



NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

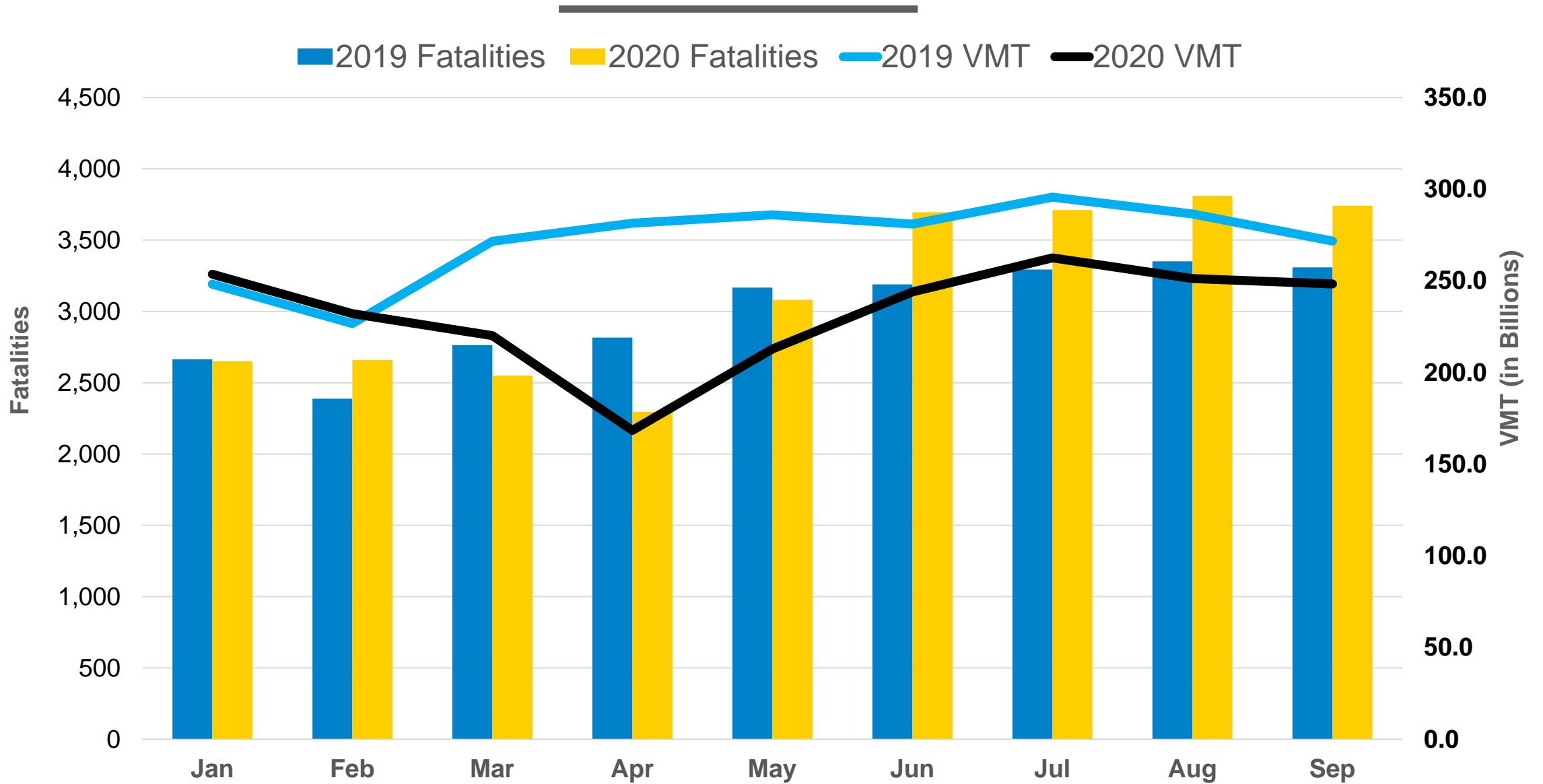
Talking TIM

Keith Williams, NHTSA

Fatality Crash Data

- 36,096 fatalities in 2019
 - Fatalities down in all categories; passenger car occupants, pedestrians, motorcyclists, pedal-cyclists
 - Deaths per 100 million VMT were 1.1 (Lowest since 2014-1.14)
- Early Estimates First 9 Months 2020
 - 28,190 Fatalities – 4.6% Increase
 - VMT down - Fatalities by 100 million VMT rose to 1.35

Fatalities and VMT by Month, 2019 and 2020



Source: NHTSA Fatality Projections and FHWA Traffic Volume Trends

Summary of Findings in 2020

- Risky driving behaviors 2020 seen in Q2 continued in Q3.
- People took fewer trips / more people stayed home compared to 2019.
- 3 consistent concerns:
 - Seat belt use
 - Impaired driving and increase in drug prevalence
 - Speeding
- Overlap between “traditional” risk-taking groups and those who were more likely to take trips
- Deterrence requires enforcement + social norming

First Responders

- **More than 633 first responders have died from COVID-19 through May 25, 2021**
 - **Law Enforcement comprises two-thirds of first responder fatalities**

First Responder Data

**PERSONS KILLED IN CRASHES INVOLVING EMERGENCY VEHICLES, 1982-2018
BY YEAR, EMERGENCY VEHICLE, PERSON TYPE, CRASH TYPE, AND EMERGENCY USE
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 1982-2017 FINAL AND 2018 ARF**

Emergency Vehicle Types		Crash Type								
		Single Vehicle Crash			Multiple Vehicle Crash					
Police		Emergency Use			Emergency Use			Emergency Use		
Fire		Emergency Use			Emergency Use			Emergency Use		
Ambulance		Emergency Use	In Emergency Use	Total	Emergency Use	In Emergency Use	Total	Emergency Use	In Emergency Use	Total
	Emergency Vehicle Driver	245	231	476	329	218	547	574	449	1023
	Emergency Vehicle Passenger	110	118	228	124	151	275	234	269	503
	Occupant Other Vehicle	0	0	0	1708	1802	3510	1708	1802	3510
	Pedestrian	481	272	753	88	86	174	569	358	927
	Pedacyclist	70	37	107	5	5	10	75	42	117
	Other Nonmotorist	11	1	12	3	0	3	14	1	15
	Total	917	659	1576	2257	2262	4519	3174	2921	6095

Tow/Recovery Vehicle Type added 2021

Source: NHTSA FARS

Law Enforcement Pursuit Data

Year	Fatal Crashes	Fatalities
2010	318	372
2011	280	307
2012	295	351
2013	286	341
2014	326	386
2015	311	382
2016	359	405
2017	368	422
2018	359	435
2019	356	409

Source: NHTSA FARS

- Time of Roadway Clearance added
- Special Function Vehicles – Included Towing/Recovery and Safety Service Patrol
- Person Types Attributes for First Responder Added - includes Tow Operator and Transportation Worker
- Secondary Crash Data Element Added
- MMUCC 7th Edition Study and Revision underway

Congress - First Responder and Road Worker Safety Further Consolidated Appropriations Act of 2020 – Public Law 116-94

Protection of First Responders - Requires activities grants, pilot projects, and innovative solutions to evaluate driver behavior and technologies that protect law enforcement, first responders, roadside crews, and others on the job.

- NHTSA is directed to study and report to the House and Senate Committees on Appropriations regarding:
 - The safety and deaths of first responders and other road workers.
 - The development of accurate reporting analysis of crashes that involve police pursuits.
- **Move Over Laws** - USDOT is directed to field test technologies and moveable barriers that protect law enforcement, first responders, roadside crews, and others on the job. DOT is to provide a report to the House and Senate Committees on Appropriations summarizing the results of the field testing.

Project & Strategies

- NCSA Special Crash Investigations to analyze “struck-by” crashes
 - Over 150 Data Element Collected per Crash
 - 9 States –California, Texas, Florida, Illinois, New York, Virginia, Ohio, North Carolina, Arizona
- DOJ, NHTSA partnership to study pursuits and related data
 - Police Executive Research Forum - PERF
- ITS-JPO, NHTSA test and evaluation of safety equipment technologies.

- NHTSA in partnership with FHWA will evaluate:
 - Move Over Laws compliance and efficacy
 - Technologies that can improve responder safety
 - Moveable barrier use and solutions
 - First responders and other road worker struck-by fatality, injury research, data improvement and causes. (The NCSA Special Crash Investigations project will likely provide some data for this effort)
 - Connected and autonomous vehicle technologies for the protection of first responders and road side workers
 - Human factors related to connected and automatous vehicle messaging





Keith Williams
Chief, Enforcement and Justice Services Division
keith.williams@dot.gov