



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**



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DOT HS 810 930

April 2008

Technical Report

# Sampling Design Used in the National Motor Vehicle Crash Causation Survey

**Published By:**

NHTSA's National Center for Statistics and Analysis

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Technical Report Documentation Page

1. Report No. DOT HS 810 930		2. Government Accession No.		3. Recipients's Catalog No.	
4. Title and Subtitle Sampling Design Used in the National Motor Vehicle Crash Causation Survey		5. Report Date April 2008		6. Performing Organization Code NVS-421	
		8. Performing Organization Report No.			
7. Author(s) Eun-Ha Choi, Fan Zhang, Eun Young Noh, Santokh Singh, and Chou-Lin Chen		10. Work Unit No. (TRAIS)n code			
9. Performing Organization Name and Address National Center for Statistics and Analysis National Highway Traffic Safety Administration U.S. Department of Transportation 1200 New Jersey Avenue SE. Washington, DC 20590		11. Contract of Grant No.			
		13. Type of Report and Period Covered NHTSA Technical Report			
12. Sponsoring Agency Name and Address National Center for Statistics and Analysis National Highway Traffic Safety Administration U.S. Department of Transportation 1200 New Jersey Avenue SE. Washington, DC 20590		14. Sponsoring Agency Code			
		15. Supplementary Notes Selection of crashes through NMVCCS ceased on December 31, 2007. This paper was originally presented at the Transportation Research Board 87th Annual Meeting, held in Washington, DC, January 13-17, 2008. Fan Zhang is a mathematical statistician in National Science Foundation.			
16. Abstract  The purpose of the National Motor Vehicle Crash Causation Survey (NMVCCS) was to collect information on the vehicles, the roadways, and the environmental conditions as well as the human behavioral factors that are likely to contribute to crash occurrence. The data was collected on crashes involving light vehicles, during the period January 2005 to December 2007. The primary focus of the survey is on the events immediately prior to a crash as well as on the associated factors as described by the occupants and witnesses, reported by the police, and assessed by the NMVCCS researchers. One of the special features of NMVCCS was to collect information at the crash scene itself, thus enabling the researcher to obtain first-hand information while it was still relatively undisturbed. Due to the nature of the targeted information and the method of operation, this survey required a complex sample design to get national representation at a reasonable cost. Both time and location of a crash were considered in the selection of crashes to attain high efficiency of the on-scene survey.  A two-dimensional sampling frame reflecting on both space and time of crash occurrence was used in sampling crashes from among those occurring between 6 a.m. and midnight. A probability-based sampling procedure was performed in multiple stages. In order to make the NMVCCS sample nationally representative, the inclusion probability in each sampling stage was taken into account in developing the weights. While doing so, appropriate adjustments were made for the crashes from which information could not be collected due to the operational difficulties and other challenges. This report provides details of the sampling procedure and the related operational challenges. The analytical details of the estimation methodology are also discussed. Some national estimates and their standard errors, based on the data collected during the first year of its operation, are presented.					
17. Key Words Crash causation, on-scene, sample design, multi-stage sampling, weight		18. Distribution Statement This report is free of charge from the NHTSA Web site at <a href="http://www.nhtsa.dot.gov">www.nhtsa.dot.gov</a>			
19. Security Classif. (of this report) Unclassified	20. Security Classif. (of this page) Unclassified	21. No of Pages 23		22. Price	

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## 1. Executive Summary

The purpose of the National Motor Vehicle Crash Causation Survey (NMVCCS) was to collect information on the vehicles, roadways, environmental conditions, and human behavioral factors that are likely to contribute to crash occurrence. The data was collected on crashes involving light vehicles during the period January 2005 to December 2007. The primary focus is on the events that occurred immediately prior to each crash, as well as on the associated factors. Due to the nature of the targeted information and the operational complexity of investigating a crash at the crash scene, NMVCCS used a complex, probability-based sample design to achieve national representation at a reasonable cost. This report provides details about the sample design used for this survey.

The population of interest in NMVCCS consists of crashes that resulted in a harmful event involving at least one light vehicle with a gross vehicle weight (GVW) less than 10,000 pounds that was towed due to damage. However, due to operational challenges resulting from on-scene requirements of the survey and other constraints, the target population was restricted to crashes occurring between 6 a.m. and midnight that also had a completed police accident report and to which emergency medical services (EMS) had been dispatched.

Due to the random nature of crash occurrence with respect to the location and time, there was no existing sampling frame available in advance for selection of a sample of crashes from the population of interest. Taking into account these facts, a two-dimensional sampling frame reflecting on both the location and the time of crash occurrence was used in sampling crashes from among those occurring between 6 a.m. and midnight.

In the absence of existing sampling frame in advance and due to the inherent uncertainty in the rate of a successful crash investigation in a sampled time interval, the sample size was determined based on practical considerations rather than the magnitude of sampling errors. As a result, two researchers were assigned to each of the 24 pre-determined geographic locations and each researcher was required to investigate at most two crashes per week. Taking these operational arrangements and adjustments into consideration, NMVCCS targeted to sample about 5,000 crashes per year.

Regarding the operation of the survey, the researchers monitored the EMS radio frequencies (or the police notifications in certain primary sampling units [PSUs]) to arrive at the crash scene in a timely manner. Upon arriving at the crash scene, they made a determination as to whether the crash qualified for NMVCCS investigation. An investigation of the crash was initiated after a positive determination of the required criteria for qualification. The information was then collected from all available sources using a set of forms and a portable computer.

The selection of crashes in NMVCCS was accomplished through a multistage sampling procedure. At each stage, samples were drawn with unequal probability based on the number of crashes that occurred in a sampling unit, as estimated from the number of crashes coded in the National Automotive Sampling System (NASS) – Crashworthiness Data System (CDS) in the previous year. This gave a larger sampling unit a greater chance of being selected in the sample. Specifically, the NMVCCS sampling procedure consists of the following five stages:

- First Stage: Selection of PSU (geographical area as defined in NASS);

- Second Stage: Selection of a sub-sampling unit (defined by EMS agencies, police jurisdictions, police radio frequencies or geographic areas depending upon the nature of issues) in a certain PSU, as necessary;
- Third Stage: Selection of a time strip (a six-hour time interval between 6 a.m. and midnight) for each of the selected PSUs;
- Fourth Stage: Selection of days of the week for the selected time strip;
- Fifth Stage: Selection of a crash within the selected time block, the combination of the selected day of the week and the time strip.

A comprehensive weighting procedure, that makes the NMVCCS sample nationally representative, consists of mainly two phases, the design weight and its appropriate adjustment.

- The design weight is calculated by taking the reciprocal of the probability of inclusion of a crash, which is the product of the sampling probabilities at all stages of the sampling procedure.
- The design weights are further adjusted to compensate for the crashes that were missed due to operational issues. As a result, the design weights of time blocks with missing crashes are distributed to other time blocks that have a sampled crash.

During the data collection period from July 2005 to June 2006, a total of 2,113 crashes were sampled from the 24 PSUs through a multistage sampling procedure and were fully investigated for NMVCCS database. Weights have been assigned to these crashes by using the estimation procedure described above. The assigned weights have a right-skewed distribution with a minimum weight of 6.2, a median weight of 216, and a maximum weight of 6,402. Also, about 50 percent of the sampled crashes have their weights between 100 and 400, and 90 percent between 40 and 1,320.

As examples, some national estimates and their standard errors are presented in this report to demonstrate the performance of NMVCCS according to the sampling design implemented in this survey. The following statistics are based on a subset of the all the data collected through NMVCCS and hence caution should be exercised in interpreting these estimates. They are merely provided to give an idea of the estimation procedure as well as the nature of data collected. Based on the weights assigned to crashes, at the national level, the 2,113 sampled crashes are representative of 807,738 crashes during the period from July 2005 to June 2006. Of the estimated 807,738 crashes, about 58 percent (with standard error 2.5 percent) were two-vehicle crashes, about 31 percent (with standard error 2.7 percent) were single-vehicle crashes, and about 11 percent (with standard error 0.6 percent) involved three or more vehicles. In about 40 percent (with standard error 2.2 percent) of the crashes in which critical reasons were attributed to the drivers, the critical reason was recognition errors. Among other critical reasons, the decision errors were assigned in about 37 percent (with standard error 2.2 percent), the performance error in about 10 percent, and the non-performance errors in about 7.8 percent of such crashes.

## **2. Introduction**

The traffic safety community has made great strides in the crashworthiness of vehicles – the ability of vehicles to protect their occupants in a crash. To substantially reduce the high number of traffic fatalities and injuries, more needs to be done in primary prevention, i.e., finding ways to prevent crashes by understanding the events leading up to a crash. Currently available databases, such as the NASS–CDS at NHTSA do not provide sufficient information that can specifically serve this purpose. In fact, based on the police accident reports, the crash investigation in CDS is initiated days or even weeks later and hence does not have enough potential to reliably identify pre-crash scenarios, critical pre-crash events, and the reason underlying the critical pre-crash events. Additional data is needed to identify these crash elements that are crucial for the development of crash avoidance countermeasures, as well as evaluation and development of emerging crash avoidance technologies.

With this objective, in 2005 NHTSA’s National Center for Statistics and Analysis (NCSA) started conducting NMVCCS on the lines of the Indiana Tri-Level Study conducted in 1979 and the Large-Truck Crash Causation Study conducted in 2004. Like these two studies, NMVCCS collected on-scene information pertaining to pre-crash events and the factors contributing to crash occurrence, though the targeted crashes in NMVCCS were restricted to the ones that involved at least one towed light vehicle such as a passenger car, van, sport utility vehicle, or light truck. The information was collected from all available sources: the crash scene, police, vehicles, drivers or their surrogates, as well as witnesses, through interviews. The information thus collected can be used in both statistical analysis and clinical studies to gain more insight into the motor vehicle crash causation on U.S. highways.

This paper provides details about the sampling procedure used in obtaining the NMVCCS targeted information as well as the estimation procedure. The objective of the sample design and details of the target population are described in sections 3 and 4, respectively. The discussion on the sampling frame and the sample size is included in sections 5 and 6. Data collection methodology is briefly described in section 7. Section 8 provides details of the multistage sampling procedure employed in this survey. This section also discusses how the operational challenges were met. In section 9, the estimation procedure is explained with the analytical and statistical details of the formulas for calculating weights. In section 10 some statistics are presented to illustrate the performance of the sampling and estimation procedures used in NMVCCS. The last section provides a list of references used in this report.

## **3. Objective of the Sampling Design**

The objective of NMVCCS was to develop a general-purpose database containing on-scene information about the driver, vehicle, roadways, and environment-related factors that possibly contributed to crashes.

In NMVCCS, a crash is considered as a simplified linear chain of events ending with the critical event that precedes the first harmful event (i.e., the first event during the crash occurrence that caused injury or property damage) using the Perchonok’s method.<sup>1</sup> All efforts and available resources were directed towards collecting information in this context – a crash was investigated at the crash scene, before it was cleared in order to obtain the first hand information. With this

commitment, in addition to timely arrival of the NMVCCS researcher at the crash scene, many operational difficulties were anticipated. To list a few, a limited number of researchers were available for crash investigation, and the existing modes of notification needed to be used, even though not specifically developed for this survey. An efficient sample design was developed for NMVCCS that could remain effective to a considerable extent under several operational conditions and constraints.

To make NMVCCS a nationally representative sample, a probability-based sample design was developed that made a provision for making use of the available resources and yielded a reasonably large sample of crashes covering the whole United States. One of the steps taken in this direction consisted of using the infrastructure available from the existing NASS-CDS. The NASS-CDS is a nationwide crash data collection program sponsored by the U.S. Department of Transportation and operated by NCSA. Additionally, an estimation procedure has been developed that takes into account the crash selection process in its entirety, thereby assigning weights to each investigated crash so that the acquired sample could be representative of all similar type and nature of crashes as covered under this survey.

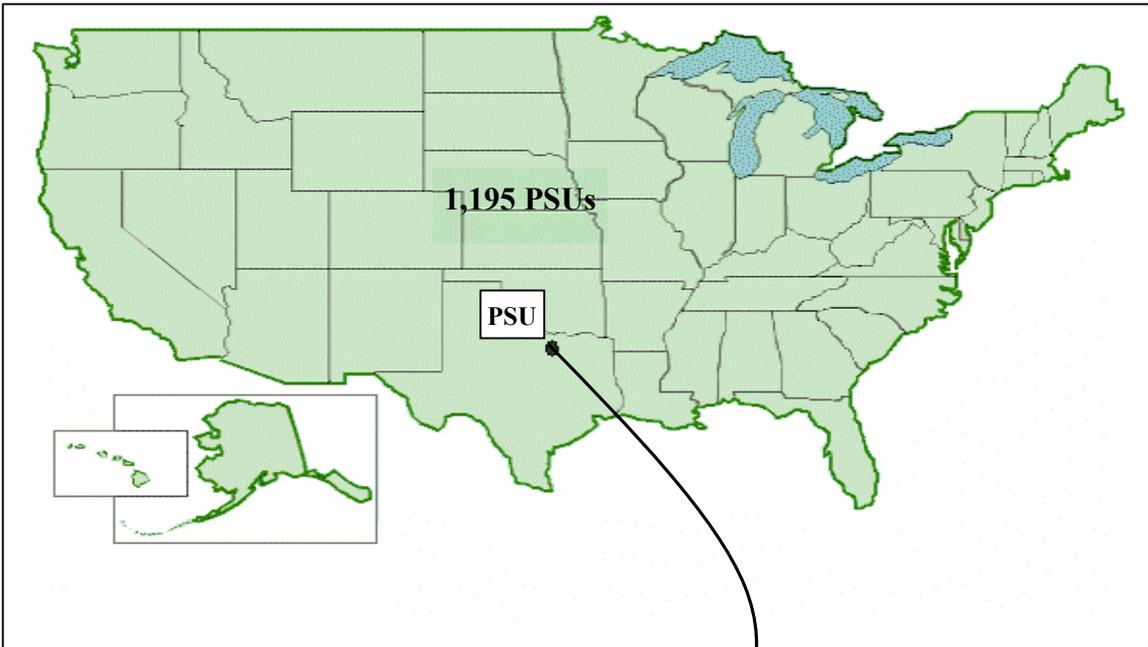
#### **4. Target Population**

The population of interest in NMVCCS consisted of crashes that result in a harmful event and involve at least one light vehicle weighing less than 10,000 pounds that was towed due to damage. However, due to operational difficulties resulting from the on-scene requirements of the survey and other constraints, the target population was restricted to crashes that had a completed police accident report, occur between 6 a.m. and midnight, and to which EMS had been dispatched. Also, since the NMVCCS researcher was required to be at the crash scene before it was cleared, as an additional requirement, at least one of the first three crash-involved vehicles and the police must be present at the crash scene when the NMVCCS researcher arrived. This requirement differentiates the crashes of the target population from the crashes that were actually sampled for investigation. The discrepancy caused due to the on-scene requirement is discussed in section 9.2 of adjustment of design weights.

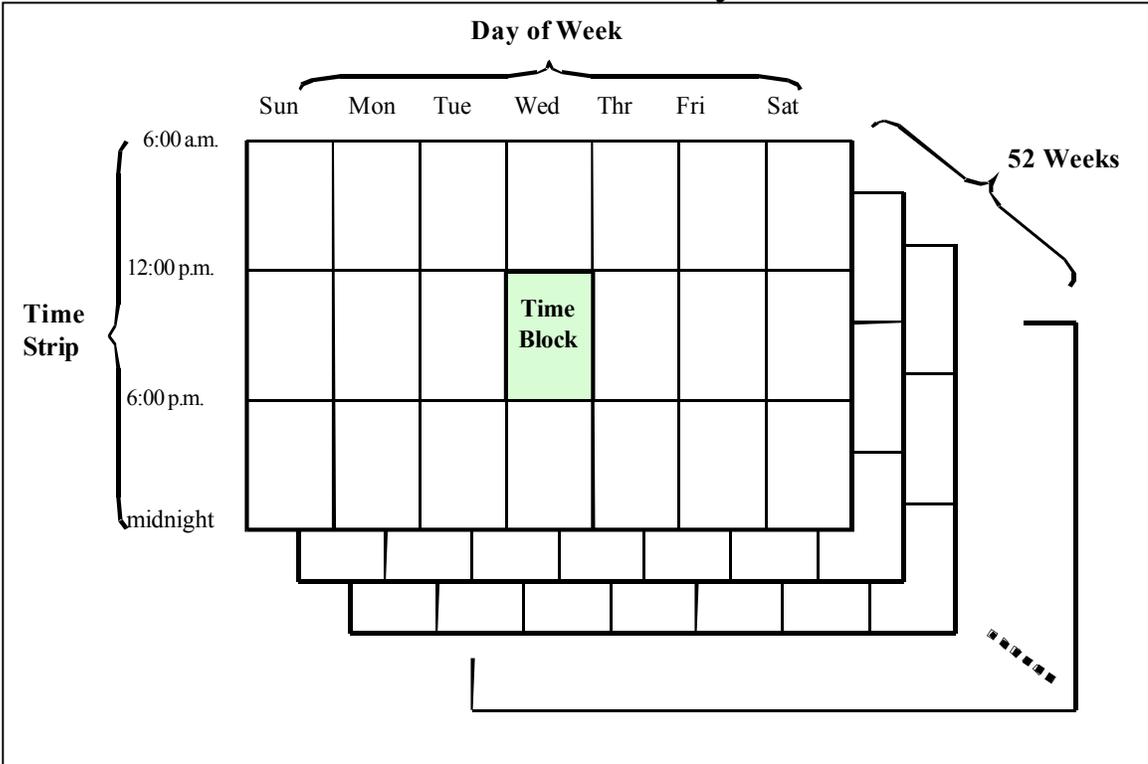
#### **5. Sampling Frame**

Due to the random nature of crash occurrence with respect to the geographic area and time, there was no existing sampling frame available in advance for selection of a crash sample from the target population described in the previous section. Also, because of the on-scene investigation, the eligible crashes could be identified only after the researcher arrived at the crash scene. Taking into account these facts, NMVCCS used a two-dimensional sampling frame with geographic location and time as surrogates of randomness of crash occurrence, where geographic location was fixed while time was dynamically allocated on a weekly basis. Figure 1 depicts the NMVCCS sampling frame. To lay out the sampling frame, the entire country was geographically divided into 1,195 PSUs. Each PSU consisted of a central city, a county surrounding a central city, an entire county, or a group of contiguous counties. Time dimension of the sampling frame consisted of a combination of time of day and day of the week, to be referred to as time block. Only the time period of 6 a.m. to midnight was considered in forming time blocks. This defines a sampling unit within a PSU.

**Spatial Dimension**



**Time Dimension**



**FIGURE 1. Two-dimensional NMVCCS sampling frame.**

## 6. Sample Size

The response rate of sampling and investigating a crash successfully during a time block depends on the effectiveness of notification, the researchers' ability to get to the crash scene in time, and the possibility of at least one crash occurrence in the time block. This resulted in a considerable variation in response rates of different PSUs. To make the survey cost-effective, much care was needed to achieve the maximum response rate.

Due to unavailability of sampling frame in advance as well as uncertainty of the response rate, the sample size in this survey was determined from practical considerations rather than based on the magnitude of sampling errors. The existing NASS-CDS infrastructure consisting of 24 PSUs was used (for details of PSU selection in CDS, refer to section 8.1). As in the CDS, two researchers were assigned per PSU and each researcher was required to investigate at most two crashes per week. With these operational arrangements and adjustments, NMVCCS initially targeted a sample of about 5,000 crashes per year ( $4,992 = 24 \text{ PSUs} \times 2 \text{ researchers per PSU} \times 52 \text{ weeks per year} \times 2 \text{ crashes per week/researcher}$ ).

## 7. Data Collection Methodology

Timely arrival of the researcher at the crash scene was crucial to NMVCCS data collection because it gave the researchers an opportunity to gather first-hand information. For example, they could discuss the circumstances of the crash with the crash-involved occupants while it was still fresh in their minds and could reconcile the physical evidence with the witnesses' descriptions.

For this purpose, the researchers monitored the EMS radio frequencies (or the police notifications in certain PSUs) and when a crash notice was put out, the researchers traveled to the crash scene. After arriving, they determined if the crash belonged to the target population. For a qualified crash, an investigation was initiated by collecting information from all sources: the crash scene, police, drivers, passengers, witnesses, and vehicles. The targeted information was collected using a set of field forms and a portable computer.

## 8. Sampling Procedure

The selection of crashes in NMVCCS was accomplished through a multistage sampling procedure. In each stage, samples were drawn with unequal probability based on the number of crashes that occurred in a sampling unit, as estimated from the historical data. This gave a larger sampling unit a higher chance of being selected in the sample. Specifically, NMVCCS sampling procedure consists of the following five stages:

- First Stage: Selection of PSU (geographical area as defined in NASS);
- Second Stage: Selection of a sub-sampling unit in certain PSUs as necessary;
- Third Stage: Selection of a time strip (a six-hour time interval between 6 a.m. and midnight);
- Fourth Stage: Selection of days of week for the selected time strip;

- Fifth Stage: Selection of a crash within the selected time block, the combination of the selected day of the week and the time strip.

In the subsequent sections, we provide the details of the selection procedure at each stage along with the analytical formulas of the corresponding selection probability.

### 8.1. First Stage: Selection of PSU

This stage was adopted from NASS-CDS in order to use the NASS infrastructure and exploit the resources available therein. Accordingly, the United States was divided into 1,195 PSUs, each PSU consisting of a central city, a county surrounding a central city, an entire county, or a group of adjacent counties. These 1,195 PSUs were stratified into 12 strata by geographic region (Northeast, South, Central, and West) and urbanization type (large central city, large suburban area, all others). Then, a total of 24 PSUs were selected with 2 PSUs per stratum roughly proportional to the number of crashes in each stratum. Let  $\pi_i$  be the inclusion probability of PSU ( $i$ ) in NMVCCS, which is the same as defined in the CDS sampling design. Detailed information about CDS is provided in “NASS Crashworthiness Data System Analytical User’s Manual.”<sup>2</sup>

### 8.2. Second Stage: Selection of a Sub-Sampling Unit in Certain PSUs Selection of PSU

Due to operational challenges, such as a huge volume of transmissions in many frequencies, a large geographical area, traffic congestion, etc., certain PSUs required sub-sampling to maximize the number of investigated crashes. In fact, due to one or more such reasons, only 5 PSUs implemented sub-sampling. Depending upon the nature of the issue, different sub-sampling procedures were adopted in different PSUs. For example, in one of these PSUs with a huge volume of radio transmissions, three sub-sampling units were defined based on the police radio frequencies, police jurisdictions, and geographical areas. This reduced not only the burden on the researcher but also enhanced the chance of obtaining a qualifying crash within the selected PSU. In forming the sub-sampling units, the crash total in each sub-sampling unit was also considered to sustain sub-sampling. In two of the PSUs that had a large geographical area with historically small number of crashes, each PSU was divided into two sub-sampling units according to the EMS agencies operating in it. This helped researchers to place themselves within the sub-sampling unit and to get to the crash site before the scene was cleared. In special cases, the coverage of two sub-sampling units was overlapped in one PSU. This mode of operation helped each sub-sampling unit to have enough crashes to sustain sub-sampling.

Whatever the reason or mode, sub-sampling was implemented on a weekly basis and was independent of the selection of a time strip or a day of the week. Sub-sampling unit was selected with probability proportional to the number of crashes estimated from NASS-CDS in the previous year as the distribution of crashes over days of the week and time strips of the day had been stable over the previous years, thereby producing a comparable estimate. In the subsequent discussion, the number of crashes estimated from NASS-CDS will refer to the number of crashes occurred in the previous year as coded in NASS-CDS and will be denoted by  $M$  with an appropriate subscript.

### Selection Probability of a Sub-Sampling Unit

Let  $M_{ij}$  be the number of crashes occurred in sub-sampling unit ( $j$ ) of PSU ( $i$ ), and  $M_i$  be the number of crashes occurred in PSU ( $i$ ) as estimated from NASS-CDS. Then the inclusion probability of a sub-sampling unit in week  $h$  is given by

$$\pi_{j|ih} = \frac{M_{ij}}{M_i}. \quad (2)$$

However, in PSUs where some of police jurisdictions (or EMS agencies) belonged to two sub-sampling units, the inclusion probabilities of the sub-sampling units are computed by the formula,

$$\pi_{j|ih} = \frac{M_{ij}}{M_i^*}, \quad (3)$$

where  $M_i^*$  is sum of the number of crashes in PSU ( $i$ ) and the number of crashes in police jurisdictions (or EMS agencies), which were included in both sub-sampling units in PSU ( $i$ ). In most of the PSUs, sub-sampling was not implemented and the entire PSU was treated as a single sub-sampling unit. The inclusion probability of sub-sampling unit in these PSUs is one, i.e.,

$$\pi_{j|ih} = 1. \quad (4)$$

### **8.3. Third Stage: Selection of a Time Strip**

This stage consists of selecting a time interval during which the researchers in the selected PSU monitored EMS and/or police radio frequencies to be able to get to a crash scene before it was cleared. These time intervals are referred to as time strips. In most of the PSUs, the time period of 18 hours was divided into 3 time strips: 6 a.m.–noon, noon-6 p.m., and 6 p.m.-midnight. A time strip was selected on a weekly basis with probability proportional to the number of crashes that occurred during the time strip, as estimated from NASS-CDS.

### Selection Probability of a Time Strip

Let  $M_{ik}$  be the number of crashes occurred during the time strip ( $k$ ) in PSU ( $i$ ), and let  $M_i$  be the number of crashes from 6 a.m. to midnight in PSU ( $i$ ). Then the inclusion probability of the time strip ( $k$ ) of PSU ( $i$ ) and week ( $h$ ), is computed by

$$\pi_{k|ih} = \frac{M_{ik}}{M_i}. \quad (5)$$

In order to balance researcher's workload and coverage of the time period from 6 a.m. to midnight, the length of time strip was decided in accordance with the situation in each PSU. In most of the PSUs, the length of time strip was 6 hours and only one time strip was chosen in each week. However, in some PSUs with historically low frequency of crash occurrence, but good cooperation with police or EMS agencies, a longer time strip was used. On the other hand,

in some PSUs a shorter time strip of 4.5 hours was used to avoid a potential bias of collecting only crashes toward the beginning of the time strip due to high frequency of crash occurrence. For PSUs with a longer time strip of 18 hours, this stage of time strip selection was skipped.

#### 8.4. Fourth Stage: Selection of Days of Week

At the fourth stage, days of the week were selected after the selected time strip was overlaid over seven days of the week. As a result, time blocks defined by the combination of a time strip and days of the week were selected. Systematic probability proportional sampling<sup>3</sup> was used with the number of crashes that occurred during the time block as a measure of size, and that was estimated from NASS-CDS data. This sampling method maximized the likelihood of having a crash in the selected time block. Also, it spread the sampled time blocks more evenly over the week so that the researcher had enough time to investigate each NMVCCS crash while it was still fresh.

##### *Selection Probability of Days of the Week*

Let  $M_{ikl}$  denote the number of crashes occurred on day of the week ( $l$ ) during the time strip ( $k$ ) in PSU ( $i$ ). Also, let  $M_{ik}$  be the number of crashes that occurred during the time strip ( $k$ ) in PSU ( $i$ ). Then the inclusion probability of day of the week ( $l$ ) in PSU ( $i$ ), week ( $h$ ), and time strip ( $k$ ) is given by

$$\pi_{l|ihk} = n_{ih} \frac{M_{ikl}}{M_{ik}}, \quad (6)$$

where  $n_{ih}$  is the number of days to be selected on week ( $h$ ) in PSU ( $i$ ). In most of the PSUs four days were selected per week, i.e.  $n_{ih} = 4$ , while in others, where available resources permitted,  $n_{ih} = 6$ . Hence, in most of the PSUs four time blocks of 6 hours were sampled per week and all four time blocks were in the same time strip but belonged to different days of the week.

In some rare cases, when one sampling unit (day of the week) was relatively much larger as compared to other sampling units and when the number of the selected days was relatively large,  $\pi_{l|ihk}$  could be greater than one since systematic sampling method<sup>4</sup> was used. In such cases,  $\pi_{l|ihk}$  is set to 1, i.e., the day was selected with certainty. Suppose  $n_c$  days were selected with certainty. Then,  $(n_{ih} - n_c)$  days were systematically selected with probability proportional to the number of crashes from the remaining  $(7 - n_c)$  days. The inclusion probability of day of the week ( $l$ ) is computed by

$$\pi_{l|ihk} = (n_{ih} - n_c) \frac{M_{ikl}}{M_{ik}^*}, \quad (7)$$

where  $M_{ik}^*$  is the number of crashes that occurred in time strip ( $k$ ) of PSU ( $i$ ), except for the days of the week selected with certainty. If there is  $\pi_{l|ihk}$  greater than one again, then the above procedure is repeated until all  $n_{ih}$  days of the week have been selected.

## 8.5. Fifth Stage: Selection of a Crash in the Selected Time Block

Once a time block was selected in a PSU, a researcher responded to all the notified crashes that occurred during the time block using the notification means until a crash eligible for NMVCCS was found or the time block was over, whichever happened first. The first eligible crash during the time block was fully investigated by the researcher. In the subsequent discussion, the number of crashes counted from NASS-CDS will refer to the number of crashes which occurred in the current year and to which EMS had been dispatched as coded in NASS-CDS. This number will be denoted by  $N$  with an appropriate subscript.

### *Selection Probability of a Crash in the Selected Time Block*

The inclusion probability of a crash ( $m$ ) in the selected time block is the ratio of the number of crashes to be sampled to the number of crashes that actually occurred during the time block in the current year and is given by

$$\pi_{m|ihjkl} = \begin{cases} \frac{n_{ihjkl}}{N_{ihjkl}}, & \text{if } N_{ihjkl} \neq 0 \\ 0, & \text{if } N_{ihjkl} = 0. \end{cases} \quad (8)$$

The number of crashes to be sampled in a time block,  $n_{ihjkl}$ , is one because only one crash is supposed to be investigated in each time block. The total number of crashes that occurred in a time block, denoted by  $N_{ihjkl}$ , is counted from the CDS database. If the CDS database shows that there were no NMVCCS qualifying crashes in a time block, i.e.,  $N_{ihjkl} = 0$ , then the inclusion probability of a crash in that time block is zero.

In a PSU, where sub-sampling was implemented, the inclusion probability of a crash ( $m$ ) in a certain time block is given by

$$\pi_{m|ihjkl} = \begin{cases} \frac{n_{ihjkl}}{N_{ihjkl}} \cdot \frac{\sum_{j=1}^{J_i} N_{ihjkl}}{N_{ihkl}}, & \text{if } N_{ihjkl} \neq 0 \\ 0, & \text{if } N_{ihjkl} = 0. \end{cases} \quad (9)$$

where  $J_i$  is the number of sub-sampling units in PSU ( $i$ ), and  $N_{ihkl}$  is the total number of crashes in a time block in PSU ( $i$ ) counted from CDS database. In general, sum of crashes that occurred in a time block in each sub-sampling unit in a PSU is equal to the number of crashes in the same

time block and PSU, i.e.  $\sum_{j=1}^{J_i} N_{ihjkl} = N_{ihkl}$ . Then, the adjustment factor,  $\frac{\sum_{j=1}^{J_i} N_{ihjkl}}{N_{ihkl}}$ , becomes one

and the formulas in (8) and (9) become the same. But there were certain PSUs where some of police jurisdictions (or EMS agencies) were included in two sub-sampling units as mentioned in section 8.2. In this case,  $\sum_{j=1}^{J_i} N_{ihjkl} \neq N_{ihkl}$  because the number of crashes in the police jurisdictions (or EMS agencies) included in both sub-sampling units has been counted twice in  $\sum_{j=1}^{J_i} N_{ihjkl}$ . The inclusion probability of crash ( $m$ ) in this case is adjusted by multiplying the

inclusion probability by the adjustment factor  $\frac{\sum_{j=1}^{J_i} N_{ihjkl}}{N_{ihkl}}$  as shown in the formula (9).

While the number of crashes to be sampled in a time block,  $n_{ihjkl}$ , is one, the number of crashes actually sampled, denoted by  $n_{ihjkl}^*$ , is one or zero. In case a sampled time block elapsed without a qualifying crash, the time block was considered empty and no substitution was allowed for such a case, i.e.  $n_{ihjkl}^* = 0$ . On the other hand, if a crash was actually sampled in a time block, then the total number of crashes in that time block,  $N_{ihjkl}$ , must be greater than or equal to one. In some time blocks, however,  $N_{ihjkl} = 0$ , although  $n_{ihjkl}^* = 1$  because the crashes in CDS data are not completely consistent with the crashes in NMVCCS. The number of crashes in such time blocks is estimated under the assumption that there must be at least one crash.

## 8.6. Time Block Reduction

Due to researcher's vacation, sick leave, military service, resignation, or other reasons, some of the sampled time blocks were not used. In NMVCCS, this is termed as "time block reduction." Time blocks to be removed due to such reasons were pre-marked from the sampled time blocks by random sampling on a weekly basis. In order to account for such exigencies, the probability of a sampled time block to be used was considered in the selection process.

### Probability of a Sampled Time Block to Be Used

The probability of a sampled time block to be used,  $\gamma_{ih}$ , is computed for each week in the selected PSU. Let  $n_{ih}$  be the number of sampled time blocks of week ( $h$ ) in PSU ( $i$ ), and  $n_{ih}^*$  be the actual number of used time blocks. Let  $n_i$  be the total number of weeks in PSU ( $i$ ) during one year (the sampling period considered in NMVCCS), and  $n_i^*$  be the number of weeks with at least one used time block. Then  $\gamma_{ih}$  is the product of the probability of the sampled time block to be used in week ( $h$ ) and the probability of week ( $h$ ) to be used in the sampling period, i.e.

$$\gamma_{ih} = \frac{n_{ih}^*}{n_{ih}} \cdot \frac{n_i^*}{n_i}. \quad (10)$$

## 9. Estimation Procedure

In order to make the NMVCCS sample a nationally representative sample, a comprehensive estimation procedure is necessary that takes into account the crash selection process. The weighting procedure used in NMVCCS consists of mainly two steps, design weight and its adjustment. After the design weight is obtained that reflect the selection probability in each stage of the sampling design, adjustments are made to the design weights for missing crashes resulting from the operational difficulties or limitations.

### 9.1. Design Weight

Design weight is calculated by taking the reciprocal of the inclusion probability of a crash, which is the multiplication of the inclusion probabilities at all stages of the sampling procedure described in the previous section. Specifically,

$$\pi_{ihjklm} = \pi_i \pi_{j|ih} \pi_{k|ih} \pi_{l|ihk} \pi_{m|ihjkl} \gamma_{ih}, \quad (11)$$

where

$\pi_i$  is the inclusion probability of PSU ( $i$ ) described in section 8.1,

$\pi_{j|ih}$  is the inclusion probability of a sub-sampling unit ( $j$ ) in the selected PSU ( $i$ ) for week ( $h$ ) given by (2),

$\pi_{k|ih}$  is the inclusion probability of a time strip ( $k$ ) in the selected PSU ( $i$ ) for week ( $h$ ) given by (5),

$\pi_{l|ihk}$  is the inclusion probability of a day ( $l$ ) of week in the selected time strip ( $k$ ) and PSU ( $i$ ) for week ( $h$ ) given by (6),

$\pi_{m|ihjkl}$  is the inclusion probability of a crash ( $m$ ) in the selected time block, i.e, time strip ( $k$ ) and day of week ( $l$ ), sub sampling-unit ( $j$ ) and PSU ( $i$ ) for week ( $h$ ) given by (8),

$\gamma_{ih}$  is the probability of a sampled time block to be used in PSU ( $i$ ) and week ( $h$ ) given by (10).

Thus, the design weight of a NMVCCS crash,  $w_{ihjklm}$ , computed for all used time blocks is given by

$$w_{ihjklm} = \begin{cases} \pi_{ihjklm}^{-1}, & \text{if } \pi_{ihjkl} \neq 0 \\ 0, & \text{if } \pi_{ihjkl} = 0, \end{cases} \quad (12)$$

where  $\pi_{ihjklm}$  is given by (11).

### 9.2. Adjustment of Design Weight for Time Blocks With a Missing Crash

As mentioned earlier, the design weights are computed for all used time blocks. However, some of the used time blocks were empty because there was no crash sampled and investigated during the time blocks. There are two situations in which this could happen.

Situation 1: When according to CDS data, there was actually no NMVCCS qualifying crash during a time block, the time block is empty and the corresponding design weight becomes zero from (8), (11), and (12).

Situation 2: Sometimes, however, a crash was not sampled even though CDS data showed that there were NMVCCS qualifying crashes during the time block. This crash is called a “missing crash” and the empty time block is termed as a time block with missing crashes. Missing crashes were caused mainly due to two reasons: (a) the crash scene had already been cleared when the researcher arrived, i.e., the two on-scene requirements listed in section 4 are not satisfied, and (b) the researcher missed the notification from the EMS or police frequencies due to operational restrictions.

While there is no adjustment made in situation 1, the design weights must be adjusted to compensate the missing crashes in situation 2. In NMVCCS, weighting-class adjustment method<sup>5</sup> is implemented for such crashes with week and PSU as classes. As a result, the design weights of time blocks with missing crashes are distributed to other time blocks that have a sampled crash through two-level adjustments: week and PSU, as described in the following sections.

### 9.2.1. Adjustment at Week level

At the week level, the design weights of time blocks with missing crashes are distributed to the other time blocks which contain a sampled crash in the same week and PSU.

Let  $n_{ihjkl}$  and  $n_{ihjkl}^*$ , respectively, be the number of crashes to be sampled and the number of crashes actually sampled in a time block. Since only one crash is to be selected in each time block,  $n_{ihjkl} = 1$ . While  $n_{ihjkl}^* = 1$  if a crash is sampled,  $n_{ihjkl}^* = 0$  if a crash is not sampled. Let  $U_{ih}$  be a set of subscripts  $(j, k, l)$  of used time blocks during the week  $(h)$  in PSU  $(i)$ , where subscripts  $(j, k, l)$  represent the selected sub-sampling unit  $(j)$ , time strip  $(k)$ , and day of the week  $(l)$ . The sum of the design weights for all used time blocks during the week  $(h)$  in PSU  $(i)$  is given by

$$S_{ih} = \sum_{(j,k,l) \in U_{ih}} \sum_{m=1}^{n_{ihjkl}} w_{ihjklm} \cdot \quad (13)$$

Also, the sum of the design weights for all time blocks with a sampled crash during the week  $(h)$  in PSU  $(i)$ , is given by

$$S_{ih}^* = \sum_{(j,k,l) \in U_{ih}} \sum_{m=1}^{n_{ihjkl}} w_{ihjklm} \cdot I_{n_{ihjkl}^*}, \quad (14)$$

where  $w_{ihjklm}$  is given by (12) and  $I_{n_{ihjkl}^*} = \begin{cases} 1, & \text{if } n_{ihjkl}^* = 1 \\ 0, & \text{if } n_{ihjkl}^* = 0. \end{cases}$

Then the adjustment factor for the time blocks with missing crashes at this level is given by

$$A_{ijkl} = \begin{cases} S_{ih}/S_{ih}^* & \text{if } S_{ih}^* > 0 \text{ and } n_{ijkl}^* = 1 \\ 0 & \text{if } S_{ih}^* > 0 \text{ and } n_{ijkl}^* = 0 \\ 1 & \text{if } S_{ih}^* = 0 \end{cases} \quad (15)$$

The week-level adjusted weight,  $w_{ihklm}^*$ , is obtained by multiplying this adjustment factor by design weights, i.e.

$$w_{ihklm}^* = A_{ijkl} w_{ijklm} \quad (16)$$

The first factor,  $S_{ih}/S_{ih}^*$  in (15) distributes the design weights of the time blocks with missing crashes are distributed to the other time blocks with a sampled crash in the same week and PSU. The second factor sets the weights of the time blocks with missing crashes to zero. In the case that all used time blocks in a certain week of PSU have missing crashes, an adjustment for the missing crash is carried over to the next adjustment level of PSU by the third factor as discussed in the following section.

### 9.2.2. Adjustment at PSU Level

Adjustment of design weights at PSU level is required if all used time blocks in a certain week in a PSU are empty, i.e.  $S_{ih}^* = 0$ . The design weights of such time blocks are distributed to other weeks with at least one sampled crash in the same PSU.

Let  $H_i$  be the set of subscripts of weeks with at least one used time block in PSU ( $i$ ), and  $H_i^*$  be the set of subscript of weeks with at least one sampled crash in PSU ( $i$ ). Then the sum of the week-level adjusted weights of all used time blocks in PSU ( $i$ ) is

$$S_i = \sum_{h \in H_i} \sum_{(j,k,l) \in U_{ih}} w_{ihklm}^* \quad (17)$$

and the sum of week-level adjusted weights for all weeks that have at least one sampled crash in PSU ( $i$ ) is

$$S_i^* = \sum_{h \in H_i^*} \sum_{(j,k,l) \in U_{ih}} w_{ihklm}^* \quad (18)$$

The adjustment factor of time blocks with missing crashes at this level is given by

$$A_{ih} = \begin{cases} S_i/S_i^* & \text{if } S_i^* > 0 \\ 0 & \text{if } S_i^* = 0 \end{cases} \quad (19)$$

The first factor in (19) distributes the design weights of time blocks with missing crashes in a whole week over the time blocks of the other weeks that have at least one sampled crash in the same PSU. The weights of these time blocks with missing crashes become zero by the second factor. Thus, the adjusted final weights of NMVCCS crashes are obtained by

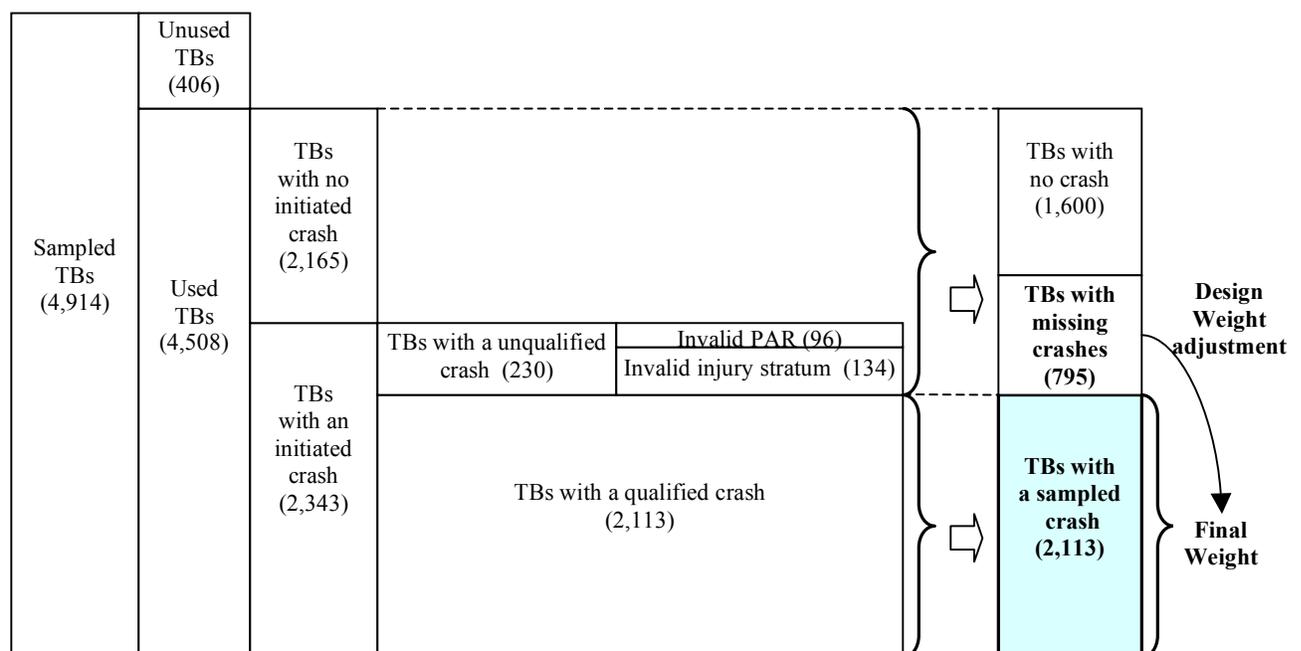
$$w_{ihklm}^{**} = A_{ih} w_{ihklm}^* \quad (20)$$

## 10. Some Highlights of NMVCCS

In this section, using the data obtained from July 2005 to June 2006, some statistics are presented to demonstrate the performance of NMVCCS according to the sampling design. These include the number of sampled time blocks, and the number of qualified and initiated crashes, etc. Additionally, as examples, national estimates related to the number of vehicles involved in a crash and the percentages of crashes with critical reasons for critical pre-crash event attributed to driver are obtained by applying the NMVCCS estimation procedure. For further information about NMVCCS such as data coding, data quality process, etc., refer to the report titled, “*NMVCCS 2005 Coding and Editing Manual.*”<sup>6</sup>

### 10.1. Sampling Statistics

As explained in section 5, the NMVCCS sampling frame was built in two dimensions, space (geographical area) and time: 1,195 PSUs in a spatial dimension and time blocks specified with day of the week and a time strip in the time dimension. From this sampling frame, 4,914 time blocks were sampled in 24 PSUs using multi-stage sampling. Among the sampled time blocks, only 4,508 time blocks were actually monitored by the researchers to investigate crashes while the remaining 406 time blocks were unused because of researcher's vacation, illness, training, or other reasons. During the 4,508 used time blocks, over 6,000 crashes were responded by researchers. However, many of the crashes failed to qualify for NMVCCS at the crash scenes.



**FIGURE 2. Number of time blocks (TB) and sampled crashes.**

(Data source: NMVCCS (July 2005 ~ June 2006), NCSA, NHTSA)

Thus, investigations were initiated only for 2,343 crashes. Additionally, during the period from July 2005 to June 2006, due to invalid Police Accident Report (PAR) information, 230 initiated crashes did not qualify for NMVCCS nationally representative set of cases. Thus, finally, during

the period from July 2005 to June 2006, 2,113 crashes (= 2,343 - 230) were fully investigated. Figure 2 presents an overview of NMVCCS sampling. In terms of the time dimension of the sampling frame, it has been found that 1,600 time blocks actually had no crash that qualified for NMVCCS. The remaining 795 time blocks had at least one crash within these time blocks, though due to certain operational issues the crashes, defined as missing crashes, were not sampled. The rate of time blocks with missing crashes during this time period was 27.3 percent as calculated from the formula,

$$\text{Rate of TBs with missing crashes} = \frac{\text{Number of TBs with missing crashes}}{\text{Number of TBs with a sampled crash} + \text{Number of TBs with missing crashes}}$$

## 10.2. Estimation

The weighting procedure described above has been applied to compute some national estimates from NMVCCS crashes. The design weights are computed using the formulas shown in section 9.1. Following the adjustment procedure, the design weights of 795 time blocks with missing crashes are distributed over 2,113 investigated crashes. It has been found that the final weights assigned to 2,113 crashes have a right-skewed distribution with a minimum weight of 6.2, the median weight of 216, and the maximum weight of 6,402. About 50 percent of the sampled crashes have their weights between 100 and 400, and 90 percent fall between 40 and 1,320.

National estimates of crash statistics for this survey population can be obtained by using the weights assigned to the sampled crashes. In this complex sample design involving stratification, clustering, and missing adjustments, a computer-intensive variance estimation method<sup>5 7</sup> using the software package SAS<sup>8</sup> is utilized to compute the standard errors of the estimates. As an example, Table 1 shows the breakdown of the 2,113 crashes by the number of vehicles involved in the crashes, the corresponding national statistics, and their precision. At the national level, a total of 807,738 crashes are estimated. The result shows that of the estimated 807,738 crashes, 57.9 percent (with standard error 2.5) involved two vehicles, 30.8 percent (with standard error 2.7) were single-vehicle crashes, and 11.3 percent (with standard error 0.6) involved three or more vehicles.

In this crash investigation, a critical reason that is an important element in the sequence of events leading up to a crash is identified for each crash. It is the immediate reason for the critical pre-crash event and is often the last failure in the causal chain.<sup>1</sup> Table 2 presents the weighted percent frequency distribution of the crashes with critical reasons attributed to drivers over broad categories of critical reasons: recognition errors, decision errors, performance errors, and non-performance errors. In about 40 percent (with standard error 2.2) of such crashes, the critical reasons were recognition errors that include inattention, internal and external distractions, inadequate surveillance, etc. In about 37 percent (with standard error 2.2), the critical reasons were decision errors that include too fast for conditions, illegal maneuver, etc. In about 10 percent, the critical reason was performance error, such as poor directional control, overcompensation, etc. The non-performance errors such as sleep, etc. were assigned as critical reasons in about 7.8 percent of such crashes. More details about recognition errors, decision errors, performance errors, and non-performance errors of the driver-related critical reason are also provided in “*NMVCCS 2005 Coding and Editing Manual*.”<sup>6</sup>

The estimates provided below are based on a sub-set of data collected through NMVCCS and hence caution should be exercised in interpreting them. They are merely provided to give an idea about the estimation procedure as well as the type of data being collected.

**TABLE 1. Crashes by Number of Vehicles Involved in a Crash**

Number of Vehicles Involved in a Crash	Number of Crashes in the NMVVS Sample	National Estimates of the Number of Crashes	Weighted Percentage	Standard Error of Weighted Percentage
Single Vehicle	536	248,545	30.8	2.7
Two Vehicles	1,258	467,659	57.9	2.5
Three or more Vehicles	319	91,534	11.3	0.6
Total	2,113	807,738	100	
Data source: NMVCCS (July 2005 ~ June 2006), NCSA, NHTSA				

**TABLE 2. Critical Reasons for Critical Pre-Crash Event Attributed to Drivers**

Critical Reason for Critical Pre-Crash Event		Weighted Percentage	Standard Error of Weighted Percentage
Recognition error	Inadequate surveillance, internal distraction, external distraction, inattention, etc.	40.1	2.2
Decision error	Too fast for conditions, illegal maneuver, false assumption of other's action, too fast for curve, misjudgment of gap or other's speed, etc.	37.0	2.2
Performance error	Poor directional control, overcompensation, panic/freezing, etc.	9.7	2.1
Non-performance error	Sleep, actually asleep, heart attack, or other physical impairment, etc.	7.8	0.6
Other/unknown driver error		5.4	1.2
Total		100	
Data source: NMVCCS (July 2005 ~ June 2006), NCSA, NHTSA			

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DOT HS 810 930  
April 2008



U.S. Department  
of Transportation  
**National Highway  
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