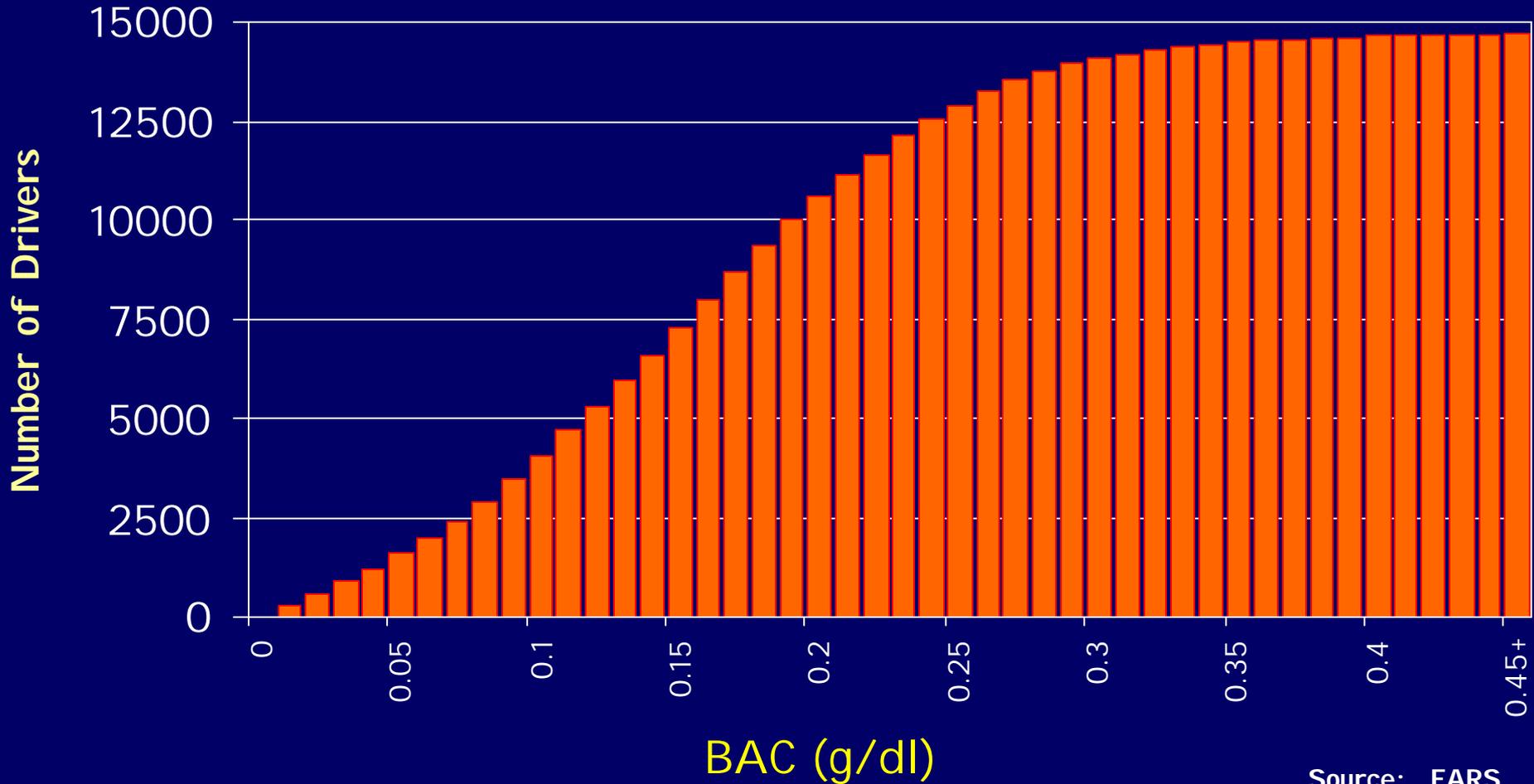


Source: FARS



# Drivers Involved in Fatal Crashes with Positive BACs (BAC>0), by Cumulative BAC Level, 2001

National Center for Statistics & Analysis 



Source: FARS



# 2001 Data Show ...

National Center for Statistics & Analysis



- **Driving sober matters.**

- ◆ In 2001, **46 percent** of crashes involving an alcohol impaired or intoxicated driver or non-occupant resulted in an involved person being killed or injured.

**Years of data have shown that crashes involving an alcohol impaired or intoxicated driver or non-occupant are about 50 percent more likely to result in an injury or fatality than crashes in which alcohol was not involved.**



# Number of Crashes, by Type of Crash, Alcohol Involvement and Year

National Center for Statistics & Analysis



Type of Crash	Alcohol Involvement							
	Alcohol Involved				Not Alcohol Involved			
	Year				Year			
	2000		2001		2000		2001	
	No.	%	No.	%	No.	%	No.	%
Fatal Crash	15,498	3%	15,585	4%	22,028	0.3%	22,210	0.4%
Injury Crash	199,000	39%	185,000	42%	1,870,000	32%	1,818,000	31%
Property Damage Only	293,000	58%	238,000	54%	3,993,000	68%	4,045,000	69%
All Crashes	508,000	100%	438,000	100%	5,885,000	100%	5,885,000	100%

Sources: FARS, NASS GES



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# 2001 Data Show ...

National Center for Statistics & Analysis



- In 2001, about **1,461** fatalities occurred in crashes involving alcohol-impaired or intoxicated driver(s) who had at least one previous DWI conviction
  - Accounting for about **8.4 percent** of all alcohol-related fatalities.



# Drivers in Alcohol-Related Fatal Crashes with Previous Alcohol Convictions

National Center for Statistics & Analysis



	Year	
	2000	2001
Drivers who were Alcohol Involved and had previous (within 3 years) Alcohol Conviction(s)	1,311	1,292
Percent of All Alcohol Involved Drivers	8.9%	8.8%
Number of Fatalities in Crashes in which Drivers were Alcohol Involved and had previous Alcohol Conviction(s)	1,457	1,461

Source: FARS



# 2001 Data Show ...

National Center for Statistics & Analysis



## ➤ Fatalities and Injuries Declined in

**School Bus Related Crashes\* (-4.1%)**

\* School Bus Related applies to crashes in which a school bus or a vehicle functioning as a school bus was directly or indirectly involved. The "school bus" does not have to be a traffic unit in the crash, but it must have been involved in some school-related activity.



# Persons Killed or Injured in School Bus Related Crashes, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2000	2001	
<b>Persons Killed</b>	<b>147</b>	<b>141</b>	<b>-4.1%</b>
School Bus Drivers	8	6	-25%
School Bus Passengers	13	12	-7.7%
Occupants of Other Vehicles	99	95	-4.0%
Non-Occupants	27	28	+3.7%
<b>Persons Injured</b>	<b>20,000</b>	<b>13,000</b>	<b>-35%</b>
School Bus Drivers	2,000	1,000	-50%
School Bus Passengers	8,000	6,000	-25%
Occupants of Other Vehicles	9,000	5,000	-44%
Non-Occupants	1,000	0	-100%

Unless otherwise noted, changes in Numbers of Injured are not statistically significant.

Sources: FARS, NASS GES



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National Center for Statistics & Analysis



# *Motor Vehicle Crash Fatalities by State*



# Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

National Center for Statistics & Analysis



State	2000	2001	% Change	State	2000	2001	% Change
Alabama	996	994	-0.2%	Florida	2,999	3,011	+0.4%
Alaska	106	85	-20%	Georgia	1,541	1,615	+4.8%
Arizona	1,036	1,048	+1.2%	Hawaii	132	140	+6.1%
Arkansas	652	611	-6.3%	Idaho	276	259	-6.2%
California	3,753	3,956	+5.4%	Illinois	1,418	1,414	-0.3%
Colorado	681	736	+8.1%	Indiana	886	909	+2.6%
Connecticut	341	312	-8.5%	Iowa	445	447	+0.4%
Delaware	123	136	+11%	Kansas	461	494	+7.2%
Dist of Columbia	48	68	+42%	Kentucky	820	845	+3.0%

Largest: Absolute Increase Absolute Decrease Percent Increase Percent Decrease

Source: FARS



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# Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

National Center for Statistics & Analysis



State	2000	2001	% Change	State	2000	2001	% Change
Louisiana	938	954	+1.7%	Nebraska	276	246	-11%
Maine	169	192	+14%	Nevada	323	313	-3.1%
Maryland	588	660	+12%	New Hampshire	126	142	+13%
Massachusetts	433	477	+10%	New Jersey	731	747	+2.2%
Michigan	1,382	1,328	-3.9%	New Mexico	432	463	+7.2%
Minnesota	625	568	-9.1%	New York	1,460	1,548	+6.0%
Mississippi	949	784	-17%	North Carolina	1,557	1,530	-1.7%
Missouri	1,157	1,098	-5.1%	North Dakota	86	105	+22%
Montana	237	230	-3.0%	Ohio	1,366	1,378	+0.9%

Largest: Absolute Increase Absolute Decrease Percent Increase Percent Decrease

Source: FARS



# Number of Persons Killed in Motor Vehicle Traffic Crashes, By State

National Center for Statistics & Analysis



State	2000	2001	% Change	State	2000	2001	% Change
Oklahoma	650	676	+4.0%	Utah	373	292	-22%
Oregon	451	488	+8.2%	Vermont	76	92	+21%
Pennsylvania	1,520	1,530	+0.7%	Virginia	929	935	+0.6%
Rhode Island	80	81	+1.3%	Washington	631	649	+2.9%
South Carolina	1,065	1,059	-0.6%	West Virginia	411	376	-8.5%
South Dakota	173	171	-1.2%	Wisconsin	799	763	-4.5%
Tennessee	1,307	1,251	-4.3%	Wyoming	152	186	+22%
Texas	3,779	3,724	-1.5%	Puerto Rico	566	481	-15%

Largest: **Absolute Increase** **Absolute Decrease** **Percent Increase** **Percent Decrease**

Source: FARS



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National Center for Statistics & Analysis



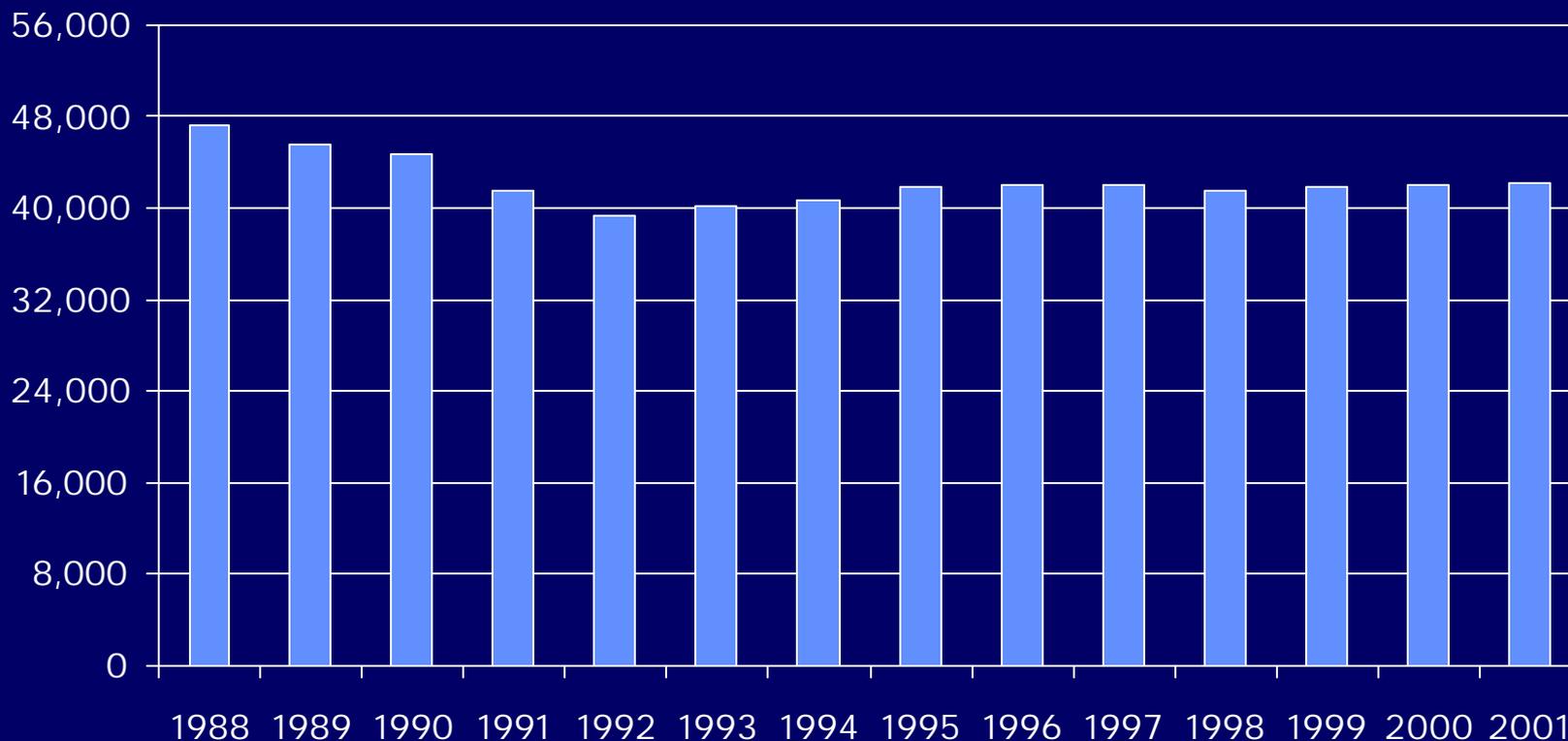
# *Long Term Trends*

1988 - 2001



# Persons Killed in Motor Vehicle Traffic Crashes, by Year

National Center for Statistics & Analysis

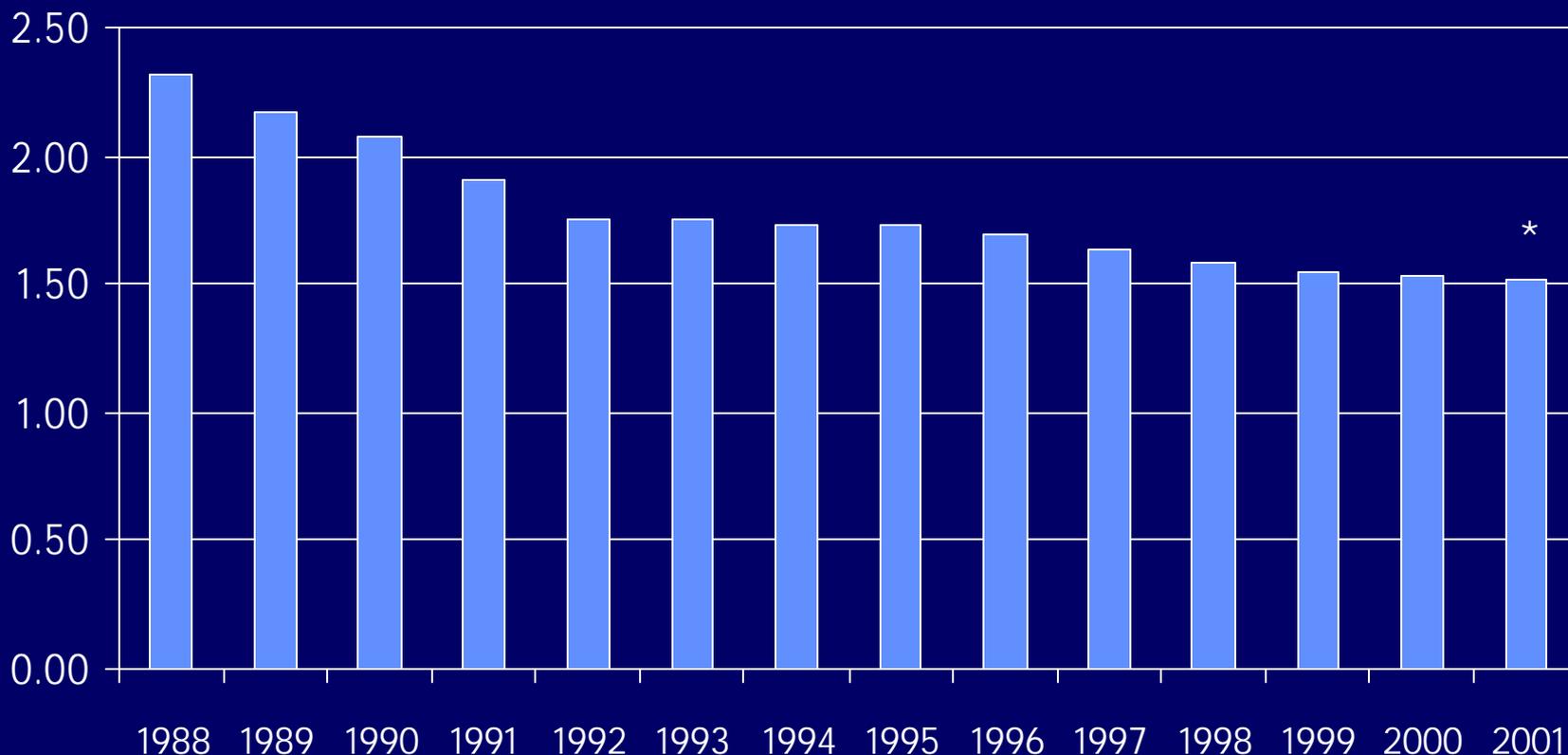


Source: FARS



# Number of Persons Killed Per 100 M VMT, by Year

National Center for Statistics & Analysis



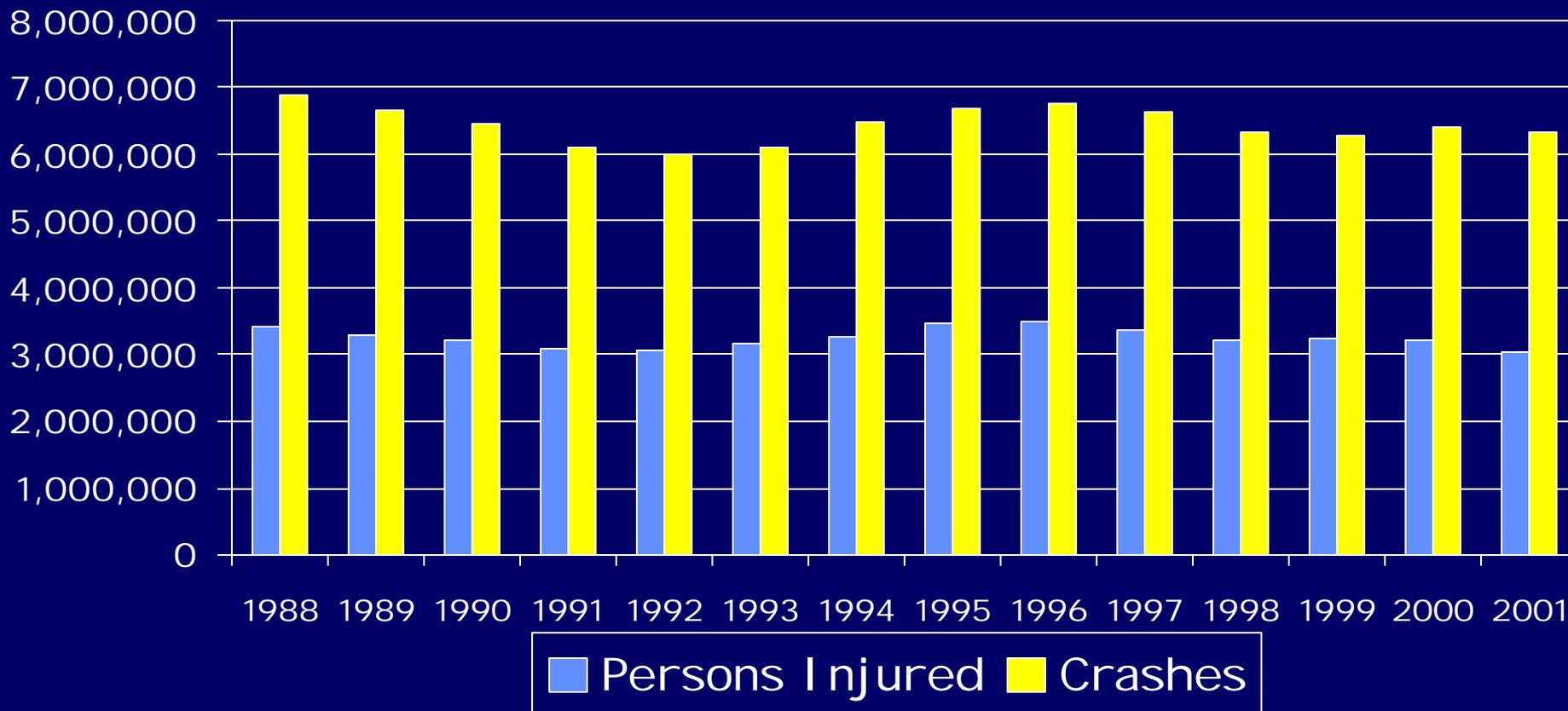
\*Based on TVT VMT

Source: FARS / FHWA VMT



# Total Crashes and Persons Injured, by Year

National Center for Statistics & Analysis

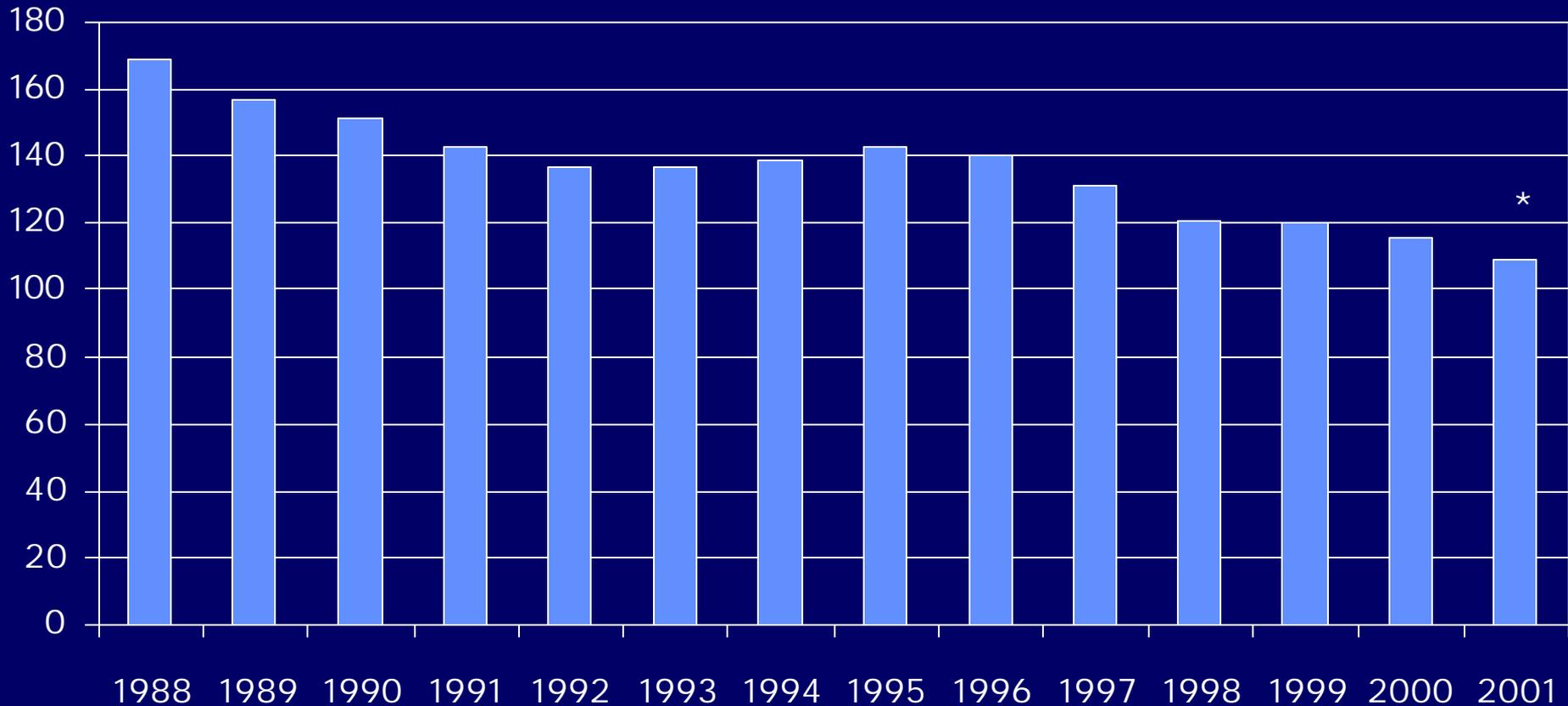


Sources: NASS GES



# Number of Persons Injured per 100 M VMT, by Year

National Center for Statistics & Analysis



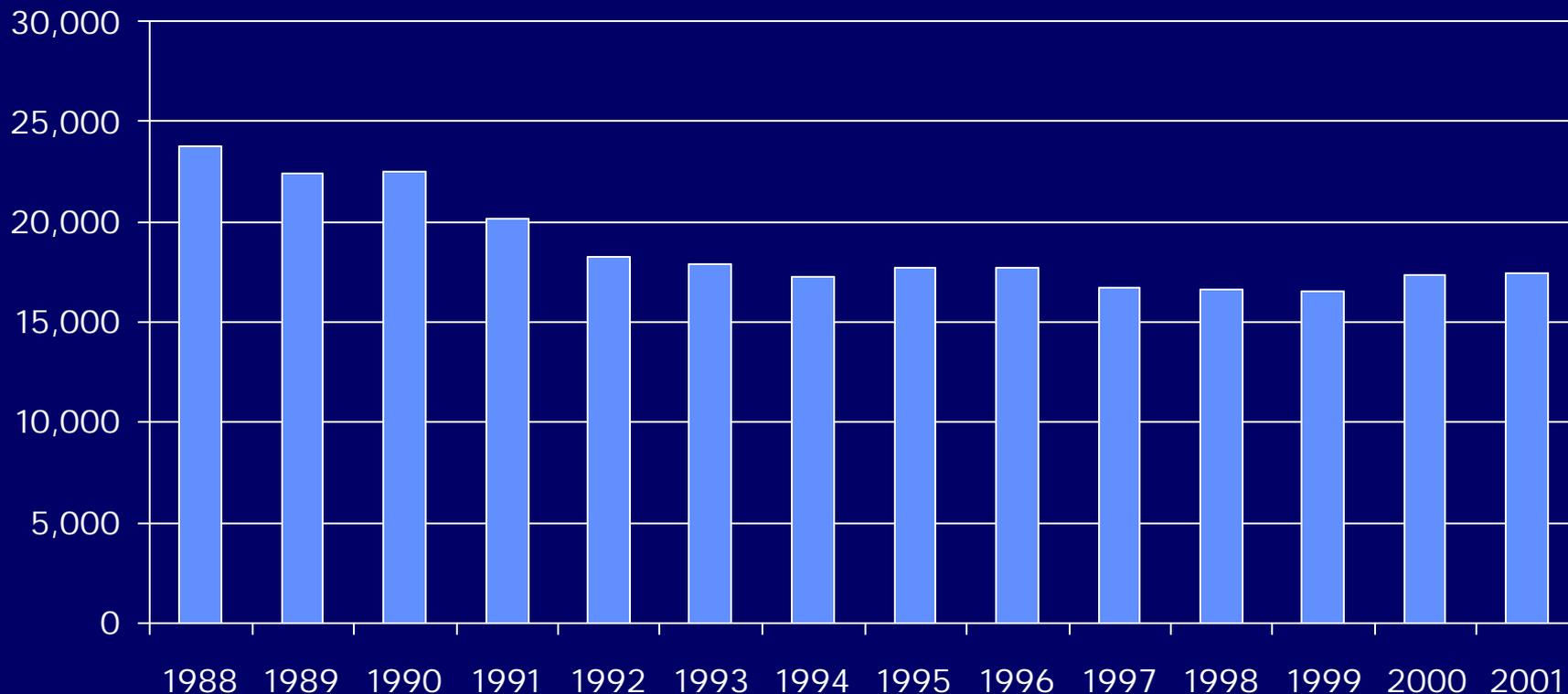
\*Based on TVT VMT

Sources: NASS GES / FHWA VMT



# Persons Killed in Alcohol-Related Traffic Crashes, by Year

National Center for Statistics & Analysis

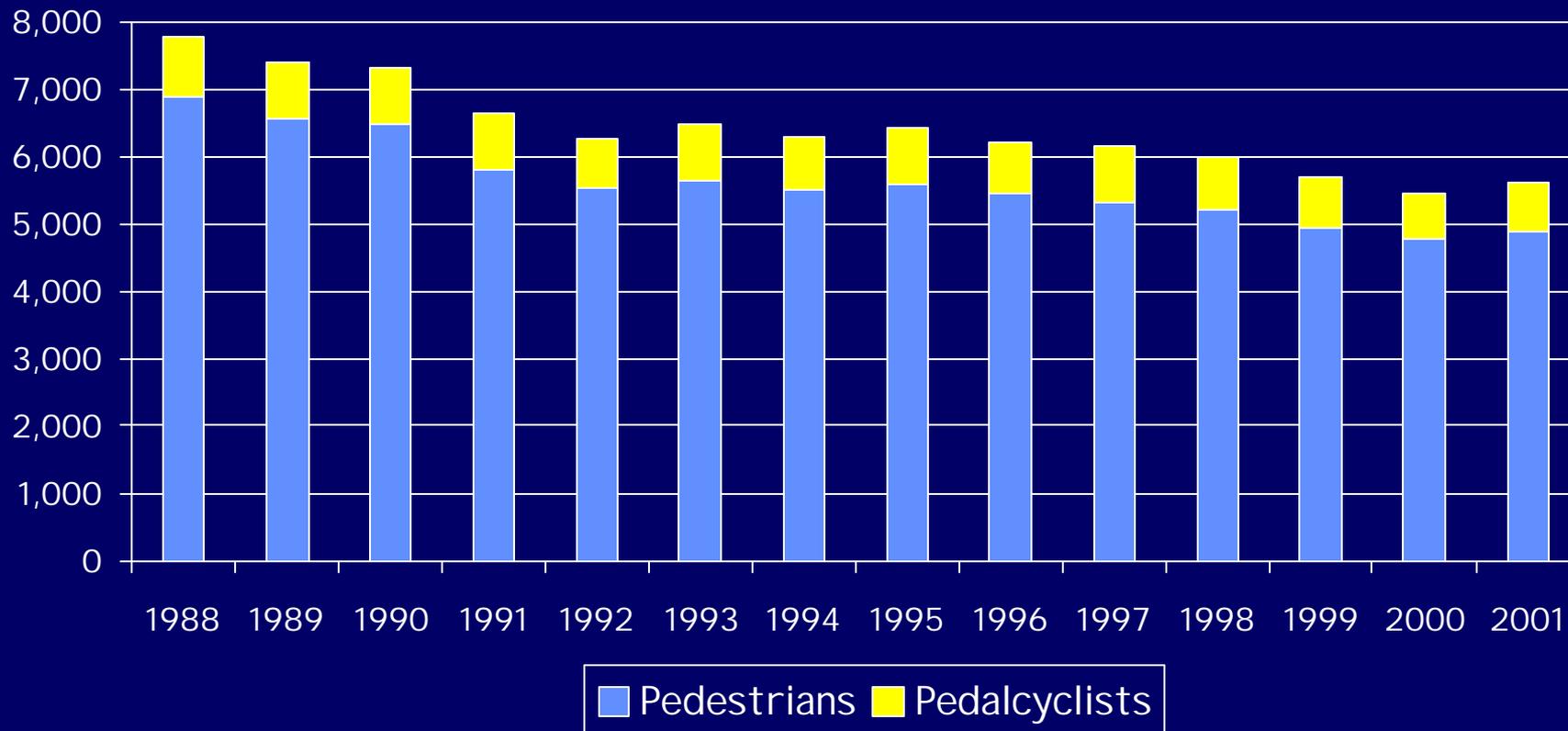


Source: FARS



# Pedestrians and Pedalcyclists Killed in Traffic Crashes, by Year

National Center for Statistics & Analysis

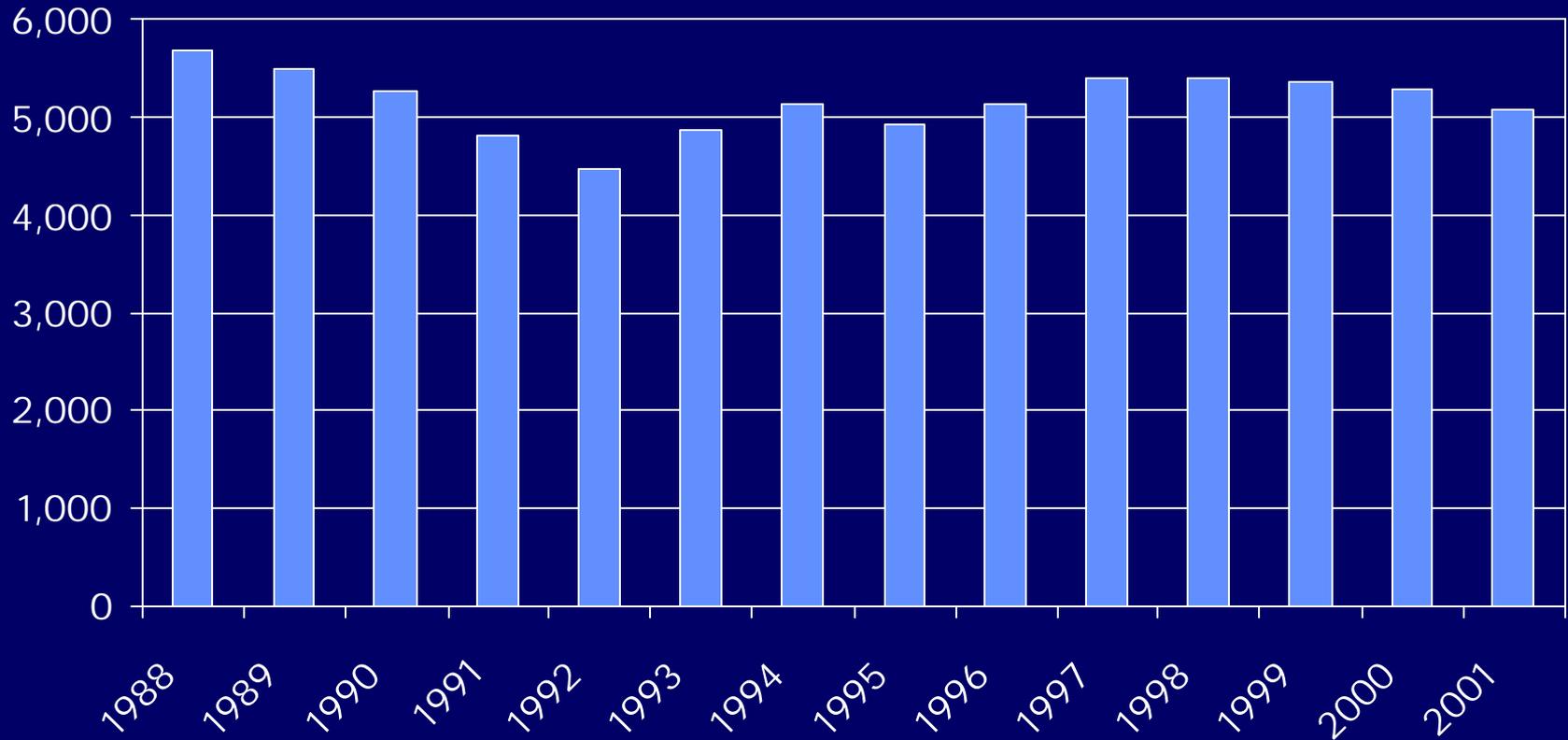


Source: FARS



# Persons Killed in Large Truck Crashes, by Year

National Center for Statistics & Analysis



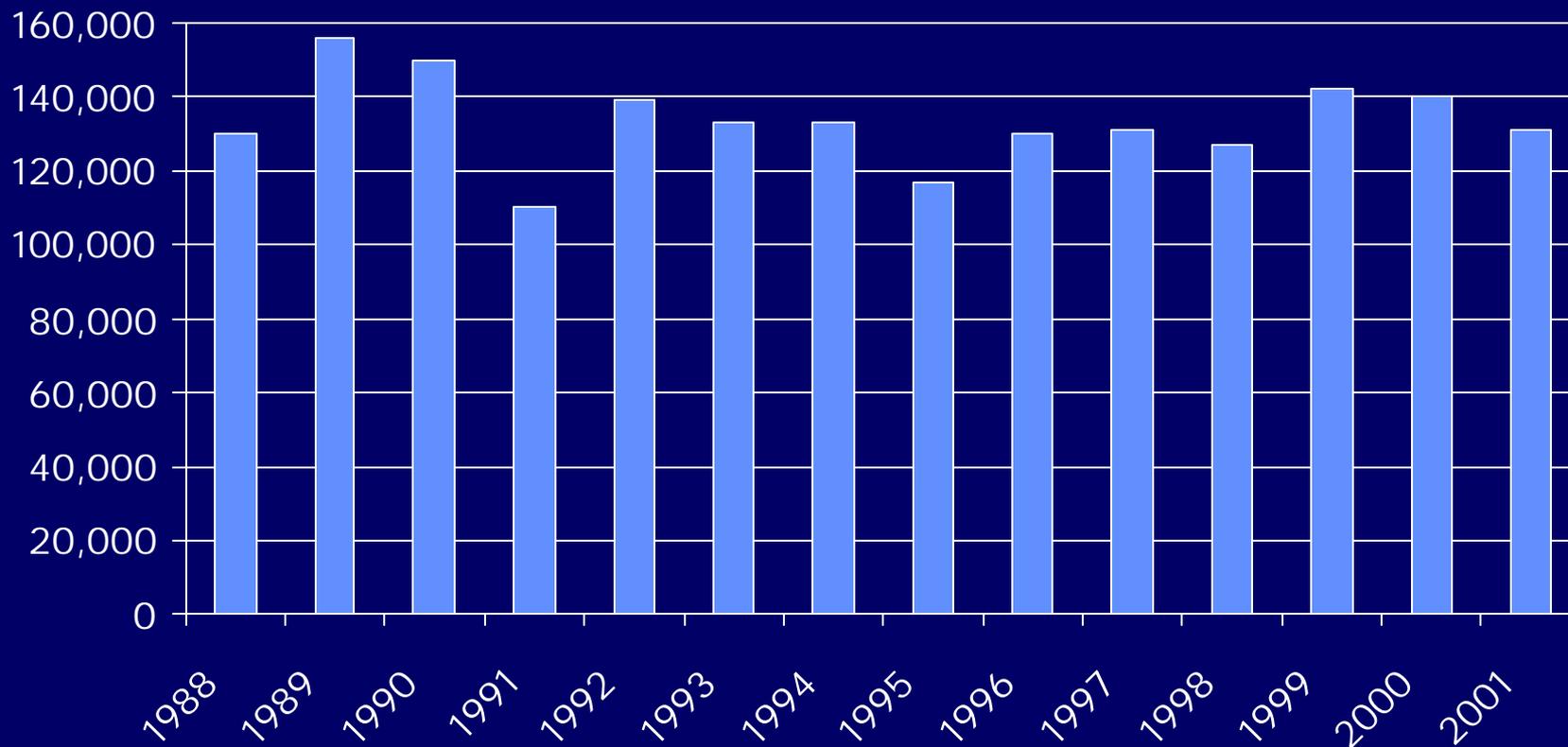
Source: FARS



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# Persons Injured in Large Truck Crashes, by Year

National Center for Statistics & Analysis



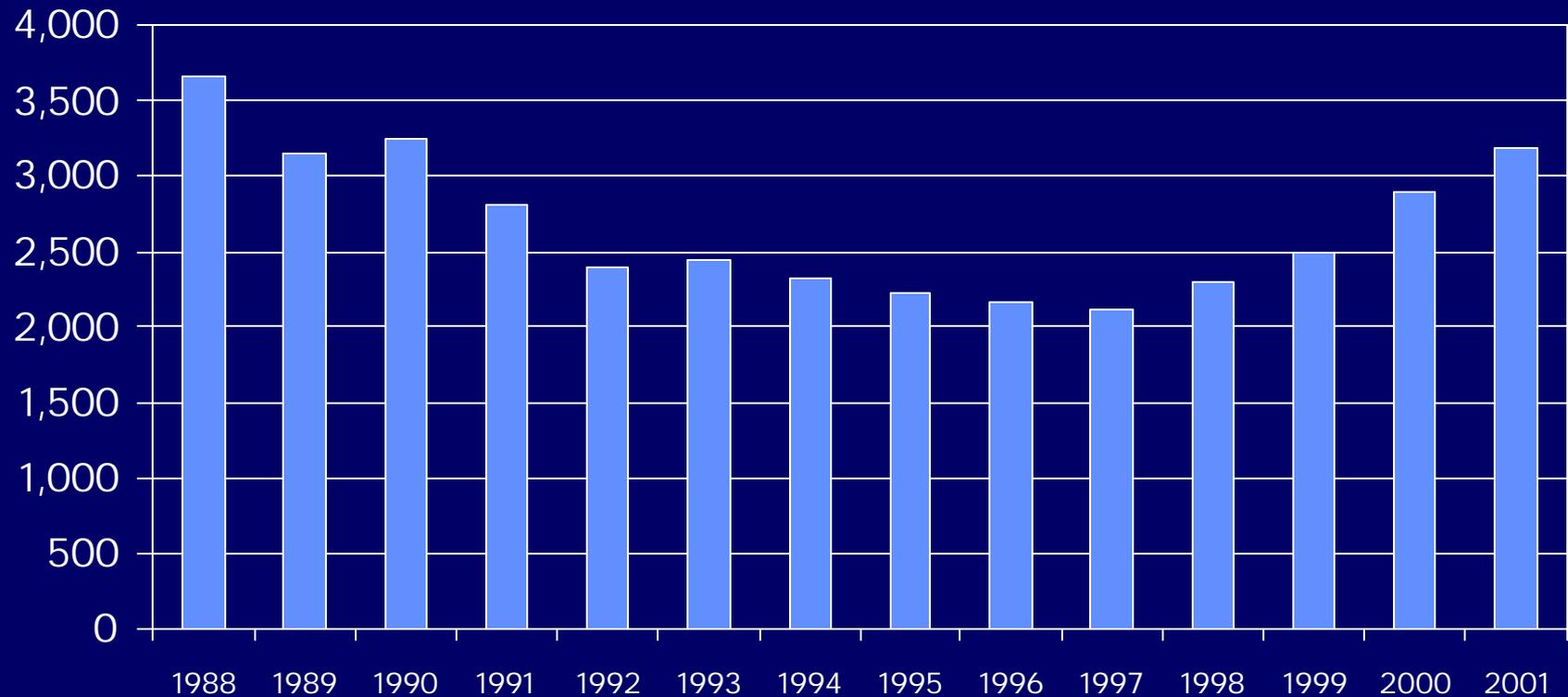
Unless otherwise noted, year-to-year changes in Persons Injured are not statistically significant.

Source: NASS GES



# Motorcyclists Killed by Year

National Center for Statistics & Analysis



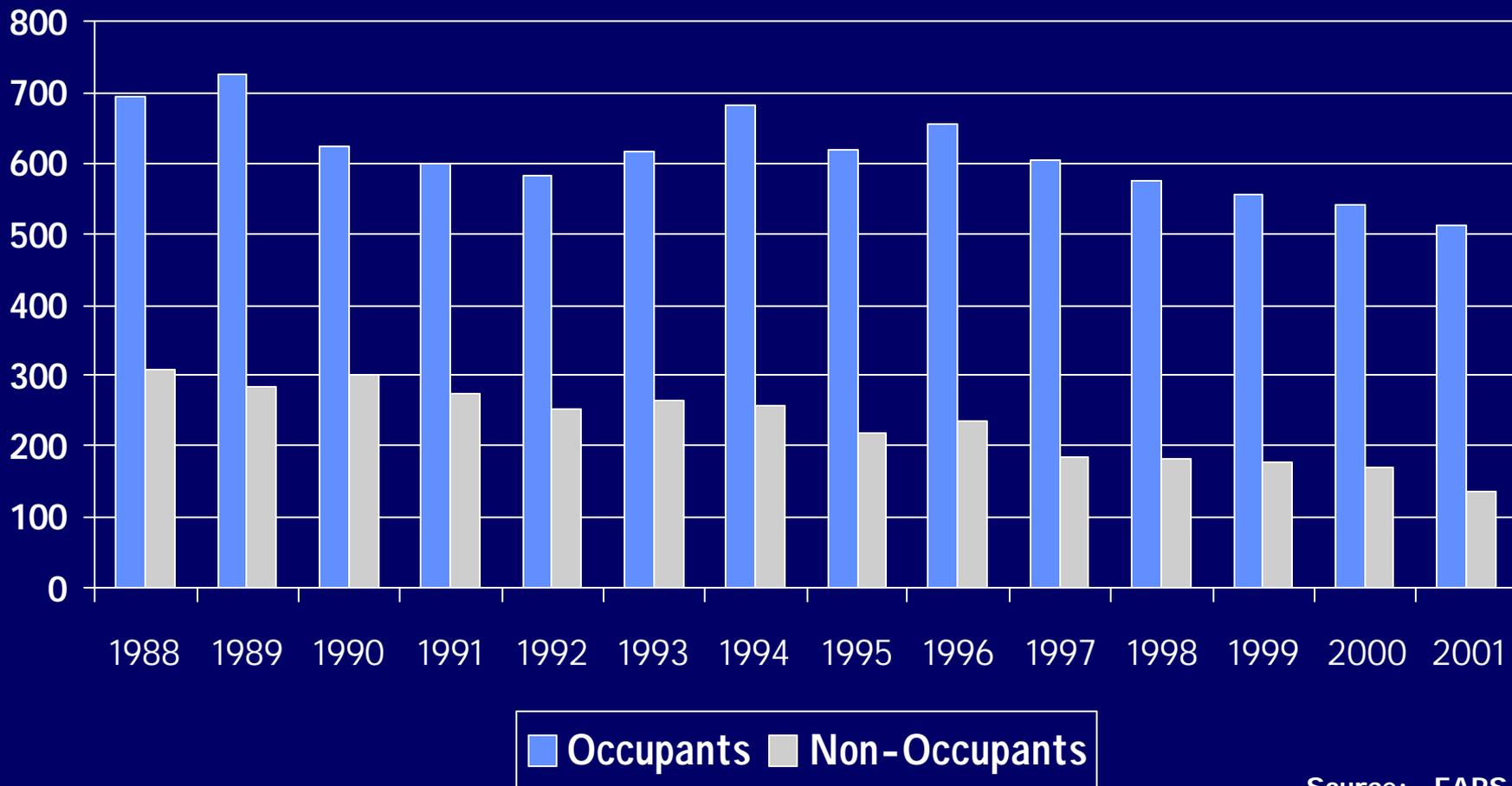
Source: FARS



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# Children Ages 0-4, Killed, by Year and Role

National Center for Statistics & Analysis

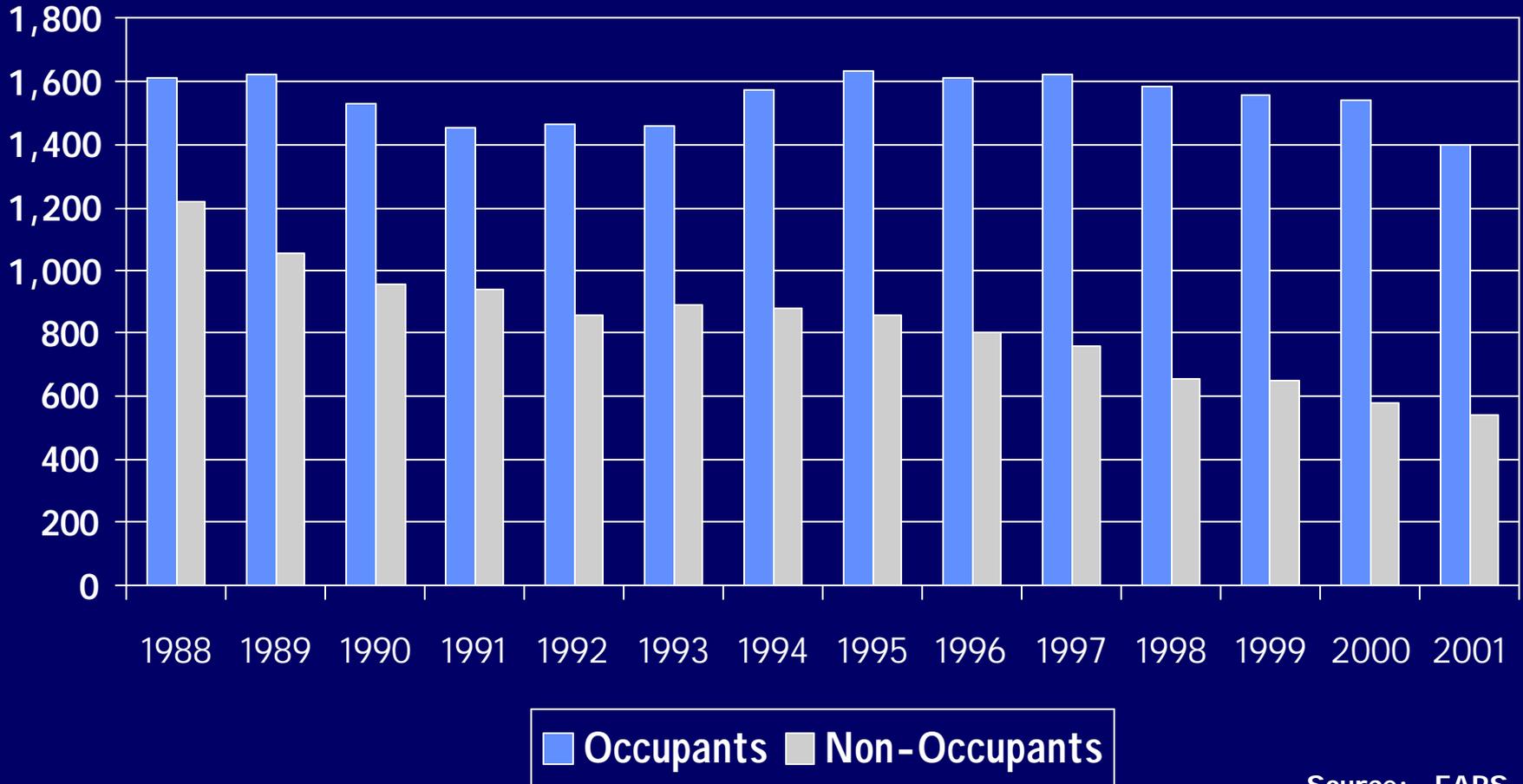


Source: FARS



# Children and Youth (Ages 5-15) Fatalities, by Year and Role

National Center for Statistics & Analysis



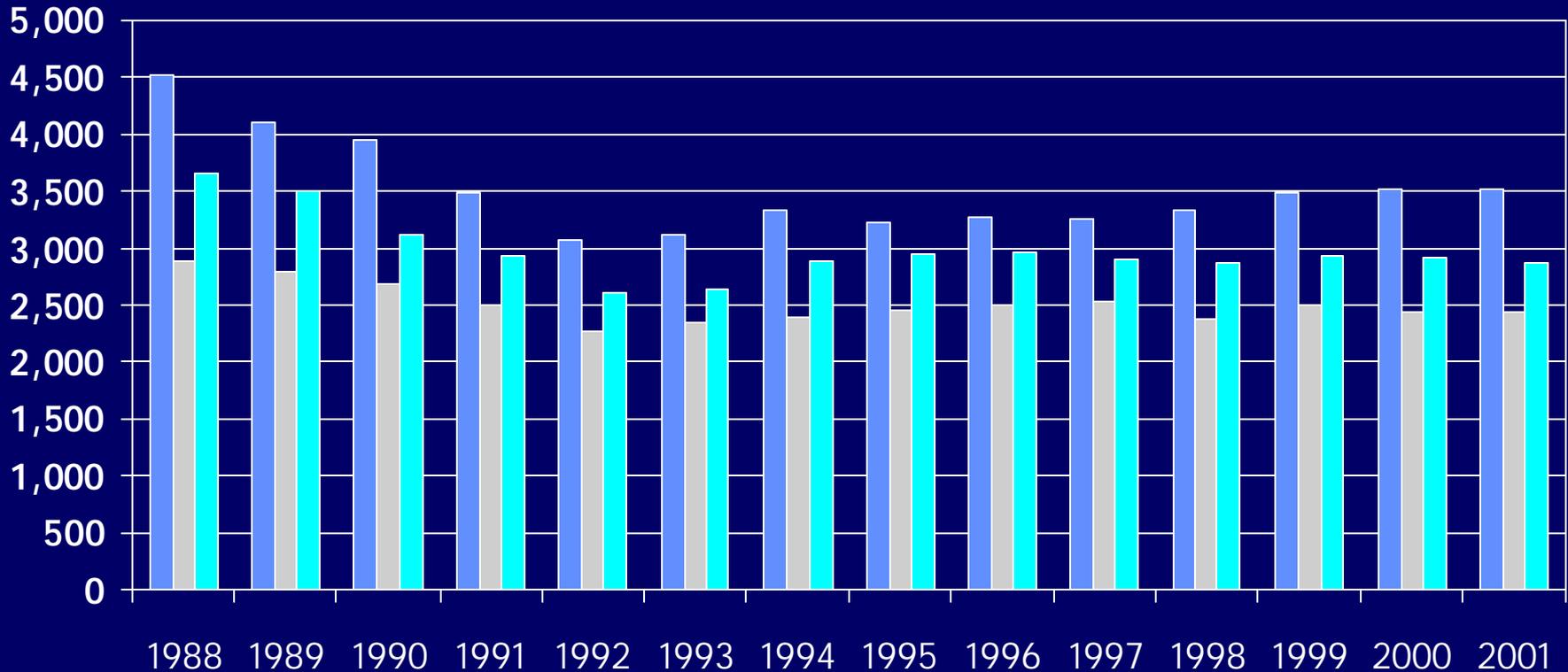
Source: FARS



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# Persons Killed in Crashes Involving Young Drivers (Ages 16-20), by Year and Role

National Center for Statistics & Analysis



\*In vehicles with young drivers

■ Young Driver ■ Passengers\* ■ Others

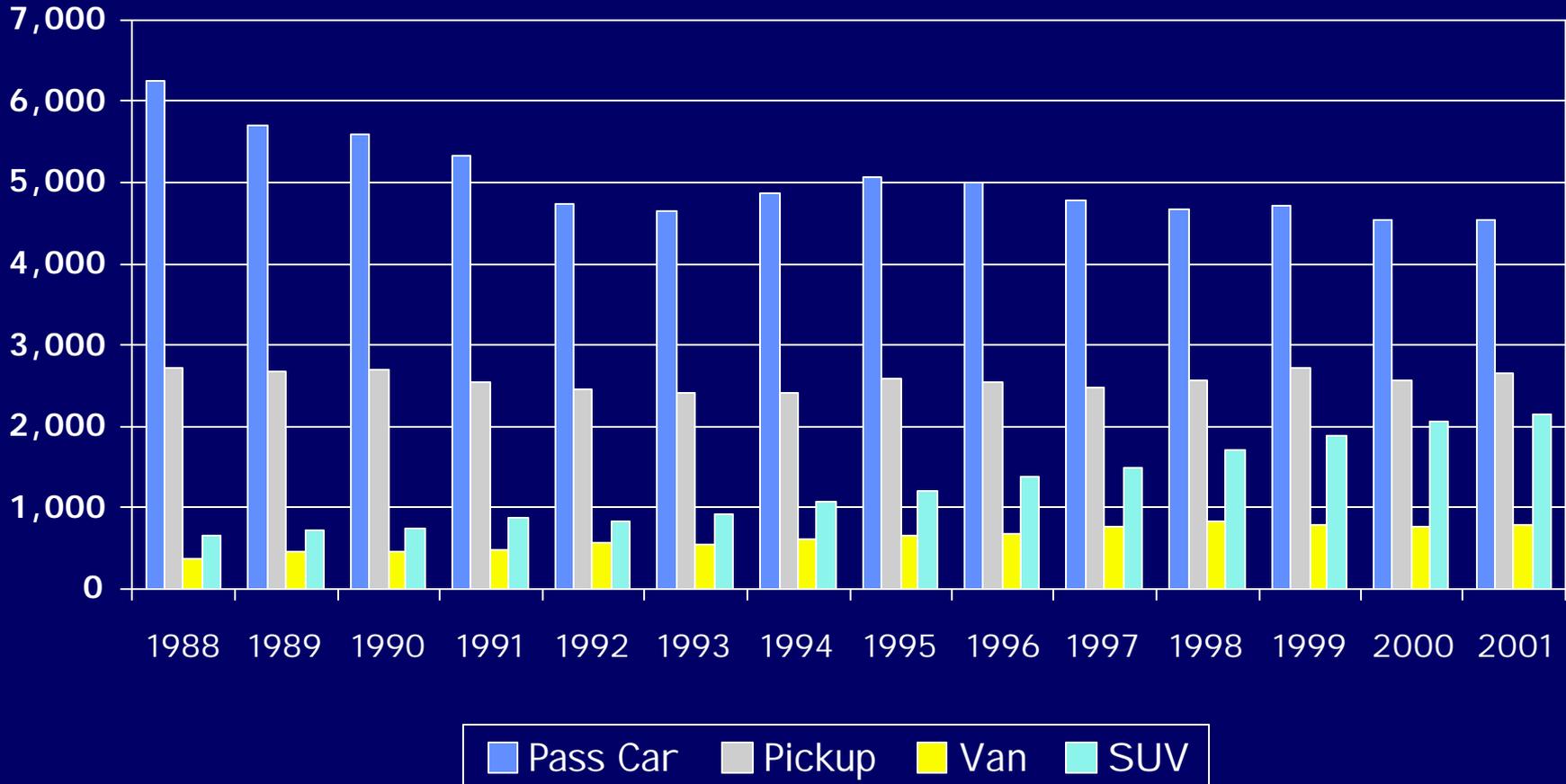
Source: FARS



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# Passenger Vehicle Occupants Killed in Rollover Crashes, by Year and Type of Vehicle

National Center for Statistics & Analysis



Source: FARS



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# Data Sources

National Center for Statistics & Analysis



- **Crash Data**
  - ◆ **Fatality Analysis Reporting System (FARS)**
    - **2000 (and prior years) Final File**
    - **2001 Annual Report File**
  - ◆ **NASS General Estimates System (GES )**
    - **2001 (and prior years) Annual File**
- **Exposure Data**
  - ◆ **Vehicle Miles of Travel (VMT)**
    - **Federal Highway Administration (FHWA)**  
**February 2002 Traffic Volume Trends (TVT) Report**
  - ◆ **Registered Vehicles**
    - **Based on R.L.Polk and FHWA Registered Vehicles**
  - ◆ **Population Estimates (based on 2000 Census)**
    - **Census Bureau**



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National Center for Statistics & Analysis



*Questions about the data in this  
report may be sent*

*by E-Mail to:*

*[ncsaweb@nhtsa.dot.gov](mailto:ncsaweb@nhtsa.dot.gov)*

*or*

*made by phone to:*

*1.800.934.8517*