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NATIONAL TRAFFIC SAFETY FACTS 2001

Rural areas

22,735 fatal crashes involving
34,165 vehicles and
59,359 individuals,
resulting in 25,737 fatalities

Urban areas

15,060 fatal crashes involving
22,290 vehicles and
41,609 individuals
resulting in 16,379 fatalities

- ❖ Rural fatal crashes accounted for
61 percent of all traffic fatalities
39 percent of the vehicle miles traveled and
21 percent of the population
- ❖ The difference between rural and urban fatalities has
increased from
6,954 in 1990
to
8,853 in 2001

- ❖ From 1990 to 2001 there were approximately 25,000 rural fatalities per year. However, the number of urban fatalities has decreased from 18,807 in 1990 to 15,494 in 2001.
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CRASHES

- ❖ Approximately 70% of all fatal crashes on roadways with speed limits of 40mph or less are in urban areas
- ❖ Fatal crashes occurring on roadways with speed limits between 45mph and 50mph are evenly split.
- ❖ Over 70% of the fatal crashes on roadways of 55mph or higher occur in rural areas.

22,735 fatal crashes (60%) in rural areas and
15,060 fatal crashes (40%) in urban areas

In rural areas, 54% occur in daylight while
46% are at night.

In urban areas, 46% occur in daylight while
54% occur at night

VEHICLES

- ❖ Passenger cars had the highest involvement rate for both rural and urban fatal crashes (44% and 52% respectively).
- ❖ Light trucks (pickups, vans, and utility vehicles) accounted for 39% of vehicles involved in rural fatal crashes and 32% in urban fatal crashes.

34,165 vehicles involved in fatal rural crashes
23,648 in fatal urban crashes

The damage to vehicles involved in rural fatal crashes is more severe than the damage to vehicles involved in urban fatal crashes as measured by the percent of disabling deformation

Almost 80% of vehicles involved in rural fatal crashes are disabled, whereas 65% of vehicles involved in urban fatal crashes are disabled

DRIVERS

- ❖ There is very little difference between the blood alcohol concentration of rural and urban drivers involved in fatal crashes.

TRAFFIC SAFETY FACTS
2001
CHILDREN

- ❖ Motor vehicle crashes are the leading cause of death for children ages 4 to 14 years old.

In the United States, an average of six children 0-14 years old were killed and 732 were injured every day in motor vehicle crashes

In the 0-14 year age group, males accounted for 57% of the fatalities and 51% of those injured in motor vehicle crashes.

Research has shown that lap/shoulder safety belts, when used, reduce the risk of fatal injury to front seat occupants (age 5 years and older) of passenger cars by 45% and the risk of moderate-to-critical injury by 50%.

For light truck occupants, safety belts reduce the risk of fatal injury by 60% and the risk of moderate-to-critical injury by 65%.

- ❖ From 1975 through 2001, an estimated 5,085 lives were saved by the use of child restraints (child safety seats or

adult belts). In 2001, an estimated 269 children under age 5 were saved as a result of child restraint use.

- ❖ If 100% of motor vehicle occupants under 5 years old were protected by child safety seats, an estimated 407 lives (that is, an additional 138) could have been saved in 2001.

TRAFFIC SAFETY FACTS NEVADA

In 2002,
there were a total of
259 fatalities,
up 23 from 2001

In 2002,
Occupant fatalities in
five rural counties increased
from 24
to 63
up 39 from 2001

From 1995 to 2001,
10 children
who were riding in the back of a pick-up truck
died
as a result of vehicle crashes
(In 2002, three more were added in Silver Springs)