

## *Motor Vehicle Traffic Crash Fatality and Injury Estimates for 2002*

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

# *The 2002 Early Assessment*

National Center for Statistics & Analysis



This report compares preliminary estimates of fatalities and injuries resulting from motor vehicle traffic crashes occurring in 2002 with estimates from 2001. The 2002 preliminary estimates are based on a statistical procedure which uses partial year Fatality Analysis Reporting System (FARS) and NASS General Estimates System (GES) files, as indicated in the sources listed on page 91. These preliminary estimates will be superceded when Annual Report estimates, based on full year files, are released this summer.

# The 2002 Early Assessment - Contents -

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# *Major Findings*

# Major Findings 2002 Early Assessment

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- The Estimated Number of Persons Killed in Motor Vehicle Traffic Crashes Increased to the Highest Level since 1990.
- Injuries in Motor Vehicle Traffic Crashes Declined.
- The Fatality Rate (Fatalities per 100 Million VMT) was Unchanged.
- Injury Rates Declined

# Major Findings 2002 Early Assessment

National Center for Statistics & Analysis



- **Occupant Fatalities Accounted for All of the Increase in Total Fatalities.**
- **Non-Occupant Fatalities Declined.**
- **Most of the Increase in Occupant Fatalities was in Pickup Trucks, SUVs and Vans.**
- **Most Passenger Vehicle Occupant Fatalities continue to be Unrestrained.**

# Major Findings 2002 Early Assessment

National Center for Statistics & Analysis



- **Alcohol-Related Fatalities Increased.**
- **The Increase in Alcohol-Related Fatalities was concentrated in Occupants of Vans and SUVs and Riders of Motorcycles.**
- **SUVs, Vans, and Motorcycles had a larger increase in Alcohol-Involved Drivers than other vehicles.**

# Major Findings 2002 Early Assessment

National Center for Statistics & Analysis



- **Passenger Vehicle Occupant Fatalities in Rollover Crashes Increased.**
- **Fatality Increases in SUV and Pickup Rollovers Accounted for:**
  - **Nearly half of the Increase in Total Occupant Fatalities**
  - **Most of the Increase in Passenger Vehicle Rollover Fatalities.**



# Major Findings 2002 Early Assessment

National Center for Statistics & Analysis



- Passenger Car Occupant Fatalities in Two-Vehicle Crashes with a Pickup Truck, Van or SUV Increased.
- Motorcyclist Fatalities continued to increase.
- Fatalities of Older Motorcyclists increased while Fatalities of Younger Motorcyclists declined.

# Major Findings 2002 Early Assessment

National Center for Statistics & Analysis



- Fatalities for Children Ages 0 - 3 and Ages 4 - 7 Declined.
- Fatalities for Occupants Ages 8 - 15 Increased.
- Fatalities of Young Drivers (Ages 16 - 20) Increased

# *Overall Statistics*

- The Estimated Number of Persons Killed in Motor Vehicle Traffic Crashes Increased **1.7%** ... to the **Highest Level since 1990**

The Estimated Number of Persons Injured **Decreased almost 4%**

# Persons Killed and Injured and Number of Crashes

National Center for Statistics & Analysis



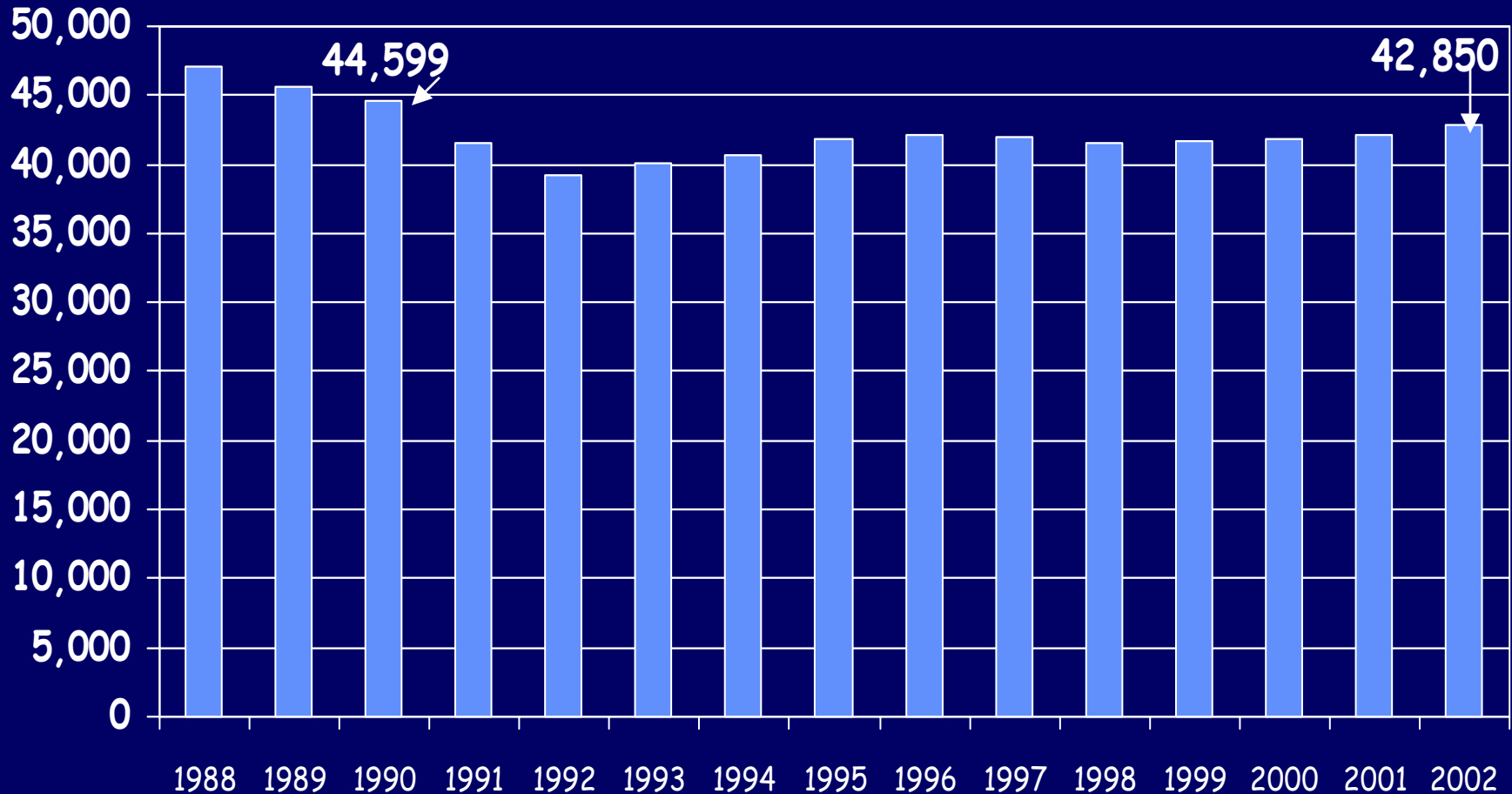
	Year		% Change
	2001	2002	
Persons Killed	42,116	42,850	+1.7%
Persons Injured	3,033,000	2,914,000	-3.9%
Fatal Crashes	37,795	38,356	+1.5%
Nonfatal Crashes	6,285,000	6,241,000	-0.7%
Injury Crashes	2,003,000	1,934,000	-3.4%
Property-Damage-Only	4,282,000	4,307,000	+0.6%

Note: Totals may not add due to rounding. Percentages computed after rounding.

Sources: FARS, NASS GES

# Number of Persons Killed in Motor Vehicle Crashes, by Year

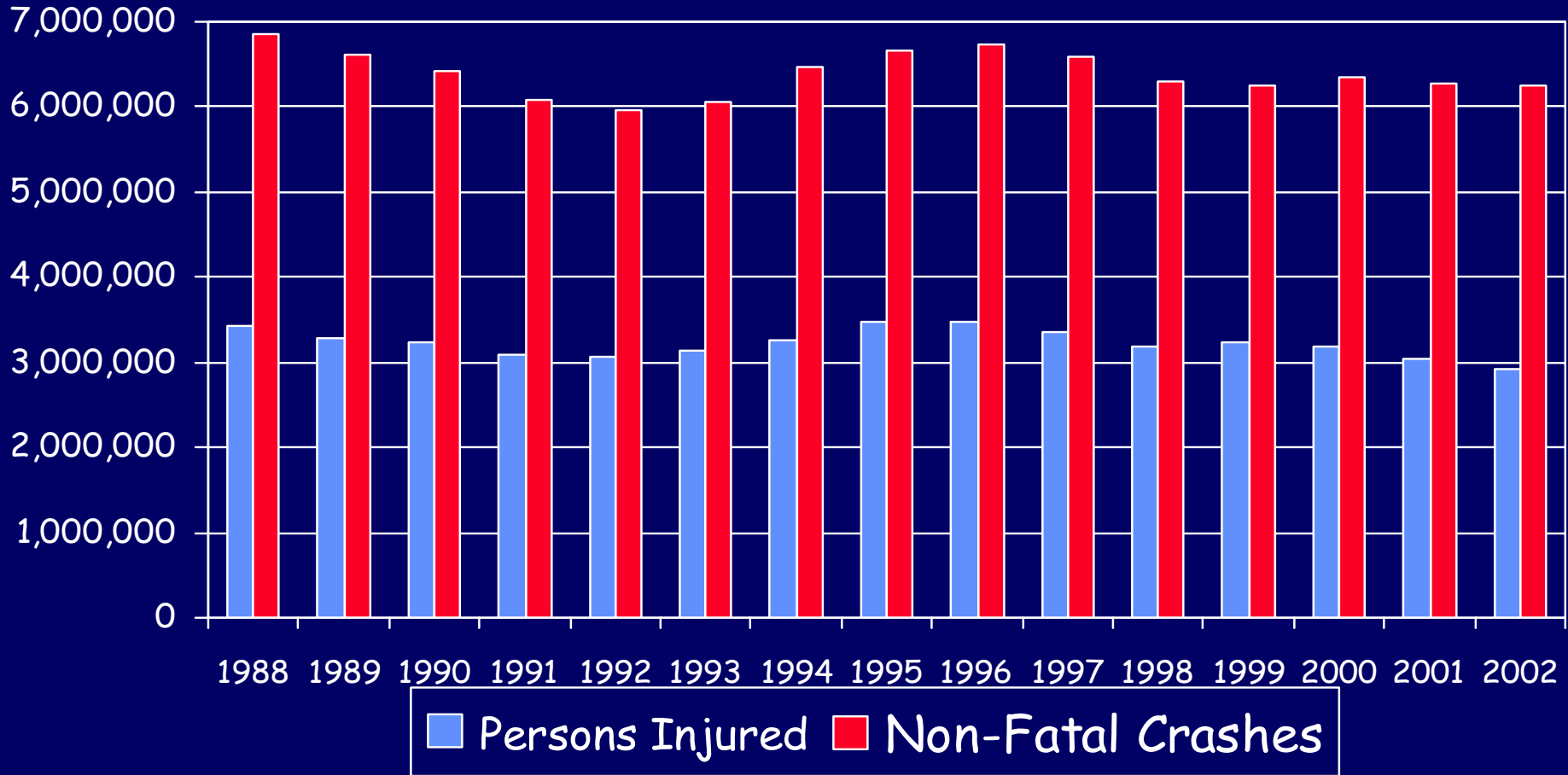
National Center for Statistics & Analysis



Source: FARS

# Non-Fatal Crashes and Persons Injured, by Year

National Center for Statistics & Analysis



Sources: NASS GES

- **Motor Vehicle Crash  
Fatality Rates were  
Unchanged,  
but ...**

**Injury Rates declined  
slightly**



# Motor Vehicle Crash Fatality and Injury Rates

National Center for Statistics & Analysis



Rate	Year		% Change
	2001	2002	
<b>Persons Killed</b>			
/100M VMT	1.51	1.51	0%
/100K Reg. Vehicles	19.04	18.99*	-0.3%
/100K Population	14.76	14.86	+0.7%
<b>Persons Injured</b>			
/100M VMT	109	103	-5.5%
/100K Reg. Vehicles	1,371	1,292*	-5.8%
/100K Population	1,063	1,011	-4.9%

\* Reg. Vehicles Based on NHTSA's Projections

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

Exposure Measure	Year		% Change
	2001	2002	
Vehicle Miles Traveled	2,781,462M	2,829,336M*	+1.7%
Registered Vehicles	221,230,000	225,655,000**	+2.0%
Population	285,317,559	288,368,698	+1.1%

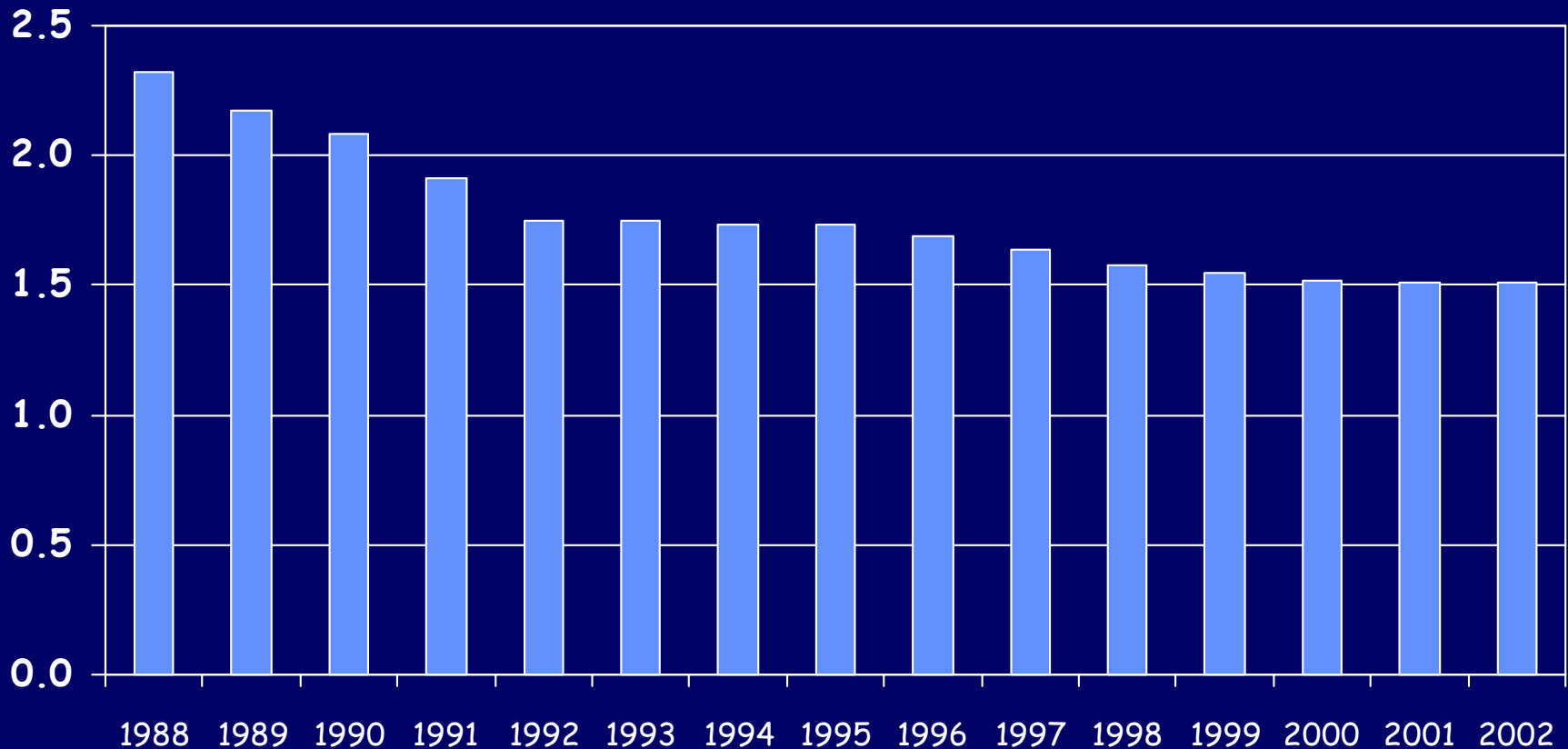
\*FHWA's Early VMT Estimate from Dec. 2002 Travel Volume Trends

\*\*Based on NHTSA's Projections

Sources: R.L. Polk, FHWA, Census Bureau

# Persons Killed in Motor Vehicle Crashes per 100 M VMT, by Year

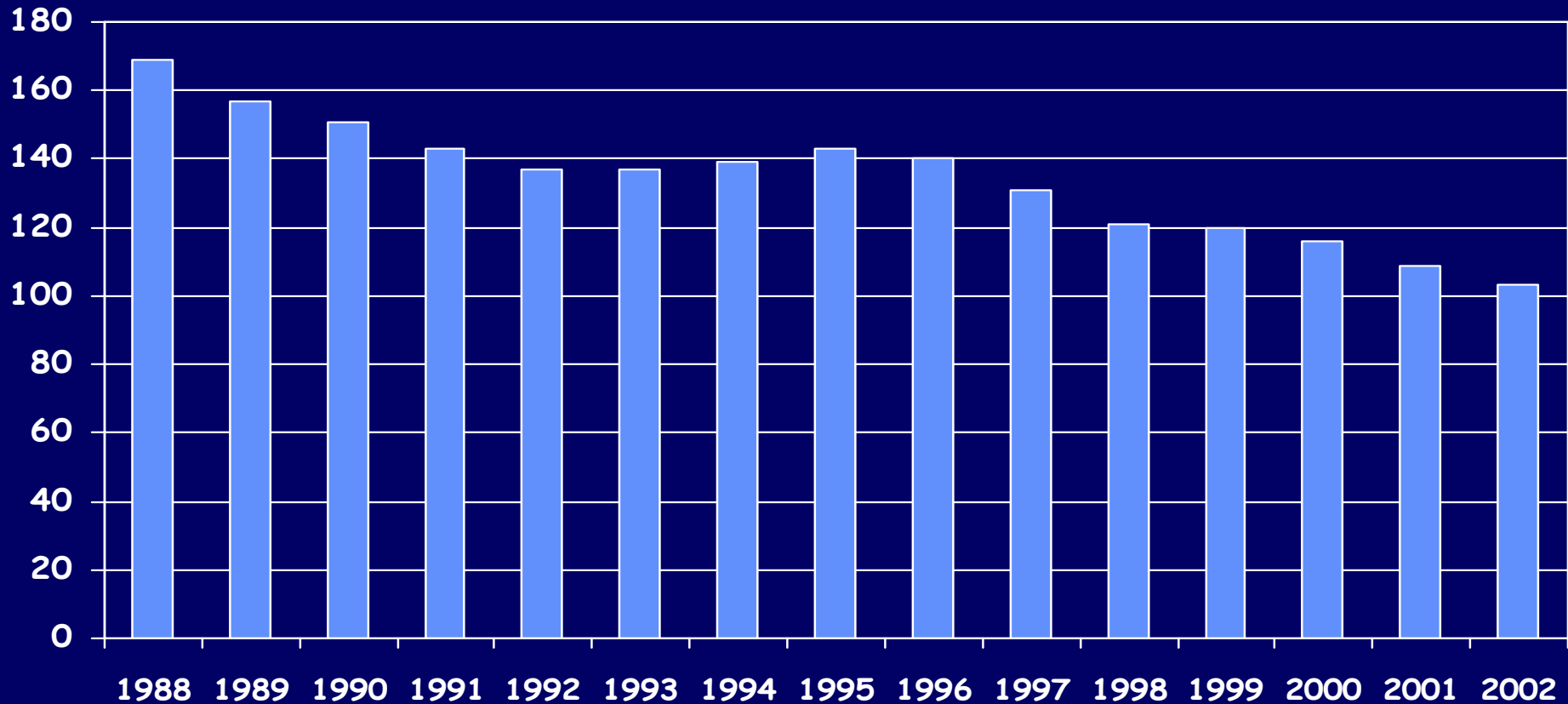
National Center for Statistics & Analysis



Source: FARS / FHWA VMT

# Person Injured in Motor Vehicle Crashes per 100 M VMT, by Year

National Center for Statistics & Analysis



Sources: NASS GES / FHWA VMT

➤ **The Increase in Total Crash Fatalities was due to ...**

**Occupant Fatalities Increasing 2.6%**  
and

**Motorcyclist Fatalities Increasing 3.0%**

while ...

**Non-Occupant Fatalities Declined 3.7%**

# Persons Killed in Motor Vehicle Crashes, by Role

National Center for Statistics & Analysis



Role	2001	2002	Change	% Change
<b>Occupants</b>	<b>33,205</b>	<b>34,055</b>	<b>+850</b>	<b>+2.6%</b>
Drivers	22,898	23,671	+773	+3.4%
Passengers	10,202	10,275	+73	+0.7%
Unknown Occupant	105	110	+5	+4.8%
<b>Motorcyclists</b>	<b>3,181</b>	<b>3,276</b>	<b>+95</b>	<b>+3.0%</b>
<b>Non-Occupants</b>	<b>5,730</b>	<b>5,519</b>	<b>-211</b>	<b>-3.7%</b>
Pedestrians	4,882	4,776	-106	-2.2%
Pedalcyclists	728	646	-82	-11%
Other*	120	96	-24	-20%
<b>TOTAL</b>	<b>42,116</b>	<b>42,850</b>	<b>+734</b>	<b>+1.7%</b>

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

Source: FARS

# Persons Injured in Motor Vehicle Crashes, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2001	2002	
<b>Occupants</b>	<b>2,841,000</b>	<b>2,723,000</b>	<b>-4.2%</b>
Drivers	1,934,000	1,856,000	-4.1%
Passengers	907,000	867,000	-4.4%
<b>Motorcyclists</b>	<b>60,000</b>	<b>65,000</b>	<b>+8.3%</b>
<b>Non-Occupants</b>	<b>131,000</b>	<b>127,000</b>	<b>-3.1%</b>
Pedestrians	78,000	72,000	-7.7%
Pedalcyclists	45,000	48,000	+6.7%
Other*	8,000	7,000	-12%
<b>TOTAL</b>	<b>3,033,000</b>	<b>2,914,000</b>	<b>-3.9%</b>

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

Note: Totals may not add due to rounding. Percentages computed after rounding. Source: NASS GES

# *Occupants*



- Occupant Fatalities in Pickup Trucks, SUVs and Vans accounted for **59% of the Increase** in all Motor Vehicle Occupant Fatalities.

but ...

Fatalities in Passenger Cars were essentially **Unchanged**.

# Occupants Killed in Motor Vehicle Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	Year		Change	% Change
	2001	2002		
<b><i>TOTAL Occupants</i></b>	<b>33,205</b>	<b>34,055</b>	<b>+850</b>	<b>+2.6%</b>
Passenger Cars	20,233	20,158	-75	-0.4%
LTVs*	11,677	12,176	+499	+4.3%
Large Trucks	704	712	+8	+1.1%
Other Vehicles**	430	476	+46	+11%
Unknown Vehicle Type	161	533	+372	n/a

\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

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

Source: FARS

# Occupants Injured in Motor Vehicle Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Type of Vehicle	Year		% Change
	2001	2002	
<b>TOTAL Occupants</b>	<b>2,841,000</b>	<b>2,722,000</b>	<b>-3.9%</b>
Passenger Cars	1,927,000	1,822,000	-5.4%
LTVs*	861,000	848,000	-1.5%
Large Trucks	29,000	25,000	-14%
Other Vehicles**	25,000	27,000	+8.0%

\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

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

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: NASS GES

- **Most Passenger Vehicle Occupants Killed in Motor Vehicle Crashes Continue to be**

**Unrestrained**

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

National Center for Statistics & Analysis



Restraint Use	Year			
	2001		2002	
<b>Persons Killed</b>	<b>31,910</b>	<b>100%</b>	<b>32,335</b>	<b>100%</b>
Restraint Used**	12,908	40%	13,232	41%
Restraint Not Used	19,002	60%	19,103	59%

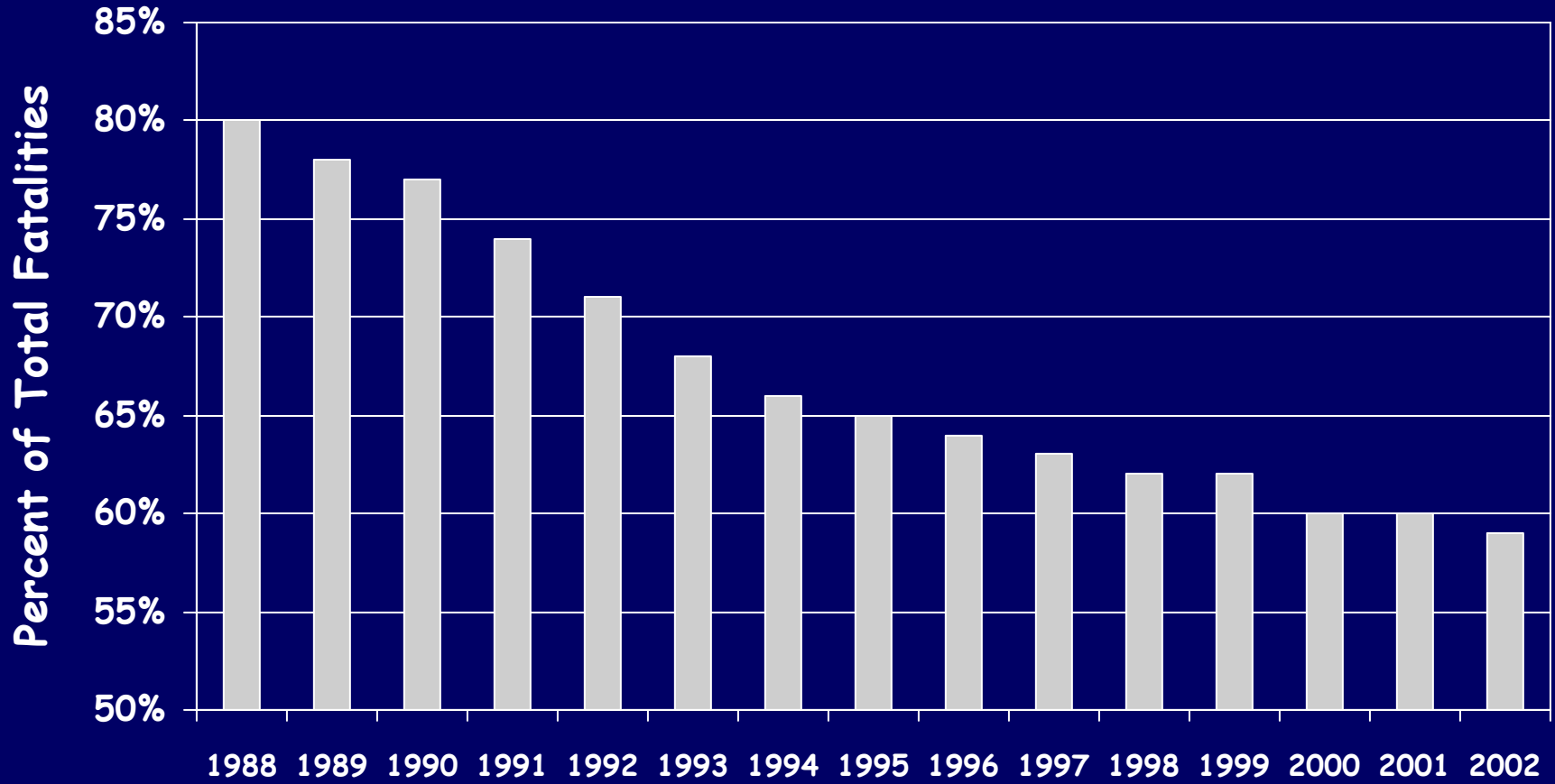
\*Occupant Fatalities whose restraint use was unknown were distributed proportionally to the known use categories.  
In both years restraint use was unknown for 8% of passenger vehicle occupants.

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

Source: FARS

# Percent of Total Passenger Vehicle Occupant Fatalities that were Unrestrained, by Year

National Center for Statistics & Analysis



Source: FARS

# *Alcohol-Related Crashes*

- The Number of People Killed  
in Alcohol-Related Crashes

**Increased**



# Persons Killed by Highest BAC in Crash

National Center for Statistics & Analysis

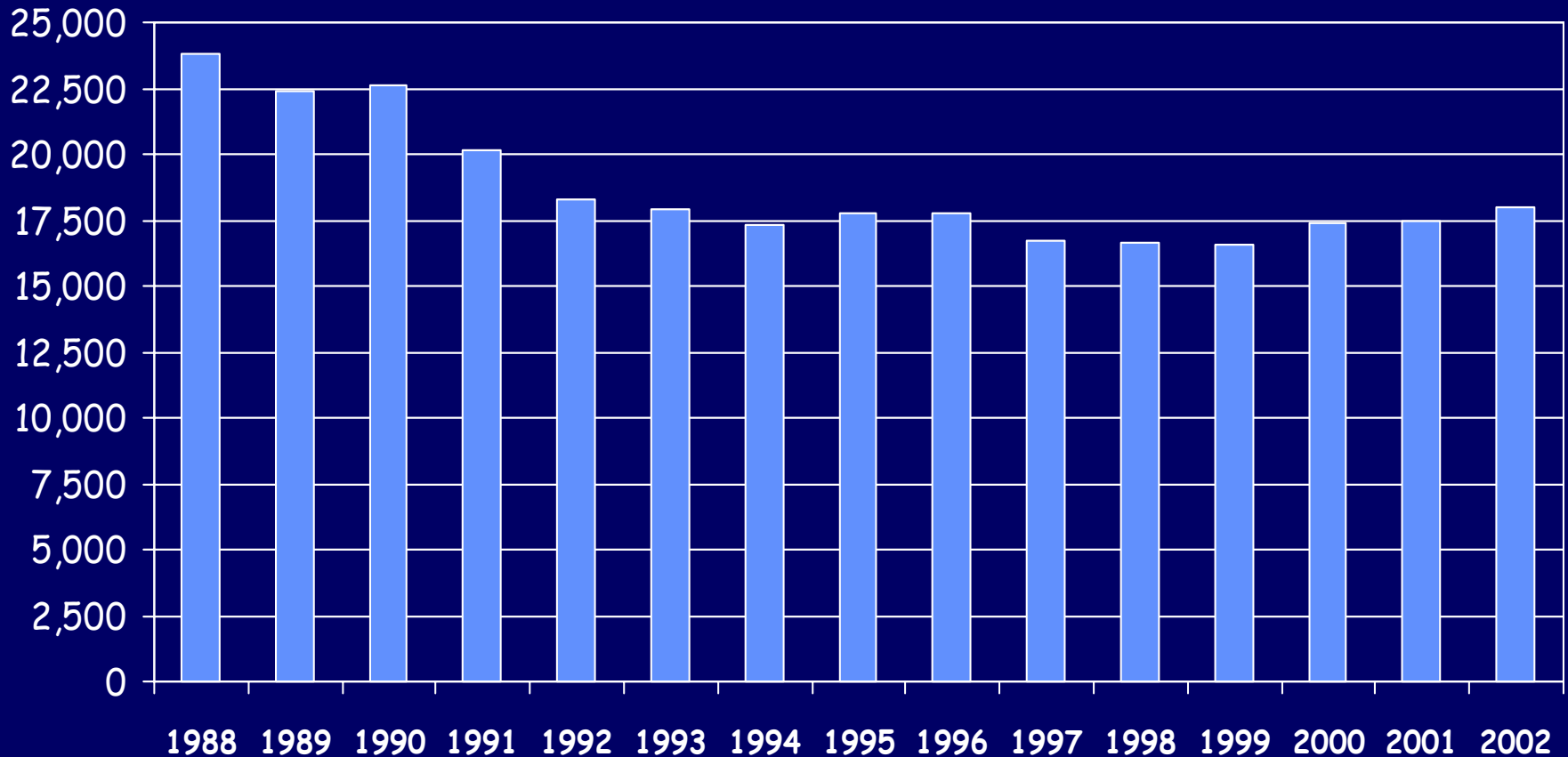


Highest BAC in Crash	Year		% Change
	2001	2002	
<b>Alcohol-Related Fatalities</b>	<b>17,448</b>	<b>17,970</b>	<b>+3.0%</b>
% All Fatalities	41%	42%	
Fatality Rate / 100 M VMT	0.63	0.64	
<b>Impaired (0.01 &lt;= BAC &lt;= 0.07)</b>	<b>2,515</b>	<b>2,335</b>	<b>-7.2%</b>
<b>Intoxicated (0.08 &lt;= BAC)</b>	<b>14,933</b>	<b>15,635</b>	<b>+4.7%</b>

Source: FARS, FHWA

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

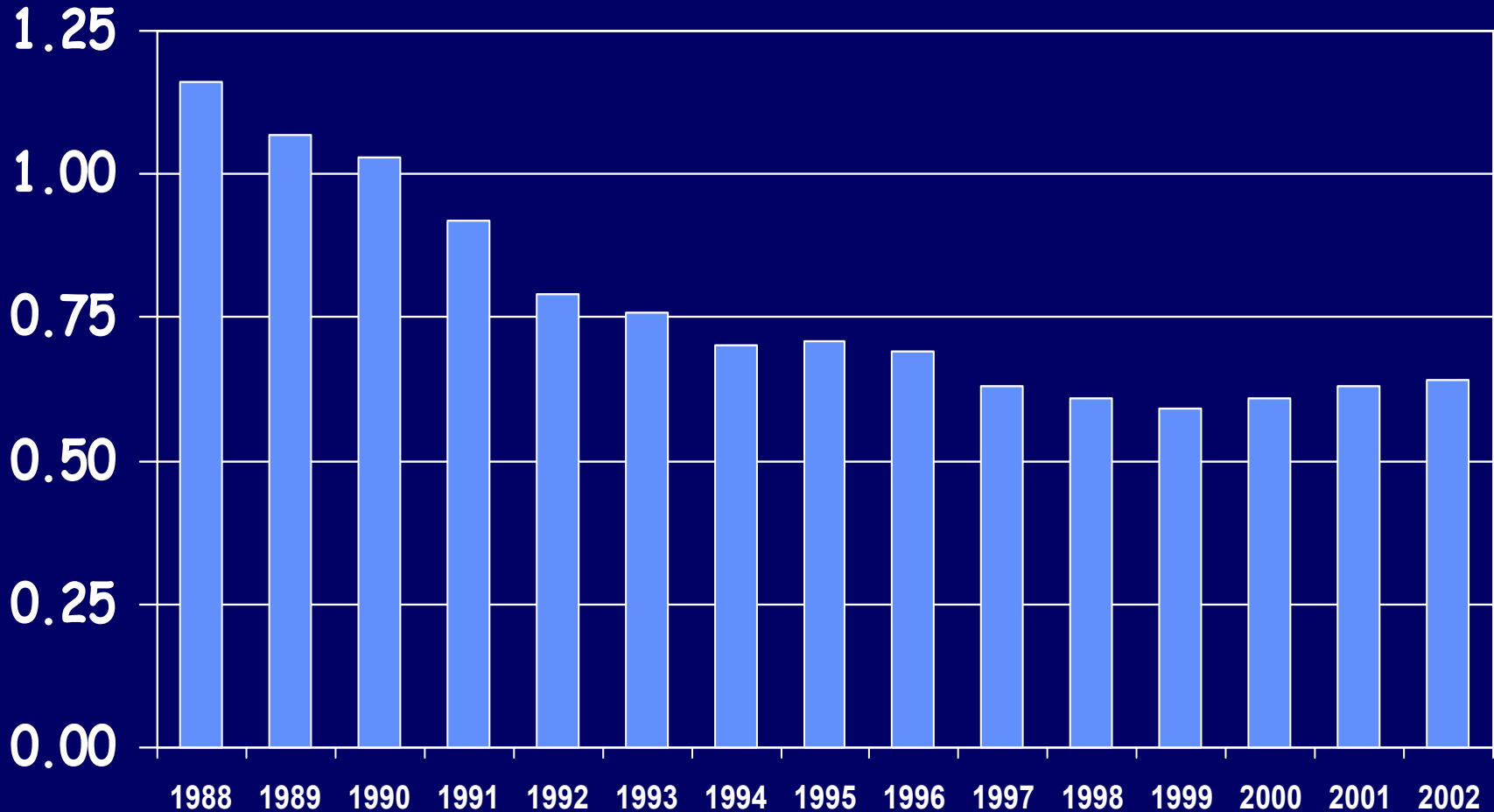
National Center for Statistics & Analysis



Source: FARS

# Number of Alcohol Related Fatalities per 100 Million VMT, by Year

National Center for Statistics & Analysis



Source: FARS; FHWA, DOT

- The Number of Motor Vehicle Occupants and Motorcyclists Killed in Alcohol-Related Crashes **Increased**, while the Number of Non-Occupants Killed **Declined**

Except for Motorcyclists, the Number of Persons Injured in Alcohol-Related Crashes **Declined**

# Persons Killed in Alcohol-Related Crashes, by Role

National Center for Statistics & Analysis



Role	2001	2002	Change	% Change
<b>Occupants</b>	<b>13,429</b>	<b>13,914</b>	<b>+485</b>	<b>+3.6%</b>
Drivers	9,562	9,871	+309	+3.2%
Passengers	3,817	3,993	+176	+4.6%
Unknown Occupant	50	50	0	-
<b>Motorcyclists</b>	<b>1,330</b>	<b>1,410</b>	<b>+80</b>	<b>+6.0%</b>
<b>Non-Occupants</b>	<b>2,689</b>	<b>2,646</b>	<b>-43</b>	<b>-1.6%</b>
Pedestrians	2,369	2,362	-7	-0.3%
Pedalcyclists	281	255	-26	-9.3%
Other*	39	29	-10	-26%
<b>TOTAL</b>	<b>17,448</b>	<b>17,970</b>	<b>+522</b>	<b>+3.0%</b>

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

Source: FARS

# Persons Injured in Alcohol-Related Crashes, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2001	2002	
<b>Occupants</b>	<b>254,000</b>	<b>231,000</b>	<b>-9.1%</b>
Drivers	173,000	157,000	-9.2%
Passengers	82,000	73,000	-11%
<b>Motorcyclists</b>	<b>7,000</b>	<b>8,000</b>	<b>+14%</b>
<b>Non-Occupants</b>	<b>14,000</b>	<b>13,000</b>	<b>-7.1%</b>
Pedestrians	11,000	10,000	-9.1%
Pedalcyclists	2,000	2,000	0%
Other*	1,000	1,000	0%
<b>TOTAL</b>	<b>275,000</b>	<b>252,000</b>	<b>-8.4%</b>

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

Note: Totals may not add due to rounding. Percentages computed after rounding. Source: NASS GES

- **Alcohol-Related Occupant Fatalities**  
**Increased 37% in Large Trucks,**  
**9% in Vans and 7% in SUVs**

**Which was More than the 3.6%**  
**Overall Increase in Alcohol-**  
**Related Occupant Fatalities**

# Occupants Killed in Alcohol-Related Crashes, by Vehicle Type

National Center for Statistics & Analysis



Type of Vehicle	Year		% Change
	2001	2002	
<b>Motor Vehicle Occupants Killed*</b>	<b>13,429</b>	<b>13,914</b>	<b>+3.6%</b>
Passenger Car	8,034	8,059	+0.3%
Vans	631	690	+9.4%
SUVs	1,472	1,577	+7.1%
Pickup Truck	2,988	3,058	+2.3%
Large Trucks	63	86	+37%

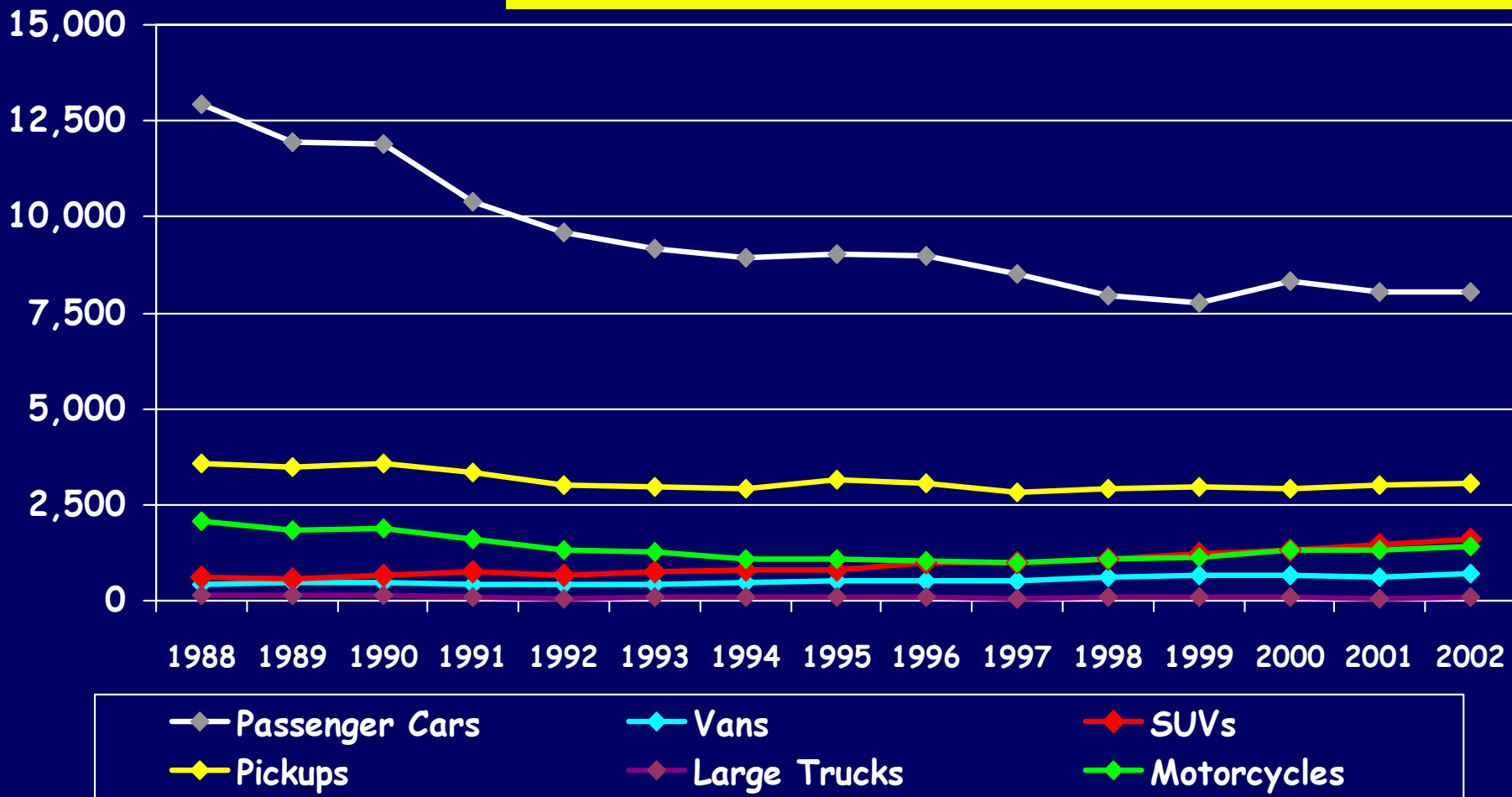
\*Includes Buses, Other Vehicles and Vehicles with Unknown Body Type

Source: FARS



# Occupants and Motorcyclists Killed in Alcohol-Related Crashes, by Type of Vehicle

National Center for Statistics & Analysis



Source: FARS

- In Fatal Crashes, the Increase in the Number of Alcohol-Involved Drivers of SUVs (11%), Motorcycles (7%) and Vans (6%) was More than the Overall Increase (4.2%)

# Alcohol-Involved Drivers in Fatal Crashes by Vehicle Type

National Center for Statistics & Analysis



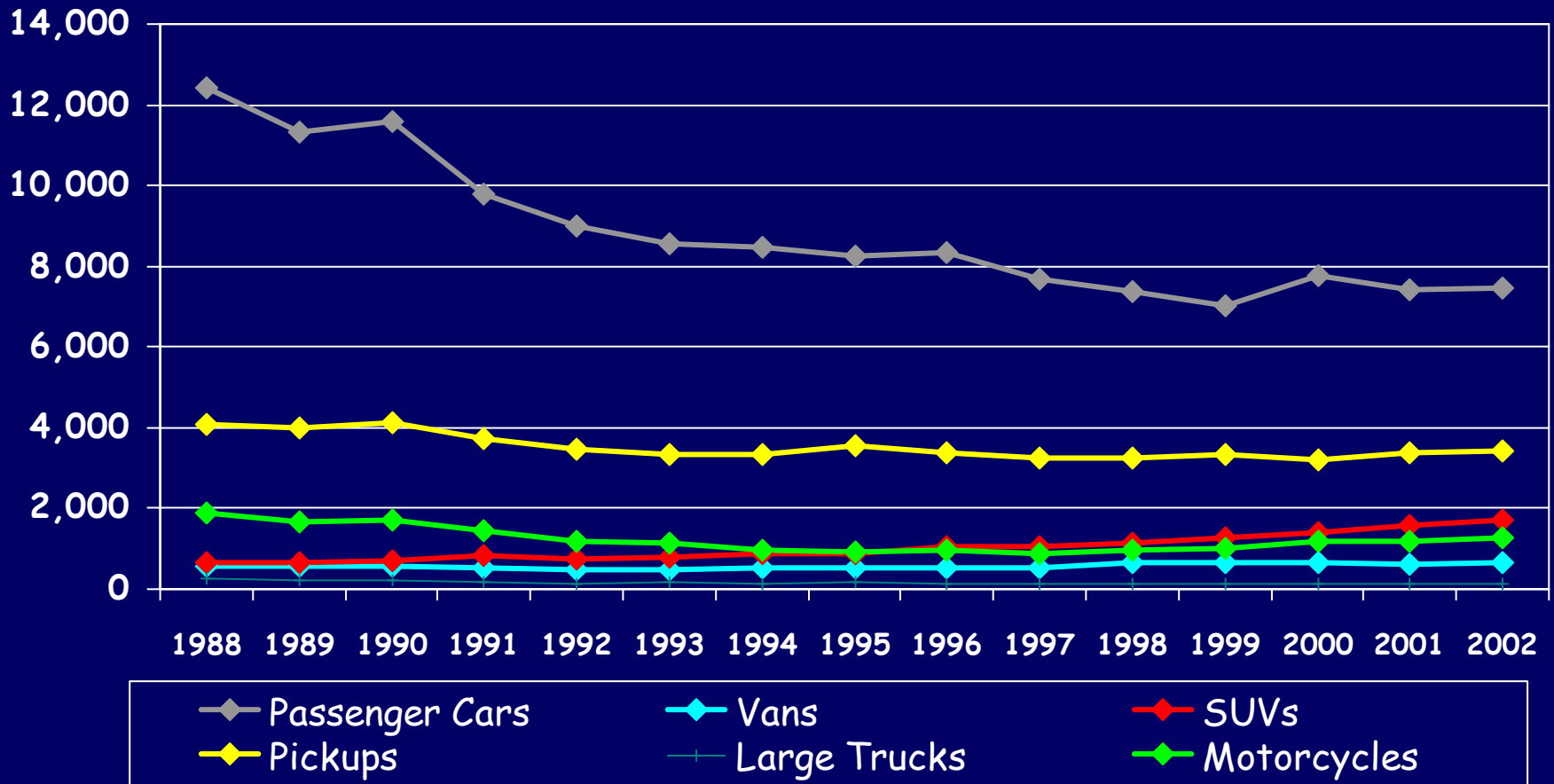
Type of Vehicle	Year		% Change
	2001	2002	
<b>Total*</b>	<b>14,706</b>	<b>15,327</b>	<b>+4.2%</b>
Passenger Car	7,413	7,456	+0.6%
Vans	605	641	+6.0%
SUVs	1,562	1,733	+11%
Pickup Truck	3,362	3,441	+2.3%
Large Trucks	117	114	-2.6%
Motorcycles	1,191	1,275	+7.1%

\*Includes Buses, Other Vehicles and Vehicles with Unknown Body Type

Source: FARS

# Alcohol-Involved Drivers in Fatal Crashes, by Vehicle Type

National Center for Statistics & Analysis



Source: FARS

# *Rollover Crashes*

- **Passenger Vehicle Occupant Fatalities in Rollover Crashes Increased for All Types of Vehicles except Vans**

**Total Injuries in Rollover Crashes also Increased**

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

National Center for Statistics & Analysis



Type of Vehicle	2001	2002	% Change
<b>Persons Killed*</b>	10,130	10,626	+4.9%
<b>Passenger Car</b>	4,549	4,746	+4.4%
<b>Van</b>	784	695	-11%
<b>SUV</b>	2,142	2,353	+9.8%
<b>Pickup Truck</b>	2,643	2,819	+6.7%
<b>Persons Injured</b>	155,000	170,000	+9.7%
<b>Passenger Car</b>	71,000	83,000	+17%
<b>Van</b>	10,000	10,000	0%
<b>SUV</b>	38,000	42,000	+11%
<b>Pickup Truck</b>	36,000	35,000	-2.8%

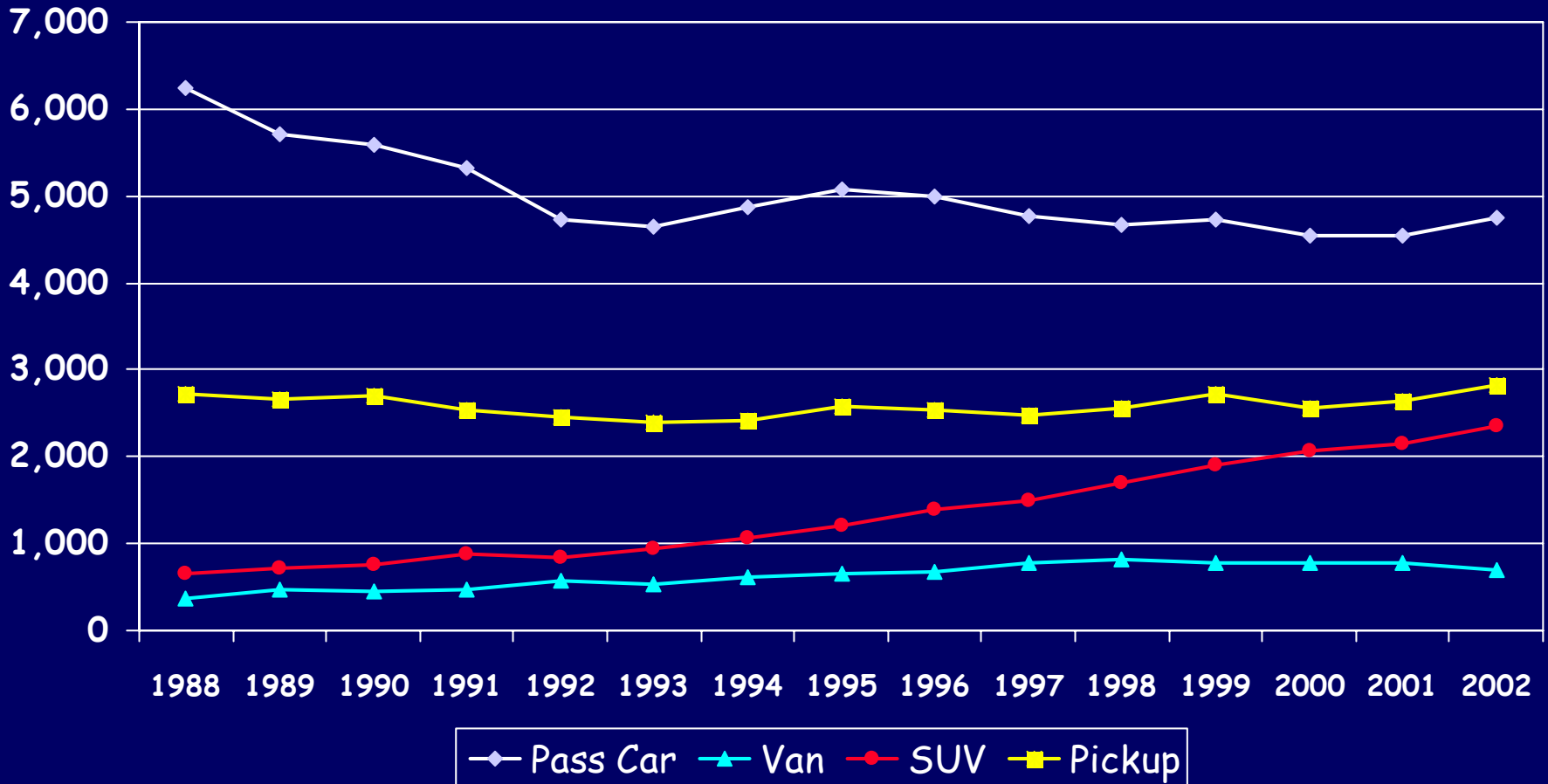
\*Total Killed includes Occupants of Other Light Trucks

Source: FARS, NASS GES

Note: Totals may not add due to rounding. Percentages computed after rounding.

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

National Center for Statistics & Analysis



Source: FARS



- **61%** of SUV Occupant Fatalities Continued to Occur in **Rollover** Crashes.

The Next Highest Proportion of Occupant Fatalities in Rollover Crashes was **46%** in Pickup Trucks

# Passenger Vehicle Occupants Killed and Injured, by Percent Rollover and Type of Vehicle

National Center for Statistics & Analysis



	2001			2002		
	Rollover		Total	Rollover		Total
	Yes	No		Yes	No	
<b>Persons Killed</b>						
<b>Passenger Car</b>	22%	78%	20,233	24%	76%	20,159
<b>Van</b>	39%	61%	2,011	33%	67%	2,112
<b>SUV</b>	61%	39%	3,515	61%	39%	3,855
<b>Pickup Truck</b>	43%	57%	6,116	46%	54%	6,167
<b>Persons Injured</b>						
<b>Passenger Car</b>	4%	96%	1,922,000	5%	95%	1,819,000
<b>Van</b>	5%	95%	204,000	5%	95%	194,000
<b>SUV</b>	13%	87%	295,000	13%	87%	312,000
<b>Pickup Truck</b>	10%	90%	360,000	10%	90%	336,000

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

## ➤ The Increase in SUV and Pickup Truck Rollover Crash Fatalities

*Accounted for 46% of the Increase in All Occupant Fatalities and 78% of the Increase in Passenger Vehicle Rollover Fatalities.*

# Number of Persons Killed in Motor Vehicle Crashes, by Type

National Center for Statistics & Analysis



	2001	2002	Change	% Change	% Tot Increase	% Occ Increase	% Roll Increase
<b>Fatalities</b>	42,116	42,850	734	+1.7%	100%	--	--
<b>Non-Occupants</b>	5,730	5,519	-211	-3.7%	-29%	--	--
<b>Motorcyclists</b>	3,181	3,276	95	+3.0%	13%	--	--
<b>Occupants</b>	33,205	34,055	850	+2.6%	116%	100%	--
PV Occ Non-rollover	21,781	21,708	-73	-0.3%	--	--	--
PV Occ Rollover	10,129	10,626	497	+4.9%	68%	58%	100%
<b>PCar Occ Roll</b>	<b>4,549</b>	<b>4,747</b>	<b>198</b>	<b>+4.3%</b>	<b>27%</b>	<b>23%</b>	<b>40%</b>
SUV Occ Roll	2,142	2,353	211	+9.8%	29%	25%	42%
PU Occ Roll	2,643	2,819	176	+6.6%	24%	21%	35%
<b>Van Occ Roll</b>	<b>784</b>	<b>695</b>	<b>-89</b>	<b>--</b>	<b>--</b>	<b>--</b>	<b>--</b>

Source: FARS

*Two-Vehicle Crashes  
between  
Passenger Cars and LTVs*

- The Number of Passenger Car Occupant Fatalities in Two-Vehicle Crashes with a Pickup Truck, Van or SUV (LTV) **Increased**

while the Number of Fatalities in the LTV in these crashes **Declined**.

# Persons Killed and Injured in Two Vehicle Crashes Involving a Passenger Car and a LTV\*

National Center for Statistics & Analysis



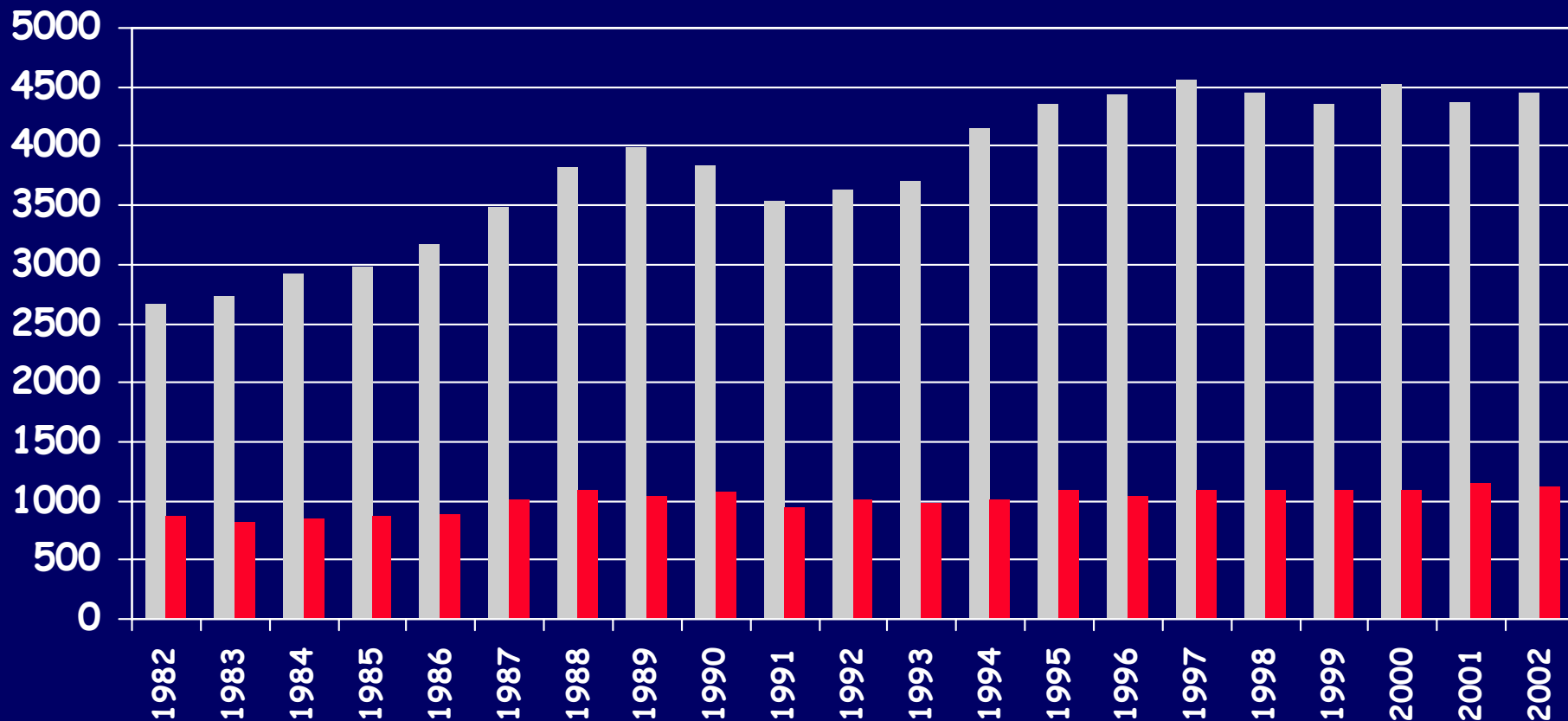
	Year		% Change
	2001	2002	
<b>Fatal Crashes</b>			
Killed in PC	4,375	4,446	+1.6%
Killed in LTV*	1,150	1,122	-2.4%
<b>Injury Crashes</b>			
Injured in PC	471,000	450,000	-4.5%
Injured in LTV*	307,000	291,000	-5.2%

\*LTV = Pickup Truck, Van, and Sport Utility Vehicle

Sources: FARS, NASS GES

# Persons Killed in Two Vehicle Crashes Involving a Passenger Car and a LTV\*, by Year

National Center for Statistics & Analysis



\*LTV = Pickup Truck, Van,  
and Sport Utility Vehicle

■ Killed in PC ■ Killed in LTV

Source: FARS



# *Motorcycles*

- **The Increase in Motorcyclists Killed continued, but at a slower rate.**

**The Number of Motorcyclists Injured also Increased**

# Motorcyclists Killed and Injured, by Year, 1997-2002

National Center for Statistics & Analysis

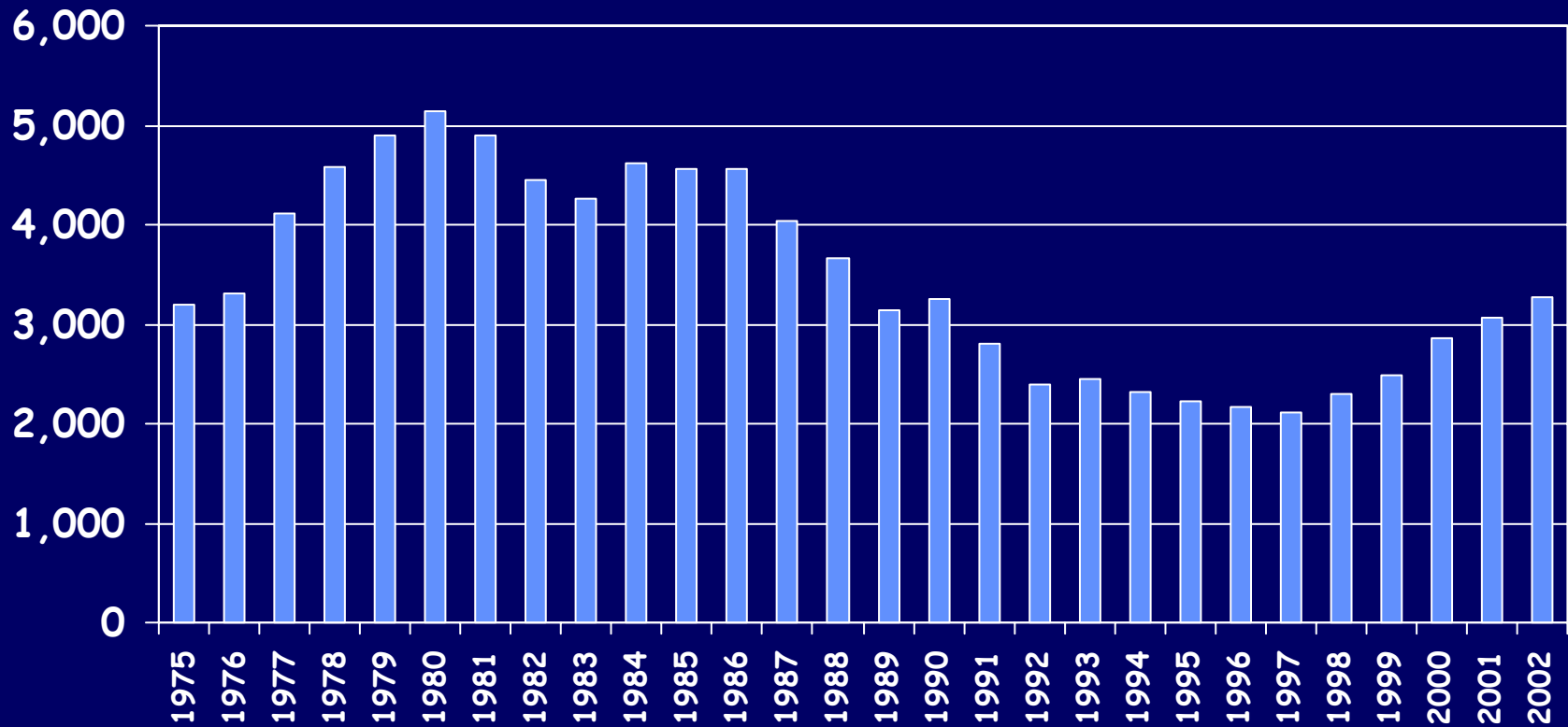


Fatalities	Year					
	1997	1998	1999	2000	2001	2002
<b>Total Killed</b>	<b>42,013</b>	<b>41,501</b>	<b>41,717</b>	<b>41,945</b>	<b>42,116</b>	<b>42,850</b>
<b>Change</b>	<b>---</b>	<b>-512</b>	<b>+216</b>	<b>+228</b>	<b>+171</b>	<b>+734</b>
<b>Motorcyclists Killed</b>	<b>2,116</b>	<b>2,294</b>	<b>2,483</b>	<b>2,897</b>	<b>3,181</b>	<b>3,276</b>
<b>Change</b>	<b>---</b>	<b>+178</b>	<b>+189</b>	<b>+414</b>	<b>+284</b>	<b>+95</b>
<b>%Change</b>	<b>---</b>	<b>8.4%</b>	<b>8.2%</b>	<b>16%</b>	<b>9.8%</b>	<b>3.0%</b>
<b>Percent of all Fatalities</b>	<b>5.0%</b>	<b>5.5%</b>	<b>6.0%</b>	<b>6.9%</b>	<b>7.6%</b>	<b>7.6%</b>
<b>Motorcyclists Injured</b>	<b>53,000</b>	<b>49,000</b>	<b>50,000</b>	<b>58,000</b>	<b>60,000</b>	<b>65,000</b>

Source: FARS

# Motorcyclists Killed by Year

National Center for Statistics & Analysis



Source: FARS

➤ **Fatalities of Older Motorcycle  
Riders (Ages 40 +)**

**Increased,**

**while Younger Rider Fatalities  
Declined**

# Number of Motorcyclists Killed, by Age Group

National Center for Statistics & Analysis

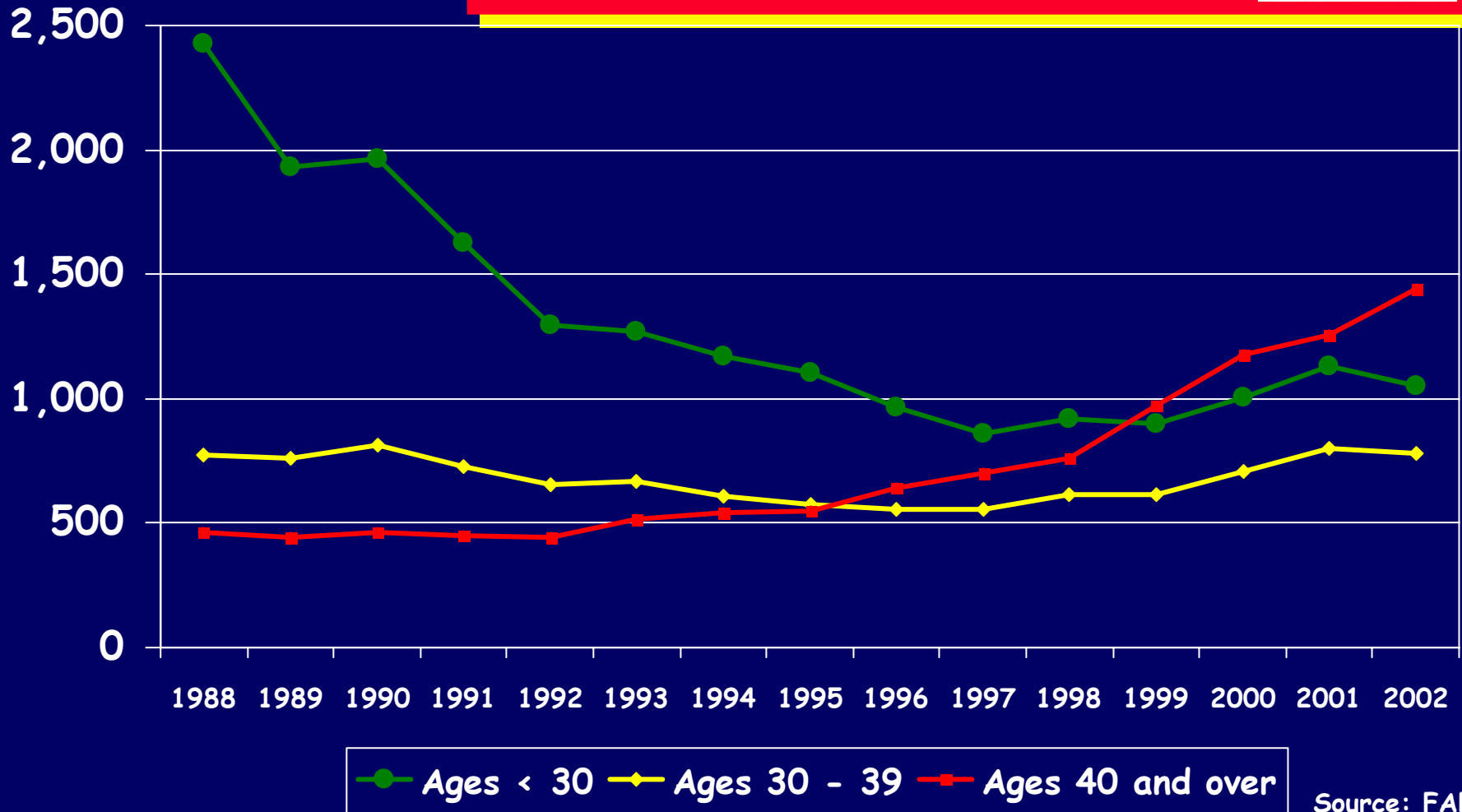


Age Group	Year		Change
	2001	2002	
Under 20	209	190	-9.2%
20 - 29	919	863	-6.1%
30 - 39	797	779	-2.2%
40 - 49	722	781	+8.2%
50 and Over	532	659	+24%
Unknown	2	4	n/a
<b>Total</b>	<b>3,181</b>	<b>3,276</b>	<b>+3.0%</b>

Source: FARS

# Number of Motorcyclists Killed, by Age Group, by Year

National Center for Statistics & Analysis



Source: FARS

# *Large Trucks*



- The Number of Persons Killed and Injured in Crashes involving Large Trucks Continued it's recent decline.

# Persons Killed in Large Truck Crashes, by Type

National Center for Statistics & Analysis

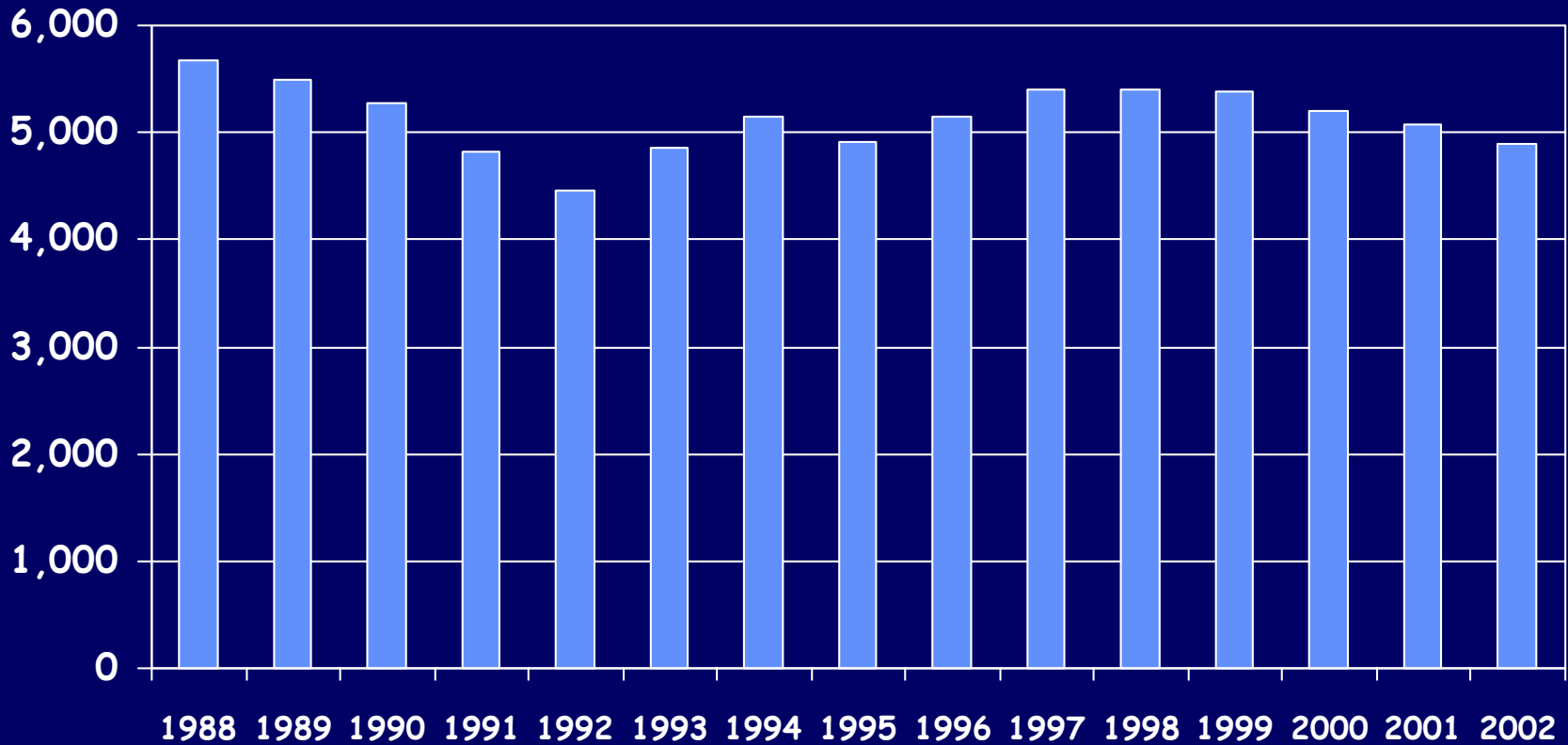


Type	Year		% Change
	2001	2002	
<b>Truck Occupants</b>	<b>704</b>	<b>712</b>	<b>+1.2%</b>
Single Vehicle	471	458	-2.7%
Multiple Vehicle	233	254	+9.2%
<b>Other Vehicle Occupants</b>	<b>3,940</b>	<b>3,816</b>	<b>-3.2%</b>
<b>Non-Occupants</b>	<b>438</b>	<b>374</b>	<b>-15%</b>
<b>Total</b>	<b>5,082</b>	<b>4,902</b>	<b>-3.5%</b>

Source: FARS

# Persons Killed in Large Truck Crashes, by Year

National Center for Statistics & Analysis



Source: FARS

# Persons Injured in Large Truck Crashes, by Type

National Center for Statistics & Analysis



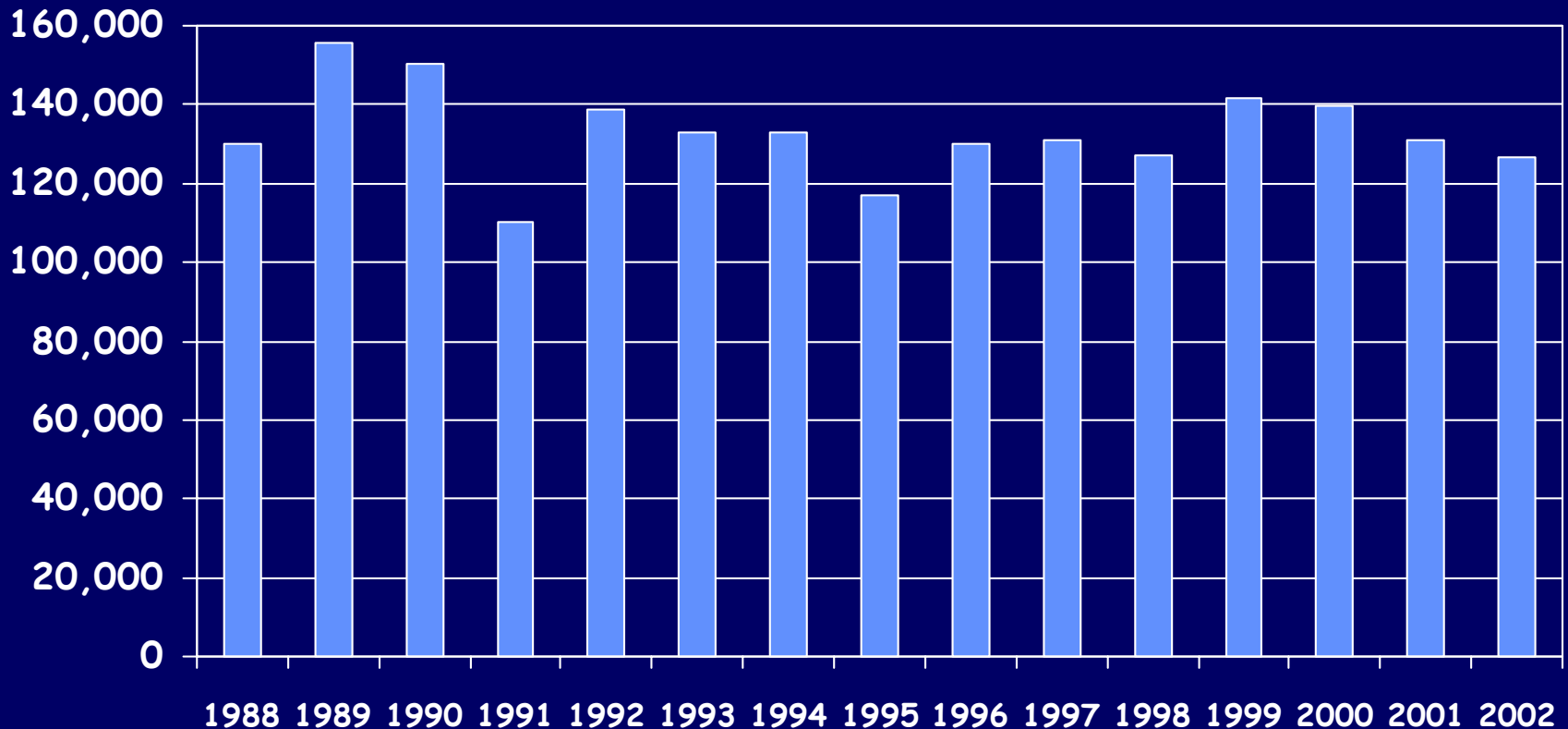
Type	Year		% Change
	2001	2002	
<b>Truck Occupants</b>	<b>29,000</b>	<b>25,000</b>	<b>-14%</b>
Single Vehicle	13,000	12,000	-7.7%
Multiple Vehicle	16,000	13,000	-19%
<b>Other Vehicle Occupants</b>	<b>99,000</b>	<b>99,000</b>	<b>+0%</b>
<b>Non-Occupants</b>	<b>3,000</b>	<b>3,000</b>	<b>+0%</b>
<b>Total</b>	<b>131,000</b>	<b>127,000</b>	<b>-3.1%</b>

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: NASS GES

# Persons Injured in Large Truck Crashes, by Year

National Center for Statistics & Analysis



Source: NASS GES

# *Non-Occupants*

➤ **The Number of Non-Occupants  
of All Types Killed  
Declined**

**The Total Number of  
Non-Occupants Injured  
Declined**

# Non-Occupants Killed or Injured, by Type

National Center for Statistics & Analysis



Type	Year		% Change
	2001	2002	
<b>Persons Killed</b>	<b>5,730</b>	<b>5,519</b>	<b>-3.7%</b>
Pedestrians	4,882	4,776	-2.2%
Pedalcyclists	728	646	-11%
Others *	120	96	-20%
<b>Persons Injured</b>	<b>131,000</b>	<b>127,000</b>	<b>-3.1%</b>
Pedestrians	78,000	72,000	-7.7%
Pedalcyclists	45,000	48,000	+6.7%
Others *	8,000	7,000	-13%

**Note:** Totals may not add due to rounding. Percentages computed after rounding.

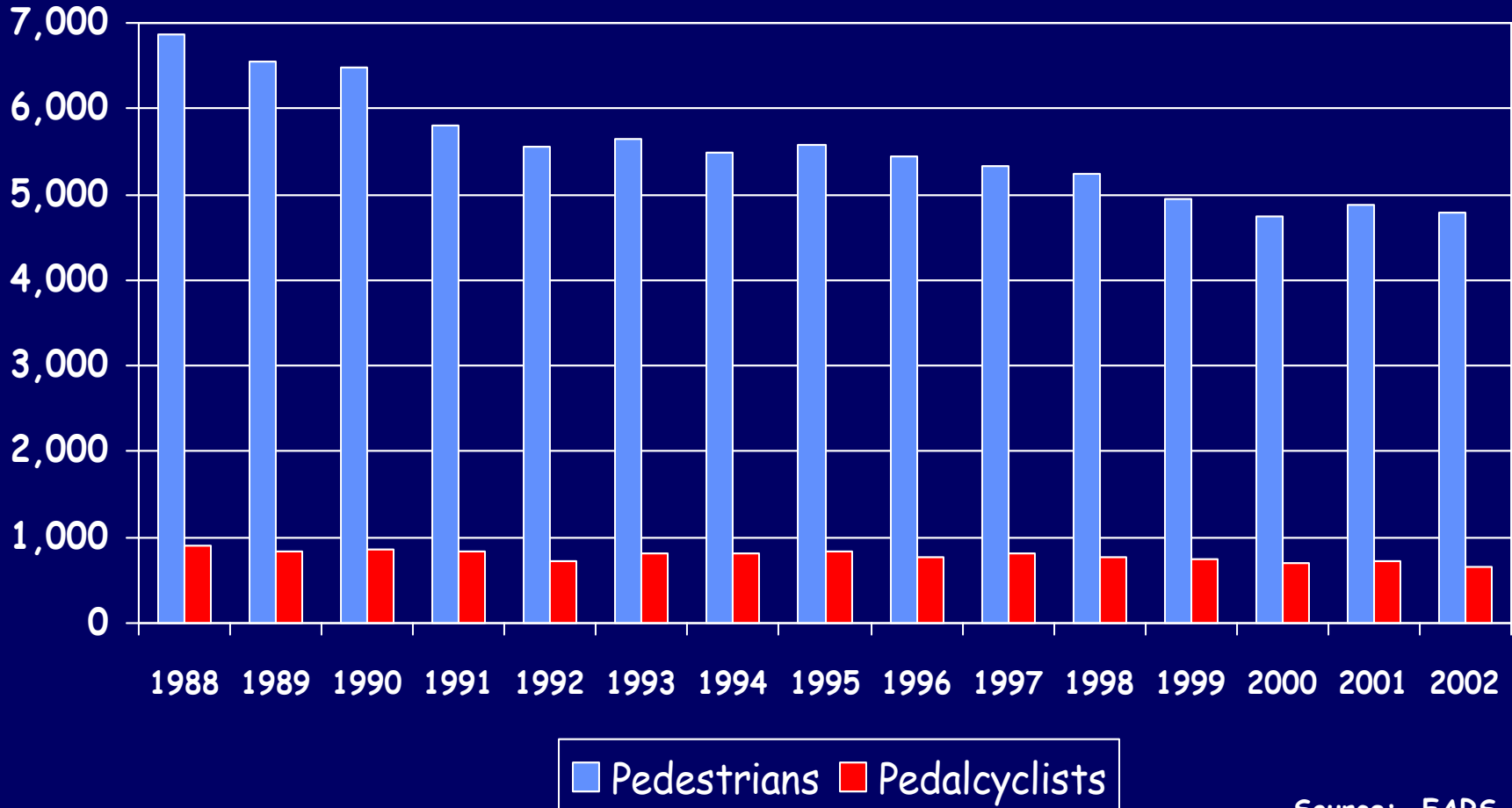
\*Includes occupants of motor vehicles not in transport  
and of non-motor vehicle transport devices.

Source: FARS, NASS GES



# Pedestrians and Pedalcyclists Killed, by Year

National Center for Statistics & Analysis



Source: FARS

# *Intersection Crashes*

- The Number of  
Intersection and  
Intersection-Related  
Fatalities **Increased Slightly**  
  
While Injuries **Declined**.

# Persons Killed, by Relation to a Roadway Junction

National Center for Statistics & Analysis



Relation to Junction	2001	2002	Change	% Change
<b>At Junction</b>	<b>9,316</b>	<b>9,410</b>	<b>+94</b>	<b>+1.5%</b>
Intersection	7,717	7,750	+33	+0.4%
Intersection Related	1,599	1,660	+61	+3.8%
<b>Non-junction</b>	<b>30,602</b>	<b>30,837</b>	<b>+235</b>	<b>+0.8%</b>
<b>Other/Unknown</b>	<b>2,198</b>	<b>2,603</b>	<b>+405</b>	n/a
<b>Total</b>	<b>42,116</b>	<b>42,850</b>	<b>+734</b>	<b>+1.7%</b>

Source: FARS

# Persons Injured, by Relation to a Roadway Junction

National Center for Statistics & Analysis



Relation to Junction	2001	2002	% Change
<b>Junction</b>	<b>1,537,000</b>	<b>1,493,000</b>	<b>-2.7%</b>
Intersection	986,000	961,000	-2.5%
Intersection Related	551,000	532,000	-3.4%
<b>Non-junction</b>	<b>1,118,000</b>	<b>1,083,000</b>	<b>-3.2%</b>
<b>Other</b>	<b>378,000</b>	<b>338,000</b>	<b>-10%</b>
<b>Total</b>	<b>3,033,000</b>	<b>2,914,000</b>	<b>-3.9%</b>

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: NASS GES

# *Children and Youth*

- **Fatalities for Children Ages 0 - 3 Continued Their Recent Decline to Below 500 for the First Time**

**Although Injuries were virtually Unchanged**

# Children, Under Age 4, Killed or Injured, by Role

National Center for Statistics & Analysis



Role	Year		% Change
	2001	2002	
<b>Killed</b>	<b>513</b>	<b>484</b>	<b>-5.7%</b>
Occupants	409	380	-7.1%
Non Occupants	104	104	0.0%
<b>Injured</b>	<b>47,000</b>	<b>48,000</b>	<b>+2.1%</b>
Occupants	45,000	47,000	+4.4%
Non Occupants	2,000	2,000	0.0%

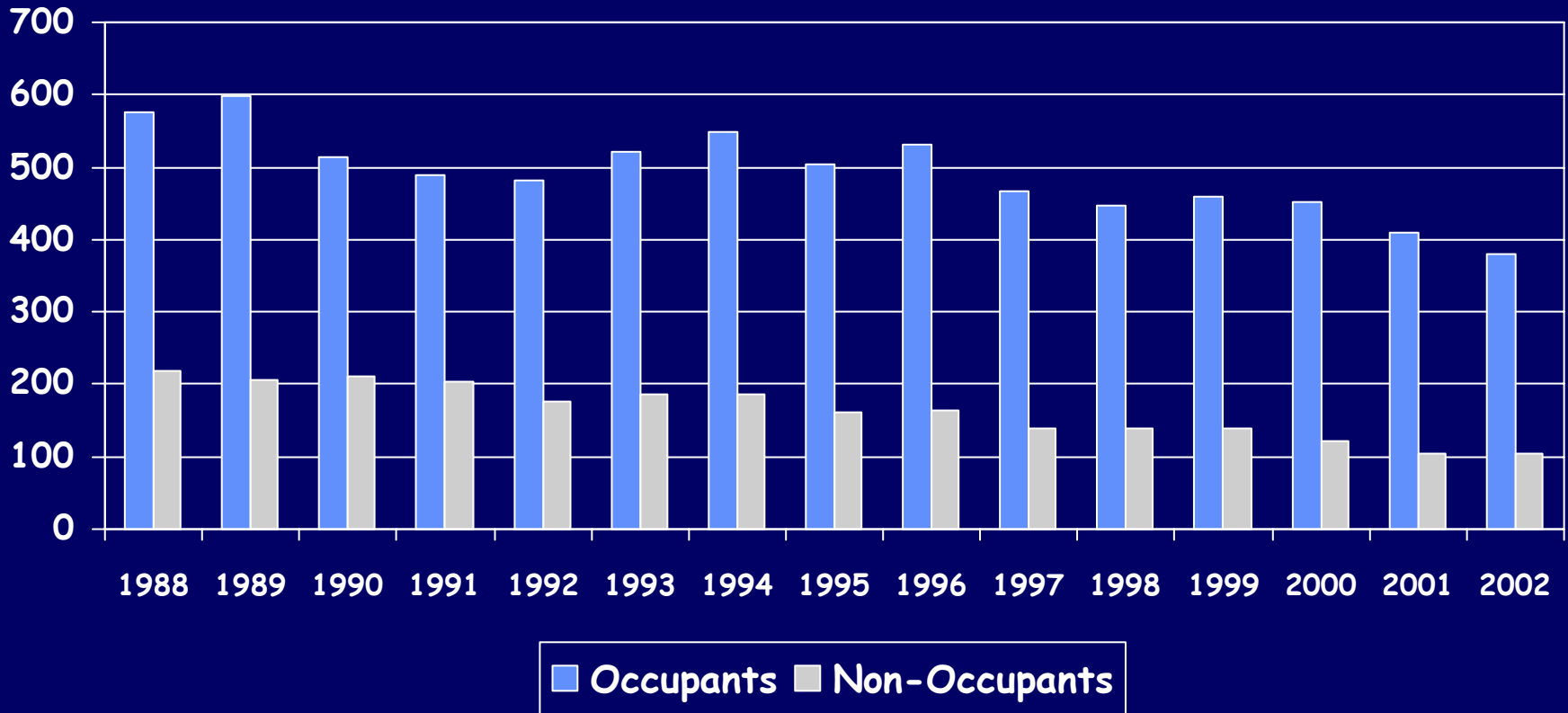
Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: FARS, NASS GES



# Children Under Age 4, Killed, by Year and Role

National Center for Statistics & Analysis



Source: FARS

# 2002 Early Assessment Shows

National Center for Statistics & Analysis



- Fatalities for Children Ages 4 - 7  
also Declined (by 8%)  
to Below 500  
for the First Time

Injuries to Children of These  
Ages also Declined

# Children, Ages 4 thru 7 Killed or Injured, by Role

National Center for Statistics & Analysis



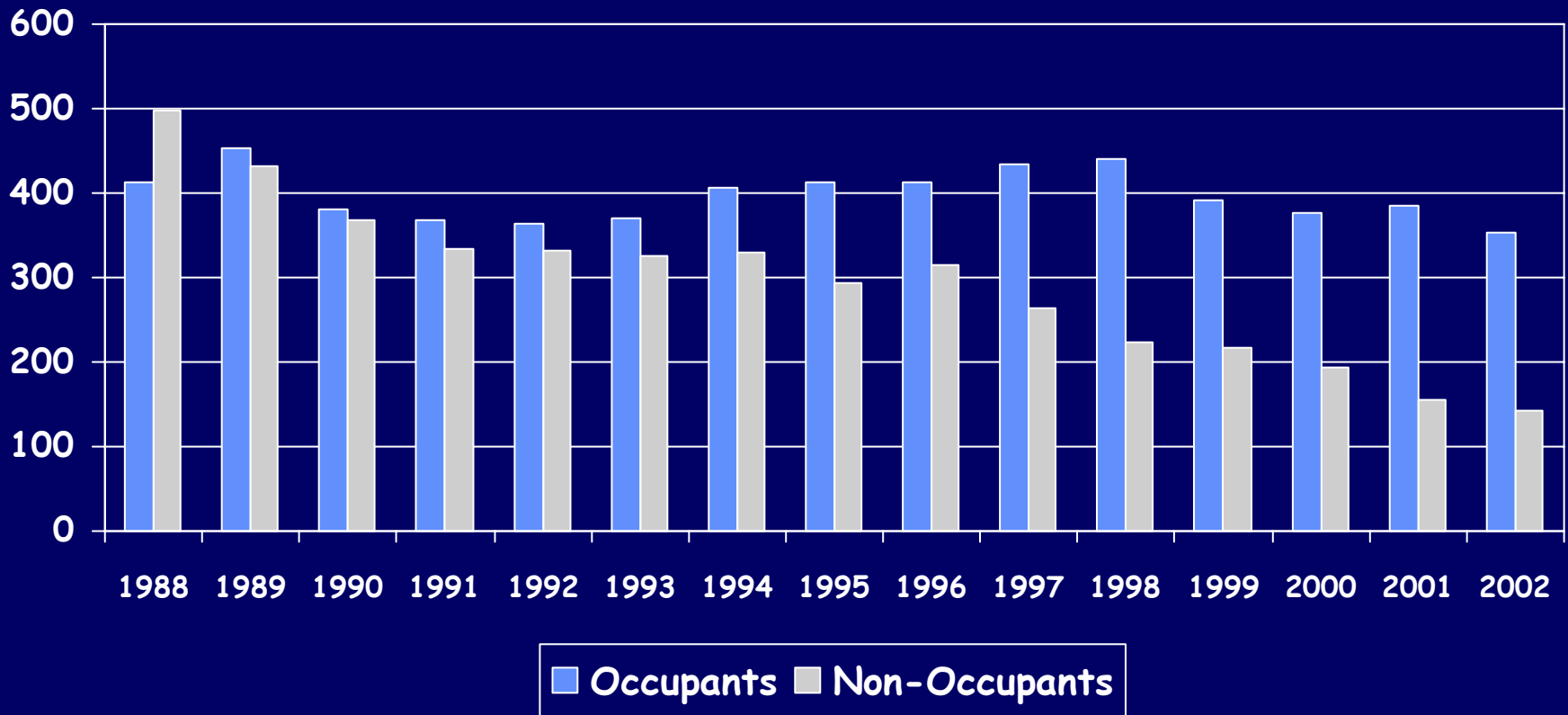
Role	Year		% Change
	2001	2002	
<b>Killed</b>	<b>540</b>	<b>496</b>	<b>-8.1%</b>
Occupants	385	354	-8.1%
Non Occupants	155	142	-8.4%
<b>Injured</b>	<b>66,000</b>	<b>62,000</b>	<b>-6.1%</b>
Occupants	58,000	54,000	-6.9%
Non Occupants	8,000	8,000	0.0%

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: FARS, NASS GES

# Children Ages 4-7, Killed, by Year and Role

National Center for Statistics & Analysis



Source: FARS

# 2002 Early Assessment Shows

National Center for Statistics & Analysis



- Fatalities for Children and Youth  
Ages 8 - 15 who were  
Motor Vehicle Occupants  
Increased by almost 9%

But Injuries Declined

# Children and Youth, Ages 8-15, Killed or Injured, by Role

National Center for Statistics & Analysis



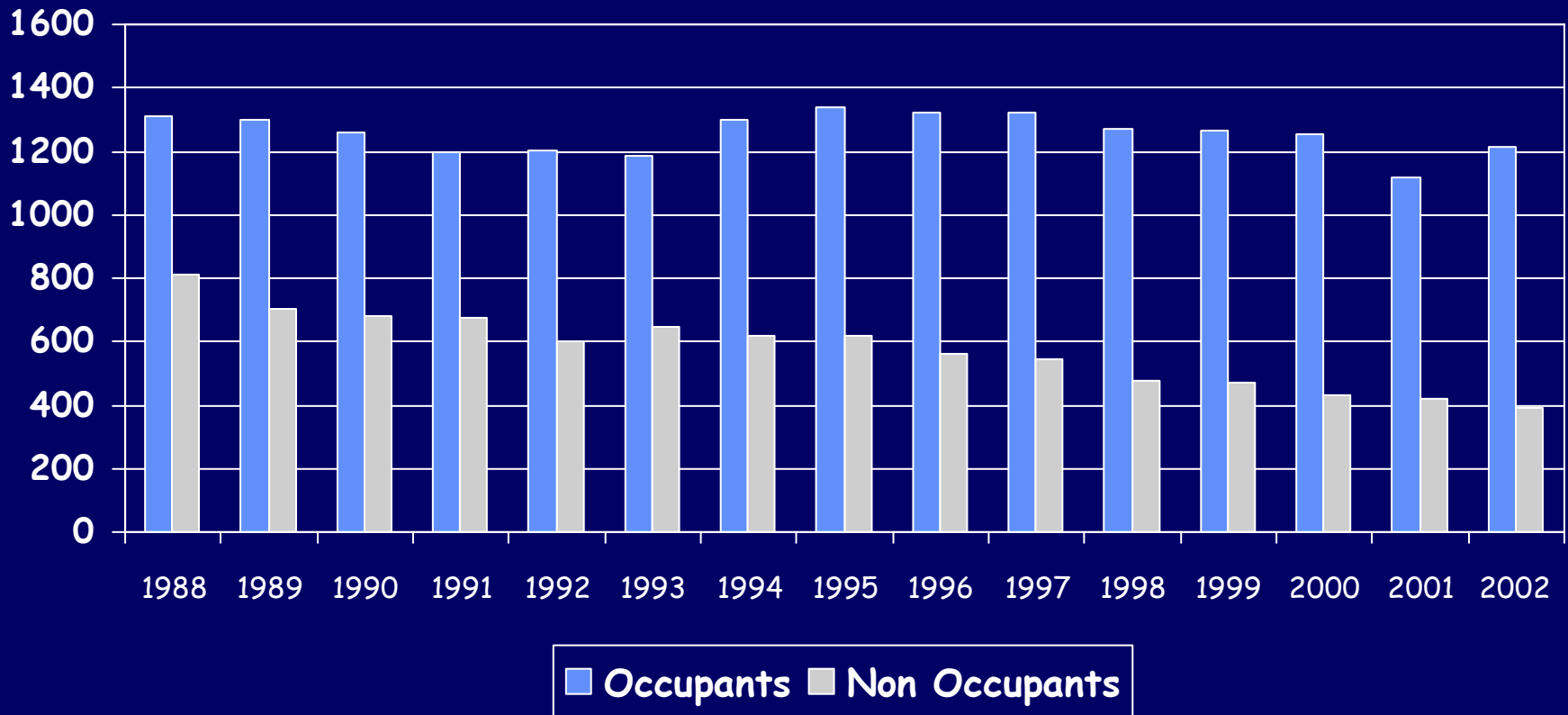
Role	Year		% Change
	2001	2002	
<b>Killed</b>	<b>1,535</b>	<b>1,604</b>	<b>+4.5%</b>
Occupants	1,116	1,215	+8.9%
Non Occupants	419	389	-7.2%
<b>Injured</b>	<b>191,000</b>	<b>184,000</b>	<b>-3.7%</b>
Occupants	159,000	156,000	-1.9%
Non Occupants	32,000	29,000	-9.4%

Note: Totals may not add due to rounding. Percentages computed after rounding.

Source: FARS, NASS GES

# Children and Youth (Ages 8-15) Fatalities, by Year and Role

National Center for Statistics & Analysis



Source: FARS

- The Number of Young Drivers  
(Ages 16 - 20) Killed  
Increased  
by more than 200

But Total Crash Involvements  
of Young Drivers Declined



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

National Center for Statistics & Analysis



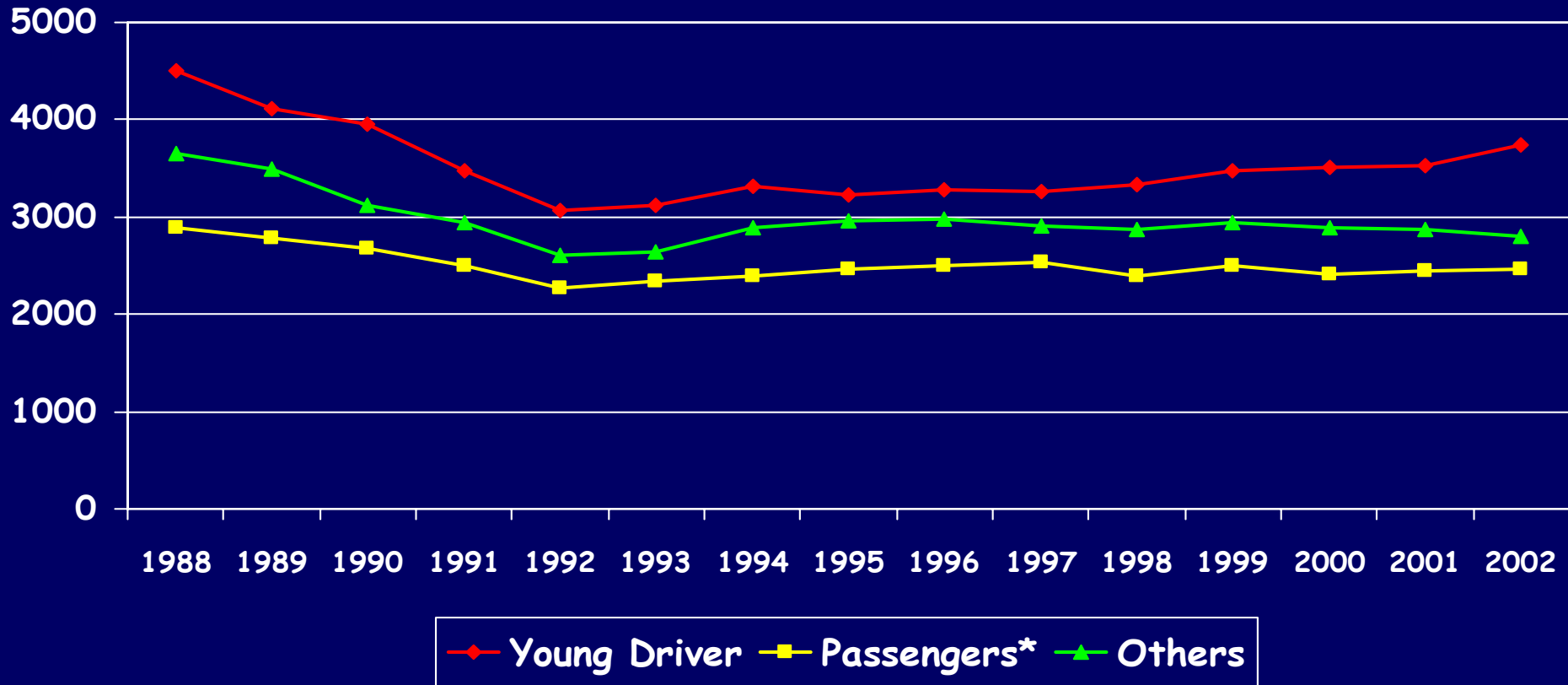
Crashes or Persons Killed	Year		% Change
	2001	2002	
<b>Crashes</b>	<b>1,666,000</b>	<b>1,624,000</b>	<b>-2.5%</b>
Fatal	7,598	7,722	+1.6%
Injury	564,000	544,000	-3.5%
PDO	1,094,000	1,072,000	-2.0%
<b>Persons Killed</b>	<b>8,839</b>	<b>8,996</b>	<b>+1.8%</b>
Young Drivers	3,529	3,738	+5.9%
Passengers*	2,441	2,461	+0.8%
Others	2,869	2,798	-2.5%

\*In vehicles with young drivers

Source: FARS, NASS GES

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

National Center for Statistics & Analysis



\*In vehicles with young drivers

Source: FARS

- **Crash Data**
  - ◆ **Fatality Analysis Reporting System (FARS)**
    - **2001 Annual File (Final File in prior years)**
    - **2002 Early Assessment File**
  - ◆ **NASS General Estimates System (GES )**
    - **2001 (and prior years) Annual File**
    - **2002 Three Quarter Year File**
- **Exposure Data**
  - ◆ **Vehicle Miles of Travel (VMT)**
    - **Federal Highway Administration (FHWA)**
    - **December 2002 Traffic Volume Trends Report**
  - ◆ **Population Projection (based on 2000 Census)**
    - **Census Bureau**
  - ◆ **Registered Vehicles**
    - **NHTSA's Projection for 2002**
    - **Based on FHWA Registered Vehicles**

*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*