

**SJTPO TRAFFIC SAFETY FACTS 2005:
OCCUPANTS**

**SOUTH JERSEY
TRANSPORTATION PLANNING
ORGANIZATION**



TRENDS IN OCCUPANT FATALITIES

**Age Analysis; Child Restraint Seat Usage
2002 - 2005**

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SJTPO Trends in Occupant Fatalities Age Analysis; Child Restraint Use, 2002 - 2005

Purpose:

This report identifies the number of, and trends in the fatalities of motor vehicle occupants for the South Jersey Transportation Planning Organization region (SJTPO). The report focuses on the age categories of occupants killed, the two main categories are Adults and Children.

Summary:

There was 109 Occupant fatalities in the year 2005, this is an increase of 40% over the 2004 figure, which was 78.

The Adult (ages 19 and over) occupant fatalities increased by 29% in 2005; this compared to the Children (ages 0-18) occupant fatalities which increased 138%.

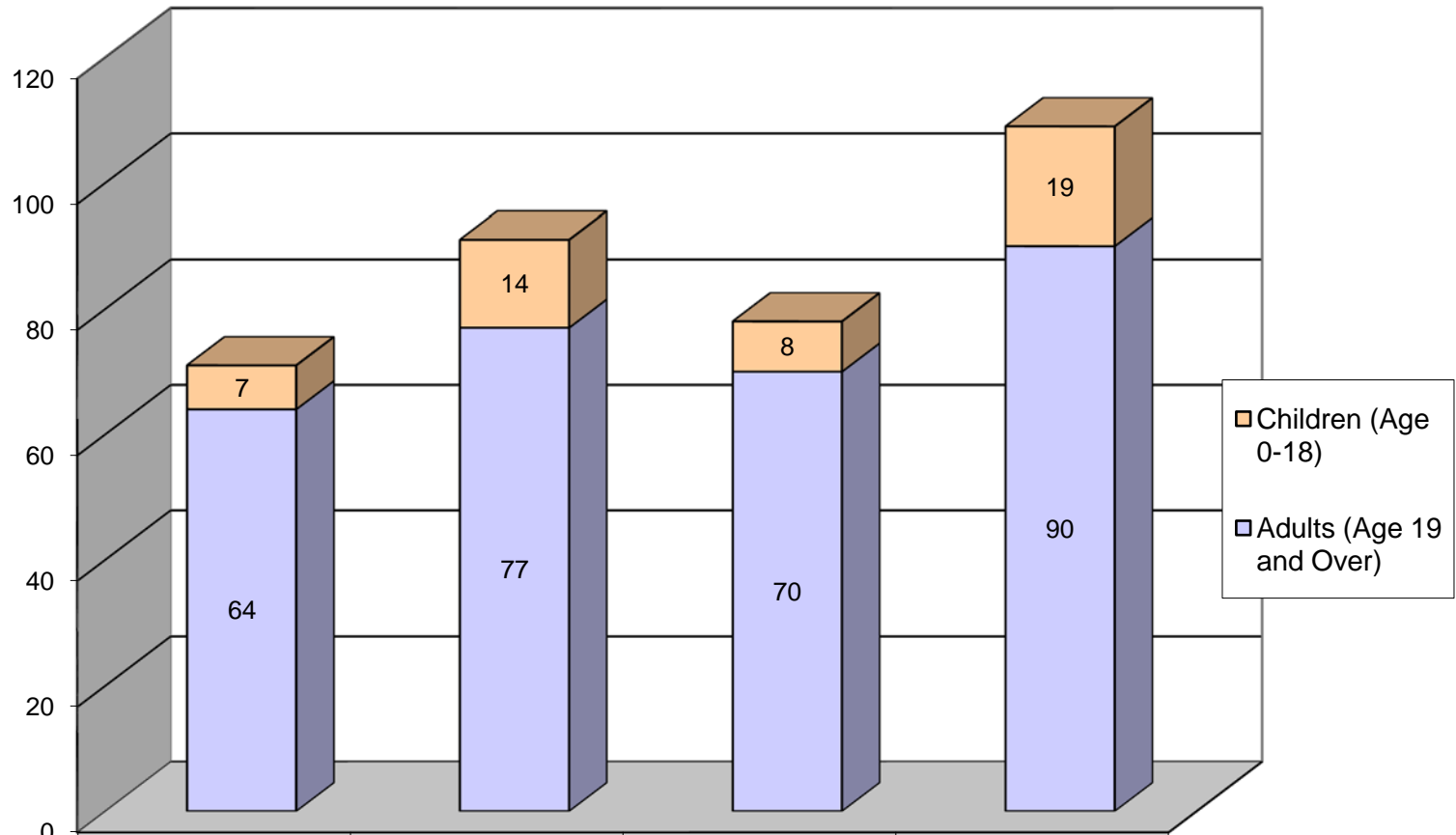
Method:

This analysis utilized New Jersey crash data from the NJDOT website; this data was downloaded into an access database. Data files related to general crash information such as time, place, and number of motor vehicle fatalities were derived from the NJDOT Accident file. There is one record in the Accident database for each crash. The Occupant database was also used. This database has one record for each occupant; there is a column for occupant age and physical condition. The total occupants killed was derived from adding the number of Occupant records given the physical condition and age.

The procedure used for this report does not measure the effectiveness of safety equipment. This report applies to occupants killed in crashes only; it does not apply to all occupants that were in crashes. Specifically, the Child Restraint Seat (CRS) portion of the analysis relates to the Children Occupants, (Ages 0-4), that were killed in a crash. The report then notes the use of CRSs in these cases. It does not account for the proper installation of CRSs. It should also be noted that many child occupant survivors may have been properly restrained in their CRS.

Child Restraint Seat effectiveness would be the subject of another study. The study would have to look at all children occupants in all crashes. It would note the use of CRSs, and the resulting physical condition of the subjects.

SJTPO Occupant Fatalities by Age 2002-2005



Children (Age 0-18)	2002 7	2003 14	2004 8	2005 19
Adults (Age 19 and Over)	64	77	70	90

Occupant Fatalities

SJTPO Trends in Occupant Fatalities Age Analysis; Child Restraint Use, 2002 - 2005

Analysis:

The total motor vehicle occupant fatalities increased 40% in 2005, to 109 from 78 in 2004

The total occupant fatalities was broken down by age groups. The Adult (Age 19 and Over) occupant fatalities increased by 29% from 70 in 2004 to 90 in 2005. Fatalities for occupant under the age of 19 grew at a higher rate. The Children (Age 0-18) category increased 138%, from 8 in 2005 to 19 in 2005.

The Occupant Children Age 0-4 category had 2 fatalities. One was occupying a Child Restraint Seat and one was not. See the chart and table, on pages 2 and 3 for a breakdown of age groups. It is important to note that this is not a reflection on the effectiveness of Child Restraint Seats.

The above analysis is based on the notes that follow. These notes are derived from the table on page 4.

Table Notes:

Table

Line

- No. These comments refer to the table on page 4.
- 8 Motor vehicle fatalities increased in 2005 to 136 (see table, page 4, cell number G8) from a total of 94 (F8) in 2004 (45%) (H8).
- 12 Much of this increase was from occupant fatalities. Occupant fatalities increased to 109 (G12) from 78 (F12) a 40% increase (H12).
- 10 There was a 29% (H10) increase in Adult (Ages 19 and Over) occupant fatalities, to 90 in 2005 (G10) from 70 in 2004 (F10).
- 11 There was a 138% (H11) increase in Children (Ages 0-18) occupant fatalities, to 19 in 2005 (G11) from 8 in 2004 (F11).
- 14 For the Children (Age 9-18), (older children), the increase was 150% (H14) to 15 fatalities (G14) from 6 (F14).
- 15 The Children (Ages 5-8) group, (middle children) had 2 fatalities (G15) in 2005. up from none (F15) in 2004.
- 16 This gives us a total for middle and older children. For this age group, Children (Ages 5-18), there 17 fatalities in 2005, an increase of 183% (H16) compared to 2004.
- 20 The Children (Ages 0-4) group had 2 fatalities (G20) , one of the fatalities for this age group (G18) was utilizing a child restraint seat, and one child fatality (G19) was not. This is the same results as 2004 (F18-20).

SJTPO Trends in Occupant Fatalities Age Analysis; Child Restraint Use, 2002 - 2005

A	B	C	D	E	F	G	H	<-Col. Line #
			SJ Region 2002	SJ Region 2003 (1)	SJ Region 2004	SJ Region 2005	SJ Region Percent Incr (Decr) 2004-2005	V
	Fatalities							
	Total Motor Vehicle Fatalities		81	112	94	136	45%	8
	Occupant Adults (Age 19 and Over) (2)		64	77	70	90	29%	9
	Occupant Children (Age 0-18)		7	14	8	19	138%	10
	Occupant Fatalities (All Ages)		71	91	78	109	40%	11
	Occupant Children, Age 9-18		4	12	6	15	150%	12
	Occupant Children, Age 5-8		0	1	0	2		13
	Occupant Children, Age 5-18		4	13	6	17	183%	14
	Occupant Children, Age 0-4 - Using CRS (3)		0	0	1	1	0%	15
	Occupant Children, Age 0-4 - No CRS (3)		3	1	1	1	0%	16
	Occupant Children, Age 0-4- All		3	1	2	2	0%	17

Notes

- 1 2003 SJ figures have been updated from figures reorted in past.
- 2 Adult Occupant Fatalities includes all occupants with age not identified.
- 3 Child Restraint Seats

Chart Source Data; data from above worksheet.

	2002	2003	2004	2005
Adults (Age 19 and Over)	64	77	70	90
Children (Age 0-18)	7	14	8	19