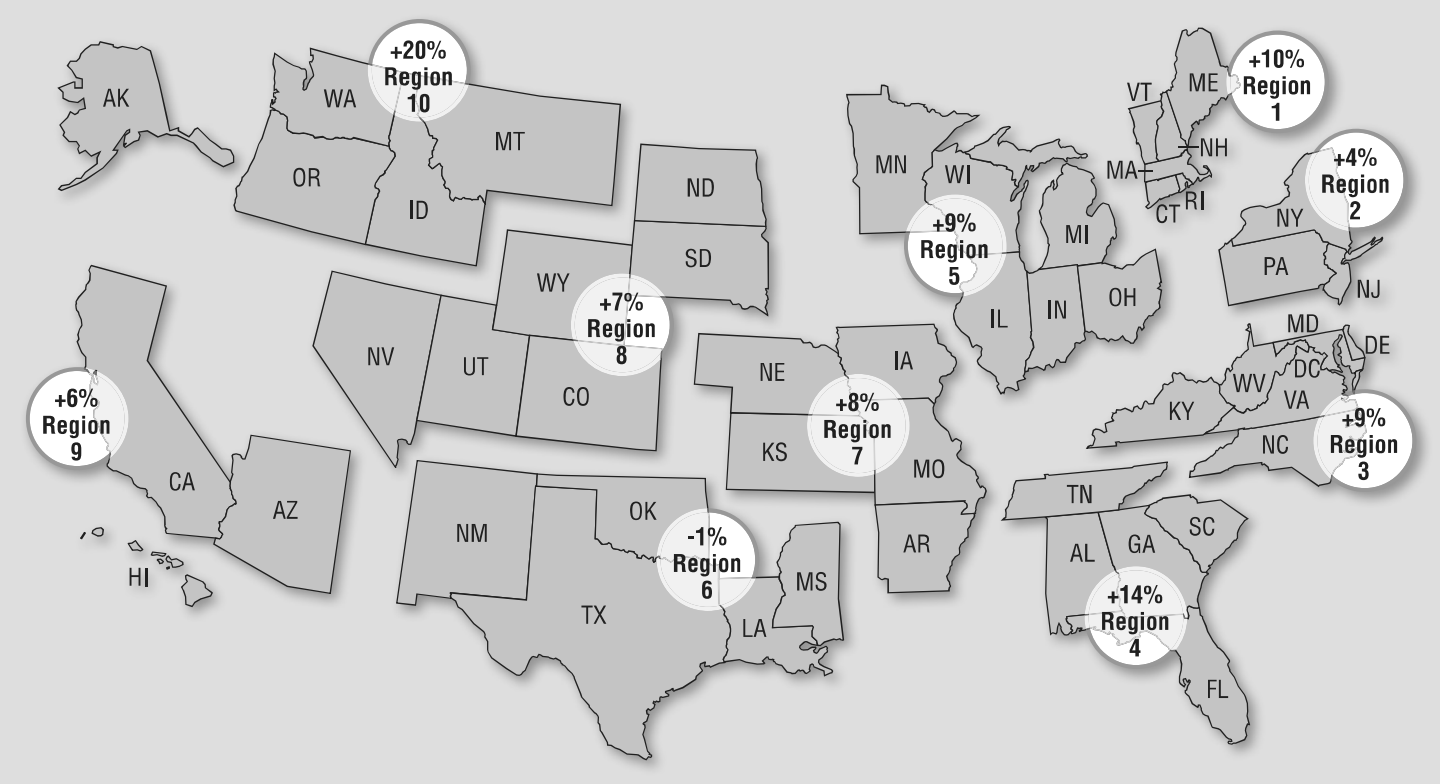
Figure 2: Percentage Change in Estimated Fatalities in 2015 From Reported 2014 Fatality Counts, by NHTSA Region



Estimated Changes by Sub-Categories

The input data streams used in the forecasting model are not reported by sub-categories of interest such as pedestrian and motorcyclist fatalities. Therefore, a statistical model-based approach is not feasible to generate estimates by sub-categories. However, cases currently coded for 2015 into FARS provide a basis for constructing gross estimates of fatalities by sub-categories.

Estimates based on the data coded thus far into FARS for 2015 reveals that most of the Nation saw significant increases in motorcyclist (9% increase), pedestrian (10% increase) and pedalcyclist fatalities (13% increase). Fatalities to drivers and passengers also increased (6% and 7%, respectively). Fatalities in crashes involving young drivers (15 to 20 years old) increased 10 percent. Fatalities in crashes involving large trucks increased by 4 percent. Also, fatalities among occupants of passenger vehicles that rolled over increased by about 5 percent. These estimates are created by inflating current 2015 cases coded into FARS to regional totals presented in this note for the overall fatalities. Essentially, ratio inflation factors by NHTSA Region and month are estimated and applied to the current 2015 cases coded thus far into FARS. Figures 3 and 4 depict the estimated changes from 2014 to 2015 using this approach for certain key categories of interest. These estimates are subject to change as more information gets coded into these cases as well as when more cases are entered into FARS. These estimates will also change subject to the revision of the overall fatality estimate for 2015.

Figure 3: Percentage Change in Fatalities From 2014 to 2015, by Person Type

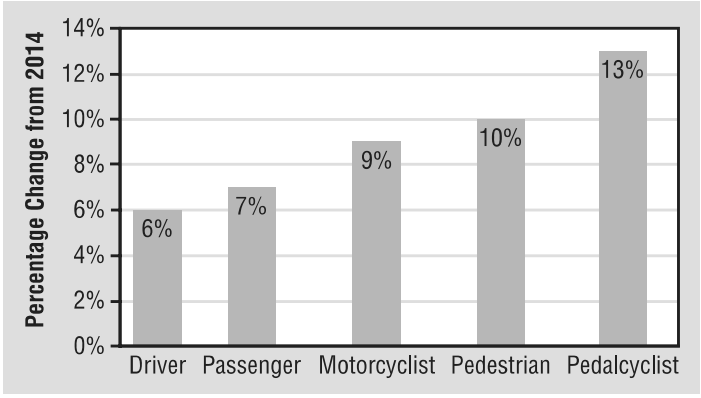


Figure 4: Percentage Change in Fatalities From 2014 to 2015, by Crash Type (not mutually exclusive)