



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)*

Revised: November 22, 2002



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The 2001 Annual Assessment

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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 Data for 2001 from the Fatality Analysis Reporting System (FARS) will be superceded about June 2003 by the Final 2001 FARS File.

Note: Data in this document have been updated to reflect the latest available 2001 exposure data.



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Major Findings

2001



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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.



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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 4th 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 ≥ 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



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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



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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	1.51	-0.9%
	/100K Reg. Vehicles	19.33	19.04	-1.5%
	/100K Population	14.87	14.79	-0.5%
Persons Injured	/100M VMT	116	109	-2.5%
	/100K Reg. Vehicles	1,469	1,371	-6.7%
	/100K Population	1,130	1,065	-5.8%

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



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Exposure Data

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Exposure Measure	Year		% Change
	2000	2001	
Vehicle Miles Traveled	2,746,925M	2,781,462M	+1.3%
Registered Vehicles	217,028,324	221,230,148	+1.9%
Population	282,124,631	284,796,887	+0.9%

Sources: FHWA, and Census Bureau



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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

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Role	Year		% Change
	2000	2001	
Killed	710	649	-8.6%
Occupants	541	513	-5.2%
Non-Occupants	169	136	-20%
Injured	71,000	63,000	-11%
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	
Killed	2,121	1,939	-8.6%
Occupants	1,541	1,397	-9.3%
Non-Occupants	580	542	-6.6%
Injured	261,000	242,000	-7.3%
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



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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	
Crashes	1,683,000	1,666,000	-1.0%
Fatal	7,671	7,598	-1.0%
Injury	569,000	564,000	-0.9%
PDO	1,106,000	1,094,000	-1.1%
Persons Killed	8,873	8,839	-0.4%
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		
Occupants	36,348	36,386	38	+0.1%
Drivers	25,567	25,840	237	+1.1%
Passengers	10,695	10,441	-254	-2.4%
Unknown Occupant	86	105	19	n/a
Non-Occupants	5,597	5,730	133	+2.4%
Pedestrians	4,763	4,882	119	+2.5%
Pedalcyclists	693	728	35	+5.1%
Other*	141	120	-21	n/a
TOTAL	41,945	42,116	150	+0.4%

*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	
Occupants	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	-
Non-Occupants	134,000	131,000	-2.2%
Pedestrians	78,000	78,000	0.0%
Pedalcyclists	51,000	45,000	-12%
Other*	5,000	8,000	+60%
TOTAL	3,189,000	<i>3,033,000</i>	<i>-4.9%</i>

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

Italics signify Statistically Significant Change



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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**
TOTAL	36,348	36,386	+0.1%

*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%
TOTAL	3,055,000	<i>2,901,000</i>	-5.0%

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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- Rates of increases in VMT slowed for all Vehicle Types except Motorcycles, which declined
- The Number of Registered Light Trucks continued to increase; Motorcycles had a large increase; and, Large Trucks declined.



Total VMT and Percent Change by Body Type and Year

National Center for Statistics & Analysis



Body Type	Year				
	1997	1998	1999	2000	2001
Total VMT (100M)*	25,620	26,320	26,910	27,469	27815
Change	--	2.7%	2.2%	2.1%	1.3%
Passenger Car	15,284	15,559	15,668	15,805	15846
Change	--	1.8%	0.7%	0.9%	0.3%
Light Truck	8,249	8,620	9,033	9,429	9726
Change	--	4.5%	4.8%	4.4%	3.1%
Large Truck	1,915	1,964	2,027	2,055	2077
Change	--	2.5%	3.2%	1.4%	1.1%
Motorcycle	101	103	106	105	95
Change	--	1.9%	2.9%	-0.9%	-9.5%

* Includes VMT and Registered Vehicles of other Body Types.

Source: FHWA



Registered Vehicles and Percent Change by Body Type and Year

National Center for Statistics & Analysis



Body Type	Year				
	1997	1998	1999	2000	2001
Total Reg. Vehicles (100K)*	2,035.68	2,080.76	2,126.85	2,170.28	2212.30
Change	--	2.2%	2.2%	2.0%	1.9%
Passenger Car	1,246.73	1,259.66	1,268.69	1,277.21	1287.14
Change	--	1.0%	0.7%	0.7%	0.7%
Light Truck	672.87	697.84	731.44	761.93	790.06
Change	--	3.7%	4.8%	4.1%	3.6%
Large Truck	70.83	77.32	77.91	80.22	78.58
Change	--	9.2%	0.8%	2.9%	-2.0%
Motorcycle	38.26	38.79	41.52	43.46	49.03
Change	--	1.4%	7.0%	4.7%	12.8%

* Includes Registered Vehicles of other Body Types.

Source: FHWA



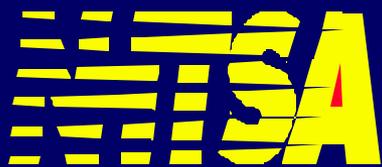
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- **Occupant Fatality and Injury Rates per 100 Million VMT continued to decline for all Vehicle Types except Motorcycles.**
- **Occupant Fatality and Injury Rates per 100,000 Registered Vehicles declined for all Vehicle Types**



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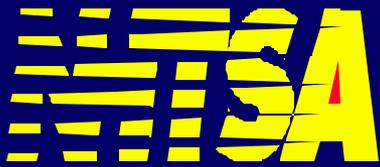
Occupant Fatality and Injury Rates Per 100 M VMT by Body Type and Year

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Rate / Vehicle Type	Year				
	1997	1998	1999	2000	2001
Fatality Rate/100M VMT					
Passenger Car	1.45	1.36	1.33	1.31	1.28
Light Truck	1.24	1.24	1.25	1.22	1.20
Large Truck	0.38	0.38	0.37	0.37	0.34
Motorcyclist	21.0	22.3	23.5	27.67	33.38
Injury Rate/100M VMT					
Passenger Car	153	141	136	130	122
Light Truck	92	88	94	94	88
Large Truck	16	15	16	15	14
Motorcyclist	522	476	472	551	632

Source: NHTSA: FARS, NASS GES; FHWA



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Occupant Fatality and Injury Rates Per 100K Reg. Veh. by Body Type and Year

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Rate & Vehicle Type	Year				
	1997	1998	1999	2000	2001
Fatality Rate/100K Registered Vehicles					
Passenger Car	17.81	16.83	16.44	16.20	15.72
Light Truck	15.23	15.34	15.40	15.13	14.78
Large Truck	10.21	9.60	9.74	9.40	8.96
Motorcyclist	55.30	59.13	59.80	66.66	64.87
Injury Rate/100K Registered Vehicles					
Passenger Car	1,877	1,748	1,685	1,606	1,497
Light Truck	1,122	1,093	1,158	1,164	1,089
Large Truck	436	372	422	384	374
Motorcyclist	1,374	1,262	1,204	1,328	1,229

Source: NHTSA: FARS, NASS GES; FHWA



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

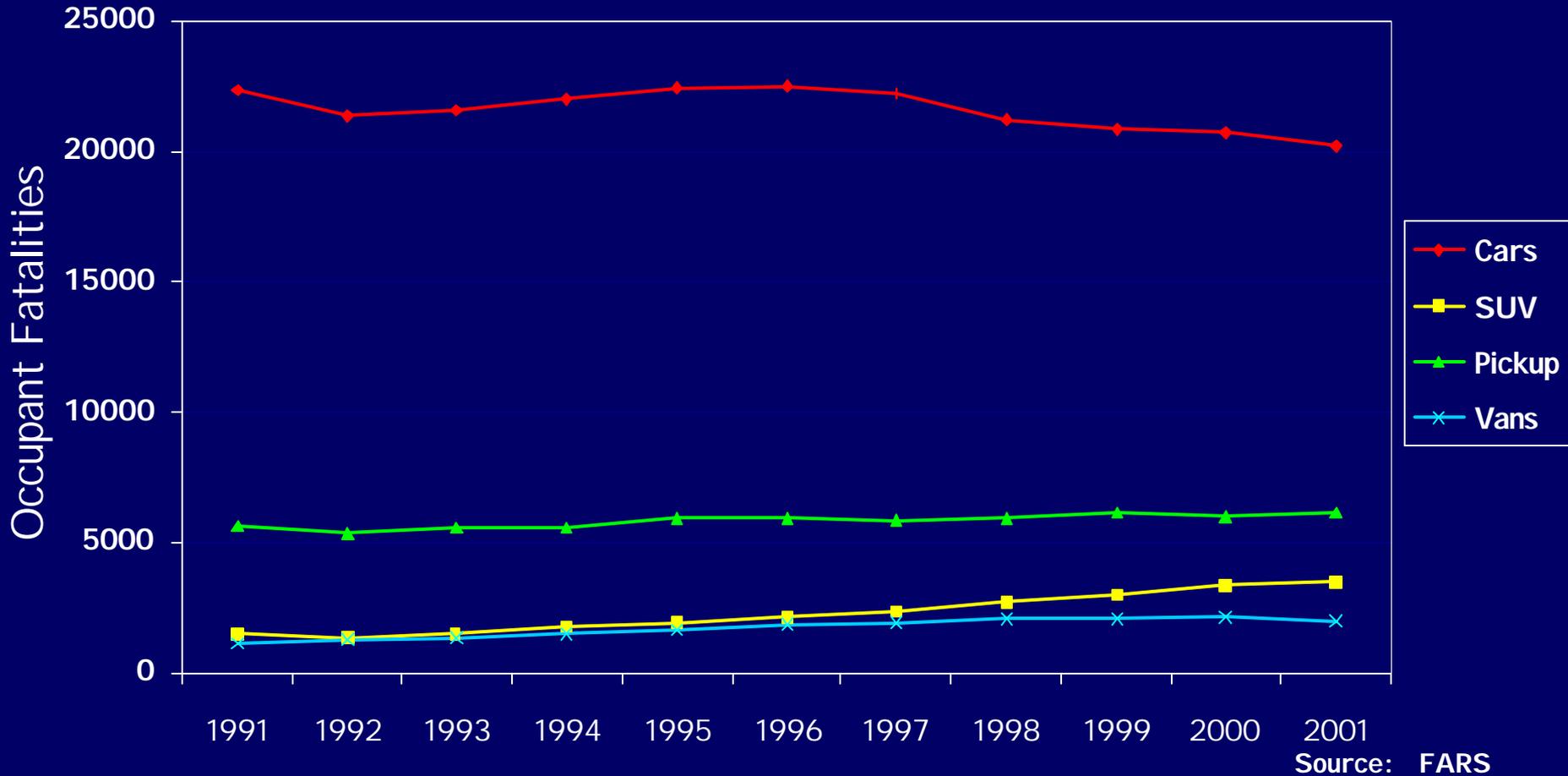
Passenger Vehicle Occupant Fatality Rates are **Declining**

for all types of vehicles



Passenger Vehicle Occupants Killed, by Year and Vehicle Type

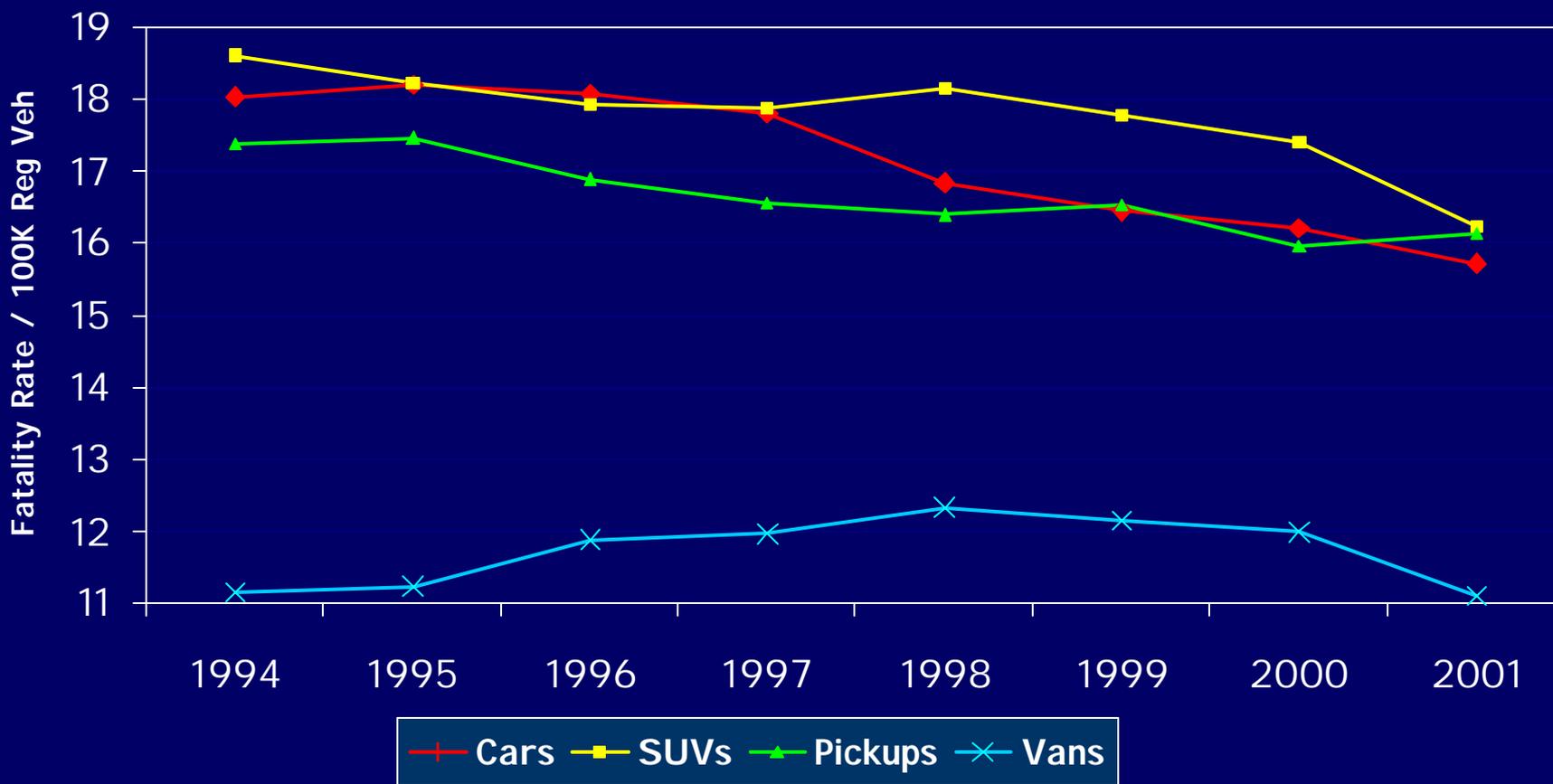
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Passenger Vehicle Occupant Fatality Rates per 100K Reg. Vehs., by Year and Vehicle Type

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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	
Single Vehicle Crash*	8,214	8,400	+2.3%
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%
Multi Vehicle Crash*	1,745	1,730	-0.9%
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 4th 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
Total	42,013	41,501	41,717	41,945	42,116
Change	---	-512	+216	+228	+171
Motorcyclists	2,116	2,294	2,483	2,897	3,181
Change	---	+178	+189	+414	+284
Percent of all Fatalities	5.0	5.5	6.0	6.9	7.6

Source: FARS



Motorcyclist Fatality Rates Continued to Increase

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Motorcyclist Fatality Rates, by Year

Rate	Year				
	1997	1998	1999	2000	2001
Persons Killed	2,116	2,294	2,483	2,897	3,181
/100M VMT	20.99	22.31	23.46	27.67	33.38
Percent Change in VMT	---	+2.0%	+2.9%	-1.0%	-9.0%
/100K Population	0.79	0.85	0.91	1.03	1.12
/100K Reg. Vehicles	55.30	59.13	59.80	66.66	64.87
% Change in Reg. Vehicles	---	+1.4%	+7.0%	+4.7%	+13%

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	---
Total	2,897	3,181	+284	+10%

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%
Total	786	938	152	19%
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	
Truck Occupants	754	704	-6.6%
Single Vehicle	484	471	-2.7%
Multiple Vehicle	270	233	-14%
Other Vehicle Occupants	4,114	3,940	-4.2%
Non-Occupants	414	438	+5.8%
Total	5,282	5,082	-3.8%

Source: FARS



Persons Injured in Large Truck Crashes, by Type

National Center for Statistics & Analysis



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

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

Source: NASS GES



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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		
Persons Killed	32,225	100%	31,910	100%	-1.0%
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

National Center for Statistics & Analysis



Restraint Use/ Survival Status	Year				% Change in count
	2000		2001		
Restraints Used* / Total	47,741	100%	48,490	100%	+1.6%
Persons Killed	12,775	27%	12,908	27%	+1.0%
Persons Survived	34,967	73%	35,582	73%	+1.8%
Restraint Not Used / Total	35,062	100%	33,974	100%	-3.1%
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

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Restraint Use/ Injury Status	Year				% Change in count
	2000		2001		
Restraint Used* / Total	4,465,000	100%	4,289,000	100%	-3.9%
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%
Restraint Not Used / Total	511,000	100%	450,000	100%	-12%
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>
Unknown Restraint Use / Total	511,000	100%	498,000	100%	-2.5%

* 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

National Center for Statistics & Analysis



Restraint Use/ Survival Status	Year				% Change in count
	2000		2001		
Restraints Used* / Total	304	100%	330	100%	+8.6%
Persons Killed	67	22%	51	16%	-24%
Persons Survived	237	78%	278	84%	+17%
Restraint Not Used / Total	108	100%	93	100%	-14%
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
 ≥ 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	
Total Alcohol Related	17,380	17,448	+0.4%
Alcohol Fat/100M VMT	0.63	0.63	
% All Fatalities	41%	41%	
Impaired (0.01 <= BAC <= 0.07)	2,511	2,515	+0.2%
Intoxicated (0.08 <= BAC)	14,870	14,933	+0.4%

Source: FARS



Persons Killed and Injured in Alcohol Related Crashes, by Role

National Center for Statistics & Analysis



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

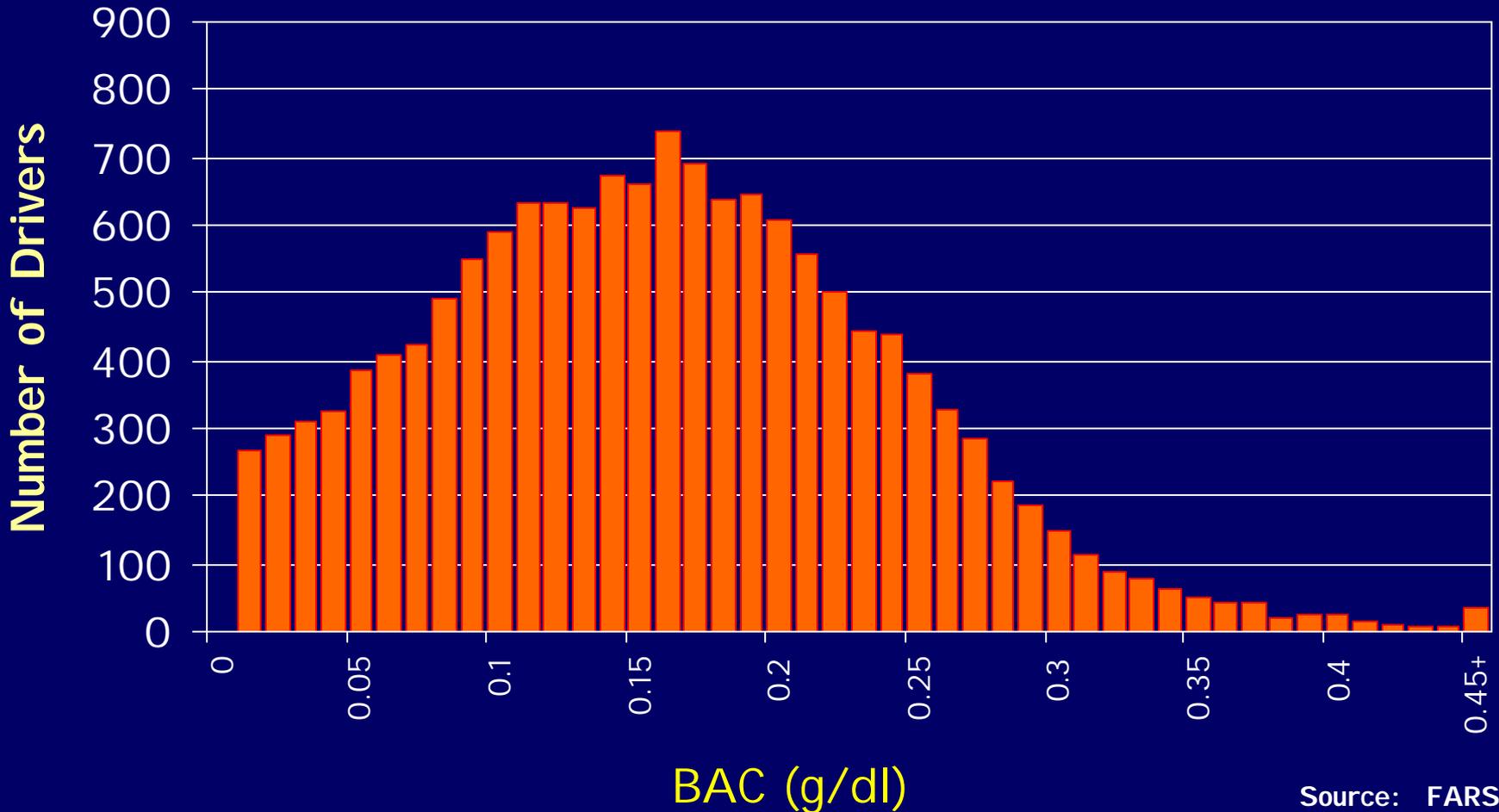


- Median and Mode BAC Value for Alcohol Involved Drivers was . . .

0.16 BAC g/dl

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

National Center for Statistics & Analysis

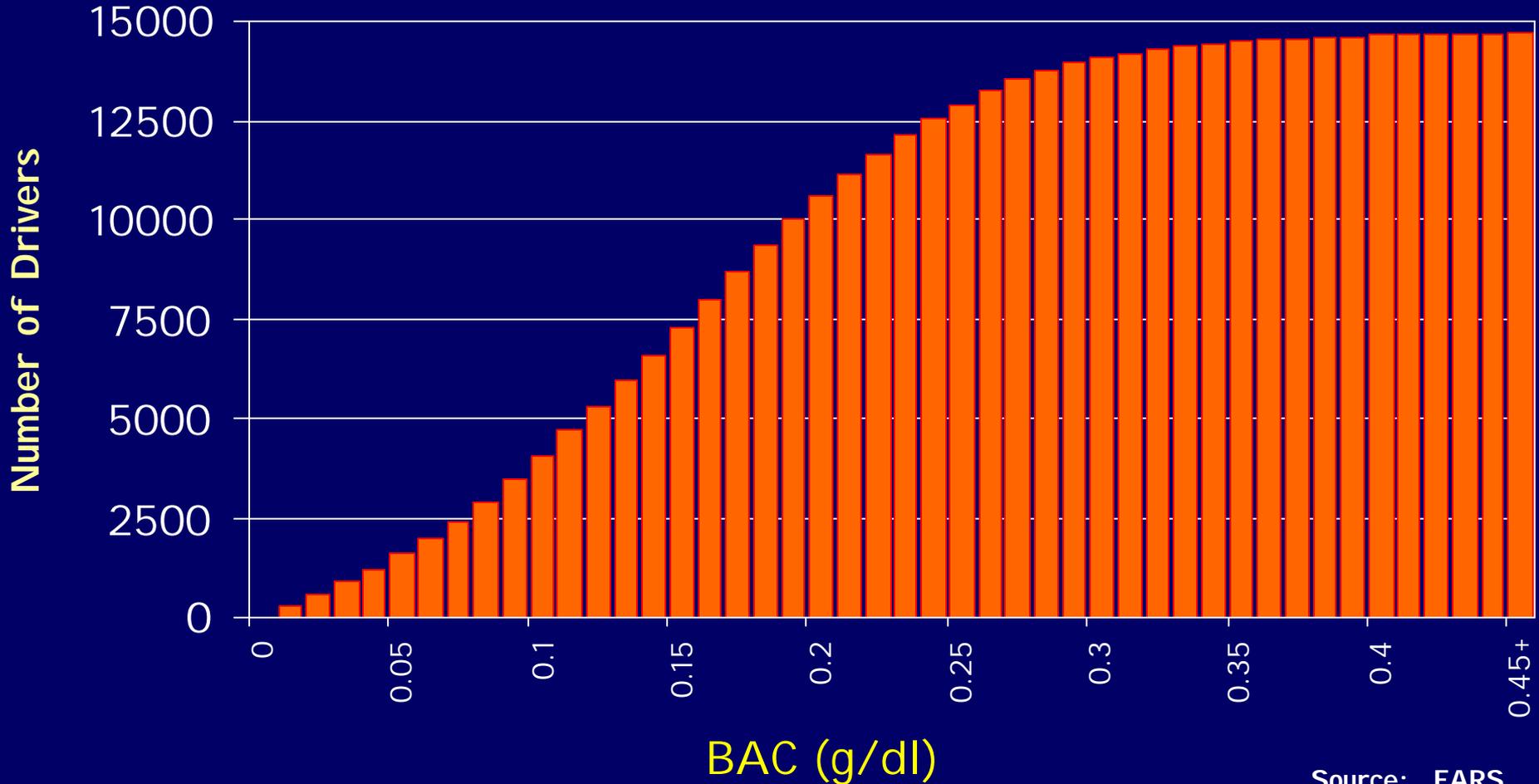


Source: FARS



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



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



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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	
Persons Killed	147	141	-4.1%
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%
Persons Injured	20,000	13,000	-35%
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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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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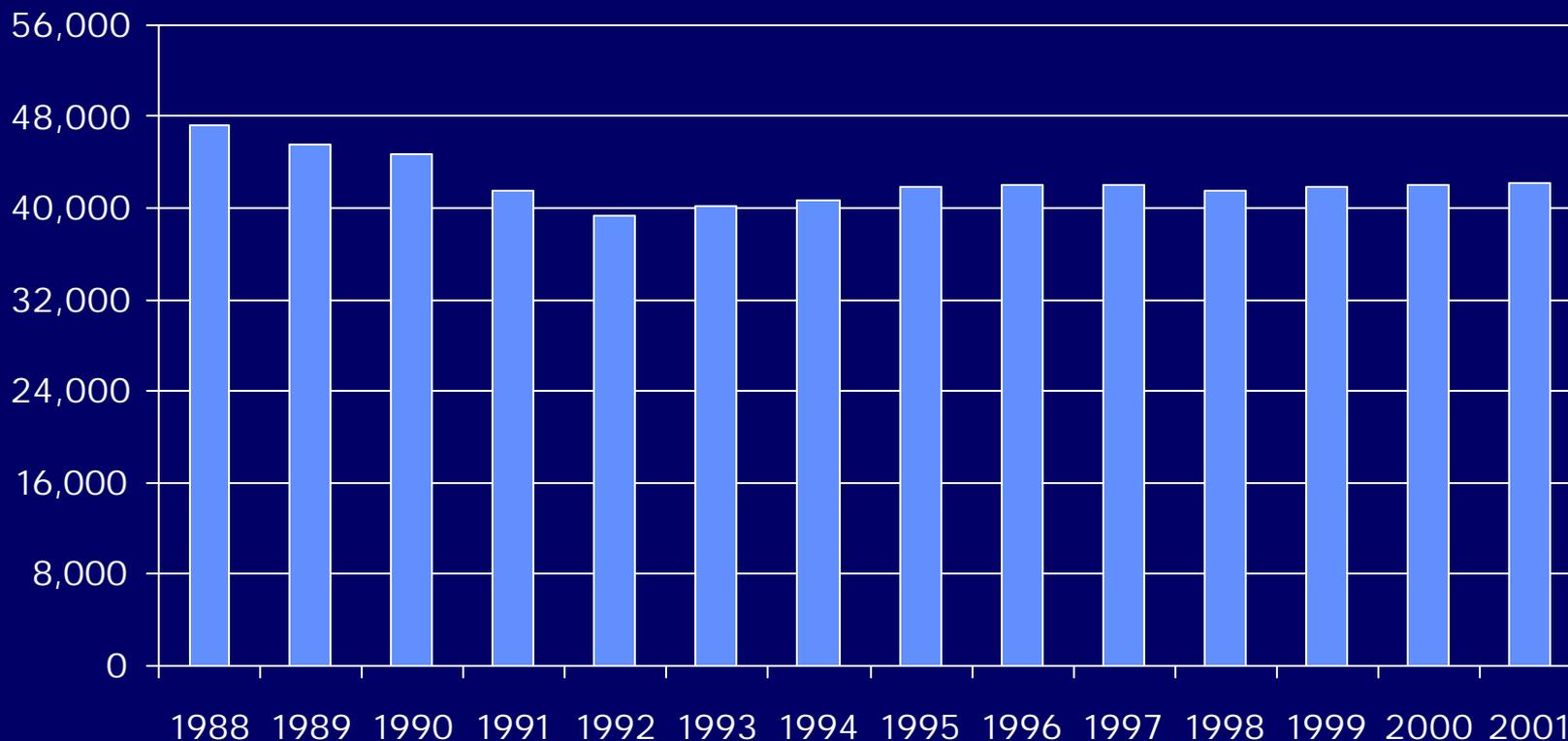
Long Term Trends

1988 - 2001



Persons Killed in Motor Vehicle Traffic Crashes, by Year

National Center for Statistics & Analysis

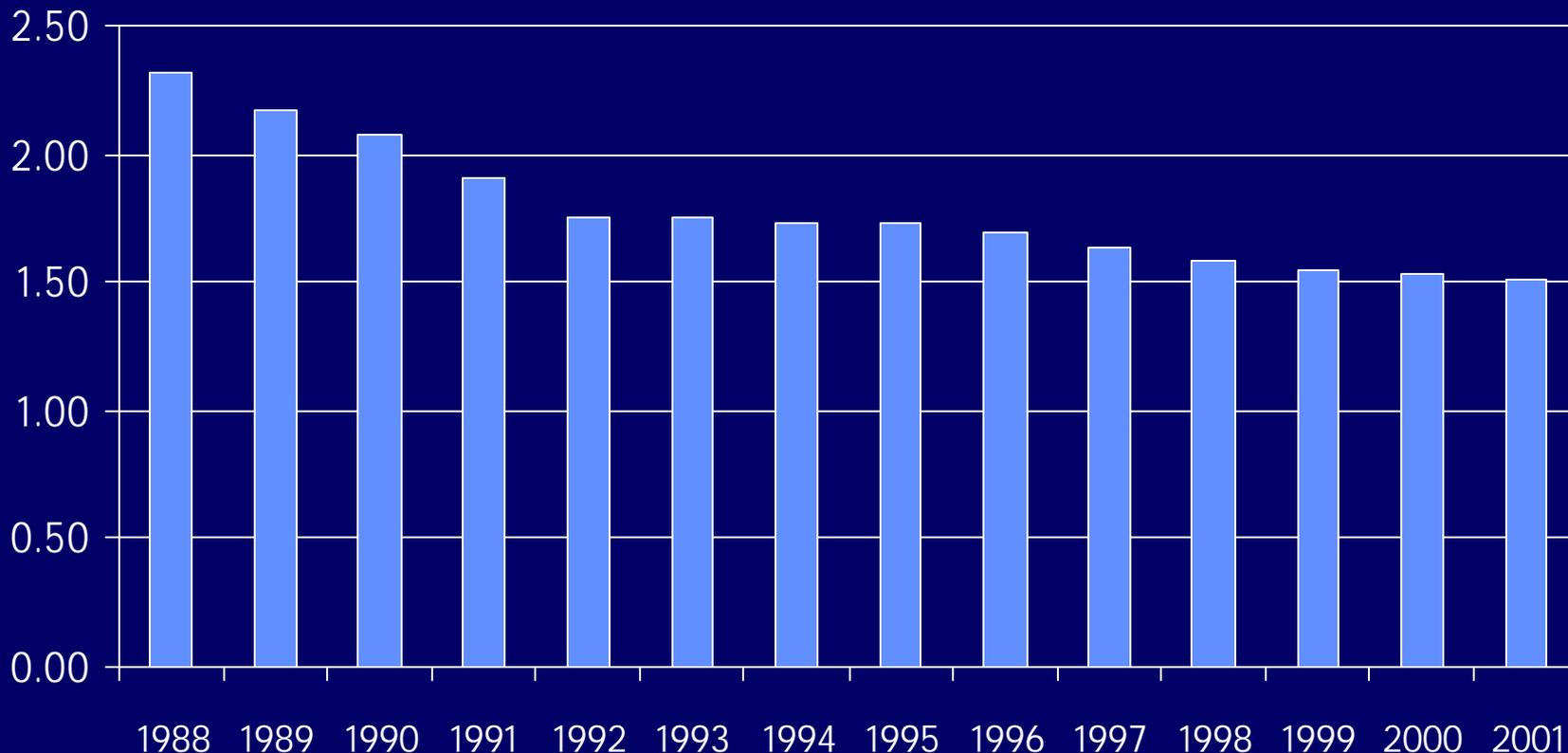


Source: FARS



Number of Persons Killed Per 100 M VMT, by Year

National Center for Statistics & Analysis

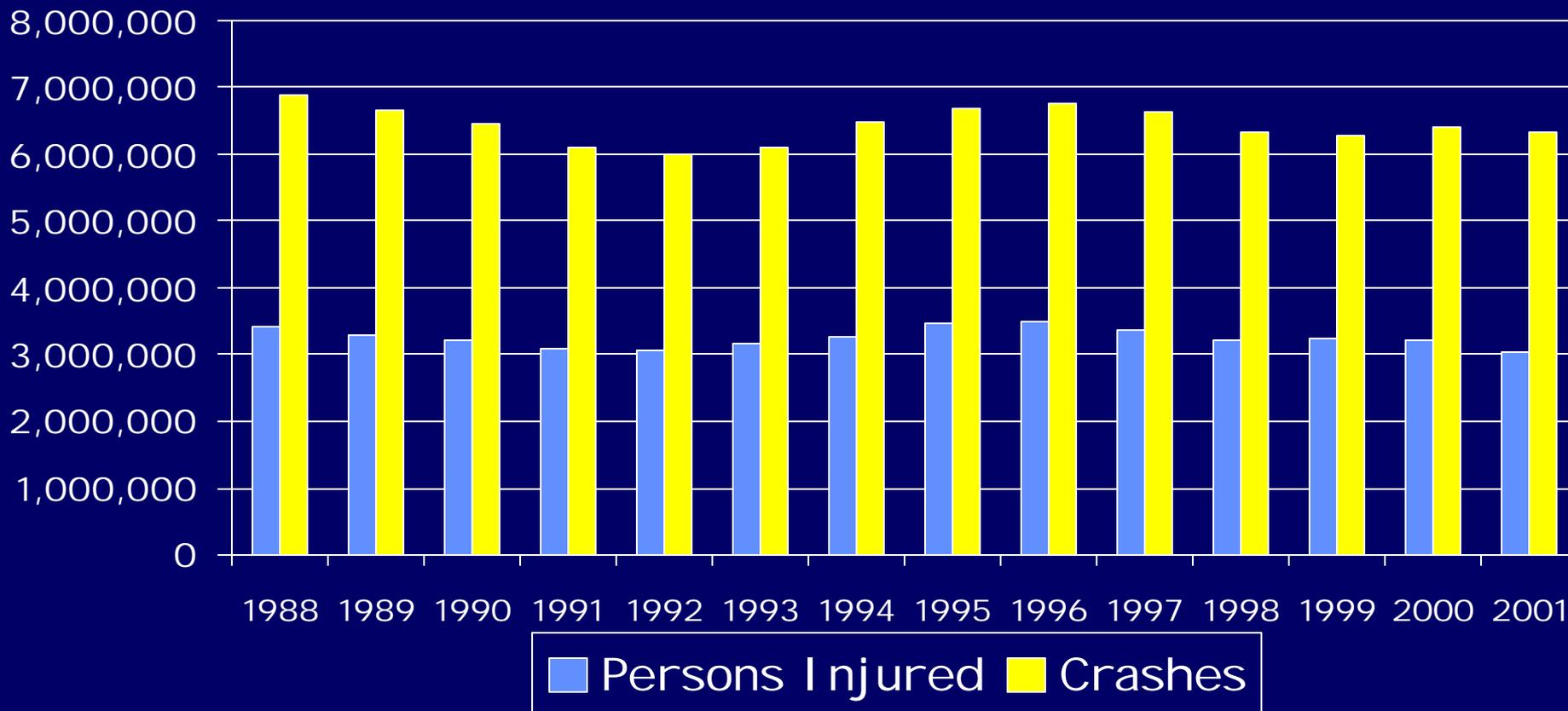


Source: FARS / FHWA VMT



Total Crashes and Persons Injured, by Year

National Center for Statistics & Analysis

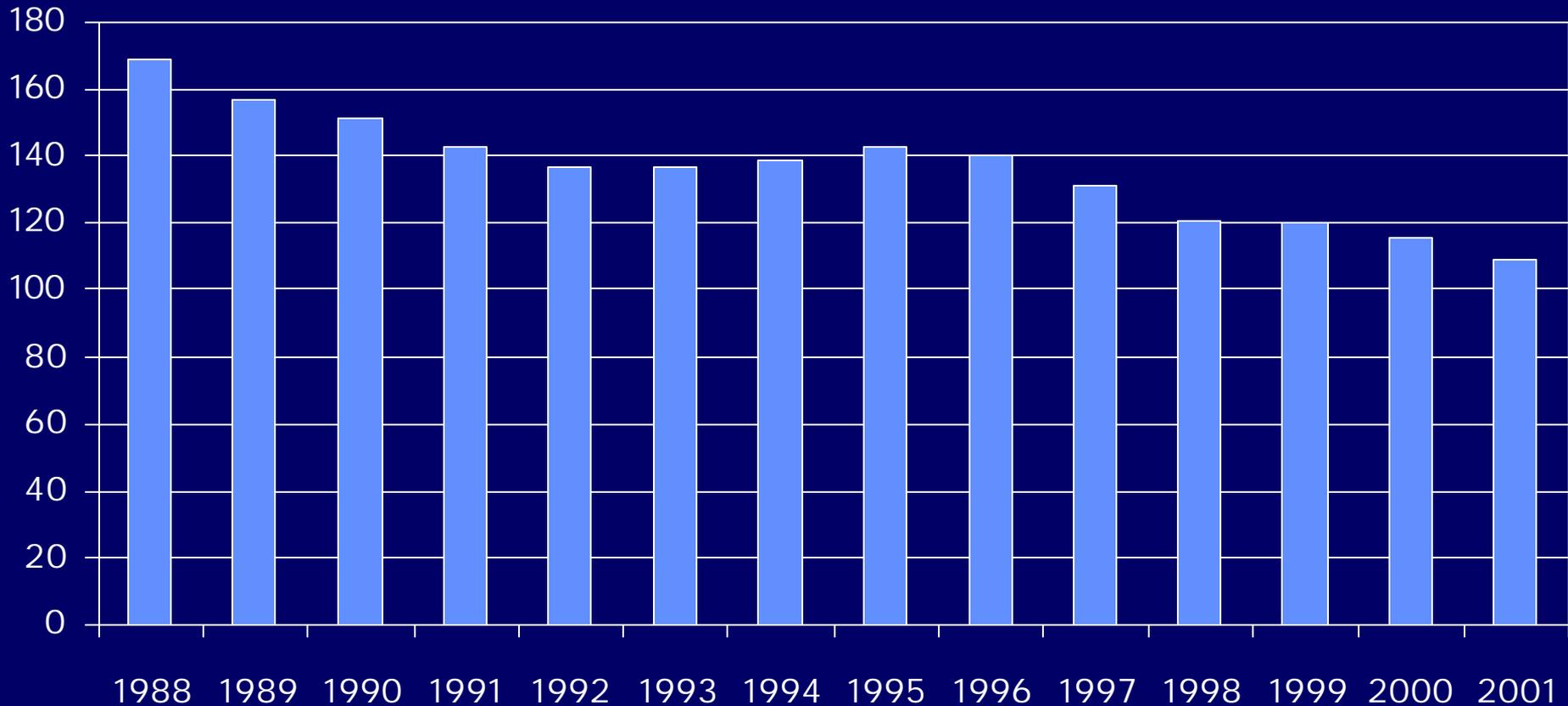


Sources: NASS GES



Number of Persons Injured per 100 M VMT, by Year

National Center for Statistics & Analysis

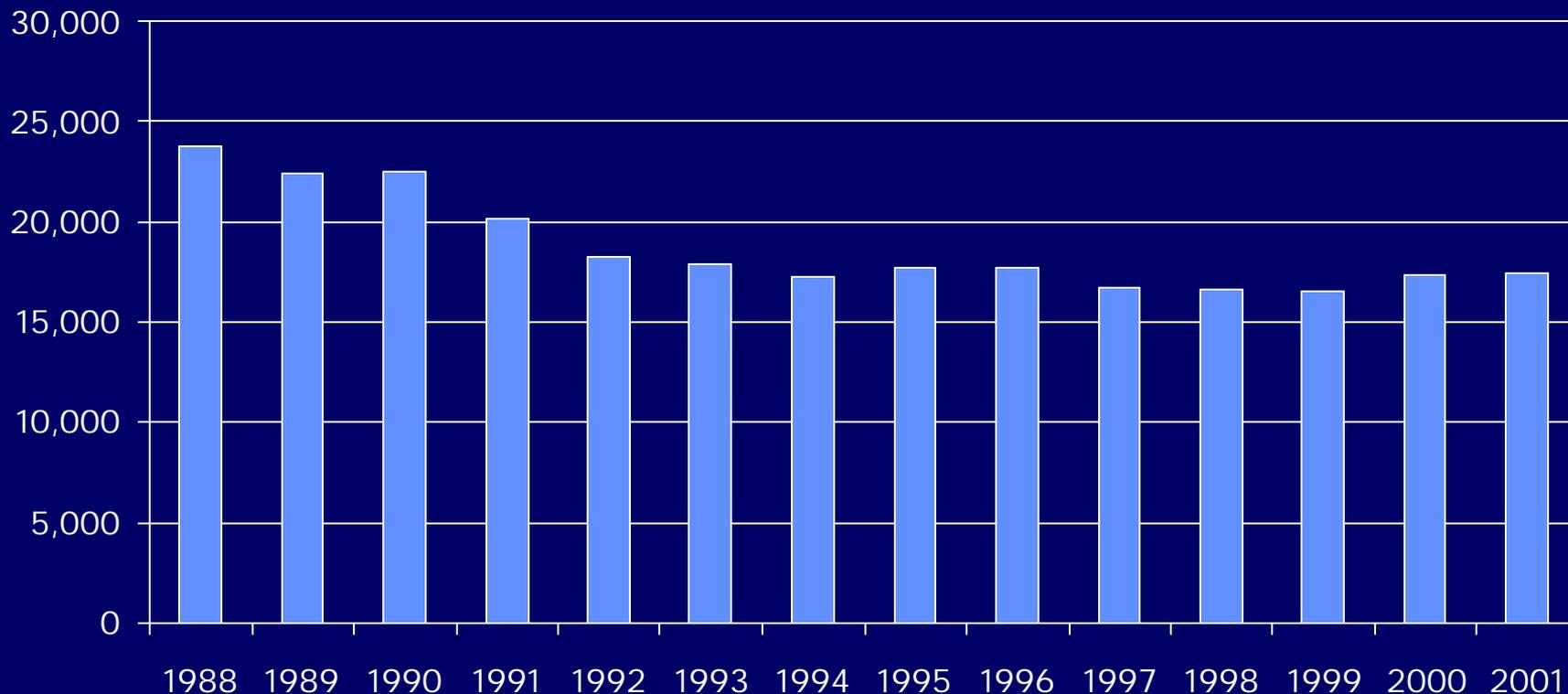


Sources: NASS GES / FHWA VMT



Persons Killed in Alcohol-Related Traffic Crashes, by Year

National Center for Statistics & Analysis

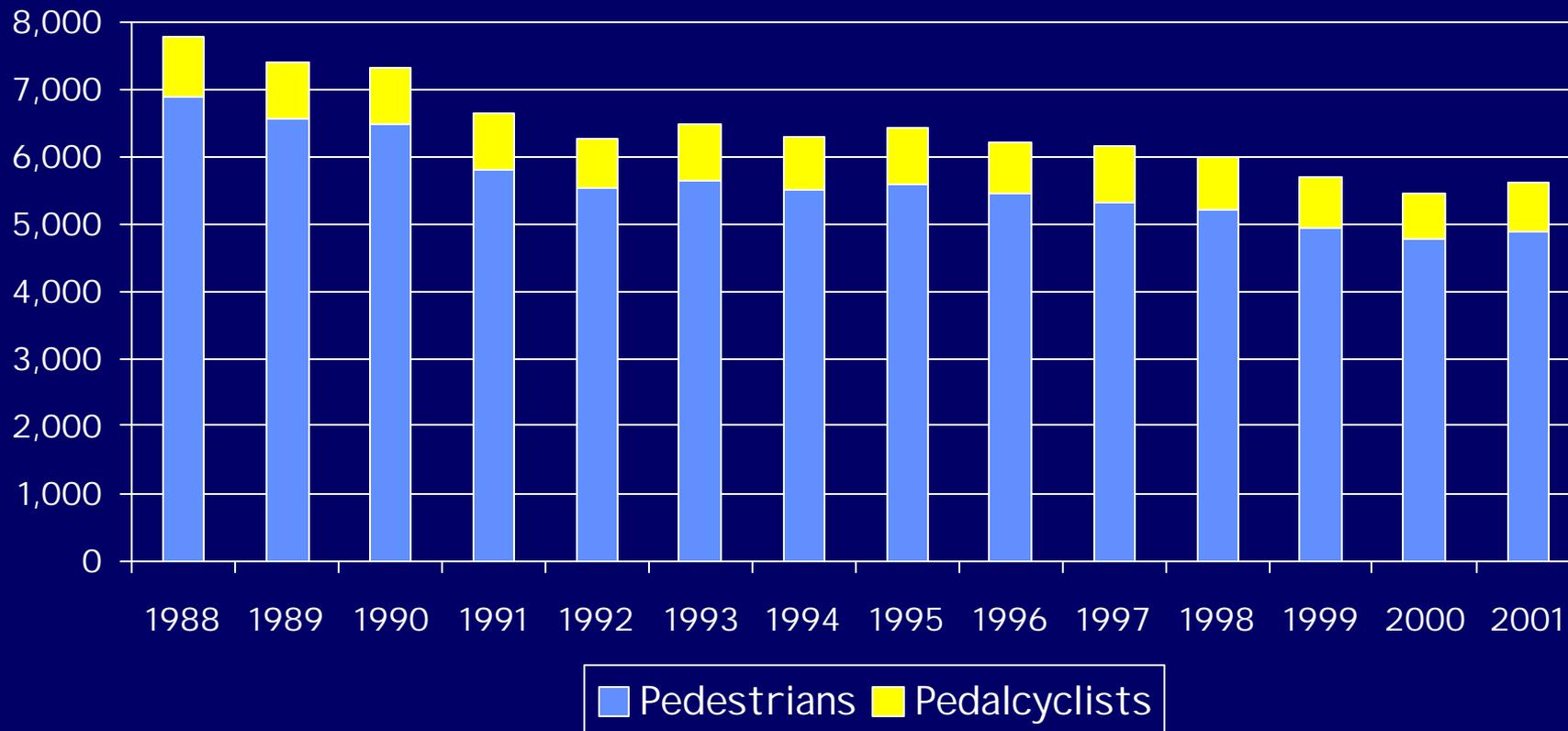


Source: FARS



Pedestrians and Pedalcyclists Killed in Traffic Crashes, by Year

National Center for Statistics & Analysis

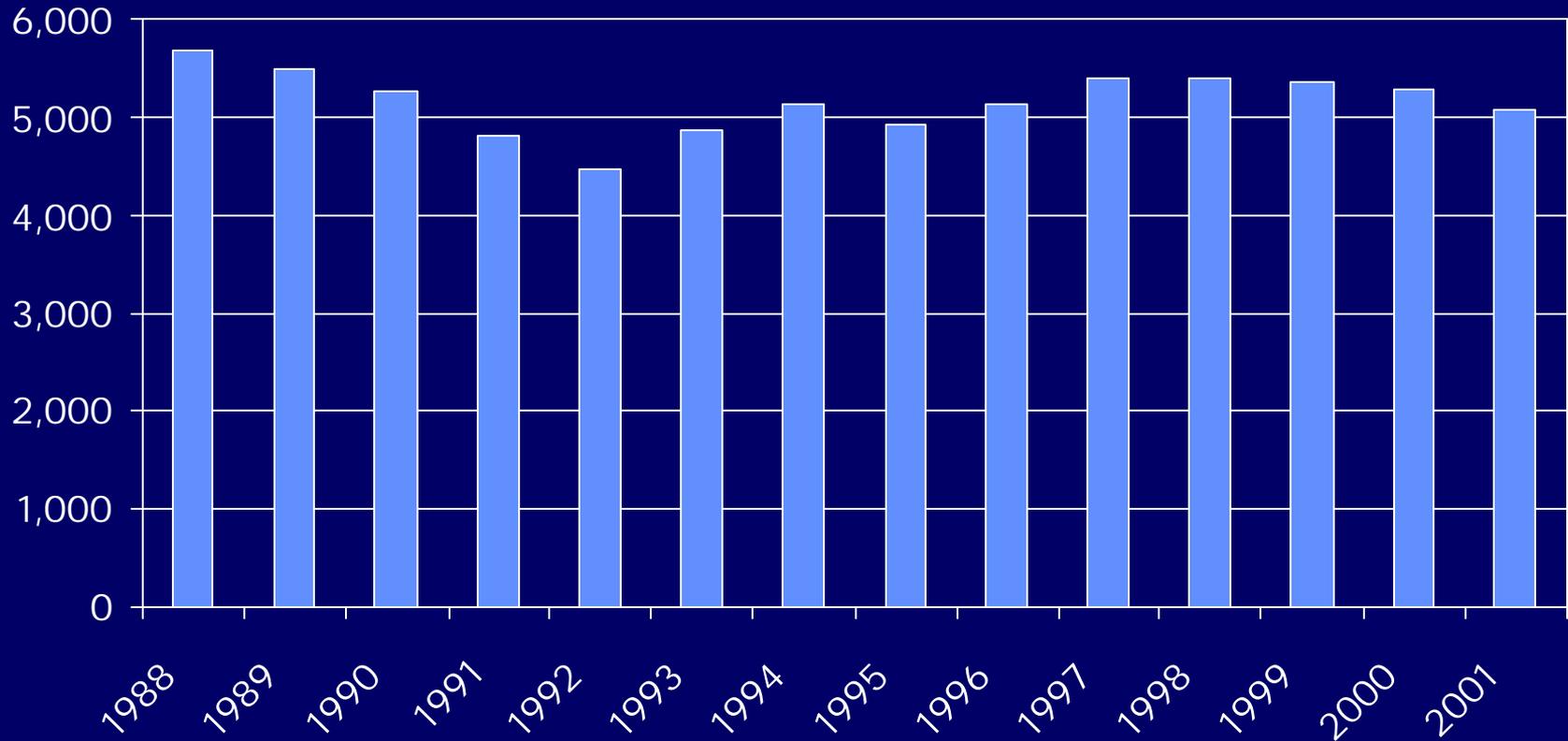


Source: FARS



Persons Killed in Large Truck Crashes, by Year

National Center for Statistics & Analysis

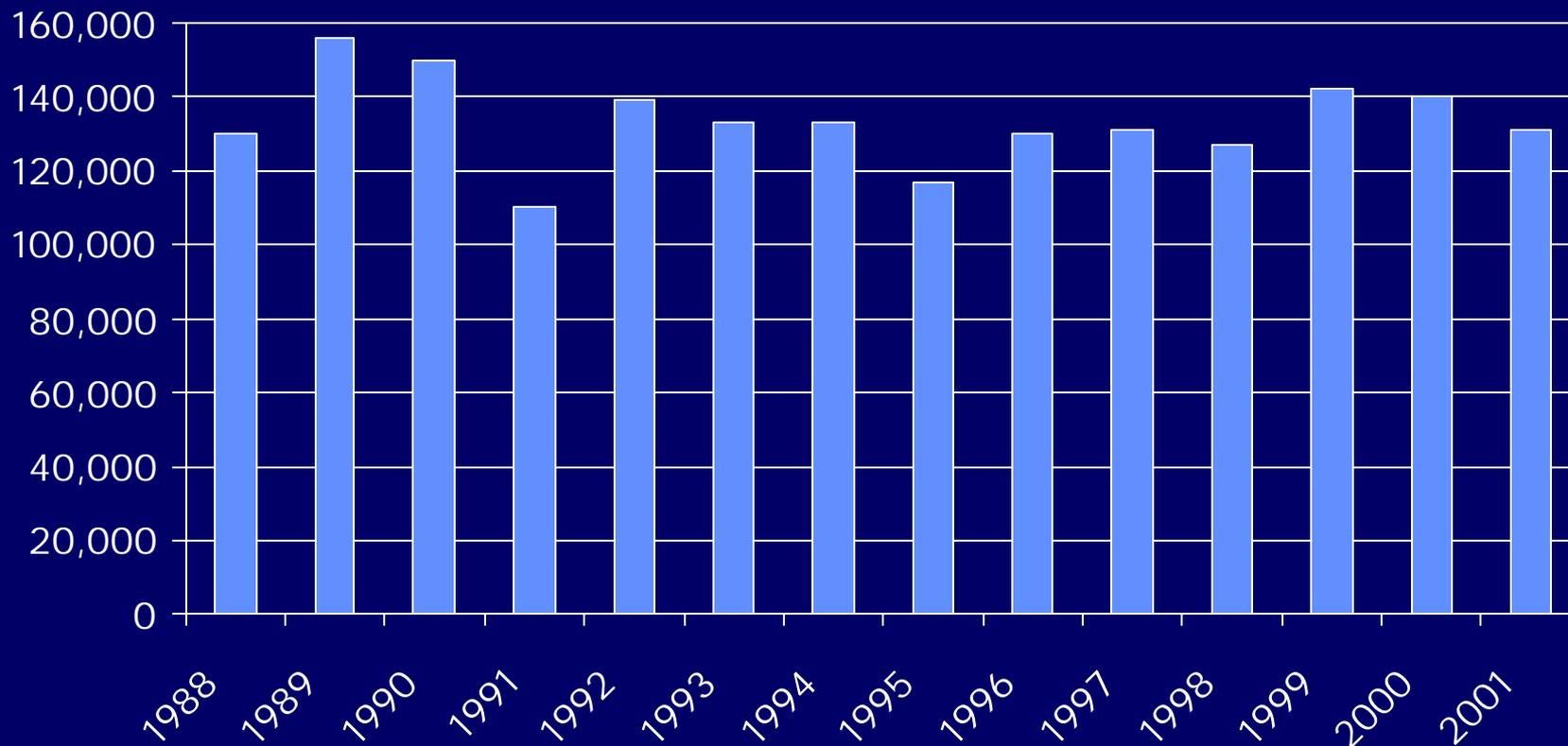


Source: FARS



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.

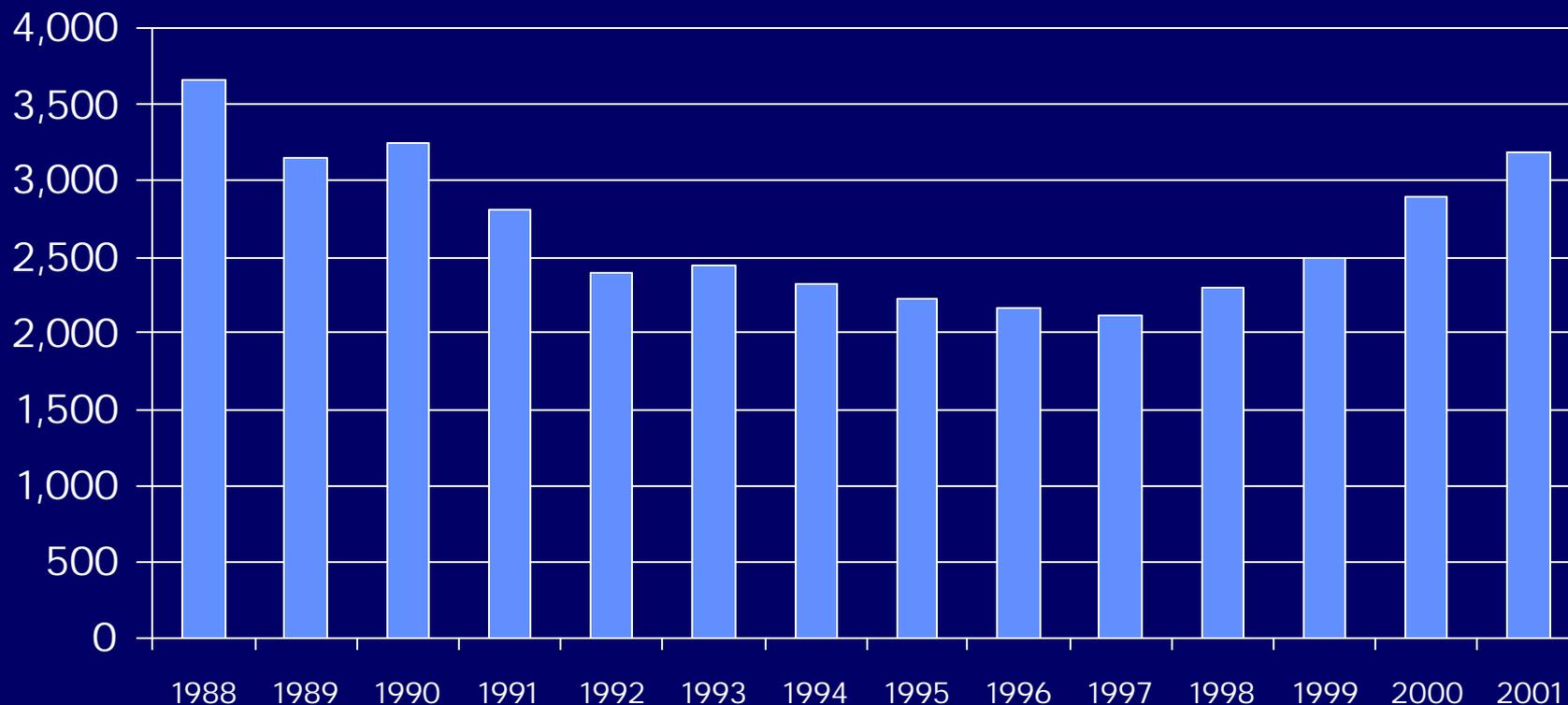
Source: NASS GES



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Motorcyclists Killed by Year

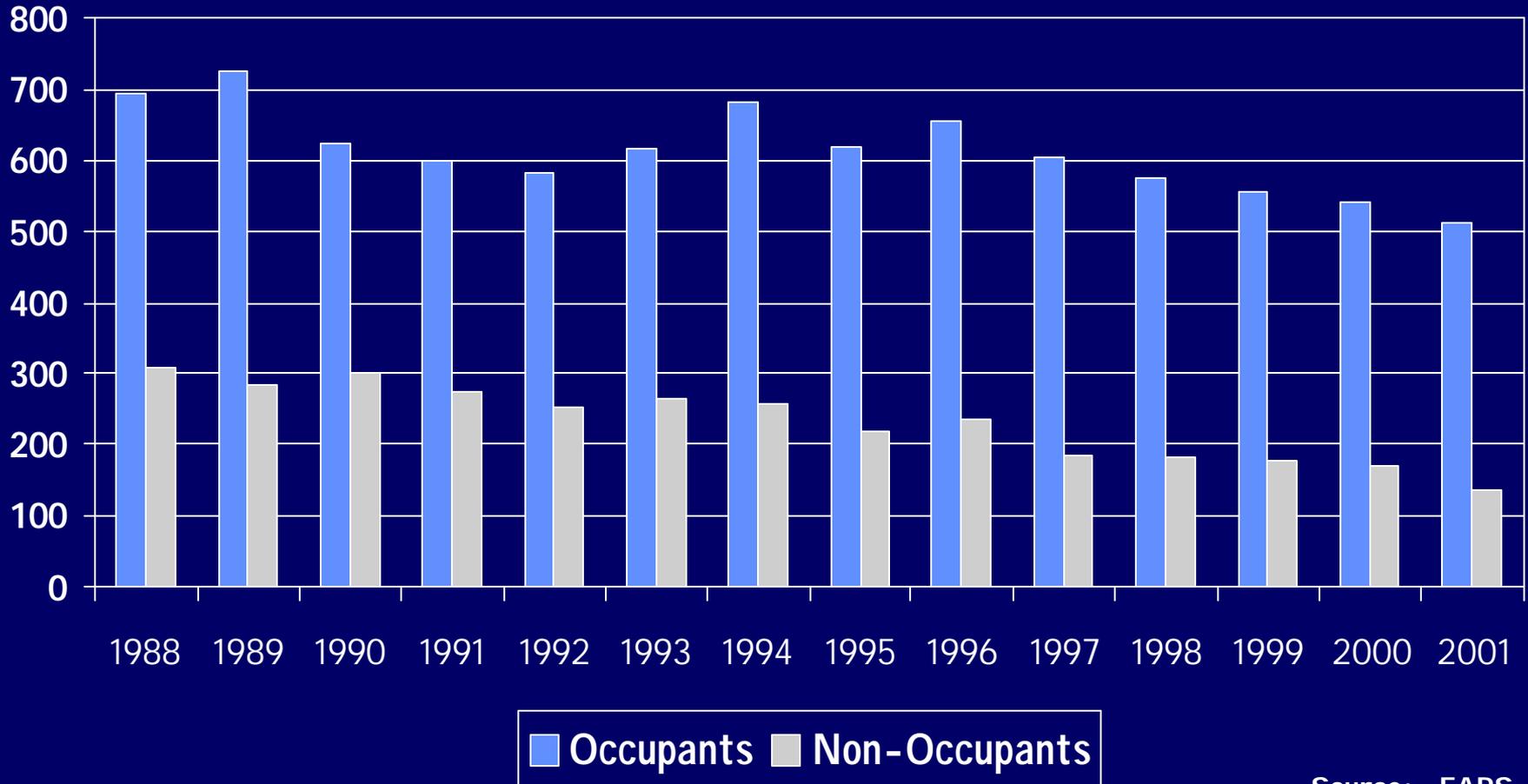
National Center for Statistics & Analysis



Source: FARS

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

National Center for Statistics & Analysis

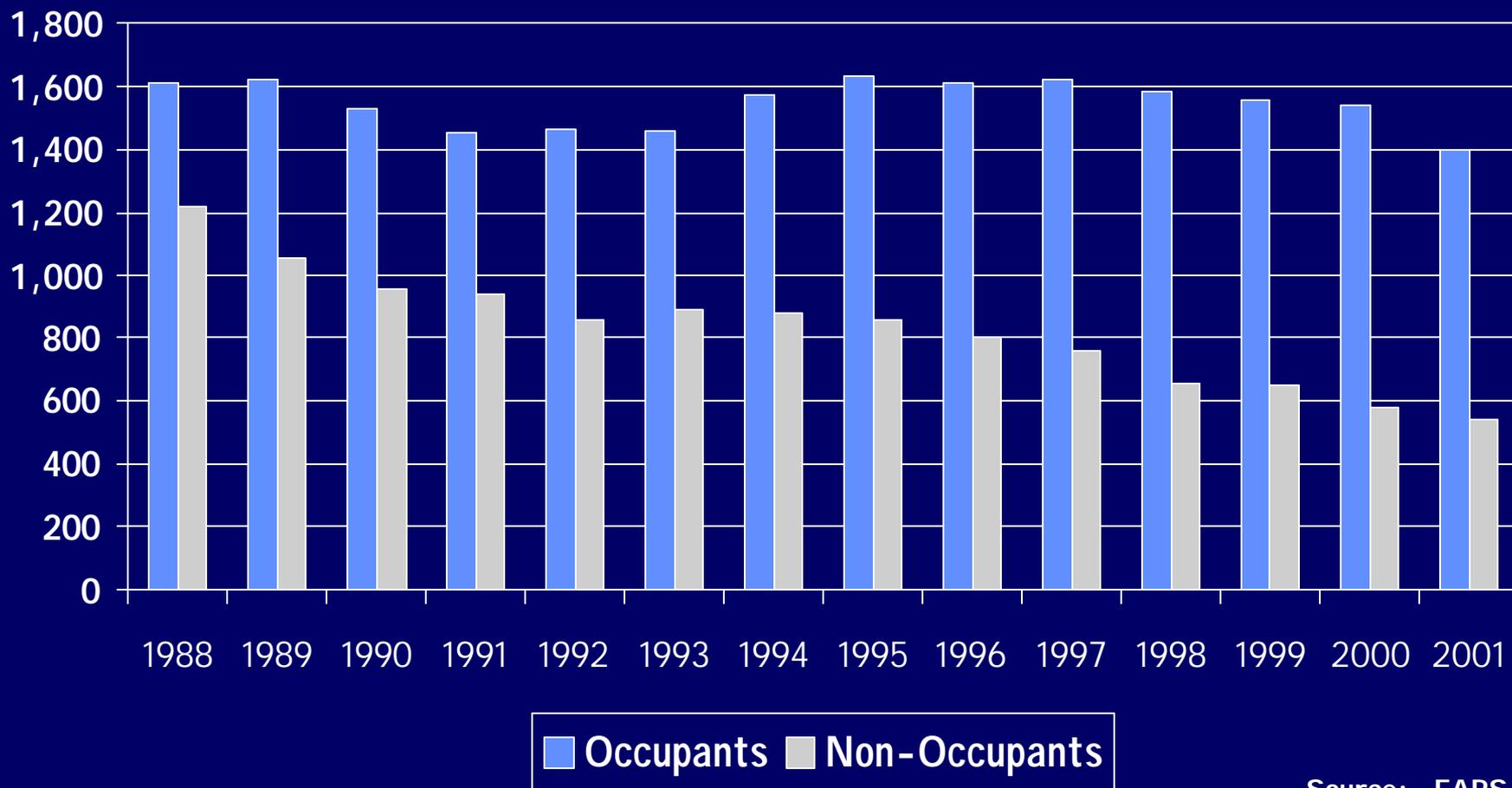


Source: FARS



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

National Center for Statistics & Analysis



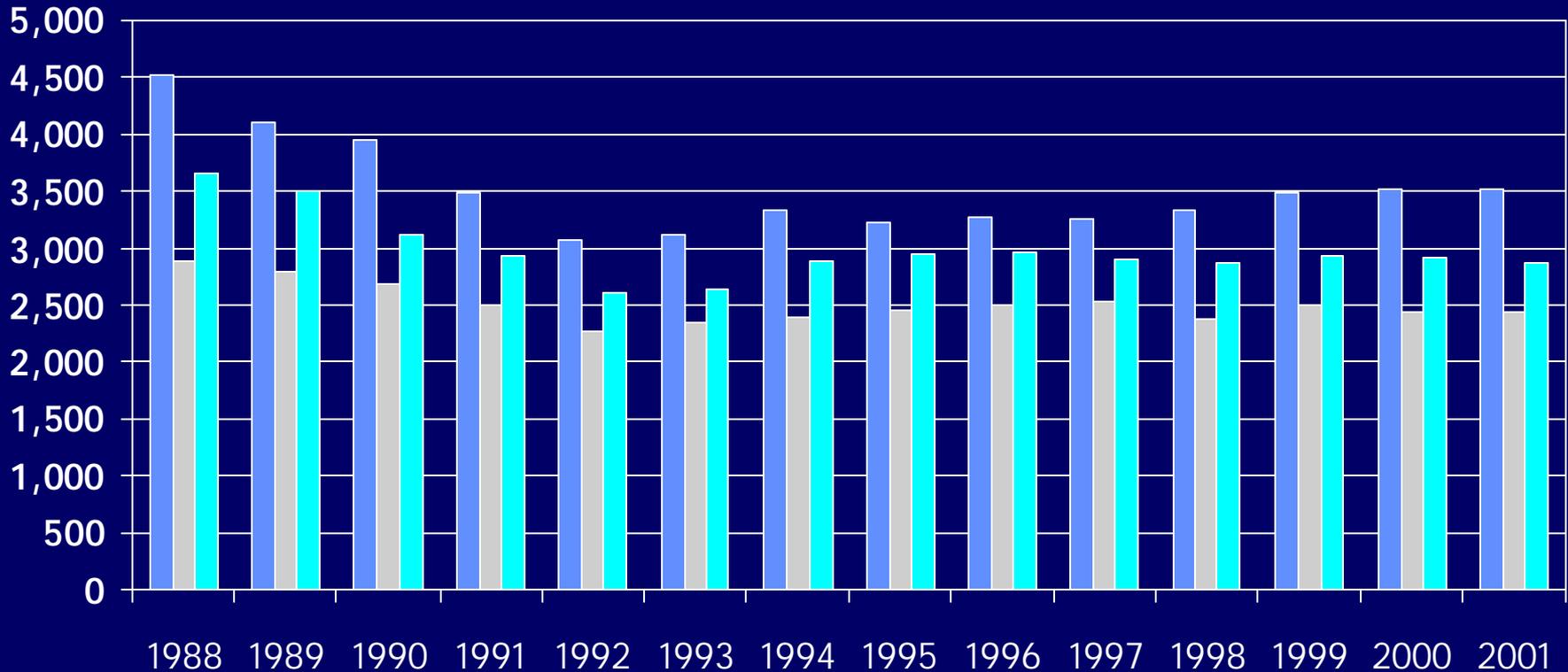
Source: FARS



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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

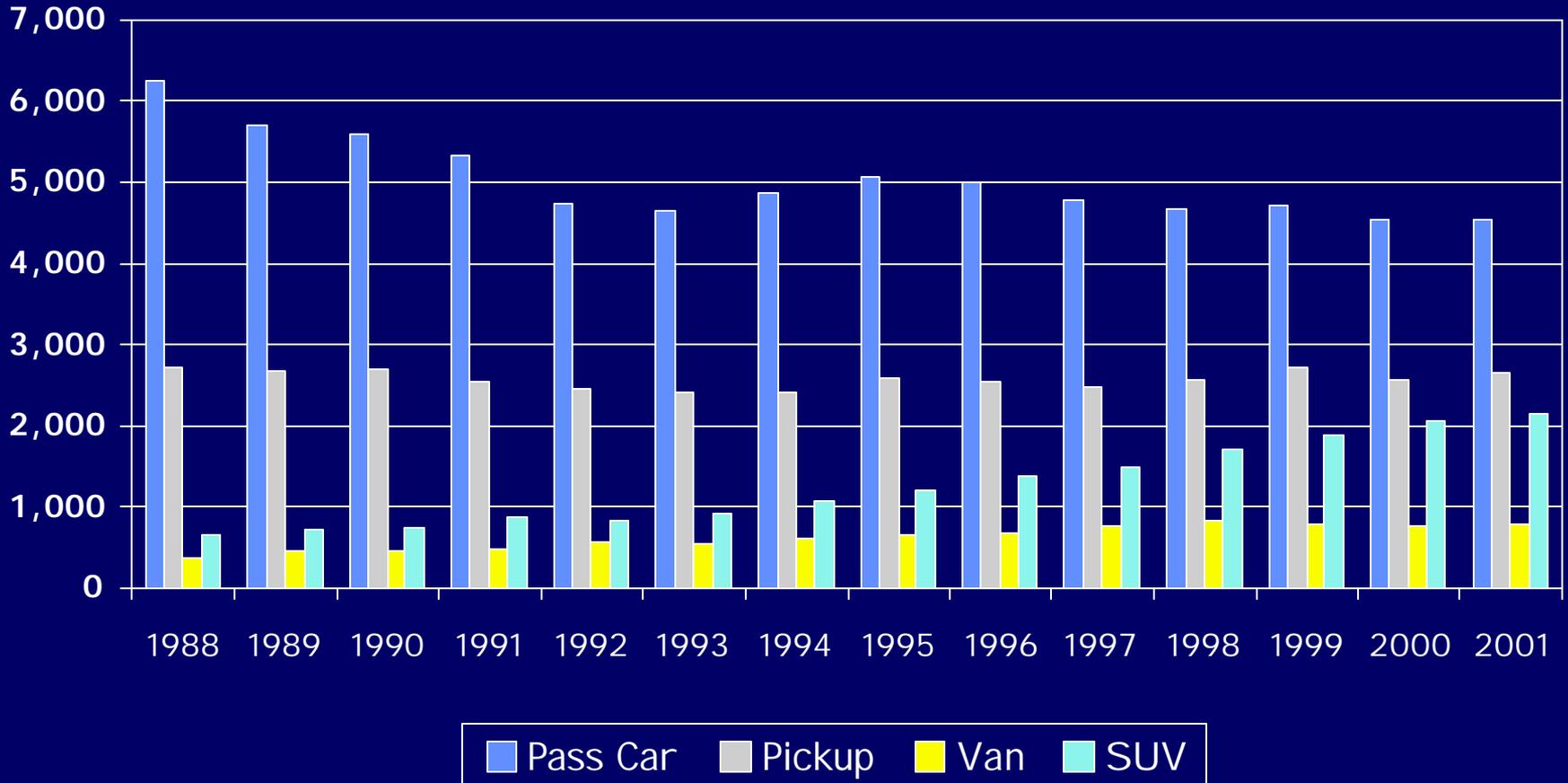
Source: FARS



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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)**
 - ◆ **Registered Vehicles**
 - **Based on R.L.Polk and FHWA Registered Vehicles**
 - ◆ **Population Estimates (based on 2000 Census)**
 - **Census Bureau**



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Questions about the data in this report may be sent by E-Mail to:
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or
made by phone to:
1.800.934.8517