# 1996 National Statistics

| | | |
|---|---|---|
| **Motor Vehicle Traffic Crashes** | | |
| Fatal | | 37,351 |
| Injury | | 2,256,000 |
| Property Damage Only | | 4,548,000 |
| **Total** | | **6,842,000** |
| **Traffic Crash Victims** | **Killed** | **Injured** |
| **Occupants** | | |
| Drivers | 24,456 | 2,234,000 |
| Passengers | 11,021 | 1,125,000 |
| Unknown | 102 | <500 |
| **Nonmotorists** | | |
| Pedestrians | 5,412 | 82,000 |
| Pedalcyclists | 761 | 59,000 |
| Other/Unknown | 153 | 11,000 |
| **Total** | **41,907** | **3,511,000** |
| **Other National Statistics** | | |
| Vehicle Miles Traveled | | 2,482,202,000,000 |
| Resident Population | | 265,283,783 |
| Registered Vehicles | | 201,625,918 |
| Licensed Drivers | | 179,539,340 |
| Economic Cost of Traffic Crashes (1994) (estimate for reported and unreported crashes) | | $150.5 billion |
| **National Rates: Fatalities** | | |
| Fatalities per 100 Million Vehicle Miles Traveled | | 1.7 |
| Fatalities per 100,000 Population | | 15.80 |
| Fatalities per 100,000 Registered Vehicles | | 20.78 |
| Fatalities per 100,000 Licensed Drivers | | 23.34 |
| **National Rates: Injured Persons** | | |
| Injured Persons per 100 Million Vehicle Miles Traveled | | 141 |
| Injured Persons per 100,000 Population | | 1,323 |
| Injured Persons per 100,000 Registered Vehicles | | 1,741 |
| Injured Persons per 100,000 Licensed Drivers | | 1,956 |

Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.
Population—U.S. Bureau of the Census.
Licensed Drivers (estimated) and Vehicle Miles Traveled (preliminary)—Federal Highway Administration.
Registered Vehicles (preliminary)—R.L. Polk & Co. and Federal Highway Administration.

***Cover Photo—This two-vehicle crash occurred in Pittsfield Township, Michigan. Three people were injured, two of them seriously enough to be flown to a trauma center by medical helicopter. There were no fatalities. Photographer: David French, National Highway Traffic Safety Administration.***

# 1. TRENDS

The tables in this chapter present statistics about motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 1996; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 1996. Trends for nonfatal crashes and injuries are presented from 1988 (when GES began operation) to 1996. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Although fatal crashes experienced a small (0.3 percent) increase from 1995 to 1996, the fatality rate of 1.7 fatalities per 100 million vehicle miles of travel did not change.

- The injury rate per 100 million vehicle miles of travel decreased by 0.7 percent from 1995 to 1996.

- The driver involvement rate per 100,000 licensed drivers for fatal crashes decreased by less than 1 percent from 1995 to 1996, and the rate for injury crashes also decreased by less than 1 percent.

- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, increased by 4 percent from 1992 to 1996.

- The occupant injury rate per 100,000 population, which declined by 14 percent from 1988 to 1992, increased by 11 percent from 1992 to 1996.

- The nonmotorist fatality rate per 100,000 population has declined by 40 percent from 1975 to 1996.

- The nonmotorist injury rate per 100,000 population has declined by 28 percent from 1988 to 1996.

- The percent of alcohol-related fatalities has declined from 57 percent in 1982 to 41 percent in 1996.

**Figure 1**
**Fatal Crashes, 1975-1996**

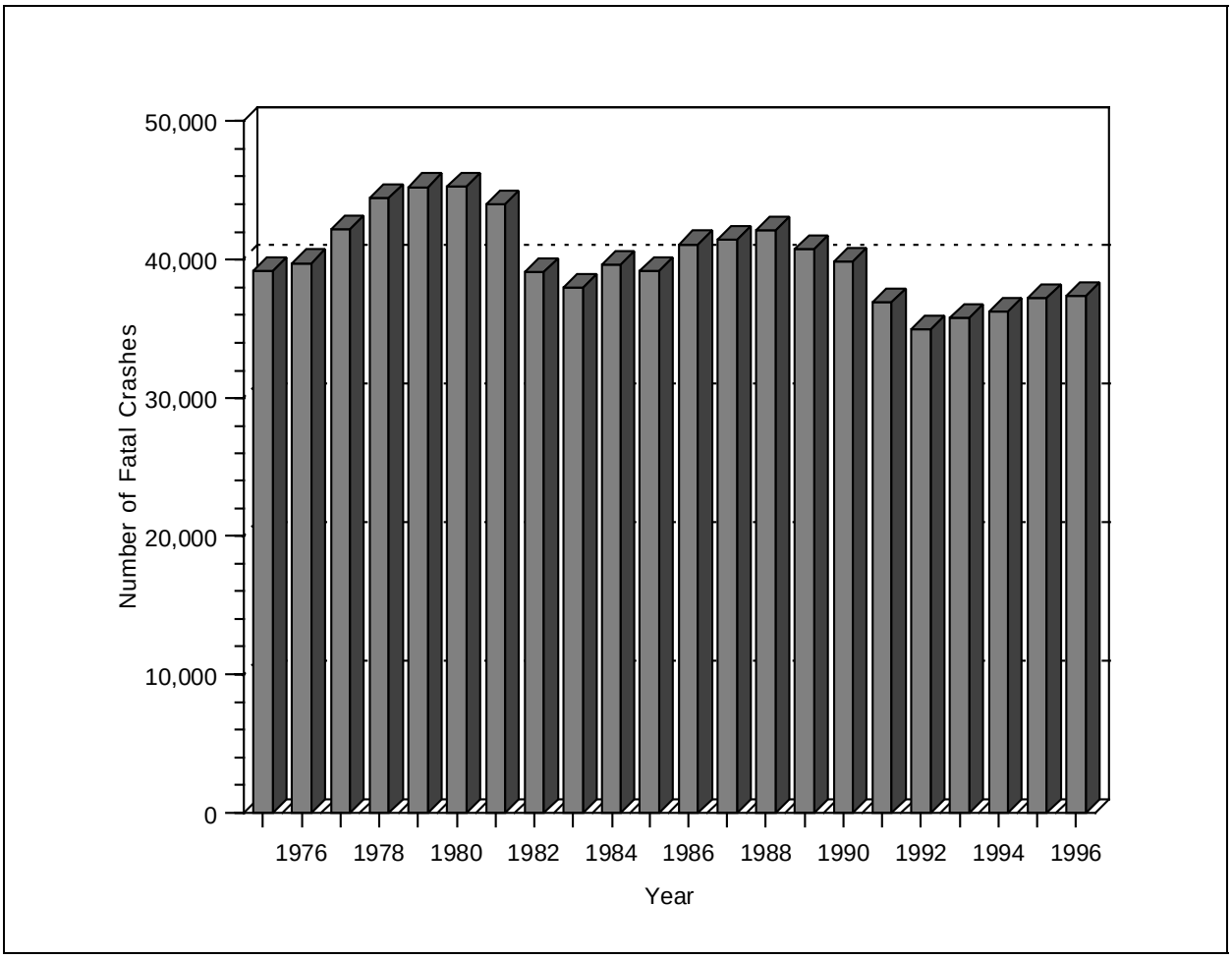



**Table 1**
**Crashes by Crash Severity, 1988-1996**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| Year | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 1988 | 42,130 | 0.6 | 2,233,000 | 32.4 | 4,611,000 | 67.0 | **6,887,000** | **100.0** |
| 1989 | 40,741 | 0.6 | 2,153,000 | 32.4 | 4,459,000 | 67.0 | **6,653,000** | **100.0** |
| 1990 | 39,836 | 0.6 | 2,122,000 | 32.8 | 4,309,000 | 66.6 | **6,471,000** | **100.0** |
| 1991 | 36,937 | 0.6 | 2,008,000 | 32.8 | 4,073,000 | 66.6 | **6,117,000** | **100.0** |
| 1992 | 34,942 | 0.6 | 1,991,000 | 33.2 | 3,974,000 | 66.2 | **6,000,000** | **100.0** |
| 1993 | 35,780 | 0.6 | 2,022,000 | 33.1 | 4,048,000 | 66.3 | **6,106,000** | **100.0** |
| 1994 | 36,254 | 0.6 | 2,123,000 | 32.7 | 4,336,000 | 66.8 | **6,496,000** | **100.0** |
| 1995 | 37,241 | 0.6 | 2,217,000 | 33.1 | 4,446,000 | 66.4 | **6,699,000** | **100.0** |
| 1996 | 37,351 | 0.5 | 2,256,000 | 33.0 | 4,548,000 | 66.5 | **6,842,000** | **100.0** |

## Table 2
## Persons Killed or Injured and Fatality and Injury Rates by Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-1996

**Killed**

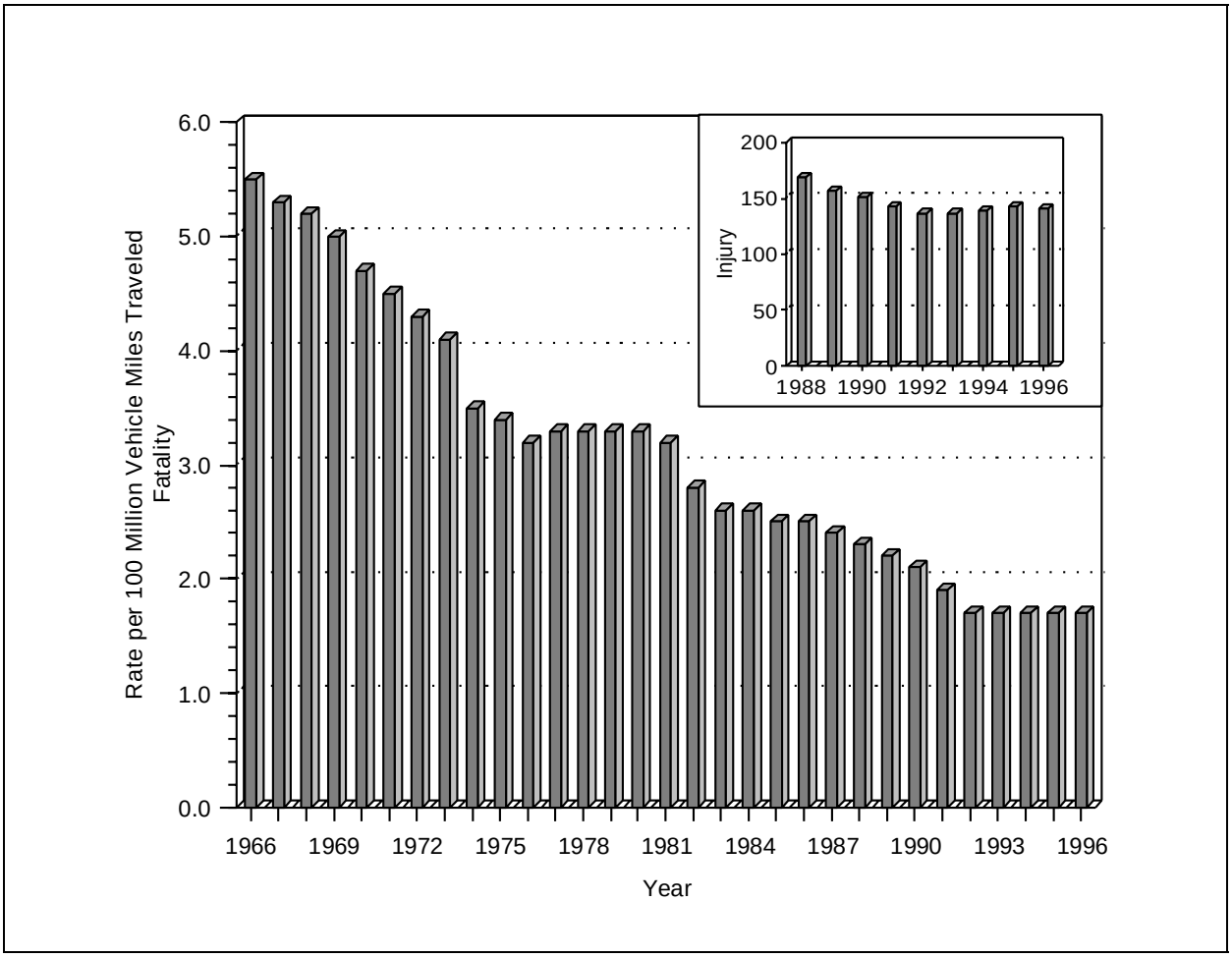
| Year | Fatalities | Resident Population (Thousands) | Fatality Rate per 100,000 Population | Licensed Drivers (Thousands) | Fatality Rate per 100,000 Licensed Drivers | Registered Motor Vehicles (Thousands) | Fatality Rate per 100,000 Registered Vehicles | Vehicle Miles Traveled (Billions) | Fatality Rate per 100 Million VMT |
|---|---|---|---|---|---|---|---|---|---|
| 1966 | 50,894 | 195,576 | 26.02 | 100,998 | 50.39 | 95,703 | 53.18 | 926 | 5.5 |
| 1967 | 50,724 | 197,457 | 25.69 | 103,172 | 49.16 | 98,859 | 51.31 | 964 | 5.3 |
| 1968 | 52,725 | 199,399 | 26.44 | 105,410 | 50.02 | 102,987 | 51.20 | 1,016 | 5.2 |
| 1969 | 53,543 | 201,385 | 26.59 | 108,306 | 49.44 | 107,412 | 49.85 | 1,062 | 5.0 |
| 1970 | 52,627 | 203,984 | 25.80 | 111,543 | 47.18 | 111,242 | 47.31 | 1,110 | 4.7 |
| 1971 | 52,542 | 206,827 | 25.40 | 114,426 | 45.92 | 116,330 | 45.17 | 1,179 | 4.5 |
| 1972 | 54,589 | 209,284 | 26.08 | 118,414 | 46.10 | 122,557 | 44.54 | 1,260 | 4.3 |
| 1973 | 54,052 | 211,357 | 25.57 | 121,546 | 44.47 | 130,025 | 41.57 | 1,313 | 4.1 |
| 1974 | 45,196 | 213,342 | 21.18 | 125,427 | 36.03 | 134,900 | 33.50 | 1,281 | 3.5 |
| 1975 | 44,525 | 215,465 | 20.66 | 129,791 | 34.31 | 126,153 | 35.29 | 1,328 | 3.4 |
| 1976 | 45,523 | 217,563 | 20.92 | 134,036 | 33.96 | 130,793 | 34.81 | 1,402 | 3.2 |
| 1977 | 47,878 | 219,760 | 21.79 | 138,121 | 34.66 | 134,514 | 35.59 | 1,467 | 3.3 |
| 1978 | 50,331 | 222,095 | 22.66 | 140,844 | 35.74 | 140,374 | 35.85 | 1,545 | 3.3 |
| 1979 | 51,093 | 224,567 | 22.75 | 143,284 | 35.66 | 144,317 | 35.40 | 1,529 | 3.3 |
| 1980 | 51,091 | 227,225 | 22.48 | 145,295 | 35.16 | 146,845 | 34.79 | 1,527 | 3.3 |
| 1981 | 49,301 | 229,466 | 21.49 | 147,075 | 33.52 | 149,330 | 33.01 | 1,553 | 3.2 |
| 1982 | 43,945 | 231,664 | 18.97 | 150,234 | 29.25 | 151,148 | 29.07 | 1,595 | 2.8 |
| 1983 | 42,589 | 233,792 | 18.22 | 154,389 | 27.59 | 153,830 | 27.69 | 1,653 | 2.6 |
| 1984 | 44,257 | 235,825 | 18.77 | 155,424 | 28.48 | 158,900 | 27.85 | 1,720 | 2.6 |
| 1985 | 43,825 | 237,924 | 18.42 | 156,868 | 27.94 | 165,382 | 26.50 | 1,774 | 2.5 |
| 1986 | 46,087 | 240,133 | 19.19 | 159,487 | 28.90 | 168,137 | 27.41 | 1,835 | 2.5 |
| 1987 | 46,390 | 242,289 | 19.15 | 161,818 | 28.67 | 172,366 | 26.91 | 1,921 | 2.4 |
| 1988 | 47,087 | 244,499 | 19.26 | 162,853 | 28.91 | 176,752 | 26.64 | 2,026 | 2.3 |
| 1989 | 45,582 | 246,819 | 18.47 | 165,555 | 27.53 | 180,792 | 25.21 | 2,096 | 2.2 |
| 1990 | 44,599 | 249,403 | 17.88 | 167,015 | 26.70 | 183,934 | 24.25 | 2,144 | 2.1 |
| 1991 | 41,508 | 252,138 | 16.46 | 168,995 | 24.56 | 186,052 | 22.31 | 2,172 | 1.9 |
| 1992 | 39,250 | 255,039 | 15.39 | 173,125 | 22.67 | 184,864 | 21.23 | 2,247 | 1.7 |
| 1993 | 40,150 | 257,800 | 15.57 | 173,149 | 23.19 | 188,453 | 21.31 | 2,297 | 1.7 |
| 1994 | 40,716 | 260,350 | 15.64 | 175,403 | 23.21 | 192,213 | 21.18 | 2,358 | 1.7 |
| 1995 | 41,817 | 262,755 | 15.91 | 176,628 | 23.68 | 197,065 | 21.22 | 2,423 | 1.7 |
| 1996 | 41,907 | 265,284 | 15.80 | 179,539 | 23.34 | 201,626 | 20.78 | 2,482 | 1.7 |

**Injured**

| Year | Injuries | Resident Population (Thousands) | Injury Rate per 100,000 Population | Licensed Drivers (Thousands) | Injury Rate per 100,000 Licensed Drivers | Registered Motor Vehicles (Thousands) | Injury Rate per 100,000 Registered Vehicles | Vehicle Miles Traveled (Billions) | Injury Rate per 100 Million VMT |
|---|---|---|---|---|---|---|---|---|---|
| 1988 | 3,416,000 | 244,499 | 1,397 | 162,853 | 2,098 | 176,752 | 1,933 | 2,026 | 169 |
| 1989 | 3,284,000 | 246,819 | 1,330 | 165,555 | 1,984 | 180,792 | 1,816 | 2,096 | 157 |
| 1990 | 3,231,000 | 249,403 | 1,295 | 167,015 | 1,934 | 183,934 | 1,756 | 2,144 | 151 |
| 1991 | 3,097,000 | 252,138 | 1,228 | 168,995 | 1,833 | 186,052 | 1,665 | 2,172 | 143 |
| 1992 | 3,070,000 | 255,039 | 1,204 | 173,125 | 1,773 | 184,864 | 1,660 | 2,247 | 137 |
| 1993 | 3,149,000 | 257,800 | 1,221 | 173,149 | 1,819 | 188,453 | 1,671 | 2,297 | 137 |
| 1994 | 3,266,000 | 260,350 | 1,254 | 175,403 | 1,862 | 192,213 | 1,699 | 2,358 | 139 |
| 1995 | 3,465,000 | 262,755 | 1,319 | 176,628 | 1,962 | 197,065 | 1,758 | 2,423 | 143 |
| 1996 | 3,511,000 | 265,284 | 1,323 | 179,539 | 1,956 | 201,626 | 1,741 | 2,482 | 141 |

Source: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-1996—R.L. Polk & Co.; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-1996—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Traffic Injuries, 1988-1996—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

**Figure 2**
**Motor Vehicle Fatality and Injury Rates**
**per 100 Million Vehicle Miles Traveled, 1966-1996**



## Table 3
## Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-1996

| | Vehicle Type | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger Cars | | | Light Trucks | | | Large Trucks | | | Motorcycles | | |
| Year | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles | Number | Involvement Rate per 100 Million VMT | Involvement Rate per 100,000 Registered Vehicles |
| **Fatal Crashes** | | | | | | | | | | | | |
| 1975 | 37,897 | 3.7 | 40.11 | 8,636 | 4.2 | 42.89 | 3,977 | 4.9 | 74.16 | 3,265 | 58.0 | 65.75 |
| 1976 | 37,206 | 3.5 | 38.35 | 9,300 | 4.0 | 40.91 | 4,435 | 5.2 | 79.55 | 3,343 | 55.7 | 67.76 |
| 1977 | 39,038 | 3.5 | 39.45 | 10,400 | 4.0 | 41.93 | 5,164 | 5.4 | 90.76 | 4,164 | 65.6 | 84.39 |
| 1978 | 40,544 | 3.6 | 39.81 | 11,898 | 4.1 | 42.66 | 5,759 | 5.4 | 98.28 | 4,643 | 64.9 | 95.38 |
| 1979 | 39,999 | 3.6 | 38.63 | 12,544 | 4.3 | 42.64 | 6,084 | 5.6 | 103.27 | 4,916 | 56.9 | 90.67 |
| 1980 | 39,059 | 3.5 | 37.28 | 12,680 | 4.3 | 42.18 | 5,379 | 5.0 | 92.89 | 5,194 | 50.9 | 91.22 |
| 1981 | 38,864 | 3.5 | 36.66 | 12,331 | 4.0 | 39.48 | 5,230 | 4.8 | 91.49 | 4,963 | 46.4 | 85.11 |
| 1982 | 34,334 | 3.0 | 32.11 | 11,317 | 3.5 | 35.03 | 4,646 | 4.3 | 83.11 | 4,495 | 45.4 | 78.12 |
| 1983 | 33,298 | 2.8 | 30.52 | 11,118 | 3.3 | 33.62 | 4,877 | 4.3 | 88.54 | 4,302 | 49.1 | 77.03 |
| 1984 | 34,648 | 2.8 | 30.89 | 11,973 | 3.3 | 33.96 | 5,124 | 4.1 | 94.87 | 4,659 | 53.0 | 85.02 |
| 1985 | 34,277 | 2.8 | 29.46 | 12,464 | 3.2 | 33.09 | 5,153 | 4.1 | 96.67 | 4,608 | 50.7 | 84.64 |
| 1986 | 36,195 | 2.8 | 30.87 | 13,327 | 3.2 | 33.52 | 5,097 | 3.9 | 97.10 | 4,570 | 48.6 | 86.84 |
| 1987 | 36,580 | 2.8 | 30.75 | 14,514 | 3.3 | 34.81 | 5,108 | 3.8 | 96.32 | 4,067 | 42.8 | 82.71 |
| 1988 | 36,977 | 2.7 | 30.43 | 15,286 | 3.1 | 34.27 | 5,241 | 3.7 | 96.46 | 3,715 | 37.1 | 81.04 |
| 1989 | 35,410 | 2.5 | 28.85 | 15,700 | 3.0 | 33.31 | 4,984 | 3.4 | 85.34 | 3,192 | 30.8 | 71.99 |
| 1990 | 34,085 | 2.4 | 25.38 | 15,620 | 2.8 | 31.29 | 4,776 | 3.2 | 81.58 | 3,276 | 34.3 | 76.91 |
| 1991 | 31,291 | 2.2 | 25.37 | 14,832 | 2.5 | 28.49 | 4,347 | 2.9 | 74.25 | 2,829 | 30.8 | 67.73 |
| 1992 | 29,817 | 2.1 | 24.78 | 14,648 | 2.3 | 27.21 | 4,035 | 2.6 | 67.58 | 2,439 | 25.6 | 60.00 |
| 1993 | 30,233 | 2.1 | 24.97 | 15,332 | 2.3 | 27.10 | 4,328 | 2.7 | 69.90 | 2,477 | 25.0 | 62.27 |
| 1994 | 30,273 | 2.1 | 24.81 | 16,353 | 2.3 | 27.49 | 4,644 | 2.7 | 73.68 | 2,339 | 22.8 | 62.91 |
| 1995 | 30,940 | 2.1 | 25.11 | 17,587 | 2.3 | 28.13 | 4,472 | 2.5 | 66.55 | 2,268 | 23.1 | 58.20 |
| 1996 | 30,596 | 2.0 | 24.55 | 18,180 | 2.3 | 27.78 | 4,740 | 2.6 | 67.65 | 2,176 | 22.0 | 56.21 |
| **Injury Crashes** | | | | | | | | | | | | |
| 1988 | 3,073,000 | 222 | 2,529 | 683,000 | 140 | 1,530 | 96,000 | 68 | 1,764 | 98,000 | 974 | 2,129 |
| 1989 | 2,892,000 | 205 | 2,355 | 727,000 | 140 | 1,543 | 110,000 | 74 | 1,887 | 76,000 | 732 | 1,712 |
| 1990 | 2,838,000 | 199 | 2,302 | 729,000 | 131 | 1,460 | 107,000 | 72 | 1,830 | 82,000 | 854 | 1,916 |
| 1991 | 2,615,000 | 184 | 2,121 | 789,000 | 118 | 1,515 | 78,000 | 52 | 1,332 | 79,000 | 856 | 1,882 |
| 1992 | 2,640,000 | 185 | 2,194 | 758,000 | 132 | 1,409 | 95,000 | 62 | 1,586 | 61,000 | 644 | 1,509 |
| 1993 | 2,631,000 | 182 | 2,173 | 843,000 | 125 | 1,490 | 97,000 | 61 | 1,567 | 56,000 | 565 | 1,408 |
| 1994 | 2,785,000 | 191 | 2,283 | 912,000 | 128 | 1,533 | 96,000 | 56 | 1,523 | 54,000 | 545 | 1,437 |
| 1995 | 2,914,000 | 197 | 2,364 | 1,024,000 | 137 | 1,638 | 84,000 | 47 | 1,244 | 52,000 | 530 | 1,331 |
| 1996 | 2,908,000 | 194 | 2,334 | 1,080,000 | 137 | 1,650 | 94,000 | 51 | 1,338 | 51,000 | 517 | 1,323 |
| **Property-Damage-Only Crashes** | | | | | | | | | | | | |
| 1988 | 6,050,000 | 438 | 4,979 | 1,542,000 | 316 | 3,458 | 297,000 | 210 | 5,465 | 21,000 | 207 | 453 |
| 1989 | 5,678,000 | 402 | 4,625 | 1,613,000 | 310 | 3,421 | 300,000 | 203 | 5,144 | 20,000 | 188 | 440 |
| 1990 | 5,485,000 | 389 | 4,449 | 1,654,000 | 298 | 3,314 | 273,000 | 182 | 4,668 | 20,000 | 208 | 467 |
| 1991 | 5,084,000 | 360 | 4,122 | 1,675,000 | 281 | 3,217 | 248,000 | 165 | 4,241 | 25,000 | 268 | 589 |
| 1992 | 4,852,000 | 338 | 4,031 | 1,704,000 | 265 | 3,165 | 277,000 | 182 | 4,643 | 10,000 | 101 | 236 |
| 1993 | 4,789,000 | 331 | 3,956 | 1,884,000 | 279 | 3,330 | 296,000 | 185 | 4,780 | 17,000 | 172 | 427 |
| 1994 | 5,126,000 | 351 | 4,202 | 2,023,000 | 284 | 3,401 | 360,000 | 211 | 5,711 | 13,000 | 127 | 346 |
| 1995 | 5,335,000 | 361 | 4,329 | 2,149,000 | 287 | 3,437 | 289,000 | 162 | 4,307 | 13,000 | 131 | 329 |
| 1996 | 5,346,000 | 357 | 4,290 | 2,303,000 | 293 | 3,519 | 296,000 | 162 | 4,223 | 14,000 | 139 | 357 |

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Passenger Cars and Light Trucks—R.L. Polk & Co; Registered Large Trucks and Motorcycles—Federal Highway Administration.

## Table 4
## Persons Killed or Injured, by Person Type and Vehicle Type, 1975-1996

| Year | Person Type | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Occupants by Vehicle Type | | | | | | | Nonmotorists | | | | |
| | Passenger Cars | Light Trucks | Large Trucks | Motor-cycles | Buses | Other/ Unknown | Total | Pedestrian | Pedalcyclist | Other | Total | |
| **Killed** | | | | | | | | | | | | |
| 1975 | 25,929 | 4,856 | 961 | 3,189 | 53 | 937 | *35,925* | 7,516 | 1,003 | 81 | *8,600* | **44,525** |
| 1976 | 26,166 | 5,438 | 1,132 | 3,312 | 73 | 981 | *37,102* | 7,427 | 914 | 80 | *8,421* | **45,523** |
| 1977 | 26,782 | 5,976 | 1,287 | 4,104 | 42 | 959 | *39,150* | 7,732 | 922 | 74 | *8,728* | **47,878** |
| 1978 | 28,153 | 6,745 | 1,395 | 4,577 | 41 | 622 | *41,533* | 7,795 | 892 | 111 | *8,798* | **50,331** |
| 1979 | 27,808 | 7,178 | 1,432 | 4,894 | 39 | 579 | *41,930* | 8,096 | 932 | 135 | *9,163* | **51,093** |
| 1980 | 27,449 | 7,486 | 1,262 | 5,144 | 46 | 540 | *41,927* | 8,070 | 965 | 129 | *9,164* | **51,091** |
| 1981 | 26,645 | 7,081 | 1,133 | 4,906 | 56 | 603 | *40,424* | 7,837 | 936 | 104 | *8,877* | **49,301** |
| 1982 | 23,330 | 6,359 | 944 | 4,453 | 35 | 525 | *35,646* | 7,331 | 883 | 85 | *8,299* | **43,945** |
| 1983 | 22,979 | 6,202 | 982 | 4,265 | 53 | 362 | *34,843* | 6,826 | 839 | 81 | *7,746* | **42,589** |
| 1984 | 23,620 | 6,496 | 1,074 | 4,608 | 46 | 440 | *36,284* | 7,025 | 849 | 99 | *7,973* | **44,257** |
| 1985 | 23,212 | 6,689 | 977 | 4,564 | 57 | 544 | *36,043* | 6,808 | 890 | 84 | *7,782* | **43,825** |
| 1986 | 24,944 | 7,317 | 926 | 4,566 | 39 | 442 | *38,234* | 6,779 | 941 | 133 | *7,853* | **46,087** |
| 1987 | 25,132 | 8,058 | 852 | 4,036 | 51 | 436 | *38,565* | 6,745 | 948 | 132 | *7,825* | **46,390** |
| 1988 | 25,808 | 8,306 | 911 | 3,662 | 54 | 429 | *39,170* | 6,870 | 911 | 136 | *7,917* | **47,087** |
| 1989 | 25,063 | 8,551 | 858 | 3,141 | 50 | 424 | *38,087* | 6,556 | 832 | 107 | *7,495* | **45,582** |
| 1990 | 24,092 | 8,601 | 705 | 3,244 | 32 | 460 | *37,134* | 6,482 | 859 | 124 | *7,465* | **44,599** |
| 1991 | 22,385 | 8,391 | 661 | 2,806 | 31 | 466 | *34,740* | 5,801 | 843 | 124 | *6,768* | **41,508** |
| 1992 | 21,387 | 8,098 | 585 | 2,395 | 28 | 387 | *32,880* | 5,549 | 723 | 98 | *6,370* | **39,250** |
| 1993 | 21,566 | 8,511 | 605 | 2,449 | 18 | 425 | *33,574* | 5,649 | 816 | 111 | *6,576* | **40,150** |
| 1994 | 21,997 | 8,904 | 670 | 2,320 | 18 | 409 | *34,318* | 5,489 | 802 | 107 | *6,398* | **40,716** |
| 1995 | 22,423 | 9,568 | 648 | 2,227 | 33 | 392 | *35,291* | 5,584 | 833 | 109 | *6,526* | **41,817** |
| 1996 | 22,416 | 9,901 | 621 | 2,160 | 21 | 460 | *35,579* | 5,412 | 761 | 153 | *6,326* | ***41,907** |
| **Injured** | | | | | | | | | | | | |
| 1988 | 2,585,000 | 478,000 | 37,000 | 105,000 | 15,000 | 4,000 | *3,224,000* | 110,000 | 75,000 | 8,000 | *192,000* | **3,416,000** |
| 1989 | 2,431,000 | 511,000 | 43,000 | 83,000 | 15,000 | 5,000 | *3,088,000* | 112,000 | 73,000 | 11,000 | *196,000* | **3,284,000** |
| 1990 | 2,376,000 | 505,000 | 42,000 | 84,000 | 33,000 | 4,000 | *3,044,000* | 105,000 | 75,000 | 7,000 | *187,000* | **3,231,000** |
| 1991 | 2,235,000 | 563,000 | 28,000 | 80,000 | 21,000 | 4,000 | *2,931,000* | 88,000 | 67,000 | 11,000 | *166,000* | **3,097,000** |
| 1992 | 2,232,000 | 545,000 | 34,000 | 65,000 | 20,000 | 12,000 | *2,908,000* | 89,000 | 63,000 | 10,000 | *162,000* | **3,070,000** |
| 1993 | 2,265,000 | 601,000 | 32,000 | 59,000 | 17,000 | 4,000 | *2,978,000* | 94,000 | 68,000 | 9,000 | *171,000* | **3,149,000** |
| 1994 | 2,364,000 | 631,000 | 30,000 | 57,000 | 16,000 | 4,000 | *3,102,000* | 92,000 | 62,000 | 9,000 | *164,000* | **3,266,000** |
| 1995 | 2,469,000 | 722,000 | 30,000 | 57,000 | 19,000 | 4,000 | *3,303,000* | 86,000 | 67,000 | 10,000 | *162,000* | **3,465,000** |
| 1996 | 2,478,000 | 768,000 | 33,000 | 56,000 | 20,000 | 4,000 | *3,360,000* | 82,000 | 59,000 | 11,000 | *151,000* | **3,511,000** |

*Includes 2 fatalities of unknown person type.

## Table 5
## Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-1996

| Year | Sex | | | | | | Total (>15 Years Old)* | | |
|---|---|---|---|---|---|---|---|---|---|
| | Male (>15 Years Old) | | | Female (>15 Years Old) | | | | | |
| | Number Involved in Crashes | Licensed Drivers (Thousands) | Involvement Rate per 100,000 Licensed Drivers | Number Involved in Crashes | Licensed Drivers (Thousands) | Involvement Rate per 100,000 Licensed Drivers | Number Involved in Crashes | Licensed Drivers (Thousands) | Involvement Rate per 100,000 Licensed Drivers |
| **Drivers in Fatal Crashes** | | | | | | | | | |
| 1975 | 45,087 | 70,435 | 64.01 | 9,356 | 59,233 | 15.80 | 54,445 | 129,668 | 41.99 |
| 1976 | 45,091 | 72,452 | 62.24 | 9,953 | 61,458 | 16.19 | 55,045 | 133,910 | 41.11 |
| 1977 | 48,548 | 74,385 | 65.26 | 10,775 | 63,591 | 16.94 | 59,324 | 137,976 | 43.00 |
| 1978 | 51,665 | 75,504 | 68.43 | 11,221 | 65,176 | 17.22 | 62,887 | 140,680 | 44.70 |
| 1979 | 52,208 | 76,457 | 68.28 | 11,308 | 66,695 | 16.95 | 63,518 | 143,152 | 44.37 |
| 1980 | 50,921 | 77,135 | 66.02 | 11,353 | 68,067 | 16.68 | 62,277 | 145,202 | 42.89 |
| 1981 | 49,838 | 77,831 | 64.03 | 11,396 | 69,143 | 16.48 | 61,238 | 146,974 | 41.67 |
| 1982 | 43,877 | 78,484 | 55.91 | 10,579 | 71,627 | 14.77 | 54,462 | 150,111 | 36.28 |
| 1983 | 42,329 | 80,823 | 52.37 | 10,854 | 73,440 | 14.78 | 53,184 | 154,263 | 34.48 |
| 1984 | 44,213 | 80,916 | 54.64 | 11,806 | 74,398 | 15.87 | 56,022 | 155,314 | 36.07 |
| 1985 | 44,290 | 81,537 | 54.32 | 12,031 | 75,231 | 15.99 | 56,322 | 156,768 | 35.93 |
| 1986 | 46,083 | 82,740 | 55.70 | 12,063 | 76,652 | 15.74 | 58,688 | 159,392 | 36.82 |
| 1987 | 46,337 | 83,940 | 55.20 | 13,492 | 77,790 | 17.34 | 59,829 | 161,730 | 36.99 |
| 1988 | 46,840 | 84,098 | 55.70 | 13,814 | 78,661 | 17.56 | 60,658 | 162,759 | 37.27 |
| 1989 | 44,941 | 85,358 | 52.65 | 13,927 | 80,160 | 17.37 | 58,870 | 165,518 | 35.57 |
| 1990 | 43,802 | 85,769 | 51.07 | 13,586 | 81,203 | 16.73 | 57,393 | 166,972 | 34.37 |
| 1991 | 40,288 | 86,631 | 46.51 | 12,716 | 82,299 | 15.45 | 53,007 | 168,930 | 31.38 |
| 1992 | 38,186 | 88,363 | 43.21 | 12,492 | 84,716 | 14.75 | 50,682 | 173,079 | 29.28 |
| 1993 | 39,118 | 87,974 | 44.47 | 12,960 | 85,138 | 15.22 | 52,080 | 173,112 | 30.08 |
| 1994 | 39,784 | 89,194 | 44.60 | 13,449 | 86,210 | 15.60 | 53,238 | 175,403 | 30.35 |
| 1995 | 40,799 | 89,214 | 45.73 | 14,043 | 87,414 | 16.06 | 54,847 | 176,628 | 31.05 |
| 1996 | 40,748 | 90,519 | 45.02 | 14,671 | 89,021 | 16.48 | 55,421 | 179,539 | 30.87 |
| **Drivers in Injury Crashes** | | | | | | | | | |
| 1988 | 2,423,000 | 84,098 | 2,881 | 1,485,000 | 78,661 | 1,887 | 3,907,000 | 162,759 | 2,401 |
| 1989 | 2,347,000 | 85,358 | 2,749 | 1,446,000 | 80,160 | 1,804 | 3,793,000 | 165,518 | 2,292 |
| 1990 | 2,285,000 | 85,769 | 2,664 | 1,458,000 | 81,203 | 1,795 | 3,743,000 | 166,972 | 2,242 |
| 1991 | 2,171,000 | 86,631 | 2,506 | 1,380,000 | 82,299 | 1,677 | 3,551,000 | 168,930 | 2,102 |
| 1992 | 2,114,000 | 88,363 | 2,392 | 1,439,000 | 84,716 | 1,699 | 3,553,000 | 173,079 | 2,053 |
| 1993 | 2,144,000 | 87,974 | 2,437 | 1,468,000 | 85,138 | 1,725 | 3,612,000 | 173,112 | 2,087 |
| 1994 | 2,264,000 | 89,194 | 2,538 | 1,574,000 | 86,210 | 1,826 | 3,838,000 | 175,403 | 2,188 |
| 1995 | 2,378,000 | 89,214 | 2,666 | 1,687,000 | 87,414 | 1,930 | 4,066,000 | 176,628 | 2,302 |
| 1996 | 2,395,000 | 90,519 | 2,646 | 1,727,000 | 89,021 | 1,941 | 4,122,000 | 179,539 | 2,296 |
| **Drivers in Property-Damage-Only Crashes** | | | | | | | | | |
| 1988 | 5,013,000 | 84,098 | 5,961 | 2,816,000 | 78,661 | 3,580 | 7,829,000 | 162,759 | 4,810 |
| 1989 | 4,915,000 | 85,358 | 5,758 | 2,687,000 | 80,160 | 3,352 | 7,602,000 | 165,518 | 4,593 |
| 1990 | 4,733,000 | 85,769 | 5,519 | 2,677,000 | 81,203 | 3,296 | 7,410,000 | 166,972 | 4,438 |
| 1991 | 4,419,000 | 86,631 | 5,101 | 2,600,000 | 82,299 | 3,159 | 7,019,000 | 168,930 | 4,155 |
| 1992 | 4,316,000 | 88,363 | 4,885 | 2,530,000 | 84,716 | 2,987 | 6,847,000 | 173,079 | 3,956 |
| 1993 | 4,402,000 | 87,974 | 5,004 | 2,561,000 | 85,138 | 3,008 | 6,963,000 | 173,112 | 4,022 |
| 1994 | 4,695,000 | 89,194 | 5,264 | 2,828,000 | 86,210 | 3,280 | 7,523,000 | 175,403 | 4,289 |
| 1995 | 4,847,000 | 89,214 | 5,433 | 2,905,000 | 87,414 | 3,323 | 7,752,000 | 176,628 | 4,389 |
| 1996 | 4,943,000 | 90,519 | 5,460 | 3,007,000 | 89,021 | 3,378 | 7,950,000 | 179,539 | 4,428 |

* Total includes drivers (>15 years old) of unknown sex.
Source: Licensed Drivers—Federal Highway Administration.

**Figure 3**
**Driver Involvement Rate per 100,000 Licensed Drivers 16 Years and Older, by Sex and Crash Severity, 1975-1996**

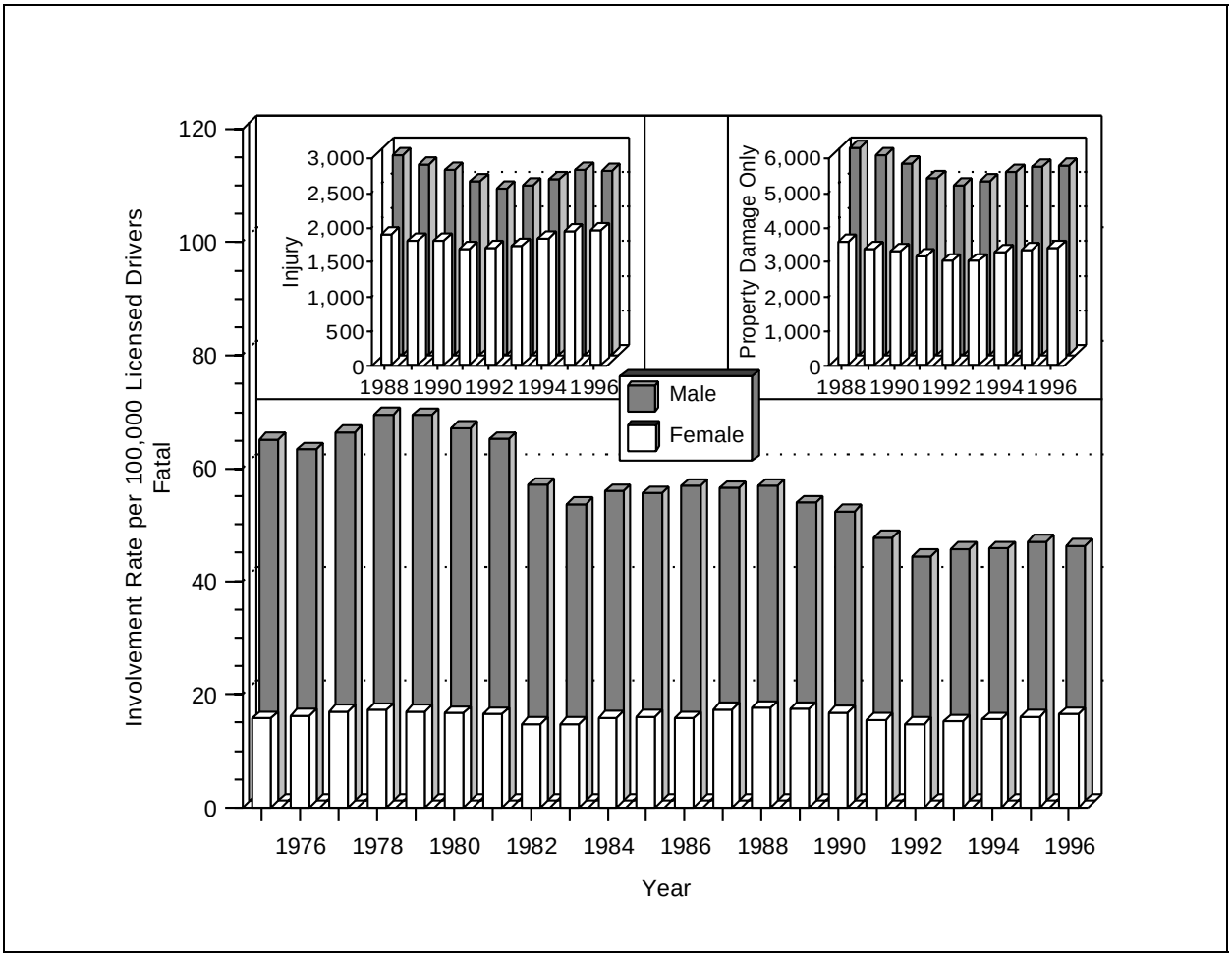


**Table 6**
**Occupant Fatality and Injury Rates per Population by Age Group, 1975-1996**

| Year | Age Group (Years) | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | |
| **Fatality Rate per 100,000 Population** | | | | | | | | | | | | |
| 1975 | 4.50 | 2.71 | 5.71 | 38.77 | 34.90 | 21.57 | 15.67 | 13.42 | 13.29 | 14.72 | 16.98 | **16.67** |
| 1976 | 4.50 | 2.56 | 6.14 | 40.95 | 35.01 | 21.27 | 15.27 | 13.71 | 13.58 | 14.92 | 17.27 | **17.05** |
| 1977 | 4.68 | 2.83 | 6.44 | 42.86 | 38.73 | 22.27 | 15.61 | 13.90 | 13.55 | 14.03 | 16.13 | **17.81** |
| 1978 | 4.61 | 2.66 | 6.60 | 44.45 | 40.75 | 24.26 | 16.72 | 14.07 | 13.44 | 14.79 | 16.36 | **18.70** |
| 1979 | 4.35 | 2.84 | 6.13 | 44.36 | 40.06 | 24.96 | 17.11 | 14.03 | 13.24 | 13.59 | 15.51 | **18.67** |
| 1980 | 4.24 | 2.67 | 6.00 | 42.94 | 39.86 | 24.82 | 16.85 | 14.51 | 12.83 | 12.96 | 15.27 | **18.45** |
| 1981 | 3.75 | 2.43 | 5.24 | 38.56 | 37.41 | 24.22 | 16.63 | 13.81 | 12.68 | 13.16 | 14.94 | **17.62** |
| 1982 | 3.67 | 2.22 | 4.85 | 34.51 | 32.75 | 20.45 | 14.30 | 11.84 | 11.24 | 11.85 | 14.89 | **15.39** |
| 1983 | 3.55 | 2.33 | 4.60 | 33.18 | 30.97 | 19.86 | 13.87 | 11.79 | 10.92 | 11.92 | 15.48 | **14.90** |
| 1984 | 3.13 | 2.33 | 5.21 | 34.94 | 32.89 | 20.26 | 13.91 | 11.87 | 11.16 | 12.98 | 16.18 | **15.39** |
| 1985 | 3.18 | 2.36 | 5.52 | 33.72 | 32.75 | 19.50 | 13.87 | 11.88 | 11.33 | 12.63 | 16.73 | **15.15** |
| 1986 | 3.42 | 2.30 | 6.07 | 38.16 | 33.72 | 21.04 | 13.82 | 11.50 | 11.38 | 13.46 | 17.71 | **15.92** |
| 1987 | 3.78 | 2.60 | 6.00 | 36.65 | 32.83 | 21.05 | 14.15 | 12.10 | 11.93 | 13.58 | 18.22 | **15.92** |
| 1988 | 3.82 | 2.64 | 5.74 | 37.95 | 33.63 | 20.50 | 14.20 | 12.33 | 12.15 | 14.12 | 19.26 | **16.02** |
| 1989 | 3.93 | 2.92 | 5.48 | 34.71 | 30.85 | 20.10 | 13.89 | 12.46 | 12.18 | 14.24 | 19.41 | **15.43** |
| 1990 | 3.31 | 2.50 | 5.26 | 34.16 | 30.62 | 19.81 | 13.34 | 12.20 | 11.91 | 13.36 | 18.49 | **14.89** |
| 1991 | 3.13 | 2.39 | 4.87 | 31.84 | 28.78 | 17.78 | 12.29 | 11.13 | 10.75 | 13.22 | 19.17 | **13.78** |
| 1992 | 2.98 | 2.40 | 4.75 | 28.50 | 25.91 | 16.52 | 11.72 | 10.62 | 10.53 | 13.27 | 18.86 | **12.89** |
| 1993 | 3.14 | 2.34 | 4.67 | 29.18 | 26.66 | 16.43 | 11.87 | 10.52 | 10.85 | 12.72 | 20.85 | **13.02** |
| 1994 | 3.46 | 2.34 | 5.07 | 30.72 | 26.28 | 16.02 | 11.81 | 11.15 | 10.71 | 13.98 | 20.80 | **13.18** |
| 1995 | 3.16 | 2.45 | 5.14 | 29.86 | 27.40 | 16.97 | 12.52 | 11.01 | 11.42 | 13.67 | 21.00 | **13.43** |
| 1996 | 3.39 | 2.33 | 5.07 | 29.42 | 27.06 | 16.69 | 12.54 | 11.10 | 11.52 | 14.19 | 20.83 | **13.41** |
| **Injury Rate per 100,000 Population** | | | | | | | | | | | | |
| 1988 | 417 | 444 | 734 | 3,283 | 2,666 | 1,800 | 1,308 | 1,030 | 876 | 710 | 656 | **1,319** |
| 1989 | 370 | 469 | 727 | 3,210 | 2,467 | 1,672 | 1,280 | 985 | 801 | 713 | 617 | **1,251** |
| 1990 | 329 | 430 | 675 | 3,112 | 2,494 | 1,672 | 1,227 | 989 | 845 | 750 | 515 | **1,221** |
| 1991 | 384 | 469 | 710 | 2,928 | 2,313 | 1,573 | 1,144 | 977 | 801 | 727 | 522 | **1,162** |
| 1992 | 323 | 436 | 686 | 3,002 | 2,248 | 1,571 | 1,102 | 971 | 783 | 721 | 587 | **1,140** |
| 1993 | 367 | 469 | 657 | 2,904 | 2,304 | 1,602 | 1,197 | 956 | 821 | 707 | 594 | **1,155** |
| 1994 | 410 | 465 | 705 | 2,983 | 2,370 | 1,662 | 1,227 | 988 | 856 | 755 | 601 | **1,191** |
| 1995 | 417 | 480 | 741 | 3,224 | 2,465 | 1,716 | 1,294 | 1,133 | 927 | 755 | 628 | **1,257** |
| 1996 | 420 | 538 | 740 | 3,168 | 2,442 | 1,774 | 1,304 | 1,092 | 912 | 798 | 663 | **1,266** |

Note: Population estimates for historical years are periodically revised by the U.S. Census Bureau.

## Table 7
## Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1996

| Year | Registered Passenger Cars | Vehicle Miles Traveled (Millions) | Passenger Car Occupants Killed | Fatality Rate per 100,000 Registered Passenger Cars | Fatality Rate per 100 Million VMT | Passenger Car Occupants Injured | Injury Rate per 100,000 Registered Passenger Cars | Injury Rate per 100 Million VMT |
|---|---|---|---|---|---|---|---|---|
| 1975 | 94,478,029 | 1,030,376 | 25,929 | 27.44 | 2.5 | * | * | * |
| 1976 | 97,011,684 | 1,070,667 | 26,166 | 26.97 | 2.4 | * | * | * |
| 1977 | 98,967,665 | 1,102,726 | 26,782 | 27.06 | 2.4 | * | * | * |
| 1978 | 101,855,551 | 1,136,459 | 28,153 | 27.64 | 2.5 | * | * | * |
| 1979 | 103,543,788 | 1,111,705 | 27,808 | 26.86 | 2.5 | * | * | * |
| 1980 | 104,770,998 | 1,107,056 | 27,449 | 26.20 | 2.5 | * | * | * |
| 1981 | 106,002,720 | 1,120,126 | 26,645 | 25.14 | 2.4 | * | * | * |
| 1982 | 106,936,590 | 1,149,375 | 23,330 | 21.82 | 2.0 | * | * | * |
| 1983 | 109,085,444 | 1,190,076 | 22,979 | 21.07 | 1.9 | * | * | * |
| 1984 | 112,177,361 | 1,224,812 | 23,620 | 21.06 | 1.9 | * | * | * |
| 1985 | 116,348,085 | 1,245,837 | 23,212 | 19.95 | 1.9 | * | * | * |
| 1986 | 117,268,114 | 1,274,668 | 24,944 | 21.27 | 2.0 | * | * | * |
| 1987 | 119,848,784 | 1,326,907 | 25,132 | 20.97 | 1.9 | * | * | * |
| 1988 | 121,519,139 | 1,381,270 | 25,808 | 21.24 | 1.9 | 2,585,000 | 2,127 | 187 |
| 1989 | 122,758,478 | 1,411,131 | 25,063 | 20.42 | 1.8 | 2,431,000 | 1,980 | 172 |
| 1990 | 123,276,600 | 1,424,615 | 24,092 | 19.54 | 1.7 | 2,376,000 | 1,928 | 167 |
| 1991 | 123,327,336 | 1,410,934 | 22,385 | 18.15 | 1.6 | 2,235,000 | 1,812 | 158 |
| 1992 | 120,346,747 | 1,436,449 | 21,387 | 17.77 | 1.5 | 2,232,000 | 1,854 | 155 |
| 1993 | 121,055,398 | 1,445,314 | 21,566 | 17.81 | 1.5 | 2,265,000 | 1,871 | 157 |
| 1994 | 121,996,580 | 1,459,208 | 21,997 | 18.03 | 1.5 | 2,364,000 | 1,938 | 162 |
| 1995 | 123,241,881 | 1,478,352 | 22,423 | 18.19 | 1.5 | 2,469,000 | 2,003 | 167 |
| 1996 | 124,612,787 | 1,496,917 | 22,416 | 17.99 | 1.5 | 2,478,000 | 1,989 | 166 |

* Injury data not available before 1988.

Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.

Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

**Figure 4**
**Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1996**

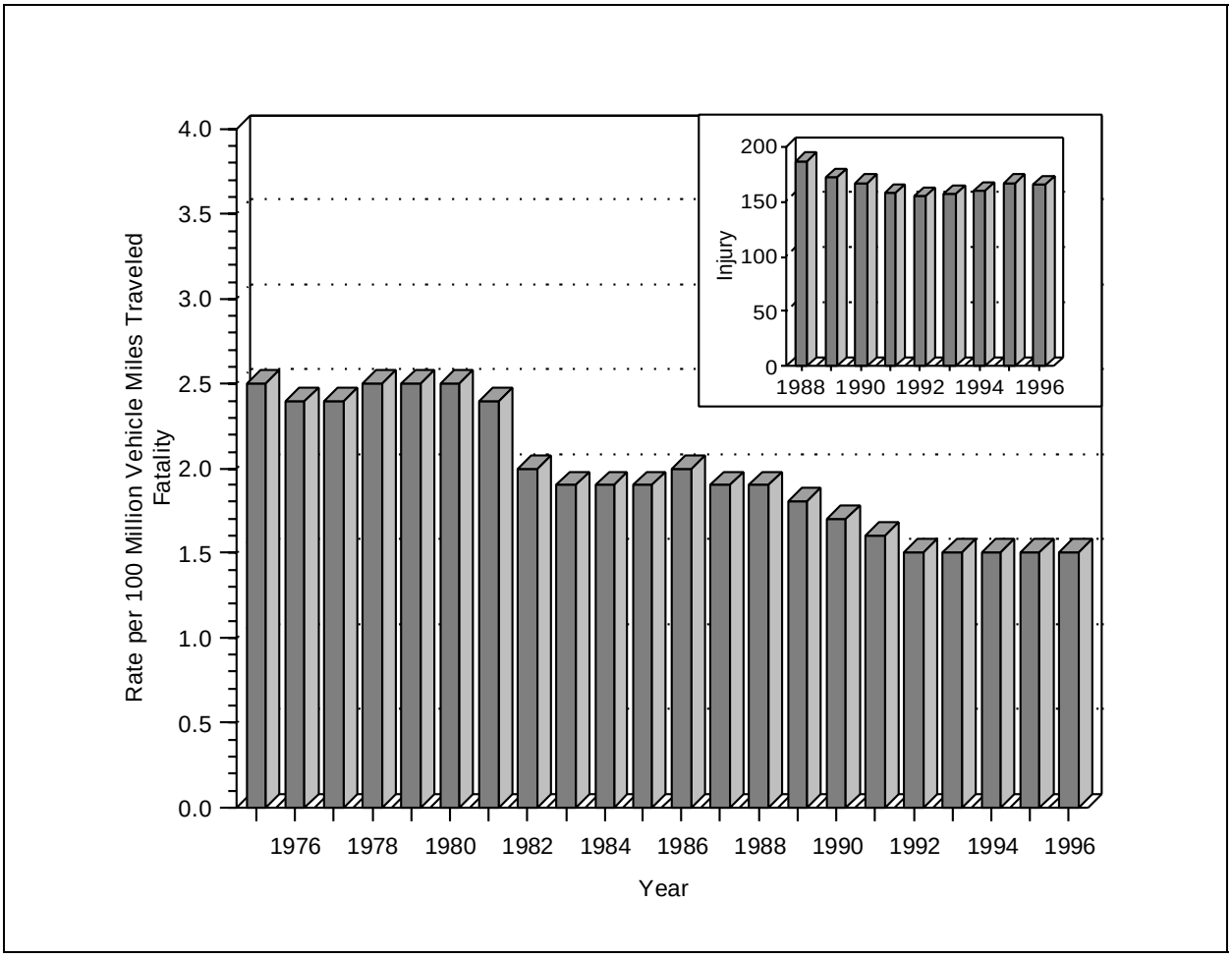


**Table 8**
**Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1996**

| Year | Registered Light Trucks | Vehicle Miles Traveled (Millions) | Light Truck Occupants Killed | Fatality Rate per 100,000 Registered Light Trucks | Fatality Rate per 100 Million VMT | Light Truck Occupants Injured | Injury Rate per 100,000 Registered Light Trucks | Injury Rate per 100 Million VMT |
|---|---|---|---|---|---|---|---|---|
| 1975 | 20,886,680 | 204,274 | 4,856 | 23.25 | 2.4 | * | * | * |
| 1976 | 22,794,702 | 233,382 | 5,438 | 23.86 | 2.3 | * | * | * |
| 1977 | 24,432,701 | 257,108 | 5,976 | 24.46 | 2.3 | * | * | * |
| 1978 | 27,285,497 | 289,463 | 6,745 | 24.72 | 2.3 | * | * | * |
| 1979 | 28,932,820 | 293,840 | 7,178 | 24.81 | 2.4 | * | * | * |
| 1980 | 30,060,754 | 295,475 | 7,486 | 24.90 | 2.5 | * | * | * |
| 1981 | 31,236,287 | 307,044 | 7,081 | 22.67 | 2.3 | * | * | * |
| 1982 | 32,307,692 | 323,022 | 6,359 | 19.68 | 2.0 | * | * | * |
| 1983 | 33,068,138 | 335,590 | 6,202 | 18.76 | 1.8 | * | * | * |
| 1984 | 35,257,788 | 358,106 | 6,496 | 18.42 | 1.8 | * | * | * |
| 1985 | 37,665,180 | 387,800 | 6,689 | 17.76 | 1.7 | * | * | * |
| 1986 | 39,763,446 | 415,593 | 7,317 | 18.40 | 1.8 | * | * | * |
| 1987 | 41,695,017 | 443,872 | 8,058 | 19.33 | 1.8 | * | * | * |
| 1988 | 44,599,500 | 487,450 | 8,306 | 18.62 | 1.7 | 478,000 | 1,071 | 98 |
| 1989 | 47,134,148 | 520,977 | 8,551 | 18.14 | 1.6 | 511,000 | 1,084 | 98 |
| 1990 | 49,916,497 | 554,661 | 8,601 | 17.23 | 1.6 | 505,000 | 1,012 | 91 |
| 1991 | 52,062,064 | 595,619 | 8,391 | 16.12 | 1.4 | 563,000 | 1,081 | 95 |
| 1992 | 53,836,046 | 642,583 | 8,098 | 15.04 | 1.3 | 545,000 | 1,012 | 85 |
| 1993 | 56,573,835 | 675,450 | 8,511 | 15.04 | 1.3 | 601,000 | 1,062 | 89 |
| 1994 | 59,485,995 | 711,515 | 8,904 | 14.97 | 1.3 | 631,000 | 1,061 | 89 |
| 1995 | 62,520,872 | 749,971 | 9,568 | 15.30 | 1.3 | 722,000 | 1,155 | 96 |
| 1996 | 65,438,877 | 786,088 | 9,901 | 15.13 | 1.3 | 768,000 | 1,174 | 98 |

* Injury data not available before 1988.
Note: Vehicle miles traveled (VMT) data in this table have been revised and are not based exclusively on Federal Highway Administration (FHWA) data as they have been in earlier reports. The change was made to reflect the different vehicle classification schemes used by FHWA and the National Highway Traffic Safety Administration (NHTSA). For more information, see page 8 of this report.
Sources: Vehicle Miles Traveled—Federal Highway Administration, revised by NHTSA; Registered Vehicles—R.L. Polk & Co.

**Figure 5**
**Light Truck Occupant Fatality and Injury Rates**
**per 100 Million Vehicle Miles Traveled, 1975-1996**

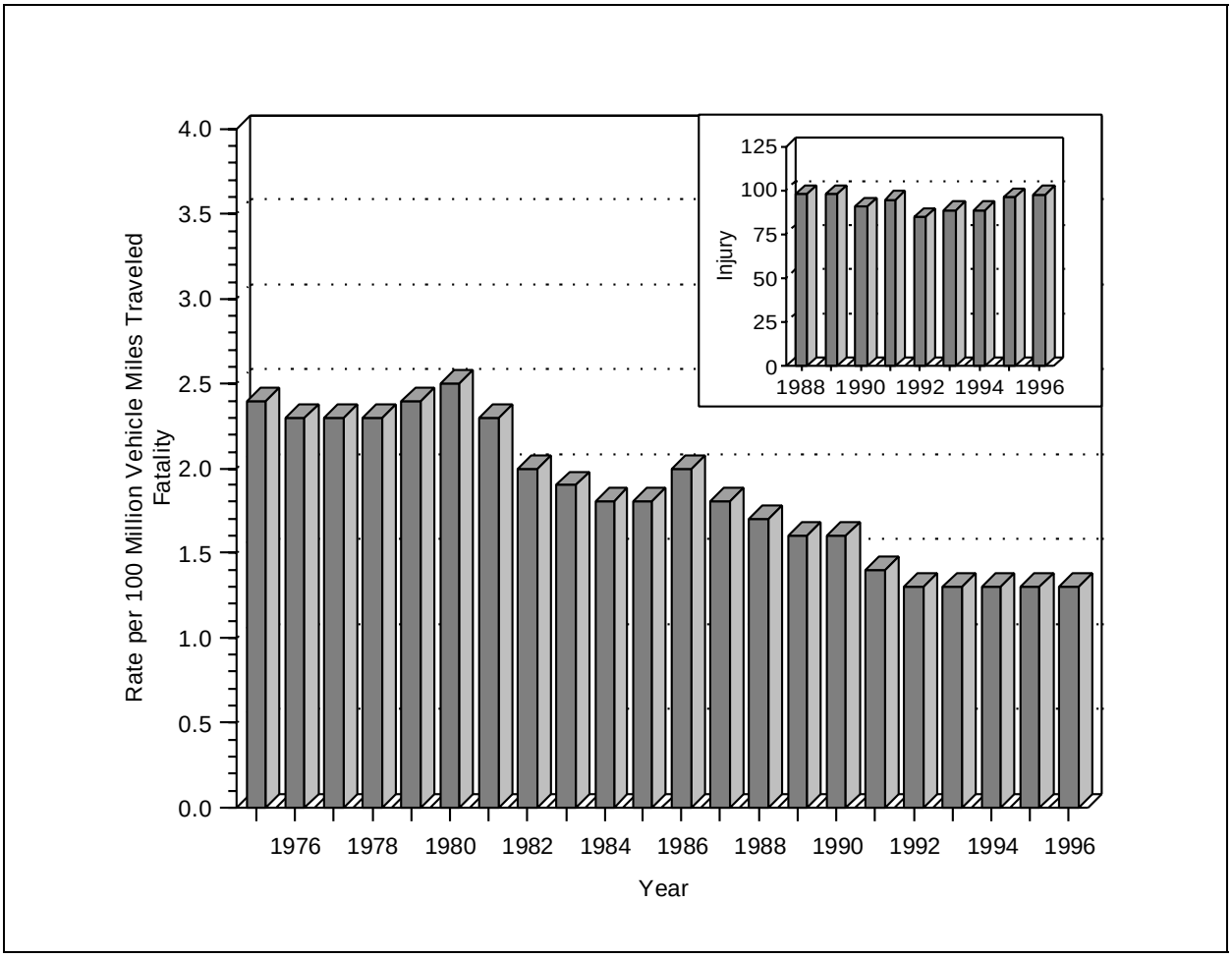


**Table 9**
**Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1996**

| Year | Registered Large Trucks | Vehicle Miles Traveled (Millions) | Large Truck Occupants Killed | Fatality Rate per 100,000 Registered Large Trucks | Fatality Rate per 100 Million VMT | Large Truck Occupants Injured | Injury Rate per 100,000 Registered Large Trucks | Injury Rate per 100 Million VMT |
|---|---|---|---|---|---|---|---|---|
| 1975 | 5,362,369 | 81,330 | 961 | 17.92 | 1.2 | * | * | * |
| 1976 | 5,575,185 | 86,070 | 1,132 | 20.30 | 1.3 | * | * | * |
| 1977 | 5,689,903 | 95,021 | 1,287 | 22.62 | 1.4 | * | * | * |
| 1978 | 5,859,807 | 105,739 | 1,395 | 23.81 | 1.3 | * | * | * |
| 1979 | 5,891,571 | 109,004 | 1,432 | 24.31 | 1.3 | * | * | * |
| 1980 | 5,790,653 | 108,491 | 1,262 | 21.79 | 1.2 | * | * | * |
| 1981 | 5,716,278 | 108,702 | 1,133 | 19.82 | 1.0 | * | * | * |
| 1982 | 5,590,415 | 106,880 | 944 | 16.89 | 0.9 | * | * | * |
| 1983 | 5,508,392 | 113,163 | 982 | 17.83 | 0.9 | * | * | * |
| 1984 | 5,401,075 | 123,927 | 1,074 | 19.88 | 0.9 | * | * | * |
| 1985 | 5,330,678 | 126,580 | 977 | 18.33 | 0.8 | * | * | * |
| 1986 | 5,249,102 | 130,141 | 926 | 17.64 | 0.7 | * | * | * |
| 1987 | 5,303,094 | 135,601 | 852 | 16.07 | 0.6 | * | * | * |
| 1988 | 5,433,560 | 141,397 | 911 | 16.77 | 0.6 | 37,000 | 690 | 26 |
| 1989 | 5,840,466 | 148,318 | 858 | 14.69 | 0.6 | 43,000 | 736 | 29 |
| 1990 | 5,854,337 | 149,810 | 705 | 12.04 | 0.5 | 42,000 | 714 | 28 |
| 1991 | 5,854,673 | 150,729 | 661 | 11.29 | 0.4 | 28,000 | 478 | 19 |
| 1992 | 5,970,925 | 152,803 | 585 | 9.80 | 0.4 | 34,000 | 569 | 22 |
| 1993 | 6,191,889 | 159,904 | 605 | 9.77 | 0.4 | 32,000 | 517 | 20 |
| 1994 | 6,303,314 | 170,216 | 670 | 10.63 | 0.4 | 30,000 | 476 | 18 |
| 1995 | 6,719,421 | 178,156 | 648 | 9.64 | 0.4 | 30,000 | 446 | 17 |
| 1996 | 7,006,408 | 182,756 | 621 | 8.86 | 0.3 | 33,000 | 471 | 18 |

* Injury data not available before 1988.
Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

**Figure 6**
**Large Truck Occupant Fatality and Injury Rates**
**per 100 Million Vehicle Miles Traveled, 1975-1996**

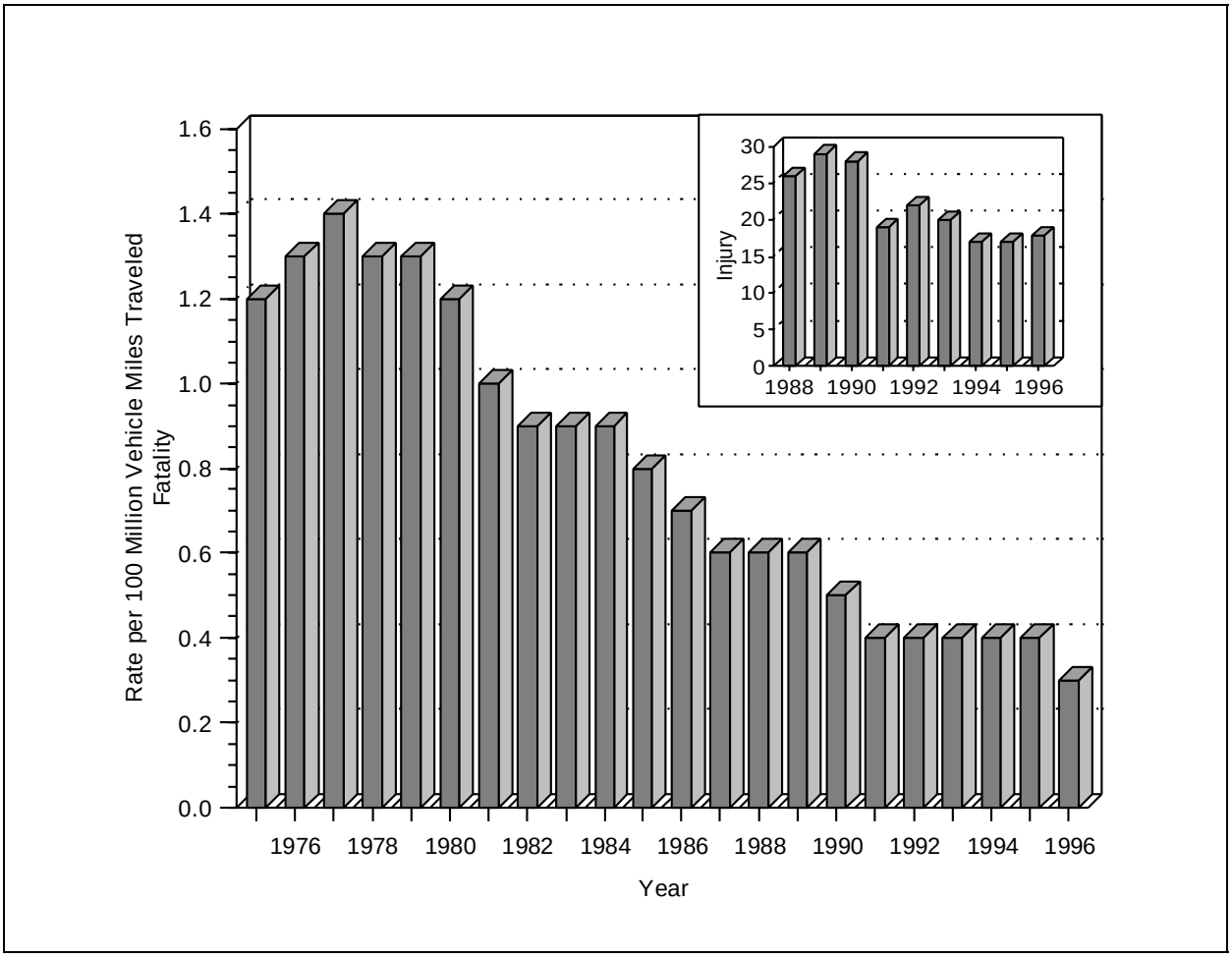


**Table 10**
**Motorcycle Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1996**

| Year | Registered Motorcycles | Vehicle Miles Traveled (Millions) | Motorcycle Occupants Killed | Fatality Rate per 100,000 Registered Motorcycles | Fatality Rate per 100 Million VMT | Motorcycle Occupants Injured | Injury Rate per 100,000 Registered Motorcycles | Injury Rate per 100 Million VMT |
|---|---|---|---|---|---|---|---|---|
| 1975 | 4,964,070 | 5,629 | 3,189 | 64.24 | 56.7 | * | * | * |
| 1976 | 4,933,332 | 6,003 | 3,312 | 67.14 | 55.2 | * | * | * |
| 1977 | 4,933,256 | 6,349 | 4,104 | 83.19 | 64.6 | * | * | * |
| 1978 | 4,867,864 | 7,158 | 4,577 | 94.02 | 63.9 | * | * | * |
| 1979 | 5,422,132 | 8,637 | 4,894 | 90.26 | 56.7 | * | * | * |
| 1980 | 5,693,940 | 10,214 | 5,144 | 90.34 | 50.4 | * | * | * |
| 1981 | 5,831,132 | 10,690 | 4,906 | 84.13 | 45.9 | * | * | * |
| 1982 | 5,753,858 | 9,910 | 4,453 | 77.39 | 44.9 | * | * | * |
| 1983 | 5,585,112 | 8,760 | 4,265 | 76.36 | 48.7 | * | * | * |
| 1984 | 5,479,822 | 8,784 | 4,608 | 84.09 | 52.5 | * | * | * |
| 1985 | 5,444,404 | 9,086 | 4,564 | 83.83 | 50.2 | * | * | * |
| 1986 | 5,262,322 | 9,397 | 4,566 | 86.77 | 48.6 | * | * | * |
| 1987 | 4,917,131 | 9,506 | 4,036 | 82.08 | 42.5 | * | * | * |
| 1988 | 4,584,284 | 10,024 | 3,662 | 79.88 | 36.5 | 105,000 | 2,294 | 1,049 |
| 1989 | 4,433,915 | 10,371 | 3,141 | 70.84 | 30.3 | 83,000 | 1,882 | 805 |
| 1990 | 4,259,462 | 9,557 | 3,244 | 76.16 | 33.9 | 84,000 | 1,979 | 882 |
| 1991 | 4,177,037 | 9,178 | 2,806 | 67.18 | 30.6 | 80,000 | 1,915 | 876 |
| 1992 | 4,065,118 | 9,557 | 2,395 | 58.92 | 25.1 | 65,000 | 1,601 | 681 |
| 1993 | 3,977,856 | 9,906 | 2,449 | 61.57 | 24.7 | 59,000 | 1,483 | 596 |
| 1994 | 3,718,127 | 10,240 | 2,320 | 62.40 | 22.7 | 57,000 | 1,533 | 557 |
| 1995 | 3,897,191 | 9,797 | 2,227 | 57.14 | 22.7 | 57,000 | 1,463 | 582 |
| 1996 | 3,871,237 | 9,906 | 2,160 | 55.80 | 21.8 | 56,000 | 1,447 | 565 |

* Injury data not available before 1988.
Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

**Figure 7**
**Motorcycle Occupant Fatality and Injury Rates**
**per 100 Million Vehicle Miles Traveled, 1975-1996**

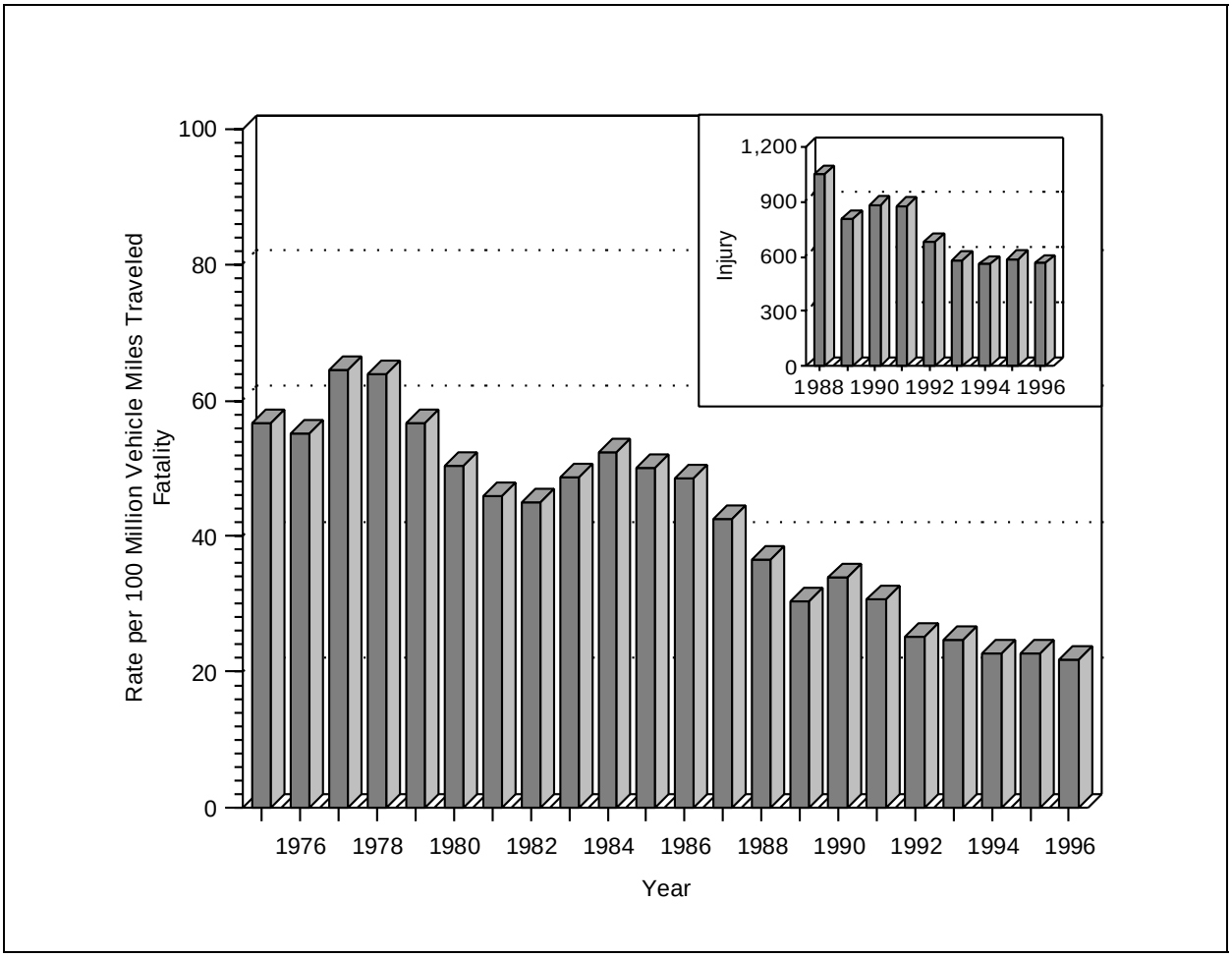


**Table 11**
**Persons Killed or Injured in Crashes Involving a Large Truck, by Person Type and Crash Type, 1975-1996**

| Year | Person Type | | | | | Total |
|---|---|---|---|---|---|---|
| | Truck Occupants by Crash Type | | | Other Vehicle Occupants | Nonmotorists | |
| | Single Vehicle | Multiple Vehicle | Total | | | |
| | | | **Killed** | | | |
| 1975 | 643 | 318 | *961* | 3,106 | 416 | **4,483** |
| 1976 | 774 | 358 | *1,132* | 3,384 | 492 | **5,008** |
| 1977 | 884 | 403 | *1,287* | 3,925 | 511 | **5,723** |
| 1978 | 929 | 466 | *1,395* | 4,354 | 607 | **6,356** |
| 1979 | 967 | 465 | *1,432* | 4,615 | 655 | **6,702** |
| 1980 | 861 | 401 | *1,262* | 4,084 | 625 | **5,971** |
| 1981 | 785 | 348 | *1,133* | 4,126 | 547 | **5,806** |
| 1982 | 639 | 305 | *944* | 3,790 | 495 | **5,229** |
| 1983 | 676 | 306 | *982* | 3,941 | 568 | **5,491** |
| 1984 | 755 | 319 | *1,074* | 4,036 | 530 | **5,640** |
| 1985 | 634 | 343 | *977* | 4,227 | 530 | **5,734** |
| 1986 | 603 | 323 | *926* | 4,088 | 565 | **5,579** |
| 1987 | 571 | 281 | *852* | 4,194 | 552 | **5,598** |
| 1988 | 585 | 326 | *911* | 4,250 | 518 | **5,679** |
| 1989 | 550 | 308 | *858* | 4,142 | 490 | **5,490** |
| 1990 | 485 | 220 | *705* | 4,071 | 496 | **5,272** |
| 1991 | 448 | 213 | *661* | 3,705 | 455 | **4,821** |
| 1992 | 396 | 189 | *585* | 3,460 | 417 | **4,462** |
| 1993 | 389 | 216 | *605* | 3,855 | 396 | **4,856** |
| 1994 | 451 | 219 | *670* | 4,013 | 461 | **5,144** |
| 1995 | 425 | 223 | *648* | 3,846 | 424 | **4,918** |
| 1996 | 410 | 211 | *621* | 4,072 | 433 | **5,126** |
| | | | **Injured** | | | |
| 1988 | 17,000 | 20,000 | *37,000* | 89,000 | 4,000 | **130,000** |
| 1989 | 20,000 | 23,000 | *43,000* | 111,000 | 2,000 | **156,000** |
| 1990 | 16,000 | 26,000 | *42,000* | 106,000 | 2,000 | **150,000** |
| 1991 | 13,000 | 15,000 | *28,000* | 80,000 | 2,000 | **110,000** |
| 1992 | 13,000 | 20,000 | *34,000* | 102,000 | 3,000 | **139,000** |
| 1993 | 13,000 | 19,000 | *32,000* | 95,000 | 6,000 | **133,000** |
| 1994 | 11,000 | 19,000 | *31,000* | 99,000 | 3,000 | **133,000** |
| 1995 | 15,000 | 15,000 | *30,000* | 84,000 | 2,000 | **117,000** |
| 1996 | 15,000 | 18,000 | *33,000* | 95,000 | 3,000 | **130,000** |

**Table 12**
**Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-1996**

| Year | Age Group (Years) | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | |
| **Fatality Rate per 100,000 Population** | | | | | | | | | | | | |
| 1975 | 3.64 | 5.99 | 3.89 | 3.79 | 2.98 | 2.39 | 2.75 | 3.17 | 3.66 | 6.05 | 10.76 | **3.99** |
| 1976 | 3.52 | 5.63 | 3.71 | 3.72 | 3.04 | 2.43 | 2.62 | 3.30 | 3.60 | 5.58 | 10.12 | **3.87** |
| 1977 | 2.99 | 5.35 | 3.68 | 3.98 | 3.18 | 2.68 | 2.66 | 3.20 | 4.05 | 5.80 | 10.57 | **3.97** |
| 1978 | 3.14 | 5.45 | 3.76 | 4.04 | 3.51 | 2.90 | 2.78 | 3.33 | 3.77 | 5.36 | 8.93 | **3.96** |
| 1979 | 2.87 | 5.16 | 3.68 | 4.51 | 4.01 | 3.14 | 2.99 | 3.34 | 3.68 | 5.50 | 9.17 | **4.08** |
| 1980 | 2.67 | 4.68 | 3.64 | 4.45 | 4.34 | 3.17 | 2.80 | 3.39 | 3.69 | 5.00 | 9.89 | **4.03** |
| 1981 | 2.14 | 4.44 | 3.27 | 4.20 | 4.18 | 3.36 | 2.82 | 3.22 | 3.42 | 4.88 | 8.74 | **3.87** |
| 1982 | 2.15 | 3.89 | 3.07 | 4.11 | 4.27 | 3.06 | 3.00 | 3.05 | 3.05 | 4.45 | 7.41 | **3.58** |
| 1983 | 2.03 | 3.69 | 3.05 | 3.67 | 3.83 | 2.91 | 2.46 | 2.80 | 3.12 | 3.77 | 7.37 | **3.31** |
| 1984 | 1.92 | 3.61 | 3.13 | 3.55 | 3.63 | 2.95 | 2.58 | 2.93 | 3.34 | 4.01 | 7.64 | **3.38** |
| 1985 | 2.05 | 3.67 | 3.01 | 3.31 | 3.38 | 2.71 | 2.65 | 2.69 | 3.36 | 3.90 | 7.35 | **3.27** |
| 1986 | 1.89 | 3.58 | 3.22 | 3.45 | 3.54 | 2.93 | 2.51 | 2.98 | 2.86 | 3.64 | 7.34 | **3.27** |
| 1987 | 1.66 | 3.63 | 3.24 | 3.12 | 3.39 | 2.83 | 2.69 | 2.88 | 3.14 | 3.79 | 7.20 | **3.23** |
| 1988 | 1.69 | 3.65 | 2.88 | 2.92 | 3.37 | 2.94 | 2.70 | 2.77 | 3.04 | 3.94 | 7.70 | **3.24** |
| 1989 | 1.54 | 3.06 | 2.53 | 2.58 | 2.90 | 3.00 | 2.73 | 2.61 | 3.18 | 3.49 | 7.10 | **3.04** |
| 1990 | 1.60 | 2.65 | 2.34 | 2.53 | 2.84 | 2.97 | 2.77 | 2.63 | 3.09 | 3.67 | 6.97 | **2.99** |
| 1991 | 1.43 | 2.40 | 2.39 | 2.46 | 2.85 | 2.64 | 2.36 | 2.44 | 2.67 | 3.08 | 5.94 | **2.68** |
| 1992 | 1.29 | 2.24 | 2.07 | 2.21 | 2.20 | 2.38 | 2.39 | 2.42 | 2.56 | 3.09 | 5.43 | **2.50** |
| 1993 | 1.35 | 2.18 | 2.23 | 2.07 | 2.25 | 2.62 | 2.51 | 2.25 | 2.52 | 2.95 | 5.49 | **2.55** |
| 1994 | 1.31 | 2.18 | 2.09 | 2.02 | 2.22 | 2.33 | 2.46 | 2.35 | 2.41 | 2.82 | 5.53 | **2.46** |
| 1995 | 1.12 | 2.01 | 2.07 | 2.03 | 2.39 | 2.40 | 2.61 | 2.38 | 2.50 | 2.97 | 5.25 | **2.48** |
| 1996 | 1.21 | 1.85 | 1.92 | 1.97 | 2.33 | 2.16 | 2.47 | 2.38 | 2.61 | 2.91 | 4.74 | **2.38** |
| **Injury Rate per 100,000 Population** | | | | | | | | | | | | |
| 1988 | 35 | 178 | 195 | 116 | 117 | 74 | 45 | 38 | 35 | 25 | 45 | **79** |
| 1989 | 32 | 179 | 198 | 127 | 96 | 69 | 53 | 43 | 42 | 33 | 39 | **79** |
| 1990 | 34 | 139 | 181 | 128 | 109 | 76 | 52 | 37 | 26 | 29 | 38 | **75** |
| 1991 | 26 | 138 | 158 | 96 | 91 | 70 | 41 | 37 | 31 | 31 | 30 | **66** |
| 1992 | 33 | 119 | 165 | 93 | 98 | 57 | 45 | 35 | 29 | 30 | 27 | **63** |
| 1993 | 27 | 116 | 170 | 94 | 95 | 66 | 49 | 45 | 26 | 27 | 38 | **66** |
| 1994 | 24 | 112 | 151 | 120 | 88 | 59 | 47 | 36 | 33 | 24 | 29 | **63** |
| 1995 | 33 | 103 | 160 | 94 | 87 | 62 | 52 | 27 | 22 | 30 | 26 | **62** |
| 1996 | 31 | 91 | 156 | 88 | 80 | 57 | 38 | 36 | 26 | 26 | 22 | **57** |

**Table 13**
**Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1996**

| Year | BAC = 0.00 | | BAC = 0.01-0.09 | | BAC = 0.10+ | | Total Number | Total Fatalities in Alcohol-Related Crashes | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | | Number | Percent |
| 1982 | 18,780 | 42.7 | 4,809 | 10.9 | 20,356 | 46.3 | 43,945 | 25,165 | 57.3 |
| 1983 | 18,943 | 44.5 | 4,472 | 10.5 | 19,174 | 45.0 | 42,589 | 23,646 | 55.5 |
| 1984 | 20,499 | 46.3 | 4,766 | 10.8 | 18,992 | 42.9 | 44,257 | 23,758 | 53.7 |
| 1985 | 21,109 | 48.2 | 4,604 | 10.5 | 18,111 | 41.3 | 43,825 | 22,716 | 51.8 |
| 1986 | 22,042 | 47.8 | 5,109 | 11.1 | 18,936 | 41.1 | 46,087 | 24,045 | 52.2 |
| 1987 | 22,749 | 49.0 | 5,112 | 11.0 | 18,529 | 39.9 | 46,390 | 23,641 | 51.0 |
| 1988 | 23,461 | 49.8 | 4,895 | 10.4 | 18,731 | 39.8 | 47,087 | 23,626 | 50.2 |
| 1989 | 23,178 | 50.8 | 4,541 | 10.0 | 17,863 | 39.2 | 45,582 | 22,404 | 49.2 |
| 1990 | 22,515 | 50.5 | 4,434 | 9.9 | 17,650 | 39.6 | 44,599 | 22,084 | 49.5 |
| 1991 | 21,621 | 52.1 | 3,957 | 9.5 | 15,930 | 38.4 | 41,508 | 19,887 | 47.9 |
| 1992 | 21,392 | 54.5 | 3,625 | 9.2 | 14,234 | 36.3 | 39,250 | 17,858 | 45.5 |
| 1993 | 22,677 | 56.5 | 3,496 | 8.7 | 13,977 | 34.8 | 40,150 | 17,473 | 43.5 |
| 1994 | 24,136 | 59.3 | 3,480 | 8.5 | 13,100 | 32.2 | 40,716 | 16,580 | 40.7 |
| 1995 | 24,570 | 58.8 | 3,746 | 9.0 | 13,501 | 32.3 | 41,817 | 17,247 | 41.2 |
| 1996 | 24,781 | 59.1 | 3,732 | 8.9 | 13,395 | 32.0 | 41,907 | 17,126 | 40.9 |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 8**
**Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1996**

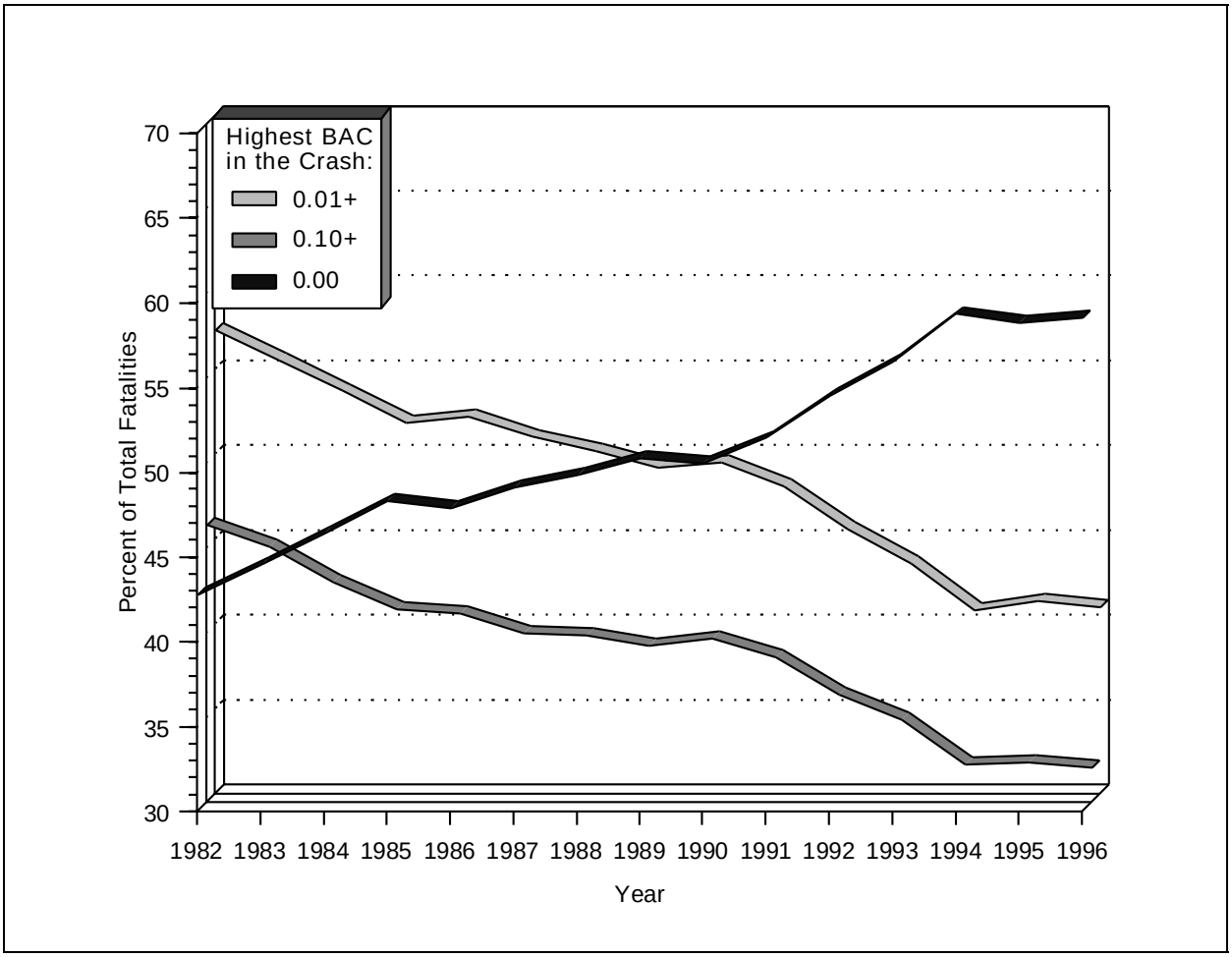


**Table 14**
**Persons Killed During Holiday Periods, by Alcohol Involvement, 1982-1996**

| Year | Holiday Period* | | | | | |
|---|---|---|---|---|---|---|
| | New Year's Day | | Memorial Day | | Fourth of July | |
| | Killed | Percent Alcohol-Related** | Killed | Percent Alcohol-Related** | Killed | Percent Alcohol-Related** |
| 1982 | *** | *** | 498 (3) | 68.0 | 600 (3) | 70.0 |
| 1983 | 375 (3) | 69.0 | 539 (3) | 63.0 | 620 (3) | 67.5 |
| 1984 | 346 (3) | 69.1 | 527 (3) | 67.0 | 223 (1) | 64.8 |
| 1985 | 496 (4) | 59.5 | 557 (3) | 62.2 | 689 (4) | 63.2 |
| 1986 | 223 (1) | 65.5 | 616 (3) | 62.6 | 611 (3) | 67.5 |
| 1987 | 535 (4) | 60.7 | 519 (3) | 60.7 | 556 (3) | 60.2 |
| 1988 | 407 (3) | 63.1 | 531 (3) | 61.6 | 631 (3) | 62.9 |
| 1989 | 443 (3) | 54.6 | 594 (3) | 58.2 | 749 (4) | 59.9 |
| 1990 | 421 (3) | 56.7 | 589 (3) | 61.7 | 268 (1) | 64.8 |
| 1991 | 441 (4) | 60.1 | 533 (3) | 61.2 | 718 (4) | 57.0 |
| 1992 | 164 (1) | 73.6 | 438 (3) | 57.3 | 535 (3) | 55.8 |
| 1993 | 370 (3) | 57.5 | 454 (3) | 51.7 | 525 (3) | 54.3 |
| 1994 | 372 (3) | 54.5 | 482 (3) | 48.2 | 519 (3) | 49.2 |
| 1995 | 392 (3) | 47.8 | 483 (3) | 51.9 | 661 (4) | 48.9 |
| 1996 | 420 (3) | 52.3 | 514 (3) | 51.9 | 627 (4) | 46.9 |
| | Labor Day | | Thanksgiving | | Christmas | |
| 1982 | 628 (3) | 68.1 | 601 (4) | 62.0 | 458 (3) | 64.8 |
| 1983 | 636 (3) | 69.6 | 533 (4) | 58.6 | 353 (3) | 59.8 |
| 1984 | 609 (3) | 65.9 | 559 (4) | 59.7 | 643 (4) | 66.4 |
| 1985 | 605 (3) | 63.7 | 566 (4) | 56.6 | 152 (1) | 65.9 |
| 1986 | 663 (3) | 64.0 | 598 (4) | 58.6 | 508 (4) | 59.0 |
| 1987 | 630 (3) | 63.4 | 659 (4) | 55.6 | 409 (3) | 57.2 |
| 1988 | 592 (3) | 63.6 | 601 (4) | 58.1 | 511 (3) | 60.1 |
| 1989 | 589 (3) | 60.0 | 561 (4) | 56.8 | 553 (3) | 61.1 |
| 1990 | 599 (3) | 65.9 | 563 (4) | 54.5 | 567 (4) | 51.2 |
| 1991 | 577 (3) | 55.6 | 546 (4) | 52.2 | 135 (1) | 50.2 |
| 1992 | 460 (3) | 54.5 | 403 (4) | 57.1 | 410 (3) | 50.2 |
| 1993 | 522 (3) | 57.8 | 570 (4) | 47.2 | 402 (3) | 54.4 |
| 1994 | 494 (3) | 55.0 | 575 (4) | 47.3 | 455 (3) | 48.8 |
| 1995 | 511 (3) | 48.7 | 527 (4) | 52.2 | 358 (3) | 46.8 |
| 1996 | 525 (3) | 51.5 | 579 (4) | 45.9 | 166 (1) | 55.1 |

* The number of whole days in the holiday period is shown in parentheses. The length of the holiday period depends on the day on which the legal holiday falls, as follows:

- If the holiday falls on *Monday*, the holiday period is from 6:00 pm Friday to 5:59 am Tuesday.
- If the holiday falls on *Tuesday*, the holiday period is from 6:00 pm Friday to 5:59 am Wednesday.
- If the holiday falls on *Wednesday*, the holiday period is from 6:00 pm Tuesday to 5:59 am Thursday.
- If the holiday falls on *Thursday*, the holiday period is from 6:00 pm Wednesday to 5:59 am Monday.
- If the holiday falls on *Friday*, the holiday period is from 6:00 pm Thursday to 5:59 am Monday.

** Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

*** No data available.

**Table 15**
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-1996**

| | Day* | | | Night* | | | Total Drivers | | |
|---|---|---|---|---|---|---|---|---|---|
| | | Percent | | | Percent | | | Percent | |
| Year | Total | BAC = 0.01+ | BAC = 0.10+ | Total | BAC = 0.01+ | BAC = 0.10+ | Total | BAC = 0.01+ | BAC = 0.10+ |
| 1982 | 23,725 | 17.4 | 12.1 | 32,085 | 54.6 | 43.0 | 56,029 | 38.9 | 30.0 |
| 1983 | 24,381 | 16.7 | 11.7 | 30,037 | 54.2 | 42.8 | 54,656 | 37.5 | 29.0 |
| 1984 | 26,415 | 15.7 | 10.7 | 30,775 | 53.0 | 41.3 | 57,512 | 36.0 | 27.3 |
| 1985 | 27,578 | 14.8 | 10.1 | 30,008 | 51.0 | 39.9 | 57,883 | 33.8 | 25.7 |
| 1986 | 28,434 | 14.9 | 10.1 | 31,543 | 51.5 | 39.6 | 60,335 | 34.3 | 25.8 |
| 1987 | 29,227 | 14.5 | 9.9 | 31,854 | 50.1 | 38.5 | 61,442 | 33.2 | 25.0 |
| 1988 | 30,196 | 14.1 | 9.6 | 31,715 | 50.3 | 39.1 | 62,253 | 32.8 | 24.9 |
| 1989 | 29,953 | 13.6 | 9.3 | 30,170 | 49.4 | 38.8 | 60,435 | 31.7 | 24.2 |
| 1990 | 28,797 | 13.6 | 9.3 | 29,778 | 49.7 | 39.2 | 58,893 | 32.1 | 24.7 |
| 1991 | 26,829 | 12.6 | 8.7 | 27,249 | 48.8 | 38.4 | 54,391 | 31.1 | 23.9 |
| 1992 | 26,236 | 11.7 | 7.9 | 25,380 | 46.2 | 36.4 | 51,901 | 28.9 | 22.1 |
| 1993 | 27,770 | 10.8 | 7.4 | 25,355 | 45.0 | 35.5 | 53,401 | 27.3 | 21.0 |
| 1994 | 29,134 | 10.2 | 7.0 | 25,112 | 42.4 | 33.3 | 54,549 | 25.3 | 19.3 |
| 1995 | 30,066 | 10.5 | 7.1 | 25,755 | 42.3 | 33.0 | 56,164 | 25.4 | 19.2 |
| 1996 | 30,691 | 10.2 | 6.8 | 25,770 | 42.0 | 32.5 | 56,793 | 24.9 | 18.8 |

* Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.
Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 16**
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-1996**

| | Male | | | Female | | |
|---|---|---|---|---|---|---|
| | | Percent | | | Percent | |
| Year | Total | BAC = 0.01+ | BAC = 0.10+ | Total | BAC = 0.01+ | BAC = 0.10+ |
| 1982 | 44,370 | 41.8 | 32.4 | 10,675 | 25.7 | 18.9 |
| 1983 | 42,812 | 40.5 | 31.4 | 10,958 | 24.8 | 18.5 |
| 1984 | 44,723 | 38.8 | 29.6 | 11,907 | 23.6 | 17.1 |
| 1985 | 44,846 | 36.7 | 28.2 | 12,142 | 21.8 | 15.5 |
| 1986 | 46,653 | 37.6 | 28.5 | 12,744 | 20.9 | 14.8 |
| 1987 | 46,884 | 36.4 | 27.6 | 13,614 | 21.0 | 15.0 |
| 1988 | 47,402 | 36.2 | 27.7 | 13,951 | 20.3 | 14.6 |
| 1989 | 45,448 | 35.0 | 27.0 | 14,054 | 19.8 | 14.4 |
| 1990 | 44,281 | 35.7 | 27.7 | 13,726 | 19.2 | 13.8 |
| 1991 | 40,731 | 34.5 | 26.8 | 12,825 | 19.0 | 13.6 |
| 1992 | 38,598 | 32.2 | 24.9 | 12,596 | 17.8 | 12.8 |
| 1993 | 39,556 | 30.5 | 23.7 | 13,082 | 16.5 | 12.0 |
| 1994 | 40,233 | 28.5 | 22.0 | 13,567 | 15.2 | 11.0 |
| 1995 | 41,235 | 28.5 | 21.7 | 14,184 | 15.5 | 11.1 |
| 1996 | 41,223 | 28.1 | 21.4 | 14,798 | 15.5 | 11.1 |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 17**
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-1996**

| Year | Passenger Car | | | Light Truck | | | Large Truck | | | Motorcycle | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Total | Percent | | Total | Percent | | Total | Percent | | Total | Percent | |
| | | BAC= 0.01+ | BAC= 0.10+ | | BAC= 0.01+ | BAC= 0.10+ | | BAC= 0.01+ | BAC= 0.10+ | | BAC= 0.01+ | BAC= 0.10+ |
| 1982 | 34,121 | 39.9 | 30.6 | 11,199 | 43.4 | 34.7 | 4,582 | 8.0 | 4.3 | 4,490 | 53.5 | 40.5 |
| 1983 | 33,069 | 38.6 | 29.7 | 11,017 | 41.5 | 33.3 | 4,790 | 7.7 | 4.5 | 4,288 | 54.2 | 40.8 |
| 1984 | 34,395 | 36.4 | 27.6 | 11,866 | 39.3 | 30.6 | 5,056 | 7.6 | 4.3 | 4,650 | 53.6 | 40.2 |
| 1985 | 34,071 | 34.5 | 26.1 | 12,372 | 36.3 | 28.7 | 5,091 | 6.1 | 3.6 | 4,598 | 52.8 | 39.3 |
| 1986 | 35,959 | 34.7 | 25.8 | 13,208 | 37.1 | 29.4 | 5,015 | 5.4 | 2.9 | 4,558 | 54.4 | 40.9 |
| 1987 | 36,371 | 33.7 | 25.1 | 14,407 | 36.8 | 28.7 | 5,046 | 4.4 | 2.7 | 4,061 | 51.3 | 38.2 |
| 1988 | 36,769 | 33.3 | 25.0 | 15,167 | 37.0 | 29.4 | 5,141 | 4.8 | 2.8 | 3,704 | 49.9 | 36.3 |
| 1989 | 35,204 | 31.8 | 24.0 | 15,579 | 35.4 | 28.2 | 4,903 | 5.3 | 2.7 | 3,182 | 52.5 | 39.7 |
| 1990 | 33,893 | 32.0 | 24.3 | 15,501 | 36.1 | 28.8 | 4,709 | 5.0 | 2.3 | 3,269 | 52.1 | 39.3 |
| 1991 | 31,102 | 30.6 | 23.4 | 14,702 | 35.6 | 28.2 | 4,291 | 4.4 | 2.0 | 2,816 | 51.0 | 38.6 |
| 1992 | 29,670 | 29.0 | 21.9 | 14,540 | 32.6 | 25.8 | 3,980 | 3.1 | 1.5 | 2,435 | 47.8 | 35.6 |
| 1993 | 30,060 | 27.3 | 20.7 | 15,207 | 31.1 | 24.7 | 4,271 | 3.3 | 1.6 | 2,471 | 44.0 | 32.8 |
| 1994 | 30,103 | 25.6 | 19.4 | 16,235 | 29.0 | 22.8 | 4,592 | 2.8 | 1.4 | 2,330 | 40.3 | 29.0 |
| 1995 | 30,773 | 25.7 | 19.2 | 17,483 | 28.3 | 22.2 | 4,410 | 3.1 | 1.4 | 2,262 | 40.7 | 29.2 |
| 1996 | 30,466 | 25.5 | 18.8 | 18,054 | 27.7 | 21.9 | 4,688 | 2.6 | 1.4 | 2,175 | 42.0 | 30.3 |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 9**
**Proportion of Drivers Involved in Fatal Crashes with BAC = 0.10+ by Vehicle Type, 1982-1996**

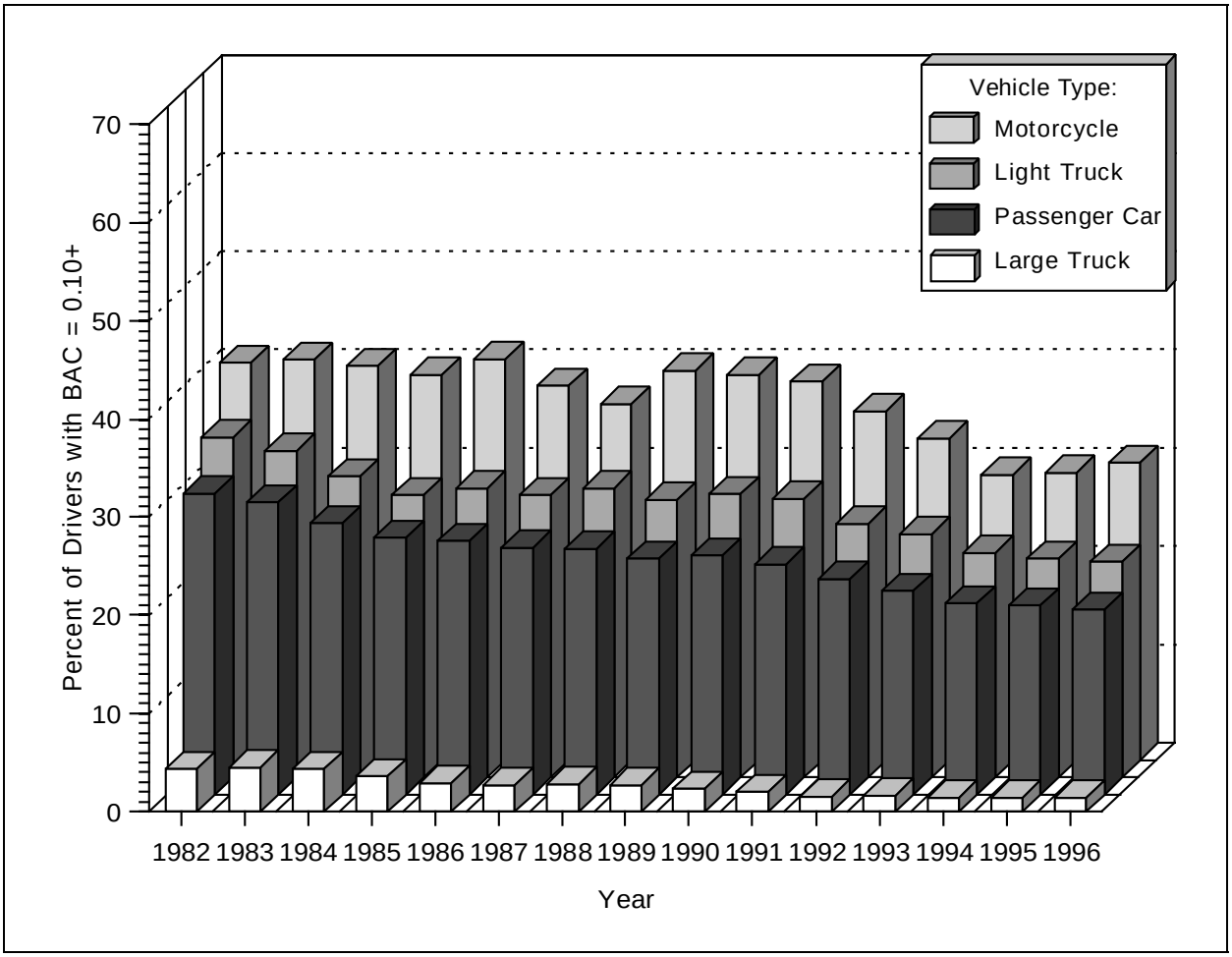
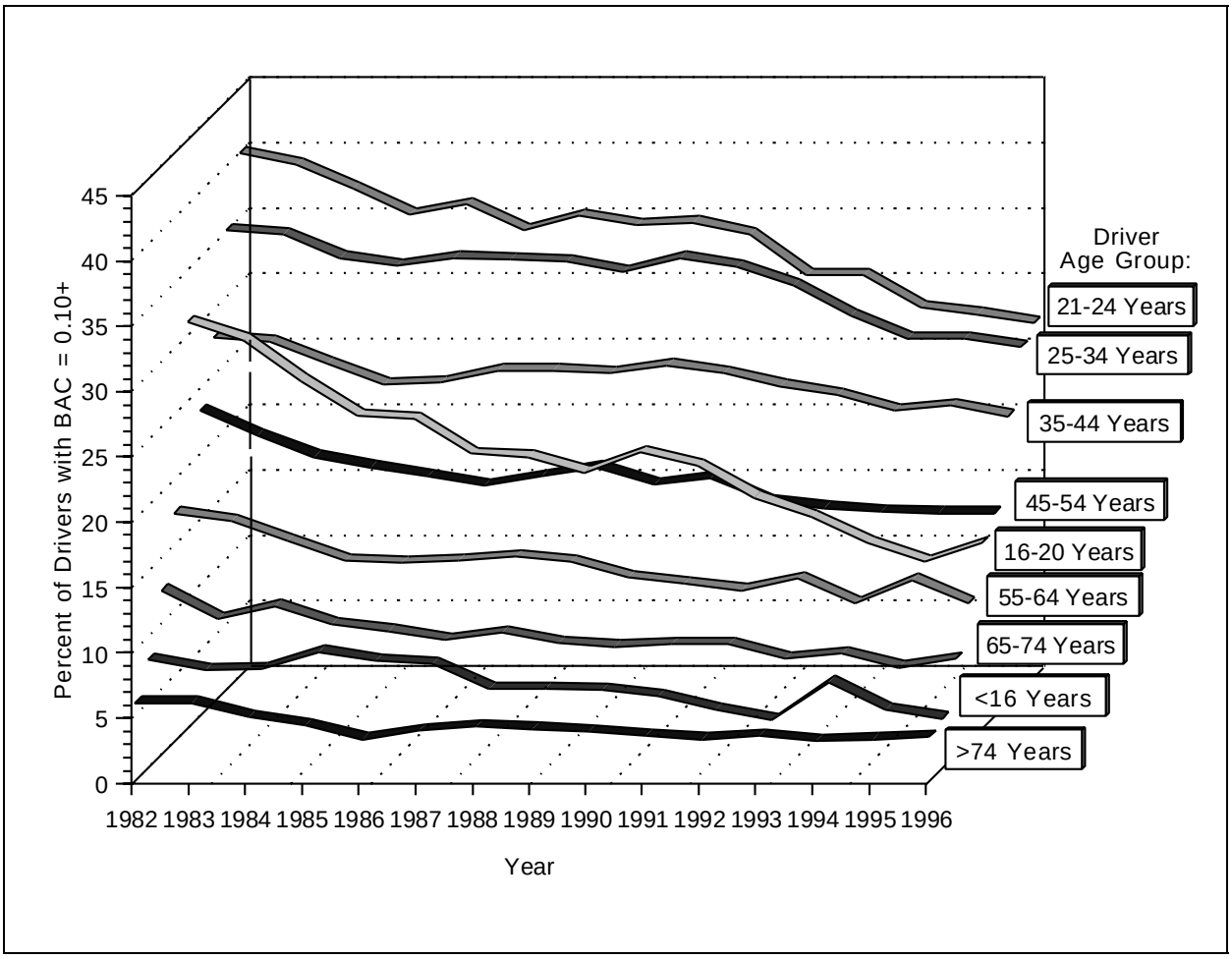


**Table 18**
**Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-1996**

| | Age | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | <16 Years | | | 16-20 Years | | | 21-24 Years | | |
| | | Percent | | | Percent | | | Percent | |
| Year | Total | BAC = 0.01+ | BAC = 0.10+ | Total | BAC = 0.01+ | BAC = 0.10+ | Total | BAC = 0.01+ | BAC = 0.10+ |
| 1982 | 412 | 13.4 | 8.2 | 9,858 | 44.0 | 31.1 | 9,018 | 51.5 | 40.0 |
| 1983 | 416 | 12.2 | 7.4 | 9,334 | 42.1 | 29.7 | 8,432 | 50.6 | 39.1 |
| 1984 | 446 | 14.8 | 7.5 | 9,804 | 39.6 | 26.6 | 8,963 | 49.0 | 37.3 |
| 1985 | 479 | 15.5 | 8.8 | 9,386 | 35.5 | 23.9 | 9,046 | 45.9 | 35.3 |
| 1986 | 504 | 15.3 | 8.1 | 10,163 | 36.4 | 23.7 | 9,129 | 47.2 | 36.1 |
| 1987 | 469 | 15.9 | 7.9 | 9,910 | 33.4 | 21.0 | 8,808 | 45.5 | 34.1 |
| 1988 | 448 | 13.6 | 6.0 | 10,171 | 32.3 | 20.7 | 8,555 | 46.0 | 35.2 |
| 1989 | 402 | 10.8 | 6.0 | 9,442 | 29.9 | 19.5 | 7,723 | 45.0 | 34.5 |
| 1990 | 409 | 12.5 | 5.9 | 8,821 | 31.7 | 21.1 | 7,195 | 44.9 | 34.7 |
| 1991 | 364 | 14.0 | 5.4 | 8,002 | 29.8 | 20.0 | 6,748 | 44.5 | 33.8 |
| 1992 | 350 | 11.9 | 4.4 | 7,192 | 26.8 | 17.6 | 6,323 | 41.0 | 30.7 |
| 1993 | 383 | 9.7 | 3.6 | 7,256 | 24.5 | 16.1 | 6,406 | 39.4 | 30.7 |
| 1994 | 397 | 10.3 | 6.5 | 7,723 | 22.6 | 14.1 | 6,291 | 37.4 | 28.2 |
| 1995 | 410 | 10.0 | 4.4 | 7,725 | 20.6 | 12.7 | 6,263 | 37.2 | 27.7 |
| 1996 | 414 | 9.0 | 3.7 | 7,804 | 21.5 | 14.1 | 6,172 | 37.0 | 27.0 |
| | 25-34 Years | | | 35-44 Years | | | 45-54 Years | | |
| 1982 | 14,787 | 43.9 | 35.1 | 7,984 | 34.9 | 27.9 | 4,980 | 29.2 | 23.3 |
| 1983 | 14,470 | 43.6 | 34.8 | 8,068 | 34.1 | 27.6 | 4,992 | 26.8 | 21.4 |
| 1984 | 15,233 | 41.7 | 33.0 | 8,563 | 32.3 | 25.9 | 5,084 | 24.9 | 19.7 |
| 1985 | 15,257 | 41.0 | 32.4 | 8,892 | 30.4 | 24.3 | 5,150 | 24.0 | 18.9 |
| 1986 | 16,179 | 41.5 | 33.0 | 9,240 | 30.6 | 24.5 | 5,077 | 23.7 | 18.2 |
| 1987 | 16,562 | 41.6 | 32.9 | 9,778 | 31.4 | 25.4 | 5,470 | 22.4 | 17.5 |
| 1988 | 16,398 | 41.1 | 32.7 | 10,077 | 31.5 | 25.4 | 5,761 | 23.2 | 18.2 |
| 1989 | 15,928 | 40.1 | 31.9 | 10,106 | 31.2 | 25.2 | 6,038 | 23.8 | 18.9 |
| 1990 | 15,764 | 41.3 | 33.0 | 10,177 | 32.0 | 25.8 | 5,867 | 22.5 | 17.6 |
| 1991 | 14,151 | 40.1 | 32.3 | 9,482 | 31.2 | 25.2 | 5,458 | 23.0 | 18.1 |
| 1992 | 13,049 | 38.4 | 30.9 | 9,284 | 30.0 | 24.2 | 5,672 | 21.0 | 16.3 |
| 1993 | 13,038 | 36.1 | 28.6 | 9,738 | 29.3 | 23.5 | 5,970 | 20.1 | 15.8 |
| 1994 | 12,891 | 33.9 | 26.8 | 9,951 | 27.3 | 22.3 | 6,493 | 19.5 | 15.5 |
| 1995 | 13,048 | 33.9 | 26.8 | 10,677 | 28.6 | 22.7 | 6,815 | 19.6 | 15.4 |
| 1996 | 12,850 | 33.4 | 26.2 | 10,918 | 27.6 | 21.9 | 7,097 | 19.9 | 15.4 |
| | 55-64 Years | | | 65-74 Years | | | >74 Years | | |
| 1982 | 3,941 | 22.8 | 17.4 | 2,343 | 16.9 | 12.5 | 1,551 | 8.9 | 5.9 |
| 1983 | 3,862 | 21.8 | 16.8 | 2,434 | 14.0 | 10.3 | 1,592 | 9.1 | 5.9 |
| 1984 | 4,059 | 20.1 | 15.3 | 2,620 | 15.3 | 11.3 | 1,696 | 8.1 | 4.8 |
| 1985 | 4,112 | 18.5 | 13.8 | 2,650 | 13.9 | 9.9 | 1,829 | 6.8 | 4.2 |
| 1986 | 4,019 | 18.5 | 13.6 | 2,844 | 13.5 | 9.4 | 2,037 | 6.3 | 3.1 |
| 1987 | 4,223 | 18.1 | 13.8 | 2,987 | 12.6 | 8.7 | 2,091 | 6.4 | 3.8 |
| 1988 | 4,320 | 18.4 | 14.1 | 3,079 | 13.8 | 9.3 | 2,297 | 7.0 | 4.1 |
| 1989 | 4,202 | 18.0 | 13.7 | 3,107 | 12.4 | 8.5 | 2,324 | 6.6 | 3.9 |
| 1990 | 4,068 | 16.7 | 12.5 | 3,161 | 11.9 | 8.2 | 2,340 | 6.6 | 3.7 |
| 1991 | 3,695 | 15.5 | 12.0 | 3,017 | 12.1 | 8.4 | 2,454 | 6.4 | 3.4 |
| 1992 | 3,688 | 15.6 | 11.5 | 3,024 | 11.9 | 8.4 | 2,450 | 5.4 | 3.1 |
| 1993 | 3,824 | 16.0 | 12.4 | 3,031 | 10.2 | 7.3 | 2,817 | 5.8 | 3.4 |
| 1994 | 3,828 | 13.5 | 10.5 | 3,194 | 10.7 | 7.7 | 2,867 | 4.7 | 3.0 |
| 1995 | 4,079 | 16.0 | 12.3 | 3,251 | 9.6 | 6.6 | 2,989 | 5.1 | 3.1 |
| 1996 | 4,216 | 14.2 | 10.5 | 3,308 | 10.5 | 7.3 | 3,056 | 5.5 | 3.3 |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 10**
**Proportion of Drivers in Fatal Crashes with BAC = 0.10+ by Age, 1982-1996**



## Table 19
## Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-1996

| | Driver Survival Status | | | | | | | | All Drivers in Fatal Crashes | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Surviving Drivers | | | | Killed Drivers | | | | | | | |
| Year | BAC = 0.00 | BAC = 0.01-0.09 | BAC = 0.10+ | Total | BAC = 0.00 | BAC = 0.01-0.09 | BAC = 0.10+ | Total | BAC = 0.00 | BAC = 0.01-0.09 | BAC = 0.10+ | Total |
| 1982 | 22,674 | 2,698 | 5,967 | *31,339* | 11,576 | 2,289 | 10,825 | *24,690* | 34,250 | 4,987 | 16,793 | **56,029** |
| 1983 | 22,426 | 2,512 | 5,581 | *30,518* | 11,720 | 2,165 | 10,253 | *24,138* | 34,145 | 4,677 | 15,834 | **54,656** |
| 1984 | 23,888 | 2,587 | 5,448 | *31,923* | 12,943 | 2,365 | 10,281 | *25,589* | 36,831 | 4,952 | 15,729 | **57,512** |
| 1985 | 25,106 | 2,350 | 5,089 | *32,546* | 13,215 | 2,317 | 9,805 | *25,337* | 38,321 | 4,668 | 14,894 | **57,883** |
| 1986 | 25,835 | 2,626 | 5,244 | *33,705* | 13,798 | 2,514 | 10,317 | *26,630* | 39,633 | 5,140 | 15,560 | **60,335** |
| 1987 | 26,727 | 2,657 | 5,224 | *34,609* | 14,322 | 2,403 | 10,108 | *26,833* | 41,049 | 5,060 | 15,332 | **61,442** |
| 1988 | 27,306 | 2,562 | 5,132 | *35,000* | 14,507 | 2,395 | 10,351 | *27,253* | 41,813 | 4,957 | 15,483 | **62,253** |
| 1989 | 26,903 | 2,317 | 4,826 | *34,046* | 14,367 | 2,194 | 9,828 | *26,389* | 41,271 | 4,511 | 14,654 | **60,435** |
| 1990 | 26,054 | 2,329 | 4,761 | *33,143* | 13,924 | 2,050 | 9,776 | *25,750* | 39,978 | 4,378 | 14,537 | **58,893** |
| 1991 | 24,172 | 2,060 | 4,229 | *30,461* | 13,328 | 1,852 | 8,749 | *23,930* | 37,500 | 3,913 | 12,978 | **54,391** |
| 1992 | 23,762 | 1,827 | 3,728 | *29,317* | 13,158 | 1,697 | 7,729 | *22,584* | 36,919 | 3,524 | 11,457 | **51,901** |
| 1993 | 24,874 | 1,753 | 3,632 | *30,259* | 13,944 | 1,616 | 7,582 | *23,142* | 38,818 | 3,369 | 11,214 | **53,401** |
| 1994 | 25,916 | 1,710 | 3,233 | *30,858* | 14,826 | 1,580 | 7,285 | *23,691* | 40,741 | 3,290 | 10,518 | **54,549** |
| 1995 | 26,753 | 1,745 | 3,277 | *31,774* | 15,143 | 1,722 | 7,525 | *24,390* | 41,895 | 3,467 | 10,802 | **56,164** |
| 1996 | 27,221 | 1,813 | 3,302 | *32,337* | 15,414 | 1,694 | 7,348 | *24,456* | 42,635 | 3,507 | 10,651 | **56,793** |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

## Table 20
## Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-1996

| | BAC = 0.00 | | BAC = 0.01-0.09 | | BAC = 0.10+ | | Total | |
|---|---|---|---|---|---|---|---|---|
| Year | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 1982 | 3,266 | 53.1 | 482 | 7.8 | 2,406 | 39.1 | **6,154** | **100.0** |
| 1983 | 3,049 | 53.4 | 455 | 8.0 | 2,206 | 38.6 | **5,710** | **100.0** |
| 1984 | 3,234 | 54.8 | 430 | 7.3 | 2,242 | 38.0 | **5,907** | **100.0** |
| 1985 | 3,120 | 54.7 | 478 | 8.4 | 2,104 | 36.9 | **5,702** | **100.0** |
| 1986 | 3,171 | 55.6 | 465 | 8.2 | 2,066 | 36.2 | **5,702** | **100.0** |
| 1987 | 3,226 | 56.4 | 462 | 8.1 | 2,027 | 35.5 | **5,715** | **100.0** |
| 1988 | 3,372 | 57.9 | 426 | 7.3 | 2,026 | 34.8 | **5,825** | **100.0** |
| 1989 | 3,176 | 56.1 | 449 | 7.9 | 2,033 | 35.9 | **5,658** | **100.0** |
| 1990 | 3,204 | 57.3 | 385 | 6.9 | 2,006 | 35.9 | **5,595** | **100.0** |
| 1991 | 2,872 | 57.4 | 333 | 6.7 | 1,800 | 36.0 | **5,005** | **100.0** |
| 1992 | 2,734 | 56.8 | 335 | 7.0 | 1,743 | 36.2 | **4,812** | **100.0** |
| 1993 | 2,819 | 58.0 | 309 | 6.4 | 1,732 | 35.6 | **4,860** | **100.0** |
| 1994 | 2,791 | 58.9 | 350 | 7.4 | 1,595 | 33.7 | **4,737** | **100.0** |
| 1995 | 2,895 | 59.1 | 331 | 6.8 | 1,670 | 34.1 | **4,896** | **100.0** |
| 1996 | 2,732 | 57.7 | 321 | 6.8 | 1,684 | 35.5 | **4,737** | **100.0** |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 21**
**Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-1996**

| Year | Restraint Used | | Restraint Not Used | | Restraint Use Unknown | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Drivers in Fatal Crashes** | | | | | | | | |
| 1975 | 2,583 | 5.6 | 29,710 | 64.3 | 13,931 | 30.1 | **46,224** | **100.0** |
| 1976 | 2,062 | 4.5 | 29,905 | 64.7 | 14,239 | 30.8 | **46,206** | **100.0** |
| 1977 | 1,897 | 3.9 | 33,011 | 67.3 | 14,154 | 28.8 | **49,062** | **100.0** |
| 1978 | 1,882 | 3.6 | 37,606 | 72.3 | 12,510 | 24.1 | **51,998** | **100.0** |
| 1979 | 1,680 | 3.2 | 38,326 | 73.5 | 12,123 | 23.3 | **52,129** | **100.0** |
| 1980 | 1,482 | 2.9 | 37,889 | 73.8 | 11,935 | 23.3 | **51,306** | **100.0** |
| 1981 | 1,488 | 2.9 | 38,353 | 75.6 | 10,905 | 21.5 | **50,746** | **100.0** |
| 1982 | 1,515 | 3.3 | 33,793 | 74.6 | 10,012 | 22.1 | **45,320** | **100.0** |
| 1983 | 1,835 | 4.2 | 32,332 | 73.3 | 9,919 | 22.5 | **44,086** | **100.0** |
| 1984 | 2,756 | 6.0 | 32,979 | 71.3 | 10,526 | 22.8 | **46,261** | **100.0** |
| 1985 | 6,172 | 13.3 | 29,705 | 64.0 | 10,566 | 22.8 | **46,443** | **100.0** |
| 1986 | 10,891 | 22.2 | 28,778 | 58.5 | 9,498 | 19.3 | **49,167** | **100.0** |
| 1987 | 14,474 | 28.5 | 28,154 | 55.4 | 8,150 | 16.1 | **50,778** | **100.0** |
| 1988 | 16,948 | 32.6 | 28,146 | 54.2 | 6,842 | 13.2 | **51,936** | **100.0** |
| 1989 | 17,545 | 34.5 | 26,764 | 52.7 | 6,474 | 12.7 | **50,783** | **100.0** |
| 1990 | 18,340 | 37.1 | 24,706 | 50.0 | 6,348 | 12.9 | **49,394** | **100.0** |
| 1991 | 18,457 | 40.3 | 21,843 | 47.7 | 5,504 | 12.0 | **45,804** | **100.0** |
| 1992 | 19,106 | 43.2 | 19,836 | 44.9 | 5,268 | 11.9 | **44,210** | **100.0** |
| 1993 | 20,932 | 46.2 | 19,139 | 42.3 | 5,196 | 11.5 | **45,267** | **100.0** |
| 1994 | 22,763 | 49.1 | 18,946 | 40.9 | 4,629 | 10.0 | **46,338** | **100.0** |
| 1995 | 24,165 | 50.1 | 19,428 | 40.3 | 4,663 | 9.7 | **48,256** | **100.0** |
| 1996 | 25,117 | 51.8 | 18,699 | 38.5 | 4,704 | 9.7 | **48,520** | **100.0** |
| **Drivers in Injury Crashes** | | | | | | | | |
| 1988 | 2,313,000 | 62.1 | 802,000 | 21.5 | 609,000 | 16.4 | **3,724,000** | **100.0** |
| 1989 | 2,267,000 | 62.8 | 749,000 | 20.8 | 592,000 | 16.4 | **3,607,000** | **100.0** |
| 1990 | 2,290,000 | 64.4 | 703,000 | 19.8 | 563,000 | 15.8 | **3,556,000** | **100.0** |
| 1991 | 2,308,000 | 68.0 | 581,000 | 17.1 | 505,000 | 14.9 | **3,394,000** | **100.0** |
| 1992 | 2,420,000 | 71.5 | 476,000 | 14.0 | 490,000 | 14.5 | **3,386,000** | **100.0** |
| 1993 | 2,557,000 | 73.8 | 435,000 | 12.6 | 475,000 | 13.7 | **3,467,000** | **100.0** |
| 1994 | 2,856,000 | 77.4 | 418,000 | 11.3 | 416,000 | 11.3 | **3,690,000** | **100.0** |
| 1995 | 3,118,000 | 79.3 | 388,000 | 9.9 | 425,000 | 10.8 | **3,931,000** | **100.0** |
| 1996 | 3,169,000 | 79.6 | 369,000 | 9.3 | 443,000 | 11.1 | **3,981,000** | **100.0** |
| **Drivers in Property-Damage-Only Crashes** | | | | | | | | |
| 1988 | 4,517,000 | 60.4 | 1,200,000 | 16.0 | 1,763,000 | 23.6 | **7,481,000** | **100.0** |
| 1989 | 4,531,000 | 62.6 | 1,015,000 | 14.0 | 1,691,000 | 23.4 | **7,237,000** | **100.0** |
| 1990 | 4,499,000 | 63.4 | 978,000 | 13.8 | 1,616,000 | 22.8 | **7,094,000** | **100.0** |
| 1991 | 4,516,000 | 67.2 | 712,000 | 10.6 | 1,490,000 | 22.2 | **6,718,000** | **100.0** |
| 1992 | 4,671,000 | 71.6 | 508,000 | 7.8 | 1,344,000 | 20.6 | **6,523,000** | **100.0** |
| 1993 | 4,986,000 | 75.0 | 451,000 | 6.8 | 1,209,000 | 18.2 | **6,646,000** | **100.0** |
| 1994 | 5,534,000 | 77.7 | 392,000 | 5.5 | 1,198,000 | 16.8 | **7,124,000** | **100.0** |
| 1995 | 5,914,000 | 79.3 | 356,000 | 4.8 | 1,184,000 | 15.9 | **7,454,000** | **100.0** |
| 1996 | 6,057,000 | 79.5 | 332,000 | 4.4 | 1,234,000 | 16.2 | **7,623,000** | **100.0** |

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 22**
**Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-1996**

| Year | Restraint Used | | Restraint Not Used | | Restraint Use Unknown | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Occupants Killed** | | | | | | | | |
| 1975 | 986 | 3.2 | 21,076 | 68.5 | 8,723 | 28.3 | **30,785** | **100.0** |
| 1976 | 796 | 2.5 | 21,979 | 69.5 | 8,829 | 27.9 | **31,604** | **100.0** |
| 1977 | 778 | 2.4 | 23,593 | 72.0 | 8,387 | 25.6 | **32,758** | **100.0** |
| 1978 | 784 | 2.2 | 26,671 | 76.4 | 7,443 | 21.3 | **34,898** | **100.0** |
| 1979 | 683 | 2.0 | 27,130 | 77.5 | 7,173 | 20.5 | **34,986** | **100.0** |
| 1980 | 671 | 1.9 | 27,483 | 78.7 | 6,781 | 19.4 | **34,935** | **100.0** |
| 1981 | 649 | 1.9 | 26,974 | 80.0 | 6,103 | 18.1 | **33,726** | **100.0** |
| 1982 | 679 | 2.3 | 23,558 | 79.3 | 5,452 | 18.4 | **29,689** | **100.0** |
| 1983 | 827 | 2.8 | 23,080 | 79.1 | 5,274 | 18.1 | **29,181** | **100.0** |
| 1984 | 1,208 | 4.0 | 23,299 | 77.4 | 5,609 | 18.6 | **30,116** | **100.0** |
| 1985 | 2,391 | 8.0 | 22,131 | 74.0 | 5,379 | 18.0 | **29,901** | **100.0** |
| 1986 | 4,074 | 12.6 | 23,420 | 72.6 | 4,767 | 14.8 | **32,261** | **100.0** |
| 1987 | 5,249 | 15.8 | 23,799 | 71.7 | 4,142 | 12.5 | **33,190** | **100.0** |
| 1988 | 6,210 | 18.2 | 24,359 | 71.4 | 3,545 | 10.4 | **34,114** | **100.0** |
| 1989 | 6,546 | 19.5 | 23,613 | 70.2 | 3,455 | 10.3 | **33,614** | **100.0** |
| 1990 | 6,775 | 20.7 | 22,547 | 69.0 | 3,371 | 10.3 | **32,693** | **100.0** |
| 1991 | 7,332 | 23.8 | 20,488 | 66.6 | 2,956 | 9.6 | **30,776** | **100.0** |
| 1992 | 7,699 | 26.1 | 19,053 | 64.6 | 2,733 | 9.3 | **29,485** | **100.0** |
| 1993 | 8,679 | 28.9 | 18,553 | 61.7 | 2,845 | 9.5 | **30,077** | **100.0** |
| 1994 | 9,620 | 31.1 | 18,658 | 60.4 | 2,623 | 8.5 | **30,901** | **100.0** |
| 1995 | 10,115 | 31.6 | 19,167 | 59.9 | 2,709 | 8.5 | **31,991** | **100.0** |
| 1996 | 10,653 | 33.0 | 18,814 | 58.2 | 2,850 | 8.8 | **32,317** | **100.0** |
| **Occupants Injured** | | | | | | | | |
| 1988 | 1,752,000 | 57.2 | 912,000 | 29.8 | 399,000 | 13.0 | **3,063,000** | **100.0** |
| 1989 | 1,720,000 | 58.5 | 863,000 | 29.4 | 359,000 | 12.2 | **2,942,000** | **100.0** |
| 1990 | 1,737,000 | 60.3 | 820,000 | 28.4 | 325,000 | 11.3 | **2,882,000** | **100.0** |
| 1991 | 1,785,000 | 63.8 | 725,000 | 25.9 | 287,000 | 10.3 | **2,797,000** | **100.0** |
| 1992 | 1,854,000 | 66.8 | 622,000 | 22.4 | 300,000 | 10.8 | **2,776,000** | **100.0** |
| 1993 | 1,983,000 | 69.2 | 589,000 | 20.6 | 294,000 | 10.2 | **2,866,000** | **100.0** |
| 1994 | 2,208,000 | 73.7 | 564,000 | 18.8 | 223,000 | 7.4 | **2,995,000** | **100.0** |
| 1995 | 2,415,000 | 75.7 | 549,000 | 17.2 | 227,000 | 7.1 | **3,192,000** | **100.0** |
| 1996 | 2,490,000 | 76.7 | 524,000 | 16.2 | 232,000 | 7.1 | **3,247,000** | **100.0** |

Note: Restraint use is determined by police and may be overreported for survivors.

# 2. CRASHES

This chapter presents statistics about motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **Nonfatal Injury** (Injury), and **Property Damage**. The tables and figures are presented in four groups: Time, Location, Circumstances, and Alcohol. Below are some of the crash statistics you will find in this section:

- More than 6.8 million police-reported motor vehicle crashes occurred in the United States in 1996. One-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,351) resulting in a death.

- Midnight to 3 a.m. on Saturdays proved to be the deadliest 3-hour period throughout 1996, with 1,250 fatal crashes.

- Fifty-six percent of fatal crashes involved only one vehicle, compared to 29 percent of both injury crashes and property-damage-only crashes.

- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 21 percent of property-damage-only crashes occurred on these roads.

- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 17 percent of all crashes, but they accounted for 40 percent of fatal crashes.

- Forty-one percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 79 percent involved alcohol.

**Table 23**
**Crashes and Crash Rates by Month and Crash Severity**

| | Crash Severity | | | | | | Total Crashes | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| **Month** | **Number** | **Rate*** | **Number** | **Rate*** | **Number** | **Rate*** | **Number** | **Rate*** |
| January | 2,659 | 1.4 | 193,000 | 105 | 427,000 | 232 | **623,000** | **339** |
| February | 2,568 | 1.5 | 171,000 | 97 | 374,000 | 214 | **548,000** | **313** |
| March | 2,885 | 1.4 | 181,000 | 89 | 377,000 | 185 | **560,000** | **276** |
| April | 2,911 | 1.4 | 178,000 | 87 | 342,000 | 167 | **523,000** | **256** |
| May | 3,076 | 1.4 | 194,000 | 88 | 364,000 | 165 | **561,000** | **255** |
| June | 3,392 | 1.6 | 196,000 | 91 | 344,000 | 161 | **543,000** | **254** |
| July | 3,208 | 1.4 | 188,000 | 84 | 347,000 | 154 | **538,000** | **239** |
| August | 3,474 | 1.5 | 191,000 | 84 | 355,000 | 156 | **550,000** | **242** |
| September | 3,184 | 1.5 | 186,000 | 90 | 358,000 | 174 | **547,000** | **266** |
| October | 3,472 | 1.6 | 195,000 | 91 | 407,000 | 191 | **606,000** | **284** |
| November | 3,307 | 1.7 | 195,000 | 98 | 426,000 | 215 | **625,000** | **315** |
| December | 3,214 | 1.6 | 188,000 | 95 | 427,000 | 215 | **618,000** | **311** |
| **Total** | **37,351** | **1.5** | **2,256,000** | **91** | **4,548,000** | **183** | **6,842,000** | **276** |

* Crashes per 100 million vehicle miles traveled.
Source: Vehicle miles traveled, Federal Highway Administration.

**Table 24**
**Crashes by Time of Day, Day of Week, and Crash Severity**

| Time of Day | Day of Week | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|
| | Sunday | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | |
| **Fatal Crashes** | | | | | | | | |
| Midnight to 3 am | 1,225 | 424 | 331 | 396 | 491 | 608 | 1,250 | **4,725** |
| 3 am to 6 am | 670 | 276 | 242 | 284 | 309 | 342 | 644 | **2,767** |
| 6 am to 9 am | 369 | 553 | 529 | 504 | 528 | 577 | 485 | **3,545** |
| 9 am to Noon | 445 | 552 | 549 | 424 | 510 | 582 | 558 | **3,620** |
| Noon to 3 pm | 626 | 669 | 669 | 666 | 677 | 768 | 674 | **4,749** |
| 3 pm to 6 pm | 830 | 898 | 896 | 871 | 895 | 967 | 944 | **6,301** |
| 6 pm to 9 pm | 828 | 733 | 730 | 716 | 797 | 1,026 | 1,043 | **5,873** |
| 9 pm to Midnight | 621 | 618 | 639 | 652 | 706 | 1,096 | 1,115 | **5,447** |
| Unknown | 58 | 39 | 36 | 27 | 37 | 46 | 65 | **324** |
| **Total*** | **5,672** | **4,762** | **4,621** | **4,540** | **4,950** | **6,012** | **6,778** | **37,351** |
| **Injury Crashes** | | | | | | | | |
| Midnight to 3 am | 30,000 | 11,000 | 9,000 | 10,000 | 14,000 | 14,000 | 28,000 | **116,000** |
| 3 am to 6 am | 16,000 | 7,000 | 5,000 | 7,000 | 7,000 | 7,000 | 14,000 | **64,000** |
| 6 am to 9 am | 13,000 | 41,000 | 53,000 | 46,000 | 43,000 | 50,000 | 19,000 | **265,000** |
| 9 am to Noon | 25,000 | 43,000 | 46,000 | 41,000 | 42,000 | 46,000 | 44,000 | **287,000** |
| Noon to 3 pm | 50,000 | 64,000 | 64,000 | 62,000 | 56,000 | 70,000 | 58,000 | **423,000** |
| 3 pm to 6 pm | 49,000 | 85,000 | 88,000 | 89,000 | 89,000 | 95,000 | 63,000 | **558,000** |
| 6 pm to 9 pm | 39,000 | 46,000 | 45,000 | 48,000 | 49,000 | 58,000 | 47,000 | **333,000** |
| 9 pm to Midnight | 23,000 | 26,000 | 22,000 | 28,000 | 27,000 | 44,000 | 41,000 | **211,000** |
| **Total** | **244,000** | **322,000** | **332,000** | **331,000** | **327,000** | **384,000** | **315,000** | **2,256,000** |
| **Property-Damage-Only Crashes** | | | | | | | | |
| Midnight to 3 am | 45,000 | 20,000 | 15,000 | 18,000 | 23,000 | 23,000 | 46,000 | **190,000** |
| 3 am to 6 am | 30,000 | 15,000 | 15,000 | 17,000 | 18,000 | 18,000 | 25,000 | **137,000** |
| 6 am to 9 am | 23,000 | 94,000 | 117,000 | 111,000 | 114,000 | 102,000 | 36,000 | **597,000** |
| 9 am to Noon | 56,000 | 91,000 | 93,000 | 91,000 | 91,000 | 100,000 | 90,000 | **613,000** |
| Noon to 3 pm | 85,000 | 125,000 | 124,000 | 124,000 | 126,000 | 153,000 | 114,000 | **850,000** |
| 3 pm to 6 pm | 88,000 | 174,000 | 184,000 | 175,000 | 177,000 | 211,000 | 125,000 | **1,135,000** |
| 6 pm to 9 pm | 72,000 | 90,000 | 90,000 | 96,000 | 91,000 | 112,000 | 86,000 | **636,000** |
| 9 pm to Midnight | 41,000 | 46,000 | 49,000 | 44,000 | 59,000 | 81,000 | 71,000 | **391,000** |
| **Total** | **440,000** | **655,000** | **686,000** | **674,000** | **700,000** | **801,000** | **593,000** | **4,548,000** |
| **All Crashes** | | | | | | | | |
| Midnight to 3 am | 77,000 | 32,000 | 24,000 | 28,000 | 38,000 | 37,000 | 75,000 | **311,000** |
| 3 am to 6 am | 46,000 | 22,000 | 20,000 | 24,000 | 25,000 | 26,000 | 40,000 | **203,000** |
| 6 am to 9 am | 36,000 | 135,000 | 170,000 | 157,000 | 158,000 | 153,000 | 56,000 | **865,000** |
| 9 am to Noon | 81,000 | 134,000 | 139,000 | 132,000 | 134,000 | 147,000 | 135,000 | **903,000** |
| Noon to 3 pm | 135,000 | 189,000 | 189,000 | 187,000 | 182,000 | 223,000 | 173,000 | **1,278,000** |
| 3 pm to 6 pm | 138,000 | 260,000 | 272,000 | 266,000 | 267,000 | 307,000 | 189,000 | **1,699,000** |
| 6 pm to 9 pm | 112,000 | 136,000 | 136,000 | 144,000 | 141,000 | 171,000 | 134,000 | **975,000** |
| 9 pm to Midnight | 64,000 | 73,000 | 72,000 | 72,000 | 87,000 | 126,000 | 113,000 | **607,000** |
| **Total** | **690,000** | **982,000** | **1,023,000** | **1,010,000** | **1,032,000** | **1,191,000** | **915,000** | **6,842,000** |

* Includes 16 fatal crashes that occurred on unknown days.

**Figure 11**
**Average Fatal Crashes per Hour by Time of Day, Weekdays and Weekends**

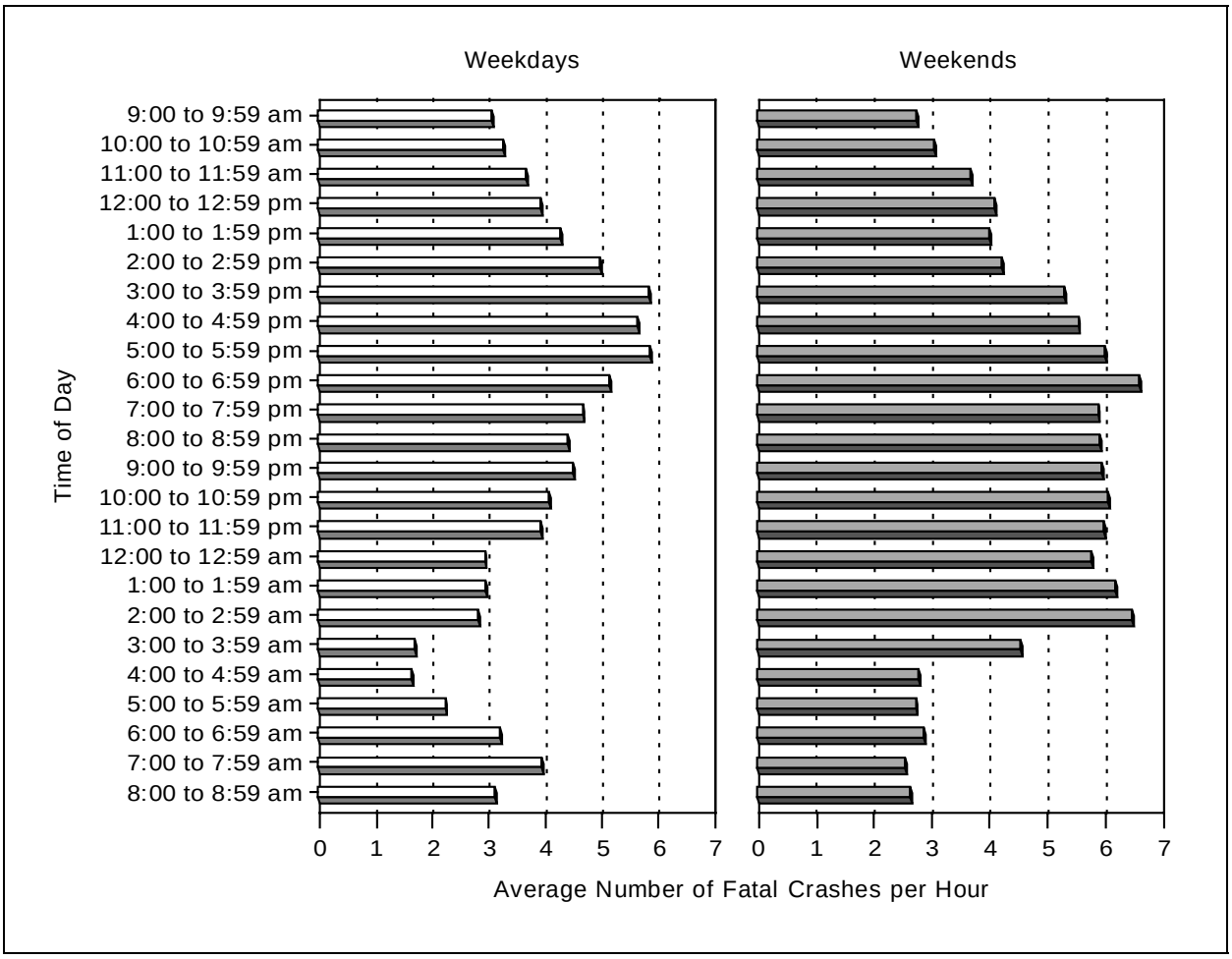


**Table 25**
**Crashes by Weather Condition, Light Condition, and Crash Severity**

| Weather Condition | Light Condition | | | | Total |
|---|---|---|---|---|---|
| | Daylight | Dark, but Lighted | Dark | Dawn or Dusk | |
| **Fatal Crashes** | | | | | |
| Normal | 16,062 | 5,156 | 9,684 | 1,283 | **32,243** |
| Rain | 1,541 | 564 | 881 | 133 | **3,121** |
| Snow/Sleet | 548 | 83 | 327 | 58 | **1,017** |
| Other | 210 | 121 | 376 | 70 | **779** |
| Unknown | 47 | 7 | 67 | 4 | **191** |
| **Total*** | **18,408** | **5,931** | **11,335** | **1,548** | **37,351** |
| **Injury Crashes** | | | | | |
| Normal | 1,336,000 | 279,000 | 199,000 | 63,000 | **1,877,000** |
| Rain | 178,000 | 53,000 | 32,000 | 12,000 | **275,000** |
| Snow/Sleet | 42,000 | 14,000 | 17,000 | 4,000 | **77,000** |
| Other | 13,000 | 6,000 | 6,000 | 2,000 | **27,000** |
| **Total** | **1,569,000** | **351,000** | **254,000** | **82,000** | **2,256,000** |
| **Property-Damage-Only Crashes** | | | | | |
| Normal | 2,646,000 | 511,000 | 404,000 | 148,000 | **3,709,000** |
| Rain | 362,000 | 109,000 | 64,000 | 35,000 | **570,000** |
| Snow/Sleet | 125,000 | 38,000 | 47,000 | 12,000 | **223,000** |
| Other | 23,000 | 8,000 | 12,000 | 2,000 | **46,000** |
| **Total** | **3,157,000** | **666,000** | **528,000** | **197,000** | **4,548,000** |
| **All Crashes** | | | | | |
| Normal | 3,998,000 | 795,000 | 613,000 | 213,000 | **5,618,000** |
| Rain | 542,000 | 163,000 | 97,000 | 47,000 | **849,000** |
| Snow/Sleet | 168,000 | 51,000 | 65,000 | 17,000 | **301,000** |
| Other | 37,000 | 14,000 | 19,000 | 4,000 | **74,000** |
| **Total** | **4,744,000** | **1,023,000** | **794,000** | **280,000** | **6,842,000** |

* Includes 129 fatal crashes that occurred under unknown light conditions.

**Table 26**
**Fatal Crashes by Emergency Medical Services (EMS) Response Times Within Designated Minutes and by Land Use**

| Response Time (Minutes) | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival | | EMS Arrival at Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Rural Fatal Crashes** | | | | | | | | |
| 0 to 10 | 10,864 | 78.9 | 7,717 | 55.3 | 198 | 2.9 | 31 | 0.5 |
| 11 to 20 | 2,020 | 14.7 | 4,921 | 35.2 | 1,352 | 19.6 | 196 | 2.9 |
| 21 to 30 | 480 | 3.5 | 955 | 6.8 | 1,689 | 24.5 | 647 | 9.7 |
| 31 to 40 | 171 | 1.2 | 241 | 1.7 | 1,392 | 20.2 | 1,199 | 18.0 |
| 41 to 50 | 78 | 0.6 | 68 | 0.5 | 952 | 13.8 | 1,492 | 22.4 |
| 51 to 60 | 49 | 0.4 | 22 | 0.2 | 534 | 7.7 | 1,095 | 16.5 |
| 61 to 120 | 111 | 0.8 | 39 | 0.3 | 774 | 11.2 | 1,995 | 30.0 |
| **Total*** | **13,773** | **100.0** | **13,963** | **100.0** | **6,891** | **100.0** | **6,655** | **100.0** |
| **Urban Fatal Crashes** | | | | | | | | |
| 0 to 10 | 7,478 | 92.3 | 6,820 | 87.9 | 308 | 7.1 | 63 | 1.4 |
| 11 to 20 | 448 | 5.5 | 836 | 10.8 | 1,507 | 34.5 | 643 | 14.8 |
| 21 to 30 | 75 | 0.9 | 84 | 1.1 | 1,327 | 30.4 | 1,245 | 28.6 |
| 31 to 40 | 36 | 0.4 | 14 | 0.2 | 655 | 15.0 | 1,074 | 24.7 |
| 41 to 50 | 17 | 0.2 | 3 | ** | 298 | 6.8 | 653 | 15.0 |
| 51 to 60 | 15 | 0.2 | 1 | ** | 125 | 2.9 | 347 | 8.0 |
| 61 to 120 | 35 | 0.4 | 5 | 0.1 | 144 | 3.3 | 323 | 7.4 |
| **Total*** | **8,104** | **100.0** | **7,763** | **100.0** | **4,364** | **100.0** | **4,348** | **100.0** |

* Includes crashes for which both times were known.
** Less than 0.05 percent.

**Table 27**
**Crashes by Crash Type, Relation to Roadway, and Crash Severity**

| Crash Type | Relation to Roadway | | | | | Total |
|---|---|---|---|---|---|---|
| | On Roadway | Off Roadway | Shoulder | Median | Other/Unknown | |
| **Fatal Crashes** | | | | | | |
| Single Vehicle | 6,944 | 11,539 | 1,414 | 901 | 248 | **21,046** |
| Multiple Vehicle | 15,663 | 258 | 207 | 137 | 40 | **16,305** |
| **Total** | **22,607** | **11,797** | **1,621** | **1,038** | **288** | **37,351** |
| **Injury Crashes** | | | | | | |
| Single Vehicle | 180,000 | 356,000 | 38,000 | 46,000 | 6,000 | **627,000** |
| Multiple Vehicle | 1,615,000 | 5,000 | 4,000 | 5,000 | * | **1,629,000** |
| **Total** | **1,796,000** | **362,000** | **41,000** | **51,000** | **7,000** | **2,256,000** |
| **Property-Damage-Only Crashes** | | | | | | |
| Single Vehicle | 328,000 | 580,000 | 317,000 | 70,000 | 20,000 | **1,316,000** |
| Multiple Vehicle | 3,213,000 | 11,000 | 4,000 | 3,000 | 1,000 | **3,233,000** |
| **Total** | **3,541,000** | **591,000** | **321,000** | **73,000** | **21,000** | **4,548,000** |
| **All Crashes** | | | | | | |
| Single Vehicle | 515,000 | 948,000 | 356,000 | 117,000 | 27,000 | **1,964,000** |
| Multiple Vehicle | 4,844,000 | 16,000 | 8,000 | 8,000 | 1,000 | **4,878,000** |
| **Total** | **5,359,000** | **964,000** | **364,000** | **125,000** | **28,000** | **6,842,000** |

* Less than 500.

**Table 28**
**Crashes by Relation to Junction, Traffic Control Device, and Crash Severity**

| Relation to Junction | Traffic Control Device | | | | Total |
|---|---|---|---|---|---|
| | None | Traffic Signal | Stop Sign | Other/Unknown | |
| **Fatal Crashes** | | | | | |
| Nonjunction | 25,091 | 98 | 212 | 1,326 | **26,727** |
| Junction: | | | | | |
| Intersection | 1,858 | 2,242 | 2,953 | 235 | **7,288** |
| Intersection Related | 659 | 434 | 225 | 57 | **1,375** |
| Other/Unknown | 1,354 | 38 | 63 | 506 | **1,961** |
| **Total** | **28,962** | **2,812** | **3,453** | **2,124** | **37,351** |
| **Injury Crashes** | | | | | |
| Nonjunction | 915,000 | 6,000 | 1,000 | 39,000 | **961,000** |
| Junction: | | | | | |
| Intersection | 190,000 | 331,000 | 232,000 | 21,000 | **775,000** |
| Intersection Related | 77,000 | 139,000 | 33,000 | 9,000 | **258,000** |
| Other/Unknown | 220,000 | 13,000 | 11,000 | 17,000 | **261,000** |
| **Total** | **1,403,000** | **489,000** | **277,000** | **87,000** | **2,256,000** |
| **Property-Damage-Only Crashes** | | | | | |
| Nonjunction | 2,028,000 | 12,000 | 3,000 | 69,000 | **2,112,000** |
| Junction: | | | | | |
| Intersection | 344,000 | 462,000 | 350,000 | 43,000 | **1,198,000** |
| Intersection Related | 191,000 | 307,000 | 79,000 | 21,000 | **598,000** |
| Other/Unknown | 540,000 | 23,000 | 33,000 | 45,000 | **640,000** |
| **Total** | **3,103,000** | **803,000** | **465,000** | **177,000** | **4,548,000** |
| **All Crashes** | | | | | |
| Nonjunction | 2,968,000 | 18,000 | 4,000 | 110,000 | **3,100,000** |
| Junction: | | | | | |
| Intersection | 536,000 | 795,000 | 586,000 | 64,000 | **1,981,000** |
| Intersection Related | 269,000 | 447,000 | 112,000 | 30,000 | **858,000** |
| Other/Unknown | 762,000 | 36,000 | 44,000 | 62,000 | **903,000** |
| **Total** | **4,535,000** | **1,295,000** | **745,000** | **266,000** | **6,842,000** |

**Table 29**
**Crashes by Speed Limit, Crash Type, and Crash Severity**

| Speed Limit | Crash Type: Single Vehicle Number | Single Vehicle Percent | Multiple Vehicle Number | Multiple Vehicle Percent | Total Number | Total Percent |
|---|---|---|---|---|---|---|
| **Fatal Crashes** | | | | | | |
| 30 mph or less | 2,978 | 14.1 | 1,217 | 7.5 | **4,195** | **11.2** |
| 35 or 40 mph | 3,711 | 17.6 | 2,640 | 16.2 | **6,351** | **17.0** |
| 45 or 50 mph | 3,190 | 15.2 | 3,227 | 19.8 | **6,417** | **17.2** |
| 55 mph | 7,308 | 34.7 | 6,691 | 41.0 | **13,999** | **37.5** |
| 60 mph or higher | 3,139 | 14.9 | 2,222 | 13.6 | **5,361** | **14.4** |
| No Statutory Limit | 98 | 0.5 | 55 | 0.3 | **153** | **0.4** |
| Unknown | 622 | 3.0 | 253 | 1.6 | **875** | **2.3** |
| **Total** | **21,046** | **100.0** | **16,305** | **100.0** | **37,351** | **100.0** |
| **Injury Crashes** | | | | | | |
| 30 mph or less | 179,000 | 28.6 | 385,000 | 23.6 | **565,000** | **25.0** |
| 35 or 40 mph | 139,000 | 22.1 | 622,000 | 38.2 | **761,000** | **33.7** |
| 45 or 50 mph | 93,000 | 14.8 | 350,000 | 21.5 | **443,000** | **19.6** |
| 55 mph | 163,000 | 26.0 | 209,000 | 12.8 | **372,000** | **16.5** |
| 60 mph or higher | 52,000 | 8.2 | 63,000 | 3.9 | **114,000** | **5.1** |
| No Statutory Limit | 1,000 | 0.2 | 1,000 | * | **2,000** | **0.1** |
| **Total** | **627,000** | **100.0** | **1,629,000** | **100.0** | **2,256,000** | **100.0** |
| **Property-Damage-Only Crashes** | | | | | | |
| 30 mph or less | 456,000 | 34.7 | 972,000 | 30.1 | **1,428,000** | **31.4** |
| 35 or 40 mph | 211,000 | 16.1 | 1,180,000 | 36.5 | **1,391,000** | **30.6** |
| 45 or 50 mph | 166,000 | 12.6 | 614,000 | 19.0 | **779,000** | **17.1** |
| 55 mph | 382,000 | 29.0 | 337,000 | 10.4 | **720,000** | **15.8** |
| 60 mph or higher | 97,000 | 7.3 | 126,000 | 3.9 | **222,000** | **4.9** |
| No Statutory Limit | 4,000 | 0.3 | 4,000 | 0.1 | **8,000** | **0.2** |
| **Total** | **1,316,000** | **100.0** | **3,233,000** | **100.0** | **4,548,000** | **100.0** |
| **All Crashes** | | | | | | |
| 30 mph or less | 638,000 | 32.5 | 1,358,000 | 27.8 | **1,997,000** | **29.2** |
| 35 or 40 mph | 354,000 | 18.0 | 1,804,000 | 37.0 | **2,158,000** | **31.5** |
| 45 or 50 mph | 262,000 | 13.3 | 967,000 | 19.8 | **1,228,000** | **18.0** |
| 55 mph | 553,000 | 28.1 | 553,000 | 11.3 | **1,106,000** | **16.2** |
| 60 mph or higher | 151,000 | 7.7 | 191,000 | 3.9 | **342,000** | **5.0** |
| No Statutory Limit | 5,000 | 0.3 | 5,000 | 0.1 | **10,000** | **0.1** |
| Unknown | 1,000 | * | * | * | **1,000** | ***** |
| **Total** | **1,964,000** | **100.0** | **4,878,000** | **100.0** | **6,842,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 30**
**Fatal Crashes by Speed Limit and Land Use**

| Speed Limit | Land Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Rural | | Urban | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 30 mph or less | 860 | 20.5 | 3,318 | 79.1 | 17 | 0.4 | **4,195** | **100.0** |
| 35 or 40 mph | 1,771 | 27.9 | 4,548 | 71.6 | 32 | 0.5 | **6,351** | **100.0** |
| 45 or 50 mph | 3,144 | 49.0 | 3,246 | 50.6 | 27 | 0.4 | **6,417** | **100.0** |
| 55 mph | 11,143 | 79.6 | 2,808 | 20.1 | 48 | 0.3 | **13,999** | **100.0** |
| 60 mph or higher | 3,964 | 73.9 | 1,396 | 26.0 | 1 | * | **5,361** | **100.0** |
| No Statutory Limit | 129 | 84.3 | 24 | 15.7 | 0 | -- | **153** | **100.0** |
| Unknown | 358 | 40.9 | 501 | 57.3 | 16 | 1.8 | **875** | **100.0** |
| **Total** | **21,369** | **57.2** | **15,841** | **42.4** | **141** | **0.4** | **37,351** | **100.0** |

* Less than 0.05 percent.

**Figure 12**
**Percent of Fatal Crashes by Speed Limit and Land Use**

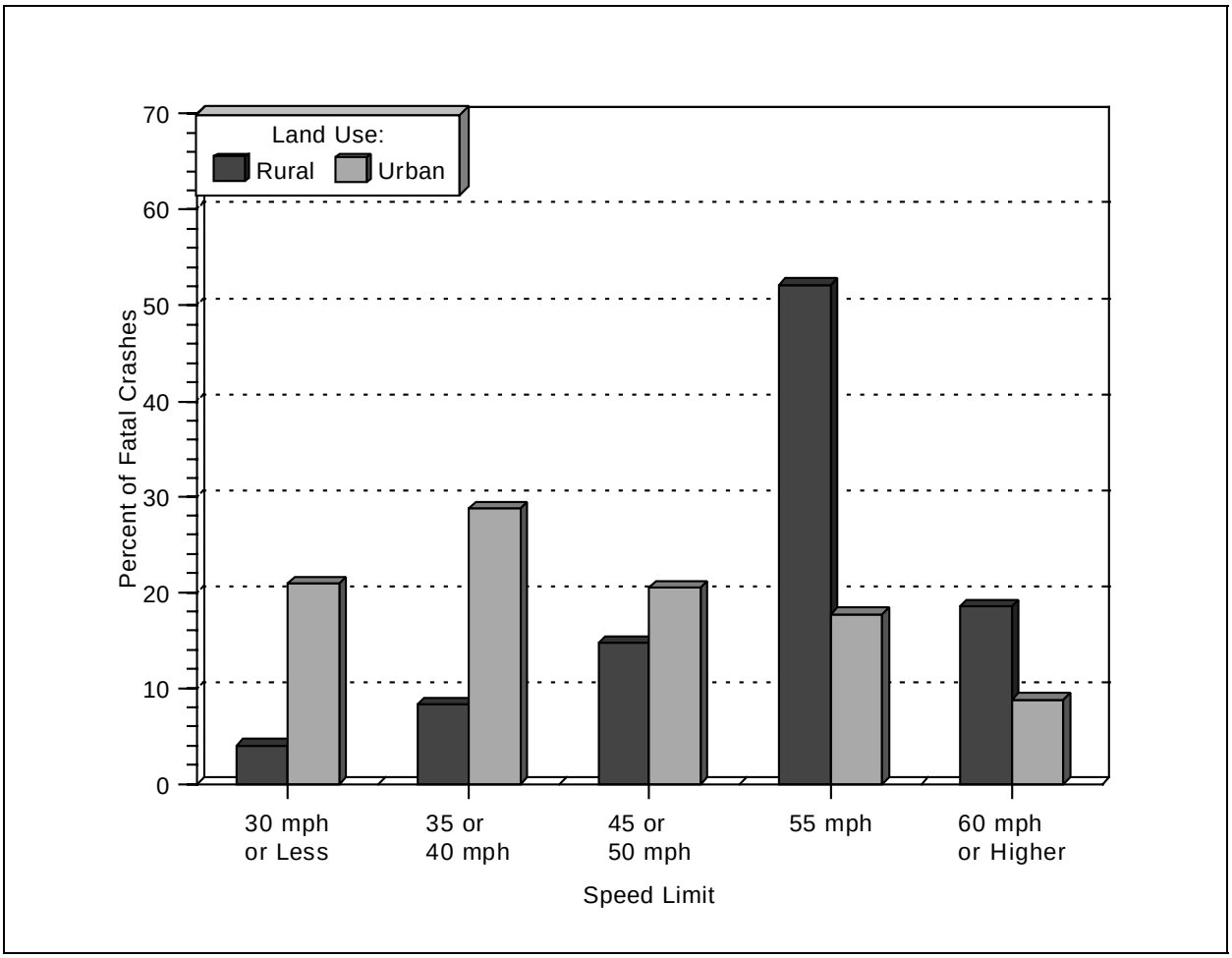


**Table 31**
**Crashes by Number of Lanes, Trafficway Flow, and Crash Severity**

| Number of Lanes | Trafficway Flow | | | | Total |
|---|---|---|---|---|---|
| | Not Divided | Divided | One-Way | Unknown | |
| **Fatal Crashes** | | | | | |
| One Lane | 37 | 138 | 74 | 3 | **252** |
| Two Lanes | 21,695 | 6,852 | 140 | 31 | **28,718** |
| Three Lanes | 326 | 1,935 | 85 | 13 | **2,359** |
| Four Lanes | 2,394 | 1,940 | 39 | 7 | **4,380** |
| More Than Four | 266 | 668 | 12 | 2 | **948** |
| Unknown | 165 | 104 | 21 | 404 | **694** |
| **Total** | **24,883** | **11,637** | **371** | **460** | **37,351** |
| **Injury Crashes** | | | | | |
| One Lane | 3,000 | 2,000 | 19,000 | 2,000 | **27,000** |
| Two Lanes | 621,000 | 209,000 | 12,000 | 44,000 | **887,000** |
| Three Lanes | 63,000 | 187,000 | 12,000 | 11,000 | **273,000** |
| Four Lanes | 172,000 | 95,000 | 7,000 | 9,000 | **283,000** |
| More Than Four | 214,000 | 32,000 | 3,000 | 6,000 | **255,000** |
| Unknown | 228,000 | 56,000 | 23,000 | 225,000 | **531,000** |
| **Total** | **1,301,000** | **581,000** | **76,000** | **298,000** | **2,256,000** |
| **Property-Damage-Only Crashes** | | | | | |
| One Lane | 4,000 | 3,000 | 60,000 | 8,000 | **75,000** |
| Two Lanes | 1,201,000 | 352,000 | 34,000 | 154,000 | **1,741,000** |
| Three Lanes | 128,000 | 285,000 | 28,000 | 27,000 | **468,000** |
| Four Lanes | 328,000 | 149,000 | 14,000 | 29,000 | **520,000** |
| More Than Four | 360,000 | 73,000 | 2,000 | 26,000 | **461,000** |
| Unknown | 461,000 | 107,000 | 35,000 | 680,000 | **1,283,000** |
| **Total** | **2,480,000** | **970,000** | **174,000** | **924,000** | **4,548,000** |
| **All Crashes** | | | | | |
| One Lane | 6,000 | 6,000 | 80,000 | 10,000 | **102,000** |
| Two Lanes | 1,844,000 | 569,000 | 46,000 | 198,000 | **2,657,000** |
| Three Lanes | 191,000 | 474,000 | 41,000 | 38,000 | **744,000** |
| Four Lanes | 502,000 | 246,000 | 21,000 | 39,000 | **807,000** |
| More Than Four | 574,000 | 106,000 | 5,000 | 31,000 | **717,000** |
| Unknown | 689,000 | 163,000 | 58,000 | 905,000 | **1,815,000** |
| **Total** | **3,806,000** | **1,563,000** | **251,000** | **1,222,000** | **6,842,000** |

**Table 32**
**Crashes by First Harmful Event, Manner of Collision, and Crash Severity**

| First Harmful Event | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Collision with Motor Vehicle in Transport:** | | | | | | | | |
| Angle | 7,566 | 20.3 | 856,000 | 38.0 | 1,628,000 | 35.8 | **2,492,000** | **36.4** |
| Rear End | 1,835 | 4.9 | 653,000 | 29.0 | 1,251,000 | 27.5 | **1,907,000** | **27.9** |
| Sideswipe | 561 | 1.5 | 42,000 | 1.9 | 261,000 | 5.7 | **304,000** | **4.4** |
| Head On | 5,357 | 14.3 | 59,000 | 2.6 | 46,000 | 1.0 | **110,000** | **1.6** |
| Other/Unknown | 39 | 0.1 | * | * | 3,000 | 0.1 | **4,000** | **0.1** |
| *Subtotal* | *15,358* | *41.1* | *1,612,000* | *71.5* | *3,189,000* | *70.1* | ***4,817,000*** | ***70.4*** |
| **Collision with Fixed Object:** | | | | | | | | |
| Pole/Post | 1,943 | 5.2 | 70,000 | 3.1 | 134,000 | 2.9 | **206,000** | **3.0** |
| Culvert/Curb/Ditch | 2,060 | 5.5 | 69,000 | 3.1 | 124,000 | 2.7 | **196,000** | **2.9** |
| Shrubbery/Tree | 2,816 | 7.5 | 66,000 | 2.9 | 75,000 | 1.6 | **144,000** | **2.1** |
| Guard Rail | 996 | 2.7 | 37,000 | 1.6 | 67,000 | 1.5 | **105,000** | **1.5** |
| Embankment | 1,135 | 3.0 | 36,000 | 1.6 | 39,000 | 0.9 | **76,000** | **1.1** |
| Bridge | 394 | 1.1 | 6,000 | 0.3 | 13,000 | 0.3 | **20,000** | **0.3** |
| Other/Unknown | 1,437 | 3.8 | 76,000 | 3.3 | 181,000 | 4.0 | **258,000** | **3.8** |
| *Subtotal* | *10,781* | *28.9* | *361,000* | *16.0* | *633,000* | *13.9* | ***1,005,000*** | ***14.7*** |
| **Collision with Object Not Fixed:** | | | | | | | | |
| Parked Motor Vehicle | 473 | 1.3 | 39,000 | 1.7 | 341,000 | 7.5 | **381,000** | **5.6** |
| Animal | 139 | 0.4 | 16,000 | 0.7 | 251,000 | 5.5 | **268,000** | **3.9** |
| Pedestrian | 5,090 | 13.6 | 75,000 | 3.3 | 5,000 | 0.1 | **85,000** | **1.2** |
| Pedalcyclist | 751 | 2.0 | 57,000 | 2.5 | 8,000 | 0.2 | **66,000** | **1.0** |
| Train | 320 | 0.9 | 1,000 | * | 2,000 | * | **3,000** | ***** |
| Other/Unknown | 276 | 0.7 | 6,000 | 0.3 | 23,000 | 0.5 | **29,000** | **0.4** |
| *Subtotal* | *7,049* | *18.9* | *195,000* | *8.6* | *630,000* | *13.8* | ***832,000*** | ***12.2*** |
| **Noncollision:** | | | | | | | | |
| Rollover | 3,716 | 9.9 | 75,000 | 3.3 | 45,000 | 1.0 | **124,000** | **1.8** |
| Other/Unknown | 413 | 1.1 | 13,000 | 0.6 | 52,000 | 1.1 | **65,000** | **1.0** |
| *Subtotal* | *4,129* | *11.1* | *88,000* | *3.9* | *96,000* | *2.1* | ***189,000*** | ***2.8*** |
| **Total**** | **37,351** | **100.0** | **2,256,000** | **100.0** | **4,548,000** | **100.0** | **6,842,000** | **100.0** |

* Less than 500 or less than 0.05 percent.
** Includes 34 fatal crashes with an unknown first harmful event.

**Table 33**
**Two-Vehicle Crashes by Vehicle Type and Crash Severity**

| Vehicle Type | Vehicle Type | | | | | |
|---|---|---|---|---|---|---|
| | Passenger Car | Light Truck | Large Truck | Motorcycle | Bus | Other/ Unknown |
| **Fatal Crashes (Total = 13,789)** | | | | | | |
| Passenger Car | 3,563 | 4,718 | 1,822 | 559 | 101 | 173 |
| Light Truck | | 1,107 | 911 | 366 | 47 | 132 |
| Large Truck | | | 87 | 86 | 3 | 33 |
| Motorcycle | | | | 21 | 13 | 24 |
| Bus | | | | | 0 | 1 |
| Other/Unknown | | | | | | 22 |
| **Injury Crashes (Total = 1,411,000)** | | | | | | |
| Passenger Car | 718,000 | 485,000 | 42,000 | 20,000 | 9,000 | 2,000 |
| Light Truck | | 103,000 | 16,000 | 7,000 | 2,000 | 1,000 |
| Large Truck | | | 3,000 | 1,000 | * | * |
| **Property-Damage-Only Crashes (Total = 3,035,000)** | | | | | | |
| Passenger Car | 1,386,000 | 1,136,000 | 144,000 | 7,000 | 23,000 | 5,000 |
| Light Truck | | 257,000 | 54,000 | 2,000 | 10,000 | 2,000 |
| Large Truck | | | 7,000 | * | 1,000 | * |

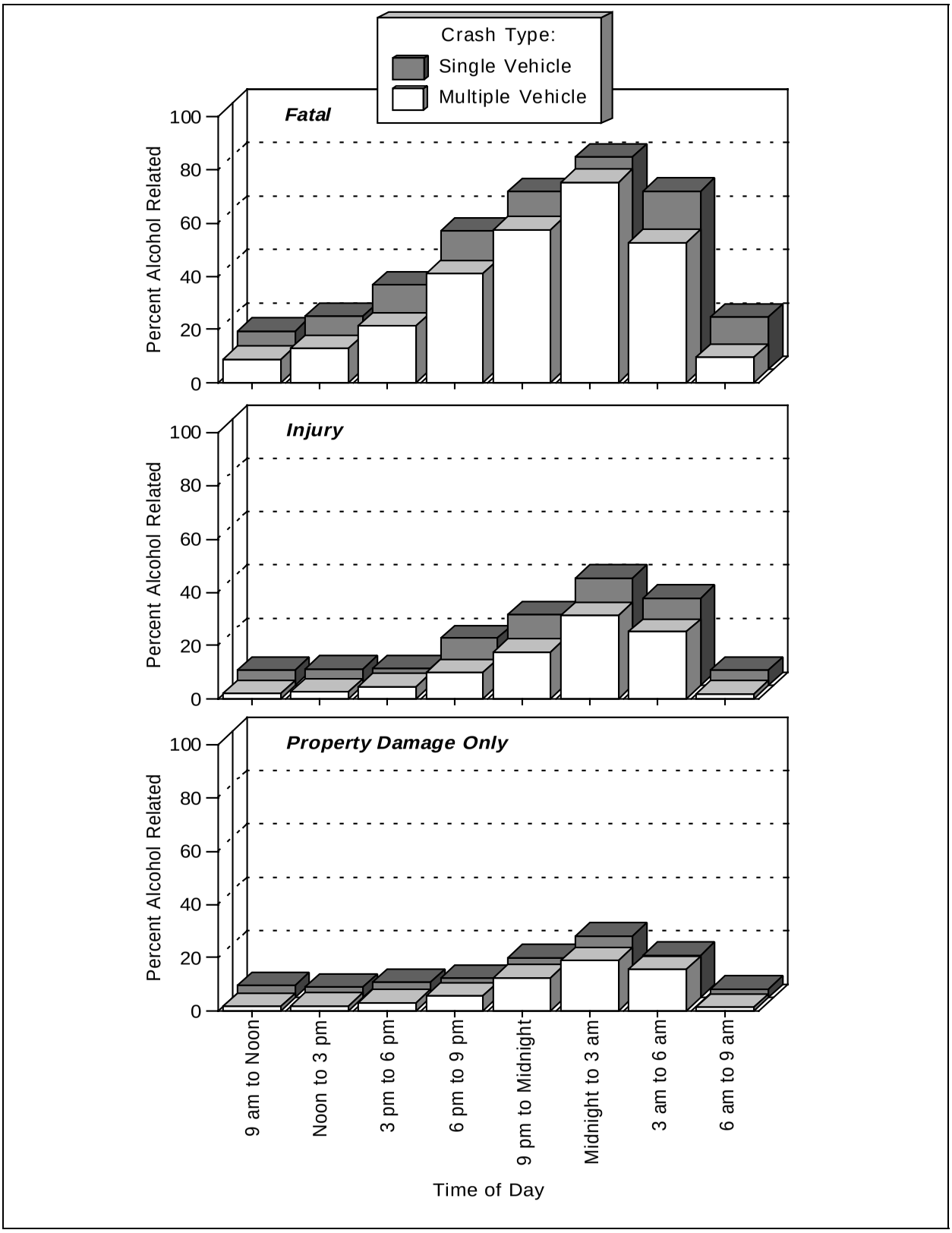
* Less than 500.

## Table 34
## Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

| Time of Day | Crash Type: Single Vehicle Number | Single Vehicle Alcohol Related | Single Vehicle Percent Alcohol Related | Multiple Vehicle Number | Multiple Vehicle Alcohol Related | Multiple Vehicle Percent Alcohol Related | Total Number | Total Alcohol Related | Total Percent Alcohol Related |
|---|---|---|---|---|---|---|---|---|---|
| **Fatal Crashes*** | | | | | | | | | |
| Midnight to 3 am | 3,578 | 2,852 | 79.7 | 1,147 | 863 | 75.3 | **4,725** | **3,716** | **78.6** |
| 3 am to 6 am | 2,038 | 1,367 | 67.1 | 729 | 384 | 52.6 | **2,767** | **1,751** | **63.3** |
| 6 am to 9 am | 1,696 | 334 | 19.7 | 1,849 | 176 | 9.5 | **3,545** | **510** | **14.4** |
| 9 am to Noon | 1,585 | 226 | 14.3 | 2,035 | 177 | 8.7 | **3,620** | **404** | **11.2** |
| Noon to 3 pm | 1,991 | 398 | 20.0 | 2,758 | 354 | 12.8 | **4,749** | **752** | **15.8** |
| 3 pm to 6 pm | 2,766 | 883 | 31.9 | 3,535 | 756 | 21.4 | **6,301** | **1,639** | **26.0** |
| 6 pm to 9 pm | 3,428 | 1,784 | 52.0 | 2,445 | 1,006 | 41.2 | **5,873** | **2,790** | **47.5** |
| 9 pm to Midnight | 3,655 | 2,443 | 66.8 | 1,792 | 1,031 | 57.5 | **5,447** | **3,474** | **63.8** |
| Unknown | 309 | 206 | 66.6 | 15 | 8 | 52.3 | **324** | **214** | **65.9** |
| **Total** | **21,046** | **10,494** | **49.9** | **16,305** | **4,755** | **29.2** | **37,351** | **15,249** | **40.8** |
| **Injury Crashes**** | | | | | | | | | |
| Midnight to 3 am | 73,000 | 29,000 | 40.4 | 44,000 | 14,000 | 31.5 | **116,000** | **43,000** | **37.1** |
| 3 am to 6 am | 41,000 | 13,000 | 33.0 | 23,000 | 6,000 | 25.2 | **64,000** | **19,000** | **30.2** |
| 6 am to 9 am | 68,000 | 4,000 | 5.8 | 197,000 | 4,000 | 1.9 | **265,000** | **8,000** | **2.9** |
| 9 am to Noon | 63,000 | 4,000 | 5.8 | 224,000 | 5,000 | 2.0 | **287,000** | **8,000** | **2.8** |
| Noon to 3 pm | 80,000 | 5,000 | 6.2 | 343,000 | 9,000 | 2.6 | **423,000** | **14,000** | **3.3** |
| 3 pm to 6 pm | 116,000 | 7,000 | 6.3 | 442,000 | 20,000 | 4.6 | **558,000** | **28,000** | **5.0** |
| 6 pm to 9 pm | 99,000 | 18,000 | 17.7 | 234,000 | 23,000 | 9.8 | **333,000** | **40,000** | **12.2** |
| 9 pm to Midnight | 87,000 | 23,000 | 26.7 | 123,000 | 22,000 | 17.6 | **211,000** | **45,000** | **21.4** |
| **Total** | **627,000** | **104,000** | **16.5** | **1,629,000** | **102,000** | **6.2** | **2,256,000** | **205,000** | **9.1** |
| **Property-Damage-Only Crashes**** | | | | | | | | | |
| Midnight to 3 am | 129,000 | 30,000 | 23.4 | 61,000 | 11,000 | 18.9 | **190,000** | **42,000** | **22.0** |
| 3 am to 6 am | 102,000 | 16,000 | 15.8 | 34,000 | 5,000 | 15.6 | **137,000** | **22,000** | **15.7** |
| 6 am to 9 am | 163,000 | 5,000 | 3.1 | 433,000 | 6,000 | 1.4 | **597,000** | **11,000** | **1.9** |
| 9 am to Noon | 139,000 | 6,000 | 4.6 | 474,000 | 8,000 | 1.7 | **613,000** | **14,000** | **2.3** |
| Noon to 3 pm | 154,000 | 6,000 | 4.0 | 696,000 | 12,000 | 1.8 | **850,000** | **18,000** | **2.2** |
| 3 pm to 6 pm | 201,000 | 11,000 | 5.7 | 934,000 | 28,000 | 3.0 | **1,135,000** | **40,000** | **3.5** |
| 6 pm to 9 pm | 219,000 | 16,000 | 7.2 | 417,000 | 24,000 | 5.6 | **636,000** | **39,000** | **6.2** |
| 9 pm to Midnight | 208,000 | 31,000 | 14.9 | 183,000 | 23,000 | 12.4 | **391,000** | **54,000** | **13.7** |
| **Total** | **1,316,000** | **122,000** | **9.3** | **3,233,000** | **118,000** | **3.6** | **4,548,000** | **240,000** | **5.3** |

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.
** Police-reported alcohol involvement.

**Figure 13**
**Percent of Crashes Alcohol Related, by Time of Day and Crash Severity**



# 3. VEHICLES

Statistics about the vehicles involved in motor vehicle crashes are presented in this chapter, according to six major vehicle types: **Passenger Cars**, **Light Trucks** (including pickups, vans, and utility vehicles with a gross vehicle weight rating of 10,000 pounds or less), **Large Trucks** (including single-unit trucks and truck tractors with a gross vehicle weight rating of more than 10,000 pounds), **Motorcycles** (including motorcycles, mopeds, and motorscooters), **Buses** (including school buses and transit buses), and **Other Vehicles** (including all-terrain vehicles, farm and construction equipment, and motorhomes). The tables and figures are presented for all vehicle types first, then by individual vehicle type. Below are some of the vehicle statistics you will find in this section:

- Ninety-six percent of the 12 million vehicles involved in motor vehicle crashes in 1996 were passenger cars or light trucks.

- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,740 large trucks involved in fatal crashes, 75 percent were combination trucks.

- The proportion of vehicles that rolled over in fatal crashes (18.3 percent) was almost 5 times as high as the proportion in injury crashes (4.0 percent) and 15 times as high as the proportion in property-damage-only crashes (1.2 percent).

- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 37.0 percent in fatal crashes, 8.7 percent in injury crashes, and 3.0 percent in property-damage-only crashes.

- Fires occurred in less than 1 percent of the vehicles involved in all traffic crashes in 1996. For fatal crashes, however, fires occurred in nearly 3 percent of the vehicles involved.

- Regardless of crash severity, the majority of vehicles in single- and two-vehicle crashes were going straight prior to the crash. The next most common vehicle maneuver differed by crash severity: negotiating a curve for fatal crashes and turning left for injury and property-damage-only crashes.

- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (26.8 percent), and buses in fatal crashes had the lowest proportion (1.6 percent).

**Table 35**
**Vehicles Involved in Crashes by Vehicle Type and Crash Severity**

| Vehicle Type | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Passenger Car | 30,596 | 53.5 | 2,908,000 | 70.0 | 5,346,000 | 66.7 | **8,284,000** | **67.8** |
| Light Truck | 18,180 | 31.8 | 1,080,000 | 26.0 | 2,303,000 | 28.7 | **3,401,000** | **27.8** |
| Large Truck | 4,740 | 8.3 | 94,000 | 2.3 | 296,000 | 3.7 | **394,000** | **3.2** |
| Motorcycle | 2,176 | 3.8 | 51,000 | 1.2 | 14,000 | 0.2 | **67,000** | **0.5** |
| Bus | 320 | 0.6 | 15,000 | 0.4 | 42,000 | 0.5 | **58,000** | **0.5** |
| Other | 492 | 0.9 | 6,000 | 0.1 | 12,000 | 0.2 | **19,000** | **0.2** |
| **Total*** | **57,136** | **100.0** | **4,154,000** | **100.0** | **8,013,000** | **100.0** | **12,224,000** | **100.0** |

* Includes 632 vehicles of unknown type involved in fatal crashes.

**Figure 14**
**Proportion of Vehicles Involved in Traffic Crashes**

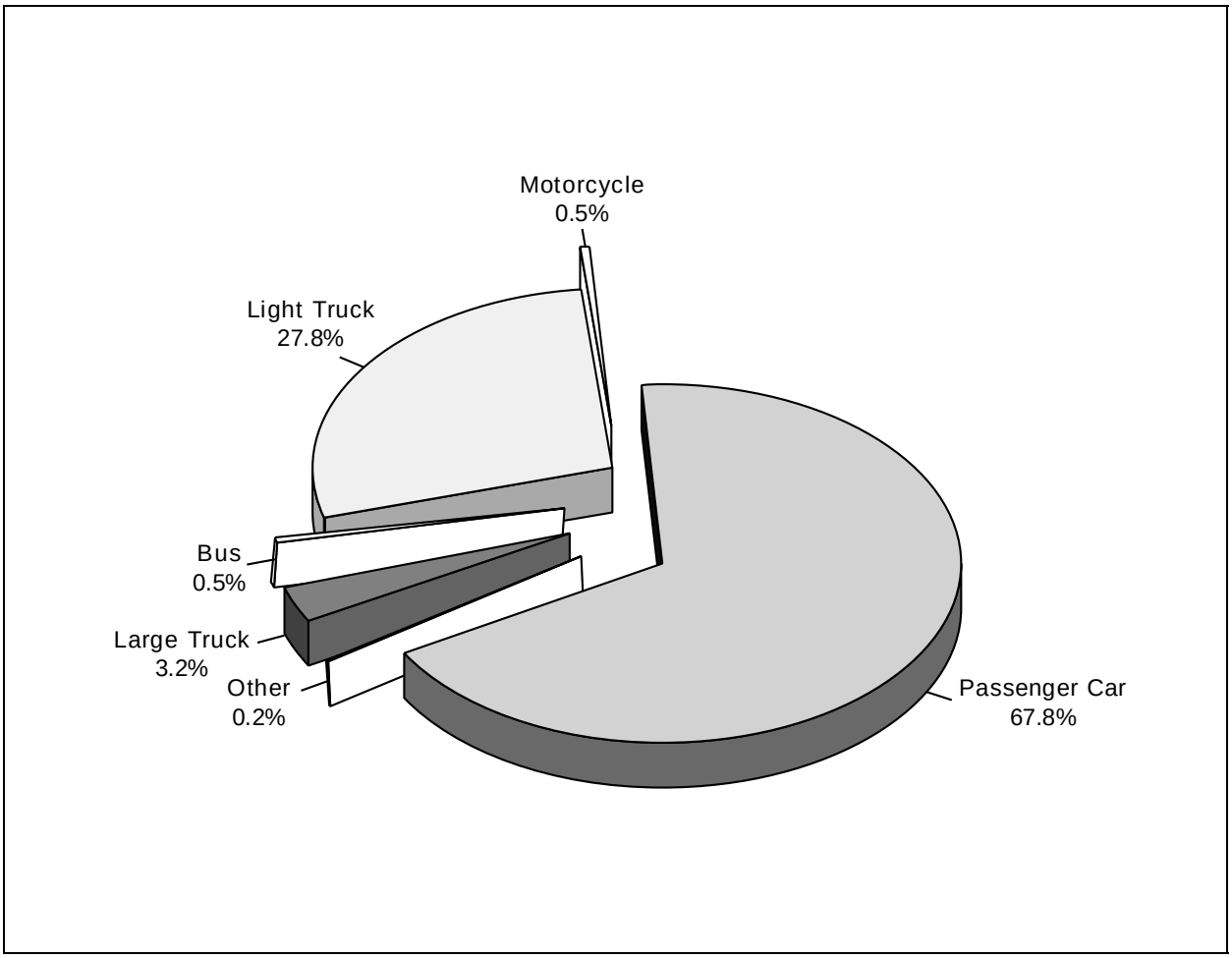


**Table 36**
**Vehicles Involved in Fatal Crashes by Body Type**

| Body Type | Number | Percent |
|---|---|---|
| **Passenger Cars** | **30,596** | **53.5** |
| Convertible | 283 | 0.5 |
| 2 Door Sedan, Hardtop, Coupe | 9,919 | 17.4 |
| 3 Door/2 Door Hatchback | 2,093 | 3.7 |
| 4 Door Sedan Hardtop | 15,428 | 27.0 |
| 5 Door/4 Door Hatchback | 568 | 1.0 |
| Station Wagon | 1,192 | 2.1 |
| Hatchback, Doors Unknown | 59 | 0.1 |
| Other Auto | 230 | 0.4 |
| Unknown Auto | 741 | 1.3 |
| Auto-Based Pickup | 81 | 0.1 |
| Auto-Based Panel | 2 | * |
| **Light Trucks** | **18,180** | **31.8** |
| Compact Utility | 2,900 | 5.1 |
| Large Utility | 537 | 0.9 |
| Utility Station Wagon | 300 | 0.5 |
| Utility, Unknown Body Type | 16 | * |
| Minivan | 1,974 | 3.5 |
| Large Van | 1,358 | 2.4 |
| Step Van | 72 | 0.1 |
| Van-Based School Bus | 11 | * |
| Van-Based Transit Bus | 7 | * |
| Other Van Type | 57 | 0.1 |
| Unknown Van Type | 55 | 0.1 |
| Compact Pickup | 4,184 | 7.3 |
| Standard Pickup | 6,386 | 11.2 |
| Pickup with Camper | 57 | 0.1 |
| Unknown Pickup Style Truck | 97 | 0.2 |
| Cab Chassis-Based Light Truck | 122 | 0.2 |
| Other Conventional Light Truck | 3 | * |
| Unknown Light Truck (not pickup) | 16 | * |
| Unknown Light Vehicle Type | 21 | * |
| Unknown Truck | 7 | * |
| **Large Trucks** | **4,740** | **8.3** |
| Step Van | 32 | 0.1 |
| Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb) | 143 | 0.3 |
| Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb) | 213 | 0.4 |
| Single Unit Heavy Truck (GVWR > 26,000 lb) | 798 | 1.4 |
| Single Unit Truck, Unknown GVWR | 102 | 0.2 |
| Truck Tractor | 3,399 | 5.9 |
| Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb) | 3 | * |
| Unknown Heavy Truck (GVWR > 26,000 lb) | 10 | * |
| Unknown Large Truck Type | 39 | 0.1 |
| Unknown Truck | 1 | * |
| **Motorcycles** | **2,176** | **3.8** |
| Motorcycle | 2,057 | 3.6 |
| Moped | 38 | 0.1 |
| Three Wheel Motorcycle or Moped | 1 | * |
| Off-Road Motorcycle (Two Wheel) | 34 | 0.1 |
| Other Motorcycle/Minibike | 25 | * |
| Unknown Motorcycle | 21 | * |
| **Buses** | **320** | **0.6** |
| School Bus | 124 | 0.2 |
| Cross Country/Intercity Bus | 34 | 0.1 |
| Transit Bus | 111 | 0.2 |
| Other Bus | 32 | 0.1 |
| Unknown Bus | 19 | * |
| **Other Vehicles** | **492** | **0.9** |
| Large Limousine | 4 | * |
| Van-Based Motorhome | 26 | * |
| Light Truck-Based Motorhome | 4 | * |
| Large Truck-Based Motorhome | 20 | * |
| Unknown Truck Camper/Motorhome | 41 | 0.1 |
| All Terrain Vehicle | 148 | 0.3 |
| Snowmobile | 62 | 0.1 |
| Farm Equipment Except Trucks | 103 | 0.2 |
| Construction Equipment Except Trucks | 27 | * |
| Other Vehicle | 57 | 0.1 |
| **Unknown Body Type** | **632** | **1.1** |
| **Total** | **57,136** | **100.0** |

* Less than 0.05 percent.

**Table 37**
**Vehicles Involved in Crashes by Vehicle Type, Rollover Occurrence, and Crash Severity**

| Vehicle Type | Rollover Occurrence | | | | Total | |
|---|---|---|---|---|---|---|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Fatal Crashes** | | | | | | |
| Passenger Car | 4,652 | 15.2 | 25,944 | 84.8 | **30,596** | **100.0** |
| Light Truck | | | | | | |
| Pickup | 2,629 | 24.5 | 8,095 | 75.5 | **10,724** | **100.0** |
| Utility | 1,389 | 37.0 | 2,364 | 63.0 | **3,753** | **100.0** |
| Van | 664 | 18.8 | 2,870 | 81.2 | **3,534** | **100.0** |
| Other | 21 | 12.4 | 148 | 87.6 | **169** | **100.0** |
| Large Truck | 595 | 12.6 | 4,145 | 87.4 | **4,740** | **100.0** |
| Bus | 6 | 1.9 | 314 | 98.1 | **320** | **100.0** |
| Other/Unknown | 129 | 11.5 | 995 | 88.5 | **1,124** | **100.0** |
| **Total*** | **10,085** | **18.3** | **44,875** | **81.7** | **54,960** | **100.0** |
| **Injury Crashes** | | | | | | |
| Passenger Car | 86,000 | 3.0 | 2,822,000 | 97.0 | **2,908,000** | **100.0** |
| Light Truck | | | | | | |
| Pickup | 36,000 | 6.7 | 510,000 | 93.3 | **547,000** | **100.0** |
| Utility | 17,000 | 8.7 | 174,000 | 91.3 | **190,000** | **100.0** |
| Van | 10,000 | 4.0 | 247,000 | 96.0 | **258,000** | **100.0** |
| Other | 4,000 | 5.1 | 80,000 | 94.9 | **85,000** | **100.0** |
| Large Truck | 10,000 | 10.7 | 84,000 | 89.3 | **94,000** | **100.0** |
| Bus | ** | 1.5 | 15,000 | 98.5 | **15,000** | **100.0** |
| Other/Unknown | 1,000 | 11.3 | 5,000 | 88.7 | **6,000** | **100.0** |
| **Total*** | **165,000** | **4.0** | **3,938,000** | **96.0** | **4,103,000** | **100.0** |
| **Property-Damage-Only Crashes** | | | | | | |
| Passenger Car | 46,000 | 0.9 | 5,300,000 | 99.1 | **5,346,000** | **100.0** |
| Light Truck | | | | | | |
| Pickup | 26,000 | 2.2 | 1,172,000 | 97.8 | **1,198,000** | **100.0** |
| Utility | 12,000 | 3.0 | 382,000 | 97.0 | **393,000** | **100.0** |
| Van | 6,000 | 1.1 | 551,000 | 98.9 | **557,000** | **100.0** |
| Other | 3,000 | 1.9 | 151,000 | 98.1 | **154,000** | **100.0** |
| Large Truck | 6,000 | 2.1 | 290,000 | 97.9 | **296,000** | **100.0** |
| Bus | ** | ** | 42,000 | 100.0 | **42,000** | **100.0** |
| Other/Unknown | ** | 2.3 | 12,000 | 97.7 | **12,000** | **100.0** |
| **Total*** | **99,000** | **1.2** | **7,900,000** | **98.8** | **7,999,000** | **100.0** |
| **All Crashes** | | | | | | |
| Passenger Car | 137,000 | 1.6 | 8,148,000 | 98.4 | **8,284,000** | **100.0** |
| Light Truck | | | | | | |
| Pickup | 65,000 | 3.7 | 1,691,000 | 96.3 | **1,756,000** | **100.0** |
| Utility | 30,000 | 5.1 | 558,000 | 94.9 | **588,000** | **100.0** |
| Van | 17,000 | 2.1 | 802,000 | 97.9 | **818,000** | **100.0** |
| Other | 7,000 | 3.0 | 232,000 | 97.0 | **239,000** | **100.0** |
| Large Truck | 17,000 | 4.3 | 377,000 | 95.7 | **394,000** | **100.0** |
| Bus | ** | 0.4 | 58,000 | 99.6 | **58,000** | **100.0** |
| Other/Unknown | 1,000 | 5.6 | 18,000 | 94.4 | **19,000** | **100.0** |
| **Total*** | **274,000** | **2.3** | **11,883,000** | **97.7** | **12,157,000** | **100.0** |

* Excludes motorcycles.
** Less than 500 or less than 0.05 percent.

**Figure 15**
**Percent Rollover Occurrence by Vehicle Type and Crash Severity**

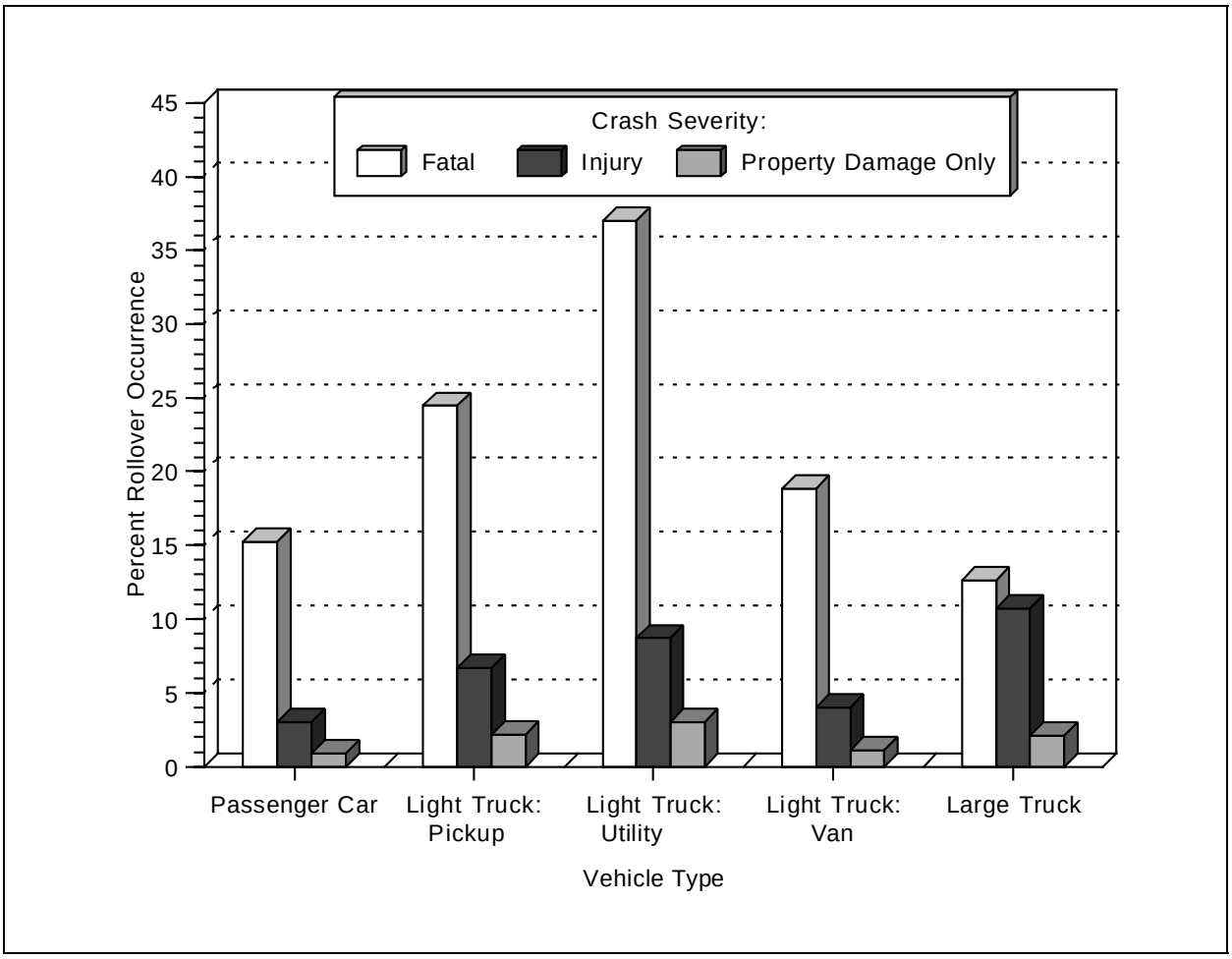


**Table 38**
**Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity**

| Vehicle Type | Fire Occurrence | | | | Total | |
|---|---|---|---|---|---|---|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Fatal Crashes** | | | | | | |
| Passenger Car | 743 | 2.4 | 29,853 | 97.6 | **30,596** | **100.0** |
| Light Truck | 466 | 2.6 | 17,714 | 97.4 | **18,180** | **100.0** |
| Large Truck | 192 | 4.1 | 4,548 | 95.9 | **4,740** | **100.0** |
| Motorcycle | 39 | 1.8 | 2,137 | 98.2 | **2,176** | **100.0** |
| Bus | 1 | 0.3 | 319 | 99.7 | **320** | **100.0** |
| Other/Unknown | 16 | 1.4 | 1,108 | 98.6 | **1,124** | **100.0** |
| **Total** | **1,457** | **2.6** | **55,679** | **97.4** | **57,136** | **100.0** |
| **Injury Crashes** | | | | | | |
| Passenger Car | 2,000 | 0.1 | 2,906,000 | 99.9 | **2,908,000** | **100.0** |
| Light Truck | 2,000 | 0.2 | 1,078,000 | 99.8 | **1,080,000** | **100.0** |
| Large Truck | * | 0.5 | 93,000 | 99.5 | **94,000** | **100.0** |
| Motorcycle | * | 0.9 | 51,000 | 99.1 | **51,000** | **100.0** |
| Bus | * | * | 15,000 | 100.0 | **15,000** | **100.0** |
| Other/Unknown | * | * | 6,000 | 100.0 | **6,000** | **100.0** |
| **Total** | **5,000** | **0.1** | **4,149,000** | **99.9** | **4,154,000** | **100.0** |
| **Property-Damage-Only Crashes** | | | | | | |
| Passenger Car | 4,000 | 0.1 | 5,341,000 | 99.9 | **5,346,000** | **100.0** |
| Light Truck | 3,000 | 0.2 | 2,299,000 | 99.8 | **2,303,000** | **100.0** |
| Large Truck | 1,000 | 0.2 | 295,000 | 99.8 | **296,000** | **100.0** |
| Motorcycle | * | * | 14,000 | 100.0 | **14,000** | **100.0** |
| Bus | * | 0.2 | 42,000 | 99.8 | **42,000** | **100.0** |
| Other/Unknown | * | 2.5 | 12,000 | 97.5 | **12,000** | **100.0** |
| **Total** | **9,000** | **0.1** | **8,004,000** | **99.9** | **8,013,000** | **100.0** |
| **All Crashes** | | | | | | |
| Passenger Car | 7,000 | 0.1 | 8,277,000 | 99.9 | **8,284,000** | **100.0** |
| Light Truck | 6,000 | 0.2 | 3,395,000 | 99.8 | **3,401,000** | **100.0** |
| Large Truck | 1,000 | 0.3 | 393,000 | 99.7 | **394,000** | **100.0** |
| Motorcycle | * | 0.7 | 67,000 | 99.3 | **67,000** | **100.0** |
| Bus | * | 0.1 | 58,000 | 99.9 | **58,000** | **100.0** |
| Other/Unknown | * | 1.7 | 19,000 | 98.3 | **19,000** | **100.0** |
| **Total** | **15,000** | **0.1** | **12,209,000** | **99.9** | **12,224,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 39**
**Vehicles Involved in Single- and Two-Vehicle Crashes by Vehicle Maneuver and Crash Severity**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| Vehicle Maneuver | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Going Straight | 33,745 | 69.4 | 2,151,000 | 62.5 | 4,096,000 | 55.7 | **6,281,000** | **57.9** |
| Turning Left | 2,843 | 5.8 | 394,000 | 11.5 | 714,000 | 9.7 | **1,111,000** | **10.2** |
| Stopped in Traffic Lane | 612 | 1.3 | 312,000 | 9.1 | 708,000 | 9.6 | **1,020,000** | **9.4** |
| Turning Right | 300 | 0.6 | 85,000 | 2.5 | 298,000 | 4.0 | **383,000** | **3.5** |
| Slowed in Traffic Lane | 316 | 0.6 | 129,000 | 3.7 | 352,000 | 4.8 | **481,000** | **4.4** |
| Merging/Changing Lanes | 619 | 1.3 | 58,000 | 1.7 | 281,000 | 3.8 | **340,000** | **3.1** |
| Negotiating Curve | 7,082 | 14.6 | 77,000 | 2.2 | 106,000 | 1.4 | **191,000** | **1.8** |
| Backing Up | 159 | 0.3 | 12,000 | 0.3 | 128,000 | 1.7 | **140,000** | **1.3** |
| Passing Other Vehicle | 995 | 2.0 | 38,000 | 1.1 | 118,000 | 1.6 | **157,000** | **1.4** |
| Starting in Traffic Lane | 498 | 1.0 | 34,000 | 1.0 | 72,000 | 1.0 | **107,000** | **1.0** |
| Leaving Parking Space | 43 | 0.1 | 4,000 | 0.1 | 49,000 | 0.7 | **54,000** | **0.5** |
| Making U-Turn | 192 | 0.4 | 18,000 | 0.5 | 41,000 | 0.6 | **59,000** | **0.5** |
| Entering Parking Space | 18 | * | 1,000 | * | 14,000 | 0.2 | **15,000** | **0.1** |
| Disabled in Traffic Lane | 26 | 0.1 | 5,000 | 0.1 | 12,000 | 0.2 | **16,000** | **0.2** |
| Other Maneuver | 872 | 1.8 | 124,000 | 3.6 | 369,000 | 5.0 | **494,000** | **4.6** |
| **Total**** | **48,624** | **100.0** | **3,442,000** | **100.0** | **7,358,000** | **100.0** | **10,849,000** | **100.0** |

* Less than 0.05 percent.
** Includes 304 vehicles involved in fatal crashes with unknown vehicle maneuver.

**Table 40**
**Vehicles Involved in Fatal Crashes by Roadway Function Class, Crash Type, and Hazardous Cargo**

| Roadway Function Class | Crash Type | | | | Total | |
|---|---|---|---|---|---|---|
| | Single Vehicle | | Multiple Vehicle | | | |
| | Hazardous Cargo | Total | Hazardous Cargo | Total | Hazardous Cargo | Total |
| **Rural Fatal Crashes** | | | | | | |
| Principal Arterial | | | | | | |
| Interstate | 8 | 1,606 | 29 | 2,027 | **37** | **3,633** |
| Other | 10 | 1,628 | 47 | 6,070 | **57** | **7,698** |
| Minor Arterial | 9 | 1,727 | 32 | 4,132 | **41** | **5,859** |
| Major Collector | 8 | 3,166 | 16 | 4,472 | **24** | **7,638** |
| Minor Collector | 1 | 970 | 3 | 856 | **4** | **1,826** |
| Local Road or Street | 2 | 2,981 | 5 | 2,050 | **7** | **5,031** |
| Unknown Rural | 0 | 163 | 3 | 214 | **3** | **377** |
| **Total** | **38** | **12,241** | **135** | **19,821** | **173** | **32,062** |
| **Urban Fatal Crashes** | | | | | | |
| Principal Arterial | | | | | | |
| Interstate | 4 | 1,137 | 10 | 2,339 | **14** | **3,476** |
| Freeway/Expressway | 3 | 731 | 3 | 1,530 | **6** | **2,261** |
| Other | 1 | 2,410 | 21 | 5,921 | **22** | **8,331** |
| Minor Arterial | 3 | 1,753 | 5 | 3,543 | **8** | **5,296** |
| Collector | 1 | 718 | 1 | 859 | **2** | **1,577** |
| Local Road or Street | 1 | 1,947 | 4 | 1,869 | **5** | **3,816** |
| Unknown Urban | 0 | 39 | 0 | 52 | **0** | **91** |
| **Total** | **13** | **8,735** | **44** | **16,113** | **57** | **24,848** |
| **All Fatal Crashes** | | | | | | |
| Principal Arterial | | | | | | |
| Interstate | 12 | 2,743 | 39 | 4,366 | **51** | **7,109** |
| Freeway/Expressway | 3 | 731 | 3 | 1,530 | **6** | **2,261** |
| Other | 11 | 4,038 | 68 | 11,991 | **79** | **16,029** |
| Minor Arterial | 12 | 3,480 | 37 | 7,675 | **49** | **11,155** |
| Collector | 10 | 4,854 | 20 | 6,187 | **30** | **11,041** |
| Local Road or Street | 3 | 4,928 | 9 | 3,919 | **12** | **8,847** |
| Unknown Rural | 0 | 163 | 3 | 214 | **3** | **377** |
| Unknown Urban | 0 | 39 | 0 | 52 | **0** | **91** |
| Unknown Rural or Urban | 0 | 70 | 1 | 156 | **1** | **226** |
| **Total** | **51** | **21,046** | **180** | **36,090** | **231** | **57,136** |

**Figure 16**
**Percent of Vehicles in Crashes by Most Harmful Event and Vehicle Type**

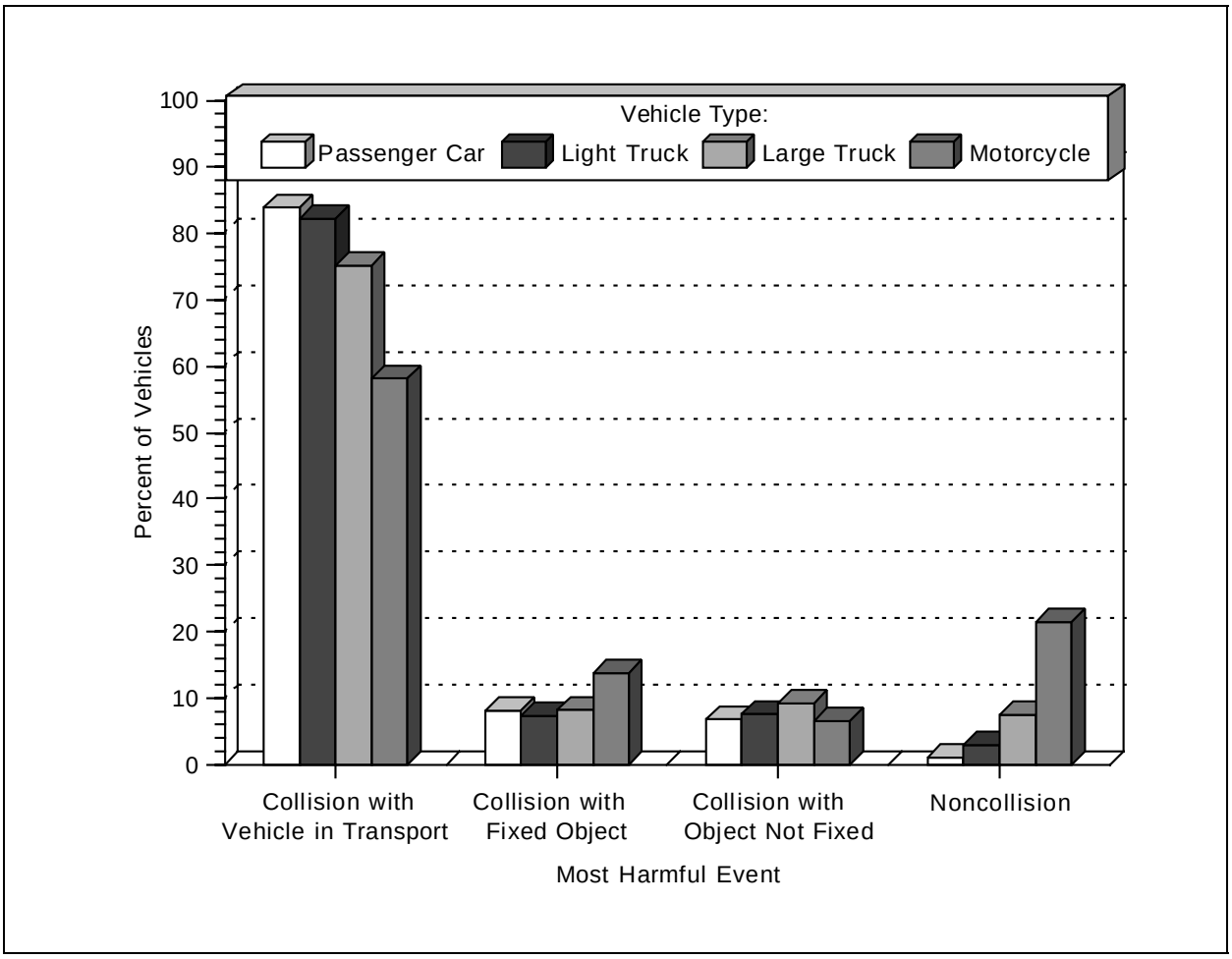
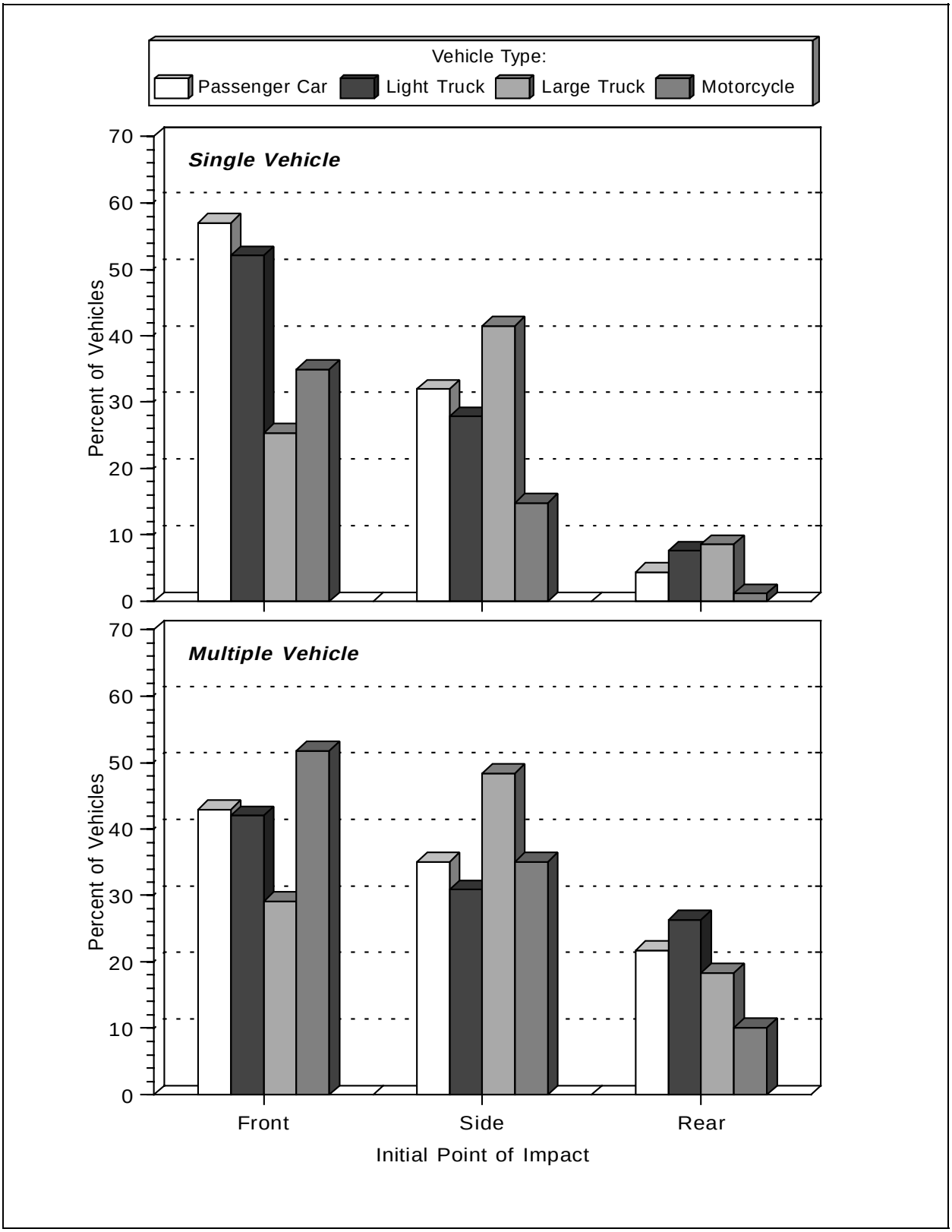


**Figure 17**
**Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type**




Note: Excludes other or unknown point of impact and noncollisions.

**Table 41**
**Passenger Cars Involved in Crashes by Most Harmful Event and Crash Severity**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| **Most Harmful Event** | **Number** | **Percent** | **Number** | **Percent** | **Number** | **Percent** | **Number** | **Percent** |
| **Collision with Motor Vehicle in Transport by Initial Point of Impact:** | | | | | | | | |
| Front | 11,023 | 36.0 | 1,153,000 | 39.6 | 1,826,000 | 34.2 | **2,989,000** | **36.1** |
| Left Side | 2,828 | 9.2 | 396,000 | 13.6 | 904,000 | 16.9 | **1,302,000** | **15.7** |
| Right Side | 2,634 | 8.6 | 336,000 | 11.6 | 804,000 | 15.0 | **1,143,000** | **13.8** |
| Rear | 1,217 | 4.0 | 583,000 | 20.0 | 933,000 | 17.5 | **1,517,000** | **18.3** |
| Other/Unknown | 227 | 0.7 | 1,000 | * | 1,000 | * | **2,000** | ***** |
| *Subtotal* | *17,929* | *58.6* | *2,468,000* | *84.9* | *4,468,000* | *83.6* | ***6,954,000*** | ***83.9*** |
| **Collision with Fixed Object** | *5,059* | *16.5* | *245,000* | *8.4* | *423,000* | *7.9* | ***673,000*** | ***8.1*** |
| **Collision with Object Not Fixed:** | | | | | | | | |
| Nonmotorist | 3,436 | 11.2 | 98,000 | 3.4 | 10,000 | 0.2 | **111,000** | **1.3** |
| Other | 537 | 1.8 | 48,000 | 1.6 | 403,000 | 7.5 | **451,000** | **5.4** |
| *Subtotal* | *3,973* | *13.0* | *146,000* | *5.0* | *413,000* | *7.7* | ***563,000*** | ***6.8*** |
| **Noncollision** | *3,623* | *11.8* | *50,000* | *1.7* | *41,000* | *0.8* | ***95,000*** | ***1.1*** |
| **Total**** | **30,596** | **100.0** | **2,908,000** | **100.0** | **5,346,000** | **100.0** | **8,284,000** | **100.0** |

* Less than 0.05 percent.
** Includes 12 passenger cars involved in fatal crashes with unknown most harmful event.

**Table 42**
**Passenger Cars Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| Initial Point of Impact | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Single-Vehicle Crashes** | | | | | | | | |
| Front | 7,301 | 63.6 | 265,000 | 62.9 | 454,000 | 54.0 | **726,000** | **57.0** |
| Left Side | 959 | 8.4 | 48,000 | 11.5 | 121,000 | 14.3 | **170,000** | **13.4** |
| Right Side | 957 | 8.3 | 61,000 | 14.6 | 174,000 | 20.7 | **236,000** | **18.5** |
| Rear | 257 | 2.2 | 10,000 | 2.4 | 46,000 | 5.5 | **56,000** | **4.4** |
| Noncollision | 1,171 | 10.2 | 32,000 | 7.5 | 23,000 | 2.7 | **56,000** | **4.4** |
| Other/Unknown | 833 | 7.3 | 5,000 | 1.2 | 24,000 | 2.8 | **30,000** | **2.3** |
| **Total** | **11,478** | **100.0** | **422,000** | **100.0** | **841,000** | **100.0** | **1,274,000** | **100.0** |
| **Multiple-Vehicle Crashes** | | | | | | | | |
| Front | 11,662 | 61.0 | 1,160,000 | 46.7 | 1,842,000 | 40.9 | **3,014,000** | **43.0** |
| Left Side | 2,960 | 15.5 | 399,000 | 16.1 | 911,000 | 20.2 | **1,313,000** | **18.7** |
| Right Side | 2,768 | 14.5 | 340,000 | 13.7 | 808,000 | 17.9 | **1,151,000** | **16.4** |
| Rear | 1,351 | 7.1 | 585,000 | 23.5 | 935,000 | 20.8 | **1,522,000** | **21.7** |
| Noncollision | 13 | 0.1 | * | * | 4,000 | 0.1 | **5,000** | **0.1** |
| Other/Unknown | 364 | 1.9 | 2,000 | 0.1 | 4,000 | 0.1 | **6,000** | **0.1** |
| **Total** | **19,118** | **100.0** | **2,487,000** | **100.0** | **4,504,000** | **100.0** | **7,010,000** | **100.0** |
| **All Crashes** | | | | | | | | |
| Front | 18,963 | 62.0 | 1,425,000 | 49.0 | 2,296,000 | 43.0 | **3,741,000** | **45.2** |
| Left Side | 3,919 | 12.8 | 448,000 | 15.4 | 1,031,000 | 19.3 | **1,483,000** | **17.9** |
| Right Side | 3,725 | 12.2 | 401,000 | 13.8 | 982,000 | 18.4 | **1,387,000** | **16.7** |
| Rear | 1,608 | 5.3 | 595,000 | 20.5 | 981,000 | 18.4 | **1,578,000** | **19.0** |
| Noncollision | 1,184 | 3.9 | 32,000 | 1.1 | 27,000 | 0.5 | **60,000** | **0.7** |
| Other/Unknown | 1,197 | 3.9 | 6,000 | 0.2 | 28,000 | 0.5 | **35,000** | **0.4** |
| **Total** | **30,596** | **100.0** | **2,908,000** | **100.0** | **5,346,000** | **100.0** | **8,284,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 43**
**Light Trucks Involved in Crashes by Most Harmful Event and Crash Severity**

| Most Harmful Event | Crash Severity: Fatal Number | Fatal Percent | Injury Number | Injury Percent | Property Damage Only Number | Property Damage Only Percent | Total Number | Total Percent |
|---|---|---|---|---|---|---|---|---|
| **Collision with Motor Vehicle in Transport by Initial Point of Impact:** | | | | | | | | |
| Front | 7,763 | 42.7 | 446,000 | 41.3 | 730,000 | 31.7 | **1,184,000** | **34.8** |
| Left Side | 859 | 4.7 | 132,000 | 12.2 | 312,000 | 13.5 | **444,000** | **13.1** |
| Right Side | 643 | 3.5 | 109,000 | 10.1 | 313,000 | 13.6 | **423,000** | **12.4** |
| Rear | 728 | 4.0 | 220,000 | 20.4 | 524,000 | 22.8 | **745,000** | **21.9** |
| Other/Unknown | 143 | 0.8 | * | * | 2,000 | 0.1 | **2,000** | **0.1** |
| *Subtotal* | *10,136* | *55.8* | *907,000* | *84.0* | *1,882,000* | *81.7* | ***2,799,000*** | ***82.3*** |
| **Collision with Fixed Object** | *1,987* | *10.9* | *83,000* | *7.7* | *162,000* | *7.0* | ***247,000*** | ***7.3*** |
| **Collision with Object Not Fixed:** | | | | | | | | |
| Nonmotorist | 2,052 | 11.3 | 34,000 | 3.1 | 3,000 | 0.1 | **38,000** | **1.1** |
| Other | 278 | 1.5 | 14,000 | 1.3 | 205,000 | 8.9 | **220,000** | **6.5** |
| *Subtotal* | *2,330* | *12.8* | *48,000* | *4.4* | *208,000* | *9.0* | ***258,000*** | ***7.6*** |
| **Noncollision** | *3,723* | *20.5* | *42,000* | *3.9* | *51,000* | *2.2* | ***97,000*** | ***2.9*** |
| **Total**** | **18,180** | **100.0** | **1,080,000** | **100.0** | **2,303,000** | **100.0** | **3,401,000** | **100.0** |

* Less than 500 or less than 0.05 percent.
** Includes 4 light trucks involved in fatal crashes with unknown most harmful event.

**Table 44**
**Light Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| Initial Point of Impact | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Single-Vehicle Crashes** | | | | | | | | |
| Front | 4,132 | 57.5 | 92,000 | 55.7 | 199,000 | 50.5 | **295,000** | **52.1** |
| Left Side | 365 | 5.1 | 15,000 | 9.0 | 44,000 | 11.3 | **60,000** | **10.5** |
| Right Side | 404 | 5.6 | 23,000 | 14.0 | 74,000 | 18.9 | **98,000** | **17.3** |
| Rear | 113 | 1.6 | 3,000 | 1.6 | 40,000 | 10.2 | **43,000** | **7.6** |
| Noncollision | 1,662 | 23.1 | 31,000 | 18.9 | 30,000 | 7.6 | **62,000** | **11.1** |
| Other/Unknown | 508 | 7.1 | 1,000 | 0.7 | 6,000 | 1.6 | **8,000** | **1.4** |
| **Total** | **7,184** | **100.0** | **164,000** | **100.0** | **394,000** | **100.0** | **565,000** | **100.0** |
| **Multiple-Vehicle Crashes** | | | | | | | | |
| Front | 8,241 | 74.9 | 448,000 | 49.0 | 738,000 | 38.7 | **1,194,000** | **42.1** |
| Left Side | 957 | 8.7 | 134,000 | 14.6 | 314,000 | 16.5 | **449,000** | **15.8** |
| Right Side | 718 | 6.5 | 110,000 | 12.0 | 315,000 | 16.5 | **426,000** | **15.0** |
| Rear | 863 | 7.8 | 220,000 | 24.1 | 525,000 | 27.5 | **746,000** | **26.3** |
| Noncollision | 13 | 0.1 | 2,000 | 0.2 | 14,000 | 0.7 | **16,000** | **0.6** |
| Other/Unknown | 204 | 1.9 | * | * | 3,000 | 0.2 | **4,000** | **0.1** |
| **Total** | **10,996** | **100.0** | **915,000** | **100.0** | **1,909,000** | **100.0** | **2,835,000** | **100.0** |
| **All Crashes** | | | | | | | | |
| Front | 12,373 | 68.1 | 540,000 | 50.0 | 937,000 | 40.7 | **1,489,000** | **43.8** |
| Left Side | 1,322 | 7.3 | 149,000 | 13.8 | 359,000 | 15.6 | **509,000** | **15.0** |
| Right Side | 1,122 | 6.2 | 133,000 | 12.3 | 389,000 | 16.9 | **524,000** | **15.4** |
| Rear | 976 | 5.4 | 223,000 | 20.7 | 565,000 | 24.5 | **789,000** | **23.2** |
| Noncollision | 1,675 | 9.2 | 33,000 | 3.1 | 44,000 | 1.9 | **79,000** | **2.3** |
| Other/Unknown | 712 | 3.9 | 1,000 | 0.1 | 9,000 | 0.4 | **11,000** | **0.3** |
| **Total** | **18,180** | **100.0** | **1,080,000** | **100.0** | **2,303,000** | **100.0** | **3,401,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 45**
**Large Trucks Involved in Crashes by Most Harmful Event and Crash Severity**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| **Most Harmful Event** | **Number** | **Percent** | **Number** | **Percent** | **Number** | **Percent** | **Number** | **Percent** |
| **Collision with Motor Vehicle in Transport by Initial Point of Impact:** | | | | | | | | |
| Front | 2,367 | 49.9 | 31,000 | 32.9 | 56,000 | 18.8 | **89,000** | **22.5** |
| Left Side | 387 | 8.2 | 17,000 | 18.2 | 50,000 | 17.0 | **68,000** | **17.2** |
| Right Side | 203 | 4.3 | 13,000 | 14.3 | 69,000 | 23.2 | **82,000** | **20.9** |
| Rear | 689 | 14.5 | 14,000 | 15.0 | 42,000 | 14.2 | **57,000** | **14.4** |
| Other/Unknown | 111 | 2.3 | 1,000 | 0.8 | 1,000 | 0.4 | **2,000** | **0.5** |
| *Subtotal* | *3,757* | *79.3* | *76,000* | *81.2* | *218,000* | *73.7* | ***298,000*** | ***75.5*** |
| **Collision with Fixed Object** | *138* | *2.9* | *5,000* | *5.4* | *27,000* | *9.1* | ***32,000*** | ***8.2*** |
| **Collision with Object Not Fixed:** | | | | | | | | |
| Nonmotorist | 385 | 8.1 | 1,000 | 1.4 | * | * | **2,000** | **0.4** |
| Other | 61 | 1.3 | 2,000 | 1.8 | 31,000 | 10.6 | **33,000** | **8.4** |
| *Subtotal* | *446* | *9.4* | *3,000* | *3.2* | *31,000* | *10.6* | ***35,000*** | ***8.8*** |
| **Noncollision** | *398* | *8.4* | *10,000* | *10.3* | *20,000* | *6.6* | ***30,000*** | ***7.5*** |
| **Total**** | **4,740** | **100.0** | **94,000** | **100.0** | **296,000** | **100.0** | **394,000** | **100.0** |

* Less than 500 or less than 0.05 percent.
** Includes 1 large truck involved in a fatal crash with unknown most harmful event.

**Table 46**
**Large Trucks Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| Initial Point of Impact | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Single-Vehicle Crashes** | | | | | | | | |
| Front | 406 | 53.4 | 4,000 | 26.8 | 17,000 | 24.6 | **21,000** | **25.3** |
| Left Side | 28 | 3.7 | 1,000 | 7.2 | 9,000 | 14.0 | **11,000** | **12.7** |
| Right Side | 54 | 7.1 | 2,000 | 11.5 | 22,000 | 33.0 | **24,000** | **28.8** |
| Rear | 42 | 5.5 | * | 0.6 | 7,000 | 10.4 | **7,000** | **8.6** |
| Noncollision | 133 | 17.5 | 8,000 | 49.8 | 9,000 | 13.8 | **17,000** | **20.4** |
| Other/Unknown | 98 | 12.9 | 1,000 | 4.2 | 3,000 | 4.2 | **4,000** | **4.3** |
| **Total** | **761** | **100.0** | **15,000** | **100.0** | **67,000** | **100.0** | **83,000** | **100.0** |
| **Multiple-Vehicle Crashes** | | | | | | | | |
| Front | 2,520 | 63.3 | 32,000 | 40.4 | 56,000 | 24.7 | **91,000** | **29.1** |
| Left Side | 401 | 10.1 | 17,000 | 21.8 | 50,000 | 22.1 | **68,000** | **21.9** |
| Right Side | 214 | 5.4 | 14,000 | 17.3 | 69,000 | 30.0 | **82,000** | **26.5** |
| Rear | 706 | 17.7 | 14,000 | 18.0 | 42,000 | 18.4 | **57,000** | **18.3** |
| Noncollision | 3 | 0.1 | 2,000 | 2.0 | 11,000 | 4.6 | **12,000** | **3.9** |
| Other/Unknown | 135 | 3.4 | * | 0.4 | * | 0.2 | **1,000** | **0.3** |
| **Total** | **3,979** | **100.0** | **78,000** | **100.0** | **229,000** | **100.0** | **311,000** | **100.0** |
| **All Crashes** | | | | | | | | |
| Front | 2,926 | 61.7 | 36,000 | 38.2 | 73,000 | 24.7 | **112,000** | **28.3** |
| Left Side | 429 | 9.1 | 18,000 | 19.5 | 60,000 | 20.2 | **79,000** | **19.9** |
| Right Side | 268 | 5.7 | 15,000 | 16.3 | 91,000 | 30.7 | **106,000** | **27.0** |
| Rear | 748 | 15.8 | 14,000 | 15.1 | 49,000 | 16.6 | **64,000** | **16.2** |
| Noncollision | 136 | 2.9 | 9,000 | 9.8 | 20,000 | 6.7 | **29,000** | **7.4** |
| Other/Unknown | 233 | 4.9 | 1,000 | 1.0 | 3,000 | 1.1 | **4,000** | **1.1** |
| **Total** | **4,740** | **100.0** | **94,000** | **100.0** | **296,000** | **100.0** | **394,000** | **100.0** |

* Less than 500.

**Table 47**
**Large Trucks Involved in Crashes by Truck Type, Rollover Occurrence, and Crash Severity**

| Truck Type | Rollover Occurrence | | | | Total | |
|---|---|---|---|---|---|---|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Fatal Crashes** | | | | | | |
| Single-Unit Truck | 182 | 15.4 | 1,002 | 84.6 | **1,184** | **100.0** |
| Combination Truck | 413 | 11.6 | 3,143 | 88.4 | **3,556** | **100.0** |
| **Total** | **595** | **12.6** | **4,145** | **87.4** | **4,740** | **100.0** |
| **Injury Crashes** | | | | | | |
| Single-Unit Truck | 4,000 | 9.8 | 33,000 | 90.2 | **37,000** | **100.0** |
| Combination Truck | 6,000 | 11.4 | 51,000 | 88.6 | **57,000** | **100.0** |
| **Total** | **10,000** | **10.7** | **84,000** | **89.3** | **94,000** | **100.0** |
| **Property-Damage-Only Crashes** | | | | | | |
| Single-Unit Truck | 3,000 | 2.1 | 120,000 | 97.9 | **122,000** | **100.0** |
| Combination Truck | 4,000 | 2.1 | 170,000 | 97.9 | **173,000** | **100.0** |
| **Total** | **6,000** | **2.1** | **290,000** | **97.9** | **296,000** | **100.0** |
| **All Crashes** | | | | | | |
| Single-Unit Truck | 6,000 | 4.0 | 154,000 | 96.0 | **160,000** | **100.0** |
| Combination Truck | 11,000 | 4.5 | 224,000 | 95.5 | **234,000** | **100.0** |
| **Total** | **17,000** | **4.3** | **377,000** | **95.7** | **394,000** | **100.0** |

**Table 48**
**Truck Tractors with Trailers Involved in Crashes by Number of Trailers, Jackknife Occurrence, and Crash Severity**

| | Jackknife Occurrence | | | | Total | |
|---|---|---|---|---|---|---|
| | Yes | | No | | | |
| Number of Trailers | Number | Percent | Number | Percent | Number | Percent |
| **Fatal Crashes** | | | | | | |
| One | 245 | 8.1 | 2,798 | 91.9 | **3,043** | **100.0** |
| Two or More | 21 | 12.9 | 142 | 87.1 | **163** | **100.0** |
| Unknown Number | 0 | -- | 11 | 100.0 | **11** | **100.0** |
| **Total** | **266** | **8.3** | **2,951** | **91.7** | **3,217** | **100.0** |
| **Injury Crashes** | | | | | | |
| One | 2,000 | 4.4 | 48,000 | 95.6 | **50,000** | **100.0** |
| Two or More | * | 10.5 | 1,000 | 89.5 | **1,000** | **100.0** |
| Unknown Number | * | 3.1 | * | 96.9 | ***** | **100.0** |
| **Total** | **2,000** | **4.6** | **49,000** | **95.4** | **52,000** | **100.0** |
| **Property-Damage-Only Crashes** | | | | | | |
| One | 4,000 | 2.7 | 145,000 | 97.3 | **149,000** | **100.0** |
| Two or More | * | 2.0 | 5,000 | 98.0 | **5,000** | **100.0** |
| Unknown Number | * | * | 2,000 | 100.0 | **2,000** | **100.0** |
| **Total** | **4,000** | **2.6** | **152,000** | **97.4** | **156,000** | **100.0** |
| **All Crashes** | | | | | | |
| One | 6,000 | 3.2 | 196,000 | 96.8 | **203,000** | **100.0** |
| Two or More | * | 4.1 | 6,000 | 95.9 | **6,000** | **100.0** |
| Unknown Number | * | 0.3 | 2,000 | 99.7 | **2,000** | **100.0** |
| **Total** | **7,000** | **3.2** | **204,000** | **96.8** | **211,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 49**
**Motorcycles Involved in Crashes by Most Harmful Event and Crash Severity**

| Most Harmful Event | Crash Severity: Fatal Number | Fatal Percent | Injury Number | Injury Percent | Property Damage Only Number | Property Damage Only Percent | Total Number | Total Percent |
|---|---|---|---|---|---|---|---|---|
| **Collision with Motor Vehicle in Transport by Initial Point of Impact:** | | | | | | | | |
| Front | 873 | 40.1 | 16,000 | 31.3 | 4,000 | 29.3 | **21,000** | **31.1** |
| Left Side | 119 | 5.5 | 6,000 | 10.8 | 3,000 | 24.8 | **9,000** | **13.5** |
| Right Side | 81 | 3.7 | 4,000 | 8.4 | 1,000 | 4.6 | **5,000** | **7.4** |
| Rear | 61 | 2.8 | 3,000 | 5.0 | 1,000 | 10.8 | **4,000** | **6.1** |
| Other/Unknown | 50 | 2.3 | * | 0.1 | * | * | ***** | **0.2** |
| *Subtotal* | *1,184* | *54.4* | *28,000* | *55.5* | *10,000* | *69.4* | ***39,000*** | ***58.3*** |
| **Collision with Fixed Object** | *584* | *26.8* | *8,000* | *15.1* | *1,000* | *6.8* | ***9,000*** | ***13.8*** |
| **Collision with Object Not Fixed:** | | | | | | | | |
| Nonmotorist | 25 | 1.1 | 1,000 | 1.3 | * | * | **1,000** | **1.0** |
| Other | 70 | 3.2 | 2,000 | 3.2 | 2,000 | 14.5 | **4,000** | **5.5** |
| *Subtotal* | *95* | *4.4* | *2,000* | *4.5* | *2,000* | *14.5* | ***4,000*** | ***6.5*** |
| **Noncollision** | *309* | *14.2* | *13,000* | *24.9* | *1,000* | *9.3* | ***14,000*** | ***21.4*** |
| **Total**** | **2,176** | **100.0** | **51,000** | **100.0** | **14,000** | **100.0** | **67,000** | **100.0** |

* Less than 500 or less than 0.05 percent.
** Includes 4 motorcycles involved in a fatal crash with unknown most harmful event.

**Table 50**
**Motorcycles Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| Initial Point of Impact | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Single-Vehicle Crashes** | | | | | | | | |
| Front | 489 | 52.6 | 7,000 | 32.5 | 2,000 | 44.7 | **9,000** | **35.0** |
| Left Side | 58 | 6.2 | 1,000 | 6.6 | * | * | **1,000** | **5.6** |
| Right Side | 62 | 6.7 | 2,000 | 7.0 | 1,000 | 22.1 | **2,000** | **9.2** |
| Rear | 5 | 0.5 | * | 0.1 | * | 7.4 | ***** | **1.2** |
| Noncollision | 164 | 17.7 | 12,000 | 52.9 | 1,000 | 25.8 | **13,000** | **47.6** |
| Other/Unknown | 151 | 16.3 | * | 1.0 | * | * | ***** | **1.4** |
| **Total** | **929** | **100.0** | **22,000** | **100.0** | **4,000** | **100.0** | **27,000** | **100.0** |
| **Multiple-Vehicle Crashes** | | | | | | | | |
| Front | 906 | 72.7 | 16,000 | 54.6 | 4,000 | 41.0 | **21,000** | **51.8** |
| Left Side | 127 | 10.2 | 6,000 | 18.9 | 3,000 | 34.8 | **9,000** | **22.5** |
| Right Side | 86 | 6.9 | 4,000 | 14.9 | 1,000 | 6.4 | **5,000** | **12.6** |
| Rear | 63 | 5.1 | 3,000 | 8.6 | 1,000 | 15.1 | **4,000** | **10.1** |
| Noncollision | 8 | 0.6 | 1,000 | 2.8 | * | 2.7 | **1,000** | **2.7** |
| Other/Unknown | 57 | 4.6 | * | 0.1 | * | * | ***** | **0.2** |
| **Total** | **1,247** | **100.0** | **29,000** | **100.0** | **10,000** | **100.0** | **40,000** | **100.0** |
| **All Crashes** | | | | | | | | |
| Front | 1,395 | 64.1 | 23,000 | 45.1 | 6,000 | 42.1 | **30,000** | **45.1** |
| Left Side | 185 | 8.5 | 7,000 | 13.6 | 3,000 | 24.8 | **11,000** | **15.8** |
| Right Side | 148 | 6.8 | 6,000 | 11.6 | 2,000 | 10.9 | **8,000** | **11.3** |
| Rear | 68 | 3.1 | 3,000 | 5.0 | 2,000 | 12.9 | **4,000** | **6.6** |
| Noncollision | 172 | 7.9 | 12,000 | 24.2 | 1,000 | 9.3 | **14,000** | **20.6** |
| Other/Unknown | 208 | 9.6 | * | 0.5 | * | * | ***** | **0.7** |
| **Total** | **2,176** | **100.0** | **51,000** | **100.0** | **14,000** | **100.0** | **67,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 51**
**Buses Involved in Crashes by Most Harmful Event and Crash Severity**

| Most Harmful Event | Crash Severity: Fatal Number | Fatal Percent | Injury Number | Injury Percent | Property Damage Only Number | Property Damage Only Percent | Total Number | Total Percent |
|---|---|---|---|---|---|---|---|---|
| **Collision with Motor Vehicle in Transport by Initial Point of Impact:** | | | | | | | | |
| Front | 138 | 43.1 | 4,000 | 25.5 | 8,000 | 19.9 | **12,000** | **21.5** |
| Left Side | 19 | 5.9 | 3,000 | 19.6 | 11,000 | 26.5 | **14,000** | **24.5** |
| Right Side | 9 | 2.8 | 2,000 | 14.2 | 8,000 | 19.4 | **10,000** | **17.9** |
| Rear | 38 | 11.9 | 4,000 | 25.8 | 8,000 | 19.9 | **12,000** | **21.4** |
| Other/Unknown | 3 | 0.9 | * | * | * | * | ***** | ***** |
| *Subtotal* | *207* | *64.7* | *13,000* | *85.1* | *36,000* | *85.5* | ***49,000*** | ***85.3*** |
| **Collision with Fixed Object** | *5* | *1.6* | *1,000* | *5.2* | *1,000* | *1.8* | ***2,000*** | ***2.7*** |
| **Collision with Object Not Fixed:** | | | | | | | | |
| Nonmotorist | 101 | 31.6 | 1,000 | 5.4 | * | * | **1,000** | **1.6** |
| Other | 0 | -- | 1,000 | 3.9 | 5,000 | 12.4 | **6,000** | **10.1** |
| *Subtotal* | *101* | *31.6* | *1,000* | *9.3* | *5,000* | *12.4* | ***7,000*** | ***11.7*** |
| **Noncollision** | *7* | *2.2* | * | *0.3* | * | *0.2* | ******* | ***0.2*** |
| **Total** | **320** | **100.0** | **15,000** | **100.0** | **42,000** | **100.0** | **58,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 52**
**Buses Involved in Crashes by Initial Point of Impact, Crash Severity, and Crash Type**

| | Crash Severity | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Fatal | | Injury | | Property Damage Only | | | |
| Initial Point of Impact | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Single-Vehicle Crashes** | | | | | | | | |
| Front | 58 | 52.7 | 1,000 | 24.8 | 1,000 | 12.0 | **1,000** | **16.2** |
| Left Side | 4 | 3.6 | * | 4.1 | 1,000 | 10.7 | **1,000** | **8.7** |
| Right Side | 17 | 15.5 | 2,000 | 68.9 | 3,000 | 58.2 | **5,000** | **60.7** |
| Rear | 6 | 5.5 | * | * | 1,000 | 15.6 | **1,000** | **11.0** |
| Noncollision | 6 | 5.5 | * | 2.2 | * | 1.4 | ***** | **1.7** |
| Other/Unknown | 19 | 17.3 | * | * | * | 2.2 | ***** | **1.8** |
| **Total** | **110** | **100.0** | **2,000** | **100.0** | **6,000** | **100.0** | **8,000** | **100.0** |
| **Multiple-Vehicle Crashes** | | | | | | | | |
| Front | 141 | 67.1 | 4,000 | 29.9 | 8,000 | 22.9 | **12,000** | **24.9** |
| Left Side | 19 | 9.0 | 3,000 | 23.0 | 11,000 | 30.4 | **14,000** | **28.4** |
| Right Side | 9 | 4.3 | 2,000 | 16.8 | 8,000 | 22.3 | **10,000** | **20.8** |
| Rear | 38 | 18.1 | 4,000 | 30.3 | 8,000 | 22.8 | **12,000** | **24.8** |
| Noncollision | 0 | -- | * | * | * | * | ***** | ***** |
| Other/Unknown | 3 | 1.4 | * | * | 1,000 | 1.6 | **1,000** | **1.2** |
| **Total** | **210** | **100.0** | **13,000** | **100.0** | **37,000** | **100.0** | **50,000** | **100.0** |
| **All Crashes** | | | | | | | | |
| Front | 199 | 62.2 | 4,000 | 29.2 | 9,000 | 21.4 | **14,000** | **23.7** |
| Left Side | 23 | 7.2 | 3,000 | 20.2 | 12,000 | 27.8 | **15,000** | **25.7** |
| Right Side | 26 | 8.1 | 4,000 | 24.5 | 11,000 | 27.0 | **15,000** | **26.2** |
| Rear | 44 | 13.8 | 4,000 | 25.8 | 9,000 | 21.9 | **13,000** | **22.9** |
| Noncollision | 6 | 1.9 | * | 0.3 | * | 0.2 | ***** | **0.2** |
| Other/Unknown | 22 | 6.9 | * | * | 1,000 | 1.7 | **1,000** | **1.3** |
| **Total** | **320** | **100.0** | **15,000** | **100.0** | **42,000** | **100.0** | **58,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

# 4. PEOPLE

This chapter presents statistics about the **Drivers**, **Passengers**, **Pedestrians**, and **Pedalcyclists** involved in motor vehicle crashes in 1996. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 41,907 people lost their lives in motor vehicle crashes in 1996. Another 3.5 million people were injured.

- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (32 percent), pedestrians (2 percent), and pedalcyclists (2 percent).

- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children 5 to 9 years old had the lowest fatality rate, and children under 5 had the lowest injury rate.

- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males in only three age groups: 5 to 9, 21 to 24, and over 74 years old.

- Although male drivers were 50 percent of total licensed drivers, they accounted for 73 percent of the drivers involved in fatal crashes, 58 percent of the drivers in injury crashes, and 62 percent of the drivers in property-damage-only crashes.

- Forty-one percent of the persons who were killed in traffic crashes in 1996 died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

**Table 53**
**Persons Killed or Injured, by Person Type and Injury Severity**

| Person Type | Persons Killed | Persons Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|---|---|---|---|---|---|---|
| | | Incapacitating | Nonincapacitating | Other | | |
| **Vehicle Occupants** | | | | | | |
| Driver | 24,456 | 270,000 | 596,000 | 1,369,000 | 2,234,000 | **2,259,000** |
| Passenger | 11,021 | 128,000 | 288,000 | 708,000 | 1,125,000 | **1,136,000** |
| Unknown Occupant | 102 | * | * | * | * | * |
| *Subtotal* | *35,579* | *398,000* | *884,000* | *2,078,000* | *3,360,000* | ***3,395,000*** |
| **Nonmotorists** | | | | | | |
| Pedestrian | 5,412 | 21,000 | 29,000 | 31,000 | 82,000 | **87,000** |
| Pedalcyclist | 761 | 10,000 | 30,000 | 19,000 | 59,000 | **59,000** |
| Other/Unknown | 153 | 1,000 | 4,000 | 7,000 | 11,000 | **12,000** |
| *Subtotal* | *6,325* | *32,000* | *63,000* | *57,000* | *151,000* | ***158,000*** |
| **Total** | ****41,907** | **430,000** | **947,000** | **2,135,000** | **3,511,000** | **3,553,000** |

* Less than 500.
** Includes 2 fatalities of unknown person type.

**Table 54**
**Persons Killed or Injured, by Age and Injury Severity**

| Age (Years) | Persons Killed | Persons Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|---|---|---|---|---|---|---|
| | | Incapacitating | Nonincapacitating | Other | | |
| <5 | 886 | 9,000 | 26,000 | 52,000 | 87,000 | **88,000** |
| 5-9 | 812 | 16,000 | 37,000 | 69,000 | 122,000 | **123,000** |
| 10-15 | 1,591 | 24,000 | 63,000 | 117,000 | 204,000 | **206,000** |
| 16-20 | 5,791 | 76,000 | 184,000 | 340,000 | 600,000 | **606,000** |
| 21-24 | 4,112 | 46,000 | 103,000 | 204,000 | 353,000 | **357,000** |
| 25-34 | 7,610 | 86,000 | 189,000 | 464,000 | 739,000 | **747,000** |
| 35-44 | 6,514 | 70,000 | 146,000 | 366,000 | 582,000 | **589,000** |
| 45-54 | 4,364 | 44,000 | 81,000 | 239,000 | 365,000 | **370,000** |
| 55-64 | 3,019 | 21,000 | 46,000 | 133,000 | 200,000 | **203,000** |
| 65-74 | 3,193 | 21,000 | 39,000 | 94,000 | 154,000 | **157,000** |
| >74 | 3,885 | 17,000 | 31,000 | 56,000 | 104,000 | **108,000** |
| **Total** | ***41,907** | **430,000** | **947,000** | **2,135,000** | **3,511,000** | **3,553,000** |

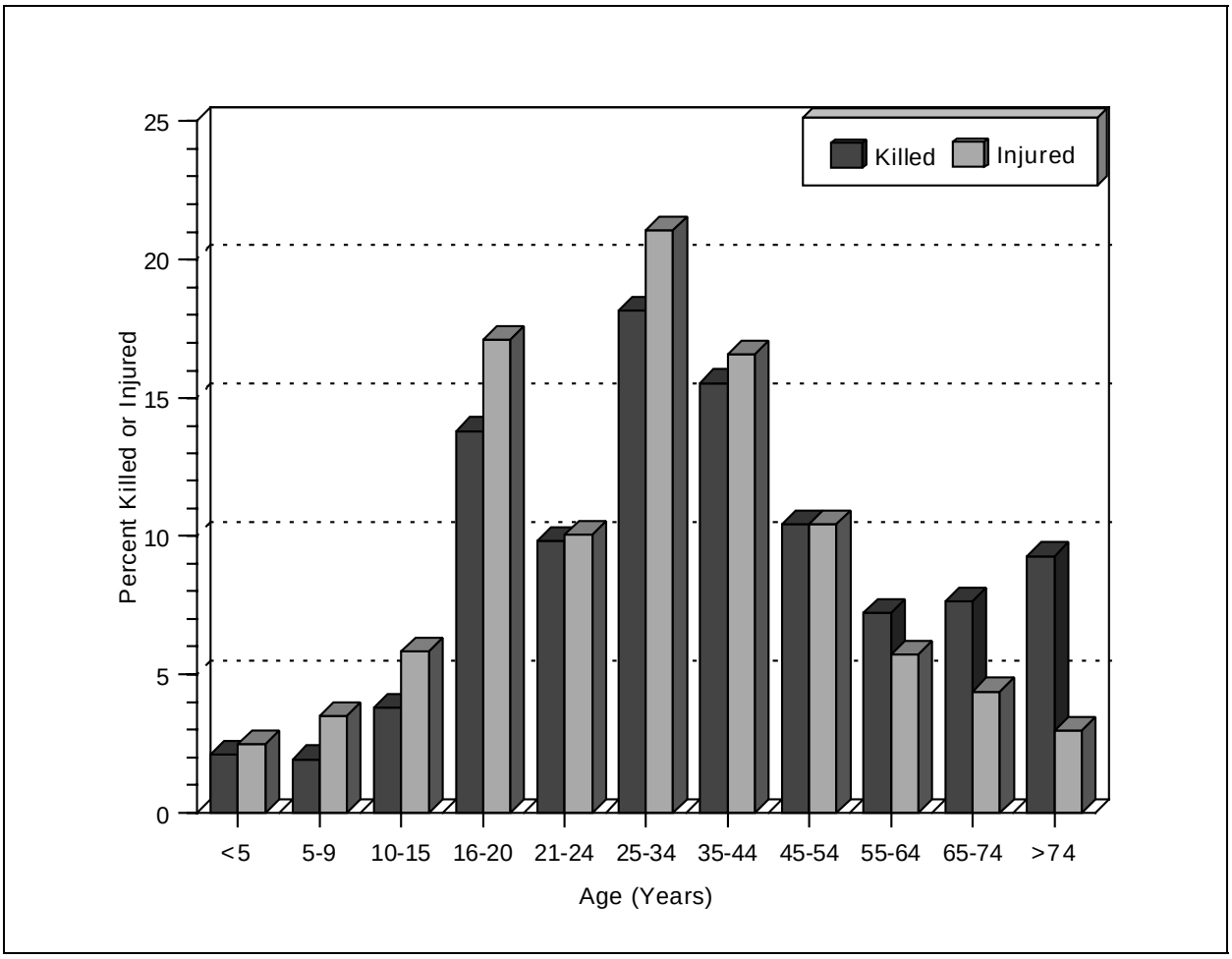
* Includes 130 fatalities of unknown age.

**Table 55**
**Persons Killed or Injured, by Sex and Injury Severity**

| Sex | Persons Killed | Persons Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|---|---|---|---|---|---|---|
| | | Incapacitating | Nonincapacitating | Other | | |
| Male | 27,958 | 230,000 | 505,000 | 959,000 | 1,695,000 | **1,723,000** |
| Female | 13,936 | 200,000 | 441,000 | 1,175,000 | 1,816,000 | **1,830,000** |
| **Total** | ***41,907** | **430,000** | **947,000** | **2,135,000** | **3,511,000** | **3,553,000** |

* Includes 13 fatalities of unknown sex.

**Figure 18**
**Percent of Persons Killed or Injured, by Age**



## Table 56
## Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate | Killed | Population (Thousands) | Rate |
| <5 | 489 | 9,868 | 4.96 | 397 | 9,418 | 4.22 | 886 | 19,286 | 4.59 |
| 5-9 | 465 | 9,954 | 4.67 | 347 | 9,487 | 3.66 | 812 | 19,441 | 4.18 |
| 10-15 | 961 | 11,675 | 8.23 | 629 | 11,095 | 5.67 | 1,591 | 22,770 | 6.99 |
| 16-20 | 3,983 | 9,511 | 41.88 | 1,807 | 8,933 | 20.23 | 5,791 | 18,444 | 31.40 |
| 21-24 | 3,120 | 7,159 | 43.58 | 990 | 6,830 | 14.49 | 4,112 | 13,989 | 29.39 |
| 25-34 | 5,475 | 20,191 | 27.12 | 2,132 | 20,177 | 10.57 | 7,610 | 40,368 | 18.85 |
| 35-44 | 4,521 | 21,569 | 20.96 | 1,992 | 21,825 | 9.13 | 6,514 | 43,393 | 15.01 |
| 45-54 | 2,957 | 15,837 | 18.67 | 1,407 | 16,533 | 8.51 | 4,364 | 32,370 | 13.48 |
| 55-64 | 1,920 | 10,166 | 18.89 | 1,098 | 11,195 | 9.81 | 3,019 | 21,361 | 14.13 |
| 65-74 | 1,840 | 8,325 | 22.10 | 1,353 | 10,345 | 13.08 | 3,193 | 18,669 | 17.10 |
| >74 | 2,130 | 5,556 | 38.34 | 1,754 | 9,635 | 18.20 | 3,885 | 15,192 | 25.57 |
| Unknown | 97 | * | * | 30 | * | * | 130 | * | * |
| **Total** | **27,958** | **129,810** | **21.54** | **13,936** | **135,474** | **10.29** | ****41,907** | **265,284** | **15.80** |

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate | Injured | Population (Thousands) | Rate |
| <5 | 43,000 | 9,868 | 436 | 44,000 | 9,418 | 467 | 87,000 | 19,286 | 451 |
| 5-9 | 63,000 | 9,954 | 637 | 59,000 | 9,487 | 622 | 122,000 | 19,441 | 630 |
| 10-15 | 91,000 | 11,675 | 779 | 113,000 | 11,095 | 1,019 | 204,000 | 22,770 | 896 |
| 16-20 | 294,000 | 9,511 | 3,096 | 306,000 | 8,933 | 3,426 | 600,000 | 18,444 | 3,256 |
| 21-24 | 184,000 | 7,159 | 2,573 | 169,000 | 6,830 | 2,468 | 353,000 | 13,989 | 2,522 |
| 25-34 | 364,000 | 20,191 | 1,802 | 375,000 | 20,177 | 1,859 | 739,000 | 40,368 | 1,831 |
| 35-44 | 280,000 | 21,569 | 1,299 | 302,000 | 21,825 | 1,383 | 582,000 | 43,393 | 1,341 |
| 45-54 | 172,000 | 15,837 | 1,084 | 194,000 | 16,533 | 1,171 | 365,000 | 32,370 | 1,128 |
| 55-64 | 91,000 | 10,166 | 892 | 110,000 | 11,195 | 979 | 200,000 | 21,361 | 938 |
| 65-74 | 66,000 | 8,325 | 795 | 88,000 | 10,345 | 847 | 154,000 | 18,669 | 824 |
| >74 | 46,000 | 5,556 | 828 | 58,000 | 9,635 | 602 | 104,000 | 15,192 | 685 |
| **Total** | **1,695,000** | **129,810** | **1,305** | **1,816,000** | **135,474** | **1,341** | **3,511,000** | **265,284** | **1,323** |

* Not applicable.
** Includes 13 fatalities of unknown sex.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

**Figure 19**
**Fatality and Injury Rates per 100,000 Population, by Age and Sex**

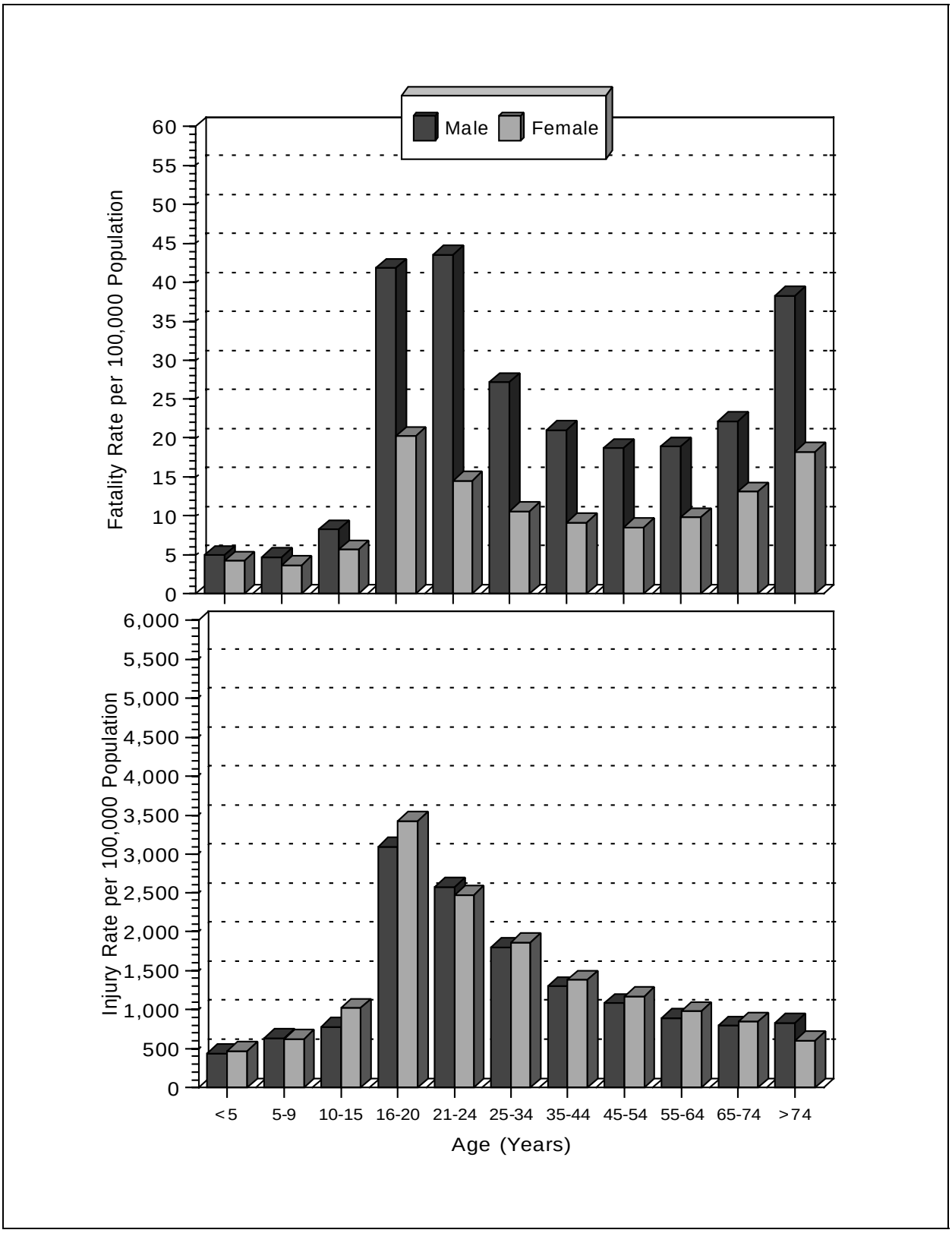


**Table 57**
**Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type**

| Roadway Function Class | Person Type | | | | | Total |
|---|---|---|---|---|---|---|
| | Driver | Passenger | Pedestrian | Pedalcyclist | Other Nonmotorist | |
| Principal Arterial | | | | | | |
| Interstate | 126 | 60 | 33 | 0 | 3 | **222** |
| Freeway or Expressway | 40 | 15 | 9 | 1 | 2 | **67** |
| Other | 110 | 46 | 32 | 6 | 1 | **195** |
| Minor Arterial | 54 | 18 | 17 | 1 | 3 | **93** |
| Collector | 52 | 20 | 11 | 4 | 0 | **87** |
| Local Road or Street | 29 | 13 | 10 | 1 | 0 | **53** |
| Unknown | 1 | 1 | 0 | 0 | 0 | **2** |
| **Total** | **412** | **173** | **112** | **13** | **9** | **719** |

**Table 58**
**Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type**

| Person Type | Crash Type | | | | Total | |
|---|---|---|---|---|---|---|
| | Single Vehicle | | Multiple Vehicle | | | |
| | Total | In Emergency Use* | Total | In Emergency Use* | Total | In Emergency Use* |
| **Ambulance** | | | | | | |
| Ambulance Driver | 2 | 1 | 1 | 1 | **3** | **2** |
| Ambulance Passenger | 1 | 0 | 2 | 2 | **3** | **2** |
| Occupant of Other Vehicle | 0 | 0 | 28 | 15 | **28** | **15** |
| Pedestrian | 1 | 1 | 1 | 0 | **2** | **1** |
| Pedalcyclist | 1 | 0 | 0 | 0 | **1** | **0** |
| **Total** | **5** | **2** | **32** | **18** | **37** | **20** |
| **Fire Truck** | | | | | | |
| Fire Truck Driver | 5 | 3 | 0 | 0 | **5** | **3** |
| Fire Truck Passenger | 1 | 0 | 0 | 0 | **1** | **0** |
| Occupant of Other Vehicle | 0 | 0 | 23 | 12 | **23** | **12** |
| Other Nonmotorist | 2 | 0 | 0 | 0 | **2** | **0** |
| **Total** | **8** | **3** | **23** | **12** | **31** | **15** |
| **Police Vehicle** | | | | | | |
| Police Vehicle Driver | 12 | 8 | 5 | 0 | **17** | **8** |
| Police Vehicle Passenger | 1 | 1 | 0 | 0 | **1** | **1** |
| Occupant of Other Vehicle | 0 | 0 | 75 | 40 | **75** | **40** |
| Pedestrian | 12 | 2 | 2 | 2 | **14** | **4** |
| Pedalcyclist | 0 | 0 | 1 | 0 | **1** | **0** |
| **Total** | **25** | **11** | **83** | **42** | **108** | **53** |

* Refers to a vehicle traveling with physical emergency signals in use (red lights blinking, sirens sounding, etc.).

**Figure 20**
**Fatality and Injury Rates per 1,000 Crashes by First Harmful Event and Manner of Collision**

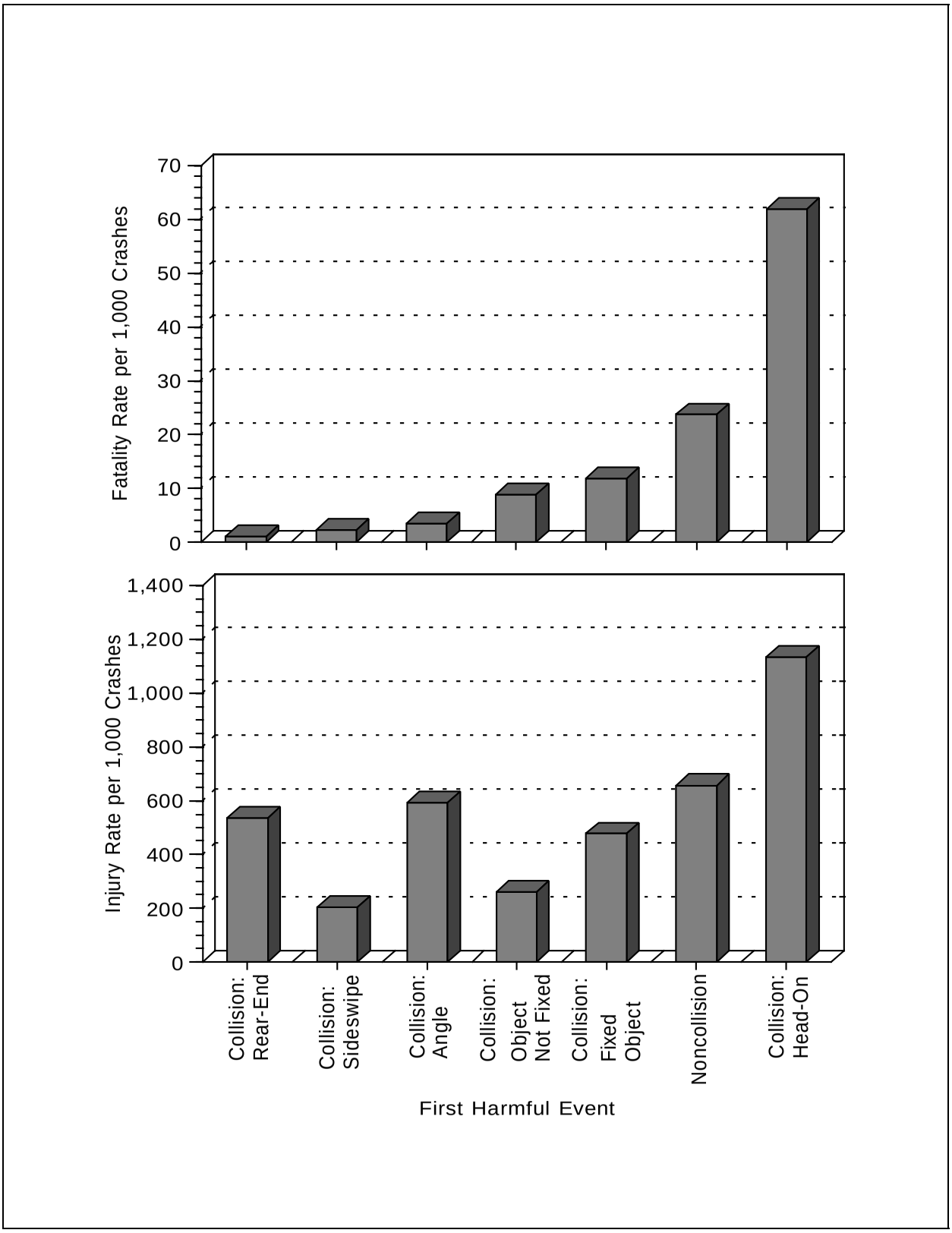


**Figure 21**
**Fatality and Injury Rates per 1,000 Crashes by Time of Day**

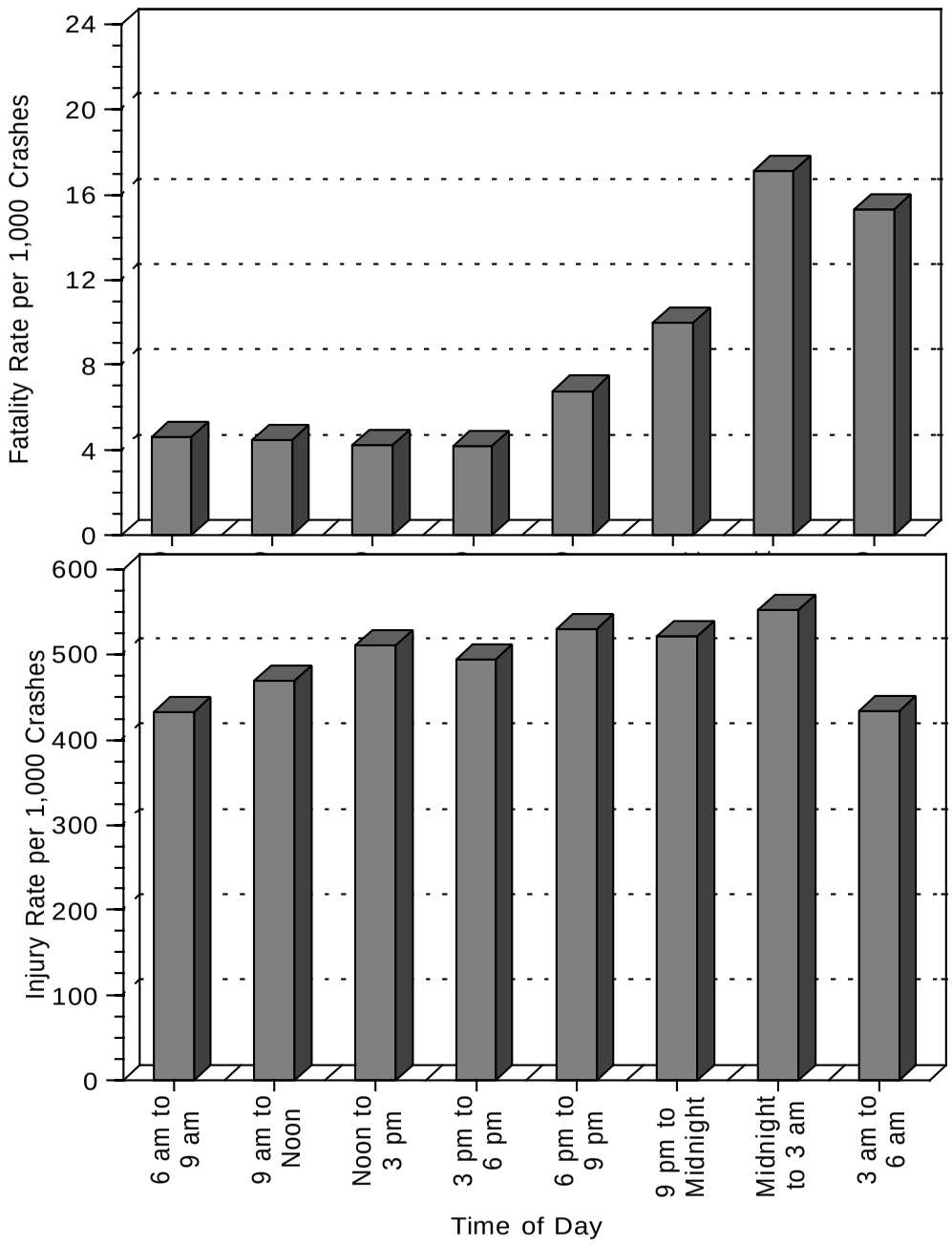
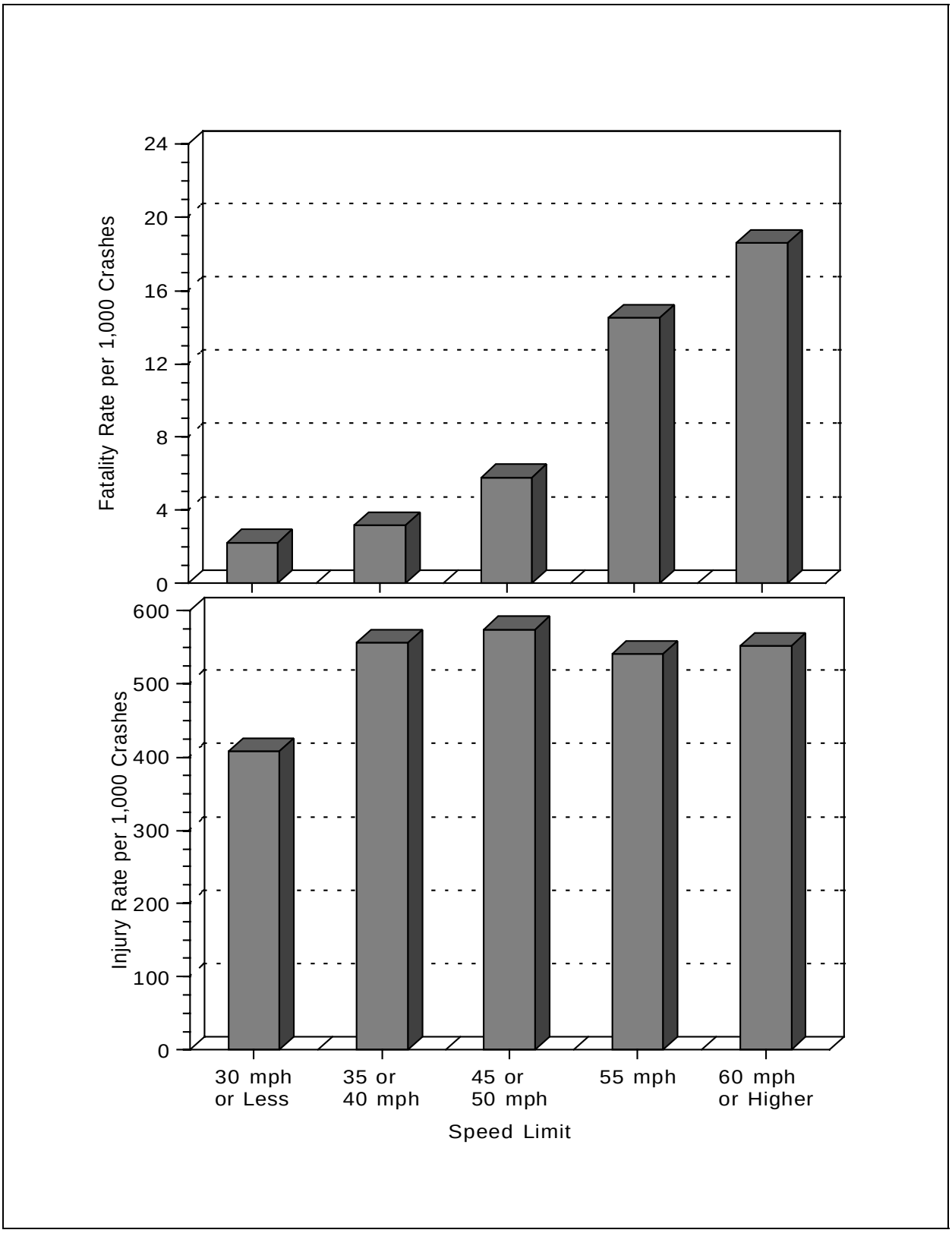


**Figure 22**
**Fatality and Injury Rates per 1,000 Crashes by Speed Limit**



## Table 59
## Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity

| Age (Years) | Sex: Male Drivers | Male Involvement Rate | Female Drivers | Female Involvement Rate | Total Drivers | Total Involvement Rate |
|---|---|---|---|---|---|---|
| **Drivers in Fatal Crashes** | | | | | | |
| <16 | 307 | * | 107 | * | **414** | ***** |
| 16-20 | 5,601 | 89.02 | 2,202 | 37.99 | **7,804** | **64.55** |
| 21-24 | 4,717 | 74.07 | 1,455 | 24.22 | **6,172** | **49.87** |
| 25-34 | 9,545 | 49.01 | 3,304 | 17.56 | **12,850** | **33.56** |
| 35-44 | 8,043 | 39.63 | 2,875 | 14.24 | **10,918** | **26.97** |
| 45-54 | 5,289 | 33.92 | 1,808 | 11.68 | **7,097** | **22.84** |
| 55-64 | 3,131 | 31.61 | 1,085 | 11.14 | **4,216** | **21.46** |
| 65-69 | 1,226 | 28.96 | 484 | 11.44 | **1,710** | **20.20** |
| >69 | 3,196 | 38.35 | 1,458 | 16.67 | **4,654** | **27.25** |
| Unknown | 168 | -- | 20 | -- | **958** | **--** |
| **Total**** | **41,223** | **45.54** | **14,798** | **16.62** | **56,793** | **31.63** |
| **Drivers in Injury Crashes** | | | | | | |
| <16 | 13,000 | * | 10,000 | * | **23,000** | ***** |
| 16-20 | 377,000 | 5,985 | 287,000 | 4,958 | **664,000** | **5,492** |
| 21-24 | 260,000 | 4,081 | 175,000 | 2,914 | **435,000** | **3,514** |
| 25-34 | 590,000 | 3,027 | 428,000 | 2,274 | **1,017,000** | **2,657** |
| 35-44 | 482,000 | 2,373 | 371,000 | 1,837 | **853,000** | **2,106** |
| 45-54 | 319,000 | 2,046 | 223,000 | 1,441 | **542,000** | **1,745** |
| 55-64 | 168,000 | 1,695 | 107,000 | 1,093 | **274,000** | **1,397** |
| 65-69 | 68,000 | 1,617 | 44,000 | 1,034 | **112,000** | **1,326** |
| >69 | 132,000 | 1,580 | 93,000 | 1,062 | **225,000** | **1,315** |
| **Total** | **2,408,000** | **2,660** | **1,738,000** | **1,952** | **4,145,000** | **2,309** |
| **Drivers in Property-Damage-Only Crashes** | | | | | | |
| <16 | 21,000 | * | 12,000 | * | **33,000** | ***** |
| 16-20 | 728,000 | 11,572 | 480,000 | 8,277 | **1,208,000** | **9,992** |
| 21-24 | 493,000 | 7,738 | 314,000 | 5,232 | **807,000** | **6,521** |
| 25-34 | 1,177,000 | 6,044 | 735,000 | 3,906 | **1,912,000** | **4,993** |
| 35-44 | 1,105,000 | 5,442 | 647,000 | 3,203 | **1,751,000** | **4,325** |
| 45-54 | 734,000 | 4,705 | 412,000 | 2,662 | **1,146,000** | **3,687** |
| 55-64 | 338,000 | 3,414 | 191,000 | 1,959 | **529,000** | **2,692** |
| 65-69 | 121,000 | 2,864 | 77,000 | 1,811 | **198,000** | **2,337** |
| >69 | 247,000 | 2,964 | 152,000 | 1,738 | **399,000** | **2,336** |
| **Total** | **4,963,000** | **5,483** | **3,019,000** | **3,391** | **7,982,000** | **4,446** |
| **Drivers in All Crashes** | | | | | | |
| <16 | 34,000 | * | 22,000 | * | **56,000** | ***** |
| 16-20 | 1,110,000 | 17,645 | 769,000 | 13,273 | **1,880,000** | **15,548** |
| 21-24 | 757,000 | 11,892 | 491,000 | 8,170 | **1,248,000** | **10,085** |
| 25-34 | 1,776,000 | 9,120 | 1,166,000 | 6,197 | **2,942,000** | **7,684** |
| 35-44 | 1,594,000 | 7,855 | 1,021,000 | 5,054 | **2,615,000** | **6,458** |
| 45-54 | 1,058,000 | 6,785 | 637,000 | 4,115 | **1,695,000** | **5,455** |
| 55-64 | 509,000 | 5,140 | 298,000 | 3,063 | **808,000** | **4,110** |
| 65-69 | 191,000 | 4,510 | 121,000 | 2,856 | **312,000** | **3,683** |
| >69 | 382,000 | 4,582 | 246,000 | 2,816 | **628,000** | **3,678** |
| Unknown | *** | * | *** | * | **1,000** | ***** |
| **Total** | **7,412,000** | **8,189** | **4,771,000** | **5,360** | **12,185,000** | **6,787** |

* Not applicable.
** Includes 772 drivers of unknown sex.
*** Less than 500.
Source: Licensed Drivers—Federal Highway Administration.

**Figure 23**
**Driver Involvement Rates per 100,000 Licensed Drivers by Crash Severity, Age, and Sex**

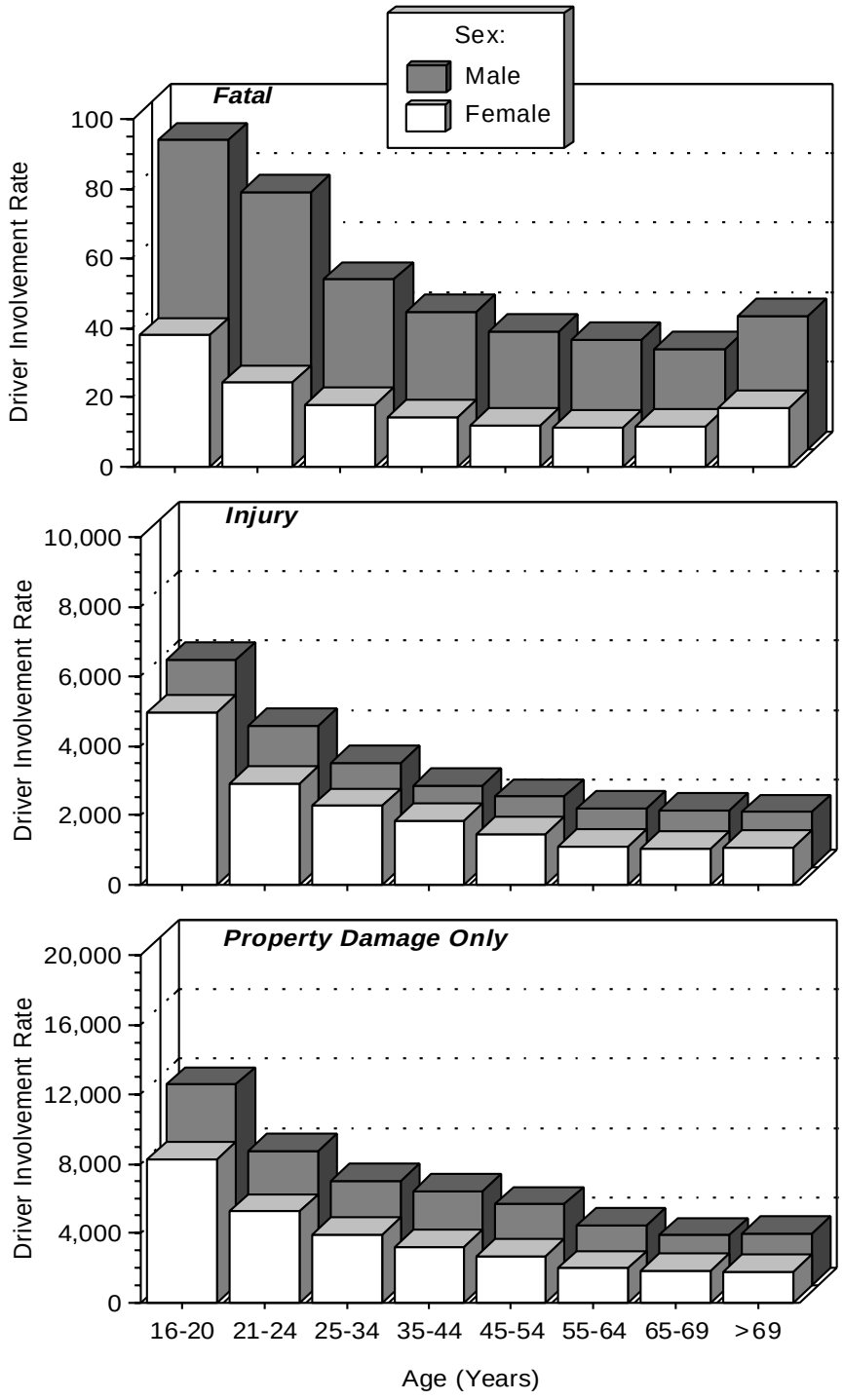


**Table 60**
**Drivers Involved in Fatal Crashes by Previous Driving Record and License Status**

| Previous Convictions | Valid License (49,081) | | Invalid License (6,280) | | Total (53,361) | |
|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent |
| Previous Recorded Crashes | 8,367 | 17.0 | 983 | 15.7 | 9,350 | 16.9 |
| Previous Recorded Suspensions or Revocations | 3,513 | 7.2 | 3,069 | 48.9 | 6,582 | 11.9 |
| Previous DWI Convictions | 947 | 1.9 | 962 | 15.3 | 1,909 | 3.4 |
| Previous Speeding Convictions | 10,880 | 22.2 | 1,188 | 18.9 | 12,068 | 21.8 |
| Previous Other Harmful Moving Convictions | 7,740 | 15.8 | 1,571 | 25.0 | 9,311 | 16.8 |
| Drivers with No Previous Conviction | 28,587 | 58.2 | 2,707 | 43.1 | 31,294 | 56.5 |

Notes: Table does not include 1,432 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

**Table 61**
**Related Factors for Drivers Involved in Fatal Crashes**

| Factors | Number | Percent |
|---|---|---|
| Failure to keep in proper lane or running off road | 15,883 | 28.0 |
| Driving too fast for conditions or in excess of posted speed limit | 11,551 | 20.3 |
| Failure to yield right of way | 5,105 | 9.0 |
| Inattentive (talking, eating, etc.) | 3,704 | 6.5 |
| Failure to obey traffic signs, signals, or officer | 3,098 | 5.5 |
| Operating vehicle in erratic, reckless, careless, or negligent manner | 2,921 | 5.1 |
| Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc. | 2,267 | 4.0 |
| Drowsy, asleep, fatigued, ill, or blackout | 1,792 | 3.2 |
| Overcorrecting/oversteering | 1,590 | 2.8 |
| Making improper turn | 1,397 | 2.5 |
| Driving wrong way on one-way trafficway or on wrong side of road | 1,373 | 2.4 |
| Vision obscured (rain, snow, glare, lights, building, trees, etc.) | 1,293 | 2.3 |
| Other factors | 9,314 | 16.4 |
| None reported | 20,894 | 36.8 |
| Unknown | 642 | 1.1 |
| **Total Drivers** | **56,793** | **100.0** |

Note: The sum of the numbers and percentages is greater than total drivers as more than one factor may be present for the same driver.

**Table 62**
**Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity**

| Vehicle and Person Type | Occupants Killed | Occupants Injured by Injury Severity | | | Total Injured | Total Killed or Injured |
|---|---|---|---|---|---|---|
| | | Incapacitating | Nonincapacitating | Other | | |
| Passenger Car | | | | | | |
| Drivers | 14,879 | 186,000 | 425,000 | 1,039,000 | 1,650,000 | **1,665,000** |
| Passengers | 7,500 | 86,000 | 205,000 | 537,000 | 828,000 | **835,000** |
| Unknown | 37 | * | * | * | * | * |
| *Total* | *22,416* | *273,000* | *630,000* | *1,576,000* | *2,478,000* | ***2,501,000*** |
| Light Truck | | | | | | |
| Drivers | 6,735 | 61,000 | 136,000 | 303,000 | 500,000 | **507,000** |
| Passengers | 3,130 | 39,000 | 76,000 | 154,000 | 268,000 | **271,000** |
| Unknown | 36 | * | * | * | * | * |
| *Total* | *9,901* | *100,000* | *212,000* | *457,000* | *768,000* | ***778,000*** |
| Large Truck | | | | | | |
| Drivers | 540 | 5,000 | 8,000 | 14,000 | 28,000 | **28,000** |
| Passengers | 79 | 1,000 | 2,000 | 3,000 | 5,000 | **5,000** |
| Unknown | 2 | * | * | * | * | * |
| *Total* | *621* | *6,000* | *10,000* | *17,000* | *33,000* | ***33,000*** |
| Motorcycle | | | | | | |
| Operators | 1,961 | 17,000 | 23,000 | 9,000 | 49,000 | **51,000** |
| Passengers | 198 | 2,000 | 3,000 | 2,000 | 7,000 | **7,000** |
| Unknown | 1 | * | * | * | * | * |
| *Total* | *2,160* | *18,000* | *26,000* | *11,000* | *56,000* | ***58,000*** |
| Bus | *21* | *1,000* | *4,000* | *16,000* | *20,000* | ***20,000*** |
| Other/Unknown | *460* | *1,000* | *2,000* | *1,000* | *4,000* | ***5,000*** |
| **Total** | **35,579** | **398,000** | **884,000** | **2,078,000** | **3,360,000** | **3,395,000** |

* Less than 500.

**Table 63**
**Vehicle Occupants Killed or Injured, by Sex and Vehicle Type**

| Sex | Vehicle Type | | | | | | Total |
|---|---|---|---|---|---|---|---|
| | Passenger Cars | Light Trucks | Large Trucks | Motorcycles | Buses | Other/ Unknown | |
| **Occupants Killed** | | | | | | | |
| Male | 13,104 | 7,390 | 604 | 1,965 | 14 | 372 | **23,449** |
| Female | 9,304 | 2,508 | 17 | 195 | 7 | 88 | **12,119** |
| Unknown | 8 | 3 | 0 | 0 | 0 | 0 | **11** |
| **Total** | **22,416** | **9,901** | **621** | **2,160** | **21** | **460** | **35,579** |
| **Occupants Injured** | | | | | | | |
| Male | 1,029,000 | 474,000 | 30,000 | 49,000 | 10,000 | 3,000 | **1,596,000** |
| Female | 1,449,000 | 294,000 | 2,000 | 6,000 | 11,000 | 1,000 | **1,763,000** |
| **Total** | **2,478,000** | **768,000** | **33,000** | **56,000** | **20,000** | **4,000** | **3,360,000** |

**Table 64**
**Vehicle Occupants Killed or Injured, by Age and Vehicle Type**

| Age (Years) | Vehicle Type | | | | | | Total |
|---|---|---|---|---|---|---|---|
| | Passenger Cars | Light Trucks | Large Trucks | Motorcycles | Buses | Other/ Unknown | |
| **Occupants Killed** | | | | | | | |
| <5 | 464 | 180 | 2 | 0 | 2 | 5 | **653** |
| 5-9 | 300 | 135 | 4 | 1 | 0 | 13 | **453** |
| 10-15 | 712 | 331 | 0 | 45 | 5 | 61 | **1,154** |
| 16-20 | 3,788 | 1,337 | 14 | 232 | 2 | 54 | **5,427** |
| 21-24 | 2,443 | 934 | 28 | 338 | 0 | 43 | **3,786** |
| 25-34 | 3,876 | 1,979 | 139 | 650 | 0 | 94 | **6,738** |
| 35-44 | 2,848 | 1,863 | 182 | 491 | 2 | 55 | **5,441** |
| 45-54 | 1,960 | 1,178 | 134 | 286 | 2 | 34 | **3,594** |
| 55-64 | 1,503 | 760 | 89 | 69 | 2 | 38 | **2,461** |
| 65-74 | 1,871 | 695 | 22 | 34 | 3 | 25 | **2,650** |
| >74 | 2,611 | 494 | 6 | 14 | 3 | 36 | **3,164** |
| Unknown | 40 | 15 | 1 | 0 | 0 | 2 | **58** |
| **Total** | **22,416** | **9,901** | **621** | **2,160** | **21** | **460** | **35,579** |
| **Occupants Injured** | | | | | | | |
| <5 | 63,000 | 17,000 | * | * | * | * | **81,000** |
| 5-9 | 75,000 | 27,000 | * | * | 2,000 | * | **105,000** |
| 10-15 | 119,000 | 42,000 | * | 2,000 | 5,000 | 1,000 | **168,000** |
| 16-20 | 457,000 | 115,000 | 1,000 | 9,000 | 2,000 | 1,000 | **584,000** |
| 21-24 | 261,000 | 70,000 | 2,000 | 7,000 | 1,000 | 1,000 | **342,000** |
| 25-34 | 511,000 | 173,000 | 12,000 | 17,000 | 3,000 | * | **716,000** |
| 35-44 | 391,000 | 150,000 | 9,000 | 11,000 | 3,000 | 1,000 | **566,000** |
| 45-54 | 245,000 | 92,000 | 6,000 | 6,000 | 3,000 | * | **353,000** |
| 55-64 | 145,000 | 45,000 | 2,000 | 2,000 | 1,000 | * | **195,000** |
| 65-74 | 122,000 | 26,000 | 1,000 | 1,000 | * | * | **149,000** |
| >74 | 89,000 | 11,000 | * | * | * | * | **101,000** |
| **Total** | **2,478,000** | **768,000** | **33,000** | **56,000** | **20,000** | **4,000** | **3,360,000** |

* Less than 500.

## Table 65
## Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

| Age (Years) | Person Type | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Drivers | | | | | | Passengers | | | | | |
| | Sex | | | | Total | | Sex | | | | Total | |
| | Male | | Female | | | | Male | | Female | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Occupants Killed** | | | | | | | | | | | | |
| <5 | 1 | 100.0 | 0 | -- | **1** | **100.0** | 339 | 52.0 | 313 | 48.0 | **652** | **100.0** |
| 5-9 | 6 | 85.7 | 1 | 14.3 | **7** | **100.0** | 213 | 47.8 | 233 | 52.2 | **446** | **100.0** |
| 10-15 | 161 | 75.9 | 51 | 24.1 | **212** | **100.0** | 489 | 51.9 | 452 | 48.0 | **942** | **100.0** |
| 16-20 | 2,364 | 72.1 | 912 | 27.8 | **3,277** | **100.0** | 1,337 | 62.2 | 813 | 37.8 | **2,150** | **100.0** |
| 21-24 | 2,055 | 79.1 | 544 | 20.9 | **2,599** | **100.0** | 810 | 68.2 | 375 | 31.6 | **1,187** | **100.0** |
| 25-34 | 3,909 | 74.8 | 1,319 | 25.2 | **5,229** | **100.0** | 910 | 60.3 | 597 | 39.6 | **1,509** | **100.0** |
| 35-44 | 3,156 | 73.1 | 1,164 | 26.9 | **4,320** | **100.0** | 571 | 50.9 | 549 | 49.0 | **1,121** | **100.0** |
| 45-54 | 2,092 | 72.8 | 780 | 27.2 | **2,872** | **100.0** | 290 | 40.2 | 432 | 59.8 | **722** | **100.0** |
| 55-64 | 1,348 | 70.4 | 568 | 29.6 | **1,916** | **100.0** | 159 | 29.2 | 385 | 70.6 | **545** | **100.0** |
| 65-74 | 1,278 | 67.9 | 605 | 32.1 | **1,883** | **100.0** | 207 | 27.0 | 560 | 73.0 | **767** | **100.0** |
| >74 | 1,443 | 67.7 | 688 | 32.3 | **2,131** | **100.0** | 268 | 25.9 | 764 | 74.0 | **1,033** | **100.0** |
| Unknown | 9 | 100.0 | 0 | -- | **9** | **100.0** | 34 | 69.4 | 14 | 28.6 | **49** | **100.0** |
| **Total*** | **17,822** | **72.9** | **6,632** | **27.1** | **24,456** | **100.0** | **5,627** | **50.6** | **5,487** | **49.3** | **11,123** | **100.0** |
| **Occupants Injured** | | | | | | | | | | | | |
| <5 | ** | ** | ** | ** | **** | **** | 39,000 | 48.4 | 42,000 | 51.6 | **81,000** | **100.0** |
| 5-9 | ** | ** | ** | ** | **** | **** | 51,000 | 48.7 | 53,000 | 51.3 | **104,000** | **100.0** |
| 10-15 | 7,000 | 58.2 | 5,000 | 41.8 | **12,000** | **100.0** | 60,000 | 38.3 | 97,000 | 61.7 | **157,000** | **100.0** |
| 16-20 | 183,000 | 49.9 | 184,000 | 50.1 | **367,000** | **100.0** | 100,000 | 46.2 | 117,000 | 53.8 | **217,000** | **100.0** |
| 21-24 | 129,000 | 53.4 | 113,000 | 46.6 | **242,000** | **100.0** | 49,000 | 48.9 | 51,000 | 51.1 | **100,000** | **100.0** |
| 25-34 | 285,000 | 50.9 | 274,000 | 49.1 | **559,000** | **100.0** | 65,000 | 41.3 | 93,000 | 58.7 | **157,000** | **100.0** |
| 35-44 | 224,000 | 49.9 | 225,000 | 50.1 | **449,000** | **100.0** | 45,000 | 38.5 | 72,000 | 61.5 | **116,000** | **100.0** |
| 45-54 | 142,000 | 51.1 | 136,000 | 48.9 | **279,000** | **100.0** | 22,000 | 29.4 | 53,000 | 70.6 | **75,000** | **100.0** |
| 55-64 | 79,000 | 53.3 | 69,000 | 46.7 | **148,000** | **100.0** | 8,000 | 17.3 | 39,000 | 82.7 | **47,000** | **100.0** |
| 65-74 | 55,000 | 51.1 | 53,000 | 48.9 | **108,000** | **100.0** | 8,000 | 19.1 | 33,000 | 80.9 | **41,000** | **100.0** |
| >74 | 37,000 | 52.8 | 33,000 | 47.2 | **71,000** | **100.0** | 7,000 | 24.2 | 23,000 | 75.8 | **30,000** | **100.0** |
| **Total** | **1,142,000** | **51.1** | **1,092,000** | **48.9** | **2,234,000** | **100.0** | **454,000** | **40.4** | **671,000** | **59.6** | **1,125,000** | **100.0** |

* Includes 2 killed drivers and 9 killed passengers of unknown sex.
** Less than 500 or less than 0.05 percent.

## Table 66
## Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

| | Most Harmful Event | | | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Collision with | | | | | | | | | |
| | Motor Vehicle in Transport | | Object Not Fixed | | Fixed Object | | Noncollision | | | |
| Vehicle Type | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Occupants Killed** | | | | | | | | | | |
| Passenger Car | 12,360 | 55.1 | 567 | 2.5 | 5,528 | 24.7 | 3,955 | 17.6 | **22,416** | **100.0** |
| Light Truck | 3,584 | 36.2 | 298 | 3.0 | 2,085 | 21.1 | 3,932 | 39.7 | **9,901** | **100.0** |
| Large Truck | 154 | 24.8 | 35 | 5.6 | 112 | 18.0 | 320 | 51.5 | **621** | **100.0** |
| Motorcycle | 1,171 | 54.2 | 73 | 3.4 | 602 | 27.9 | 312 | 14.4 | **2,160** | **100.0** |
| Bus | 10 | 47.6 | 0 | -- | 4 | 19.0 | 7 | 33.3 | **21** | **100.0** |
| Other/Unknown | 206 | 44.8 | 23 | 5.0 | 77 | 16.7 | 134 | 29.1 | **460** | **100.0** |
| **Total*** | **17,485** | **49.1** | **996** | **2.8** | **8,408** | **23.6** | **8,660** | **24.3** | **35,579** | **100.0** |
| **Occupants Injured** | | | | | | | | | | |
| Passenger Car | 2,037,000 | 82.2 | 53,000 | 2.1 | 317,000 | 12.8 | 71,000 | 2.9 | **2,478,000** | **100.0** |
| Light Truck | 588,000 | 76.5 | 14,000 | 1.8 | 105,000 | 13.7 | 61,000 | 8.0 | **768,000** | **100.0** |
| Large Truck | 17,000 | 50.6 | 1,000 | 2.1 | 6,000 | 17.0 | 10,000 | 30.3 | **33,000** | **100.0** |
| Motorcycle | 31,000 | 55.7 | 2,000 | 3.3 | 9,000 | 15.3 | 14,000 | 25.8 | **56,000** | **100.0** |
| Bus | 18,000 | 88.1 | ** | ** | 2,000 | 11.7 | ** | 0.2 | **20,000** | **100.0** |
| Other/Unknown | 3,000 | 67.3 | ** | 5.2 | ** | 8.4 | 1,000 | 19.2 | **4,000** | **100.0** |
| **Total** | **2,693,000** | **80.1** | **70,000** | **2.1** | **440,000** | **13.1** | **158,000** | **4.7** | **3,360,000** | **100.0** |

* Includes 30 fatalities with unknown most harmful event.
** Less than 500 or less than 0.05 percent.

**Table 67**
**Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type**

| Initial Point of Impact | Vehicle Type | | | | | | Total |
|---|---|---|---|---|---|---|---|
| | Passenger Cars | Light Trucks | Large Trucks | Motorcycles | Buses | Other/ Unknown | |
| **Occupants Killed** | | | | | | | |
| Front | 11,707 | 5,315 | 355 | 1,391 | 7 | 199 | **18,974** |
| Left Side | 3,716 | 925 | 28 | 178 | 4 | 42 | **4,893** |
| Right Side | 3,773 | 896 | 37 | 143 | 2 | 40 | **4,891** |
| Rear | 989 | 405 | 22 | 64 | 1 | 48 | **1,529** |
| Other* | 594 | 302 | 27 | 90 | 1 | 12 | **1,026** |
| Noncollision | 1,278 | 1,819 | 134 | 175 | 6 | 78 | **3,490** |
| Unknown | 359 | 239 | 18 | 119 | 0 | 41 | **776** |
| **Total** | **22,416** | **9,901** | **621** | **2,160** | **21** | **460** | **35,579** |
| **Occupants Injured** | | | | | | | |
| Front | 1,087,000 | 320,000 | 11,000 | 25,000 | 6,000 | 1,000 | **1,449,000** |
| Left Side | 418,000 | 114,000 | 4,000 | 8,000 | 3,000 | 1,000 | **549,000** |
| Right Side | 353,000 | 104,000 | 3,000 | 6,000 | 5,000 | ** | **471,000** |
| Rear | 567,000 | 181,000 | 4,000 | 3,000 | 6,000 | 1,000 | **762,000** |
| Other* | 8,000 | 1,000 | 1,000 | ** | ** | ** | **10,000** |
| Noncollision | 46,000 | 48,000 | 9,000 | 14,000 | ** | 1,000 | **118,000** |
| **Total** | **2,478,000** | **768,000** | **33,000** | **56,000** | **20,000** | **4,000** | **3,360,000** |

* Includes top, undercarriage, override, and underride.
** Less than 500.

**Table 68**
**Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection**

| Vehicle Type | Ejected | | Not Ejected | | Unknown | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Occupants Killed** | | | | | | | | |
| Passenger Car | 4,580 | 20.4 | 17,765 | 79.3 | 71 | 0.3 | **22,416** | **100.0** |
| Light Truck | 3,991 | 40.3 | 5,862 | 59.2 | 48 | 0.5 | **9,901** | **100.0** |
| Large Truck | 208 | 33.5 | 409 | 65.9 | 4 | 0.6 | **621** | **100.0** |
| Bus | 2 | 9.5 | 19 | 90.5 | 0 | -- | **21** | **100.0** |
| Other/Unknown | 127 | 27.6 | 299 | 65.0 | 34 | 7.4 | **460** | **100.0** |
| **Total*** | **8,908** | **26.7** | **24,354** | **72.9** | **157** | **0.5** | **33,419** | **100.0** |
| **Occupants Injured** | | | | | | | | |
| Passenger Car | 8,000 | 0.3 | 2,470,000 | 99.7 | ** | ** | **2,478,000** | **100.0** |
| Light Truck | 8,000 | 1.1 | 760,000 | 98.9 | ** | ** | **768,000** | **100.0** |
| Large Truck | ** | 0.7 | 32,000 | 99.3 | ** | ** | **33,000** | **100.0** |
| Bus | ** | 0.2 | 20,000 | 99.8 | ** | ** | **20,000** | **100.0** |
| Other/Unknown | ** | 1.1 | 4,000 | 98.9 | ** | ** | **4,000** | **100.0** |
| **Total*** | **16,000** | **0.5** | **3,288,000** | **99.5** | **** | **** | **3,304,000** | **100.0** |

* Excludes motorcycle occupants.
** Less than 500 or less than 0.05 percent.

**Table 69**
**Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved**

| Vehicles Involved | | | | Total Occupants Killed |
|---|---|---|---|---|
| Vehicle Type | Occupants Killed | Vehicle Type | Occupants Killed | |
| Passenger Car | -- | Passenger Car | -- | **4,192** |
| Passenger Car | 4,417 | Light Truck | 1,030 | **5,447** |
| Passenger Car | 2,117 | Large Truck | 49 | **2,166** |
| Passenger Car | 13 | Motorcycle | 575 | **588** |
| Passenger Car | 119 | Bus | 4 | **123** |
| Passenger Car | 97 | Other/Unknown | 68 | **165** |
| Light Truck | -- | Light Truck | -- | **1,299** |
| Light Truck | 1,025 | Large Truck | 18 | **1,043** |
| Light Truck | 3 | Motorcycle | 378 | **381** |
| Light Truck | 50 | Bus | 0 | **50** |
| Light Truck | 55 | Other/Unknown | 80 | **135** |
| Large Truck | -- | Large Truck | -- | **93** |
| Large Truck | 0 | Motorcycle | 86 | **86** |
| Large Truck | 0 | Bus | 2 | **2** |
| Large Truck | 1 | Other/Unknown | 30 | **31** |
| Motorcycle | -- | Motorcycle | -- | **21** |
| Motorcycle | 16 | Bus | 0 | **16** |
| Motorcycle | 25 | Other/Unknown | 5 | **30** |
| Bus | 0 | Other/Unknown | 1 | **1** |
| Other/Unknown | -- | Other/Unknown | -- | **22** |
| **Total Occupants Killed** . . . . . | | | | **15,891** |

| Vehicles Involved | | | | Total Occupants Injured |
|---|---|---|---|---|
| Vehicle Type | Occupants Injured | Vehicle Type | Occupants Injured | |
| Passenger Car | -- | Passenger Car | -- | **1,172,000** |
| Passenger Car | 479,000 | Light Truck | 307,000 | **786,000** |
| Passenger Car | 54,000 | Large Truck | 7,000 | **61,000** |
| Passenger Car | 4,000 | Motorcycle | 22,000 | **25,000** |
| Passenger Car | 8,000 | Bus | 11,000 | **19,000** |
| Passenger Car | 2,000 | Other/Unknown | 2,000 | **4,000** |
| Light Truck | -- | Light Truck | -- | **170,000** |
| Light Truck | 19,000 | Large Truck | 4,000 | **23,000** |
| Light Truck | -- | Motorcycle | 8,000 | **8,000** |
| Light Truck | 2,000 | Bus | 5,000 | **7,000** |
| Light Truck | 1,000 | Other/Unknown | 1,000 | **2,000** |
| Large Truck | -- | Large Truck | -- | **4,000** |
| **Total Occupants Injured** . . . . . | | | | **2,280,000** |

## Table 70
## Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

| Body Type | Occupants Involved | | Occupants Killed | |
|---|---|---|---|---|
| | No. | % | No. | % |
| **Passenger Cars** | **53,029** | **55.3** | **22,416** | **63.0** |
| Convertible | 485 | 0.5 | 217 | 0.6 |
| 2 Door Sedan, Hardtop, Coupe | 16,904 | 17.6 | 7,429 | 20.9 |
| 3 Door/2 Door Hatchback | 3,594 | 3.8 | 1,692 | 4.8 |
| 4 Door Sedan Hardtop | 27,085 | 28.3 | 11,102 | 31.2 |
| 5 Door/4 Door Hatchback | 983 | 1.0 | 460 | 1.3 |
| Station Wagon | 2,175 | 2.3 | 868 | 2.4 |
| Hatchback, Doors Unknown | 93 | 0.1 | 50 | 0.1 |
| Other Auto | 429 | 0.4 | 143 | 0.4 |
| Unknown Auto | 1,169 | 1.2 | 403 | 1.1 |
| Auto-Based Pickup | 110 | 0.1 | 52 | 0.1 |
| Auto-Based Panel | 2 | * | 0 | -- |
| **Light Trucks** | **32,195** | **33.6** | **9,901** | **27.8** |
| Compact Utility | 5,437 | 5.7 | 1,731 | 4.9 |
| Large Utility | 927 | 1.0 | 266 | 0.7 |
| Utility Station Wagon | 655 | 0.7 | 136 | 0.4 |
| Utility, Unknown Body Type | 25 | * | 5 | * |
| Minivan | 4,678 | 4.9 | 1,145 | 3.2 |
| Large Van | 3,162 | 3.3 | 618 | 1.7 |
| Step Van | 130 | 0.1 | 16 | * |
| Van-Based School Bus | 63 | 0.1 | 8 | * |
| Van-Based Transit Bus | 7 | * | 1 | * |
| Other Van Type | 96 | 0.1 | 15 | * |
| Unknown Van Type | 111 | 0.1 | 26 | 0.1 |
| Compact Pickup | 6,190 | 6.5 | 2,629 | 7.4 |
| Standard Pickup | 10,176 | 10.6 | 3,177 | 8.9 |
| Pickup with Camper | 109 | 0.1 | 46 | 0.1 |
| Unknown Pickup Style Truck | 134 | 0.1 | 32 | 0.1 |
| Cab Chassis-Based Light Truck | 208 | 0.2 | 29 | 0.1 |
| Other Conventional Light Truck | 3 | * | 1 | * |
| Unknown Light Truck (not pickup) | 44 | * | 7 | * |
| Unknown Light Vehicle Type | 33 | * | 13 | * |
| Unknown Truck | 7 | * | 0 | -- |

| Body Type | Occupants Involved | | Occupants Killed | |
|---|---|---|---|---|
| | No. | % | No. | % |
| **Large Trucks** | **5,485** | **5.7** | **621** | **1.7** |
| Step Van | 46 | * | 6 | * |
| Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb) | 195 | 0.2 | 29 | 0.1 |
| Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb) | 279 | 0.3 | 31 | 0.1 |
| Single Unit Heavy Truck (GVWR > 26,000 lb) | 947 | 1.0 | 98 | 0.3 |
| Single Unit Truck, Unknown GVWR | 137 | 0.1 | 23 | 0.1 |
| Truck Tractor | 3,806 | 4.0 | 428 | 1.2 |
| Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb) | 5 | * | 0 | -- |
| Unknown Heavy Truck (GVWR > 26,000 lb) | 11 | * | 1 | * |
| Unknown Large Truck Type | 58 | 0.1 | 5 | * |
| Unknown Truck | 1 | * | 0 | -- |
| **Motorcycles** | **2,551** | **2.7** | **2,160** | **6.1** |
| Motorcycle | 2,420 | 2.5 | 2,045 | 5.7 |
| Moped | 41 | * | 38 | 0.1 |
| Three Wheel Motorcycle or Moped | 1 | * | 1 | * |
| Off-Road Motorcycle (Two Wheel) | 40 | * | 31 | 0.1 |
| Other Motorcycle/Minibike | 28 | * | 25 | 0.1 |
| Unknown Motorcycle | 21 | * | 20 | 0.1 |
| **Buses**** | **1,060** | **1.1** | **21** | **0.1** |
| School Bus | 449 | 0.5 | 10 | * |
| Cross Country/Intercity Bus | 144 | 0.2 | 3 | * |
| Transit Bus | 236 | 0.2 | 5 | * |
| Other Bus | 184 | 0.2 | 3 | * |
| Unknown Bus | 47 | * | 0 | -- |
| **Other Vehicles** | **728** | **0.8** | **337** | **0.9** |
| Large Limousine | 11 | * | 1 | * |
| Van-Based Motorhome | 59 | 0.1 | 6 | * |
| Light Truck-Based Motorhome | 10 | * | 1 | * |
| Large Truck-Based Motorhome | 42 | * | 8 | * |
| Unknown Truck Camper/Motorhome | 103 | 0.1 | 15 | * |
| All Terrain Vehicle | 196 | 0.2 | 147 | 0.4 |
| Snowmobile | 74 | 0.1 | 49 | 0.1 |
| Farm Equipment Except Trucks | 140 | 0.1 | 52 | 0.1 |
| Construction Equipment Except Trucks | 27 | * | 5 | * |
| Other Vehicle | 66 | 0.1 | 53 | 0.1 |
| **Unknown Body Type** | **762** | **0.8** | **123** | **0.3** |
| **Total** | **95,810** | **100.0** | **35,579** | **100.0** |

* Less than 0.05 percent.

** Noninjured passengers are not included in this bus occupant count. All bus drivers are included, regardless of injury severity.

**Table 71**
**Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed, by Car Wheelbase Size**

| Passenger Car Wheelbase Size | Occupants Involved in Fatal Crashes | | Occupants Killed | | Percent of Occupants Killed by Car Wheelbase Size |
|---|---|---|---|---|---|
| | Number | Percent of Total | Number | Percent of Total | |
| Minicompact (under 95 inches) | 4,080 | 7.7 | 2,011 | 9.0 | 49.3 |
| Subcompact (95 to 99 inches) | 9,825 | 18.5 | 4,506 | 20.1 | 45.9 |
| Compact (100 to 104 inches) | 16,500 | 31.1 | 7,161 | 31.9 | 43.4 |
| Intermediate (105 to 109 inches) | 11,540 | 21.8 | 4,626 | 20.6 | 40.1 |
| Full Size (110 to 114 inches) | 5,577 | 10.5 | 2,111 | 9.4 | 37.9 |
| Largest Size (115 inches and over) | 3,482 | 6.6 | 1,246 | 5.6 | 35.8 |
| Unknown | 2,025 | 3.8 | 755 | 3.4 | 37.3 |
| **Total** | **53,029** | **100.0** | **22,416** | **100.0** | **42.3** |

**Table 72**
**Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity**

| Person Type | Persons Killed* | Persons Injured by Injury Severity** | | | Total Injured |
|---|---|---|---|---|---|
| | | Incapacitating | Nonincapacitating | Other | |
| **Vehicle Occupants** | | | | | |
| Driver | 10,135 | 43,000 | 75,000 | 86,000 | 205,000 |
| Passenger | 4,010 | 19,000 | 30,000 | 54,000 | 103,000 |
| Unknown Occupant | 43 | *** | *** | *** | *** |
| *Subtotal* | *14,188* | *63,000* | *106,000* | *140,000* | *308,000* |
| **Nonmotorists** | | | | | |
| Pedestrian | 2,599 | 3,000 | 3,000 | 2,000 | 8,000 |
| Pedalcyclist | 278 | 1,000 | 2,000 | 1,000 | 4,000 |
| Other | 61 | *** | 1,000 | 1,000 | 2,000 |
| *Subtotal* | *2,938* | *3,000* | *5,000* | *4,000* | *13,000* |
| **Total** | **17,126** | **66,000** | **111,000** | **144,000** | **321,000** |

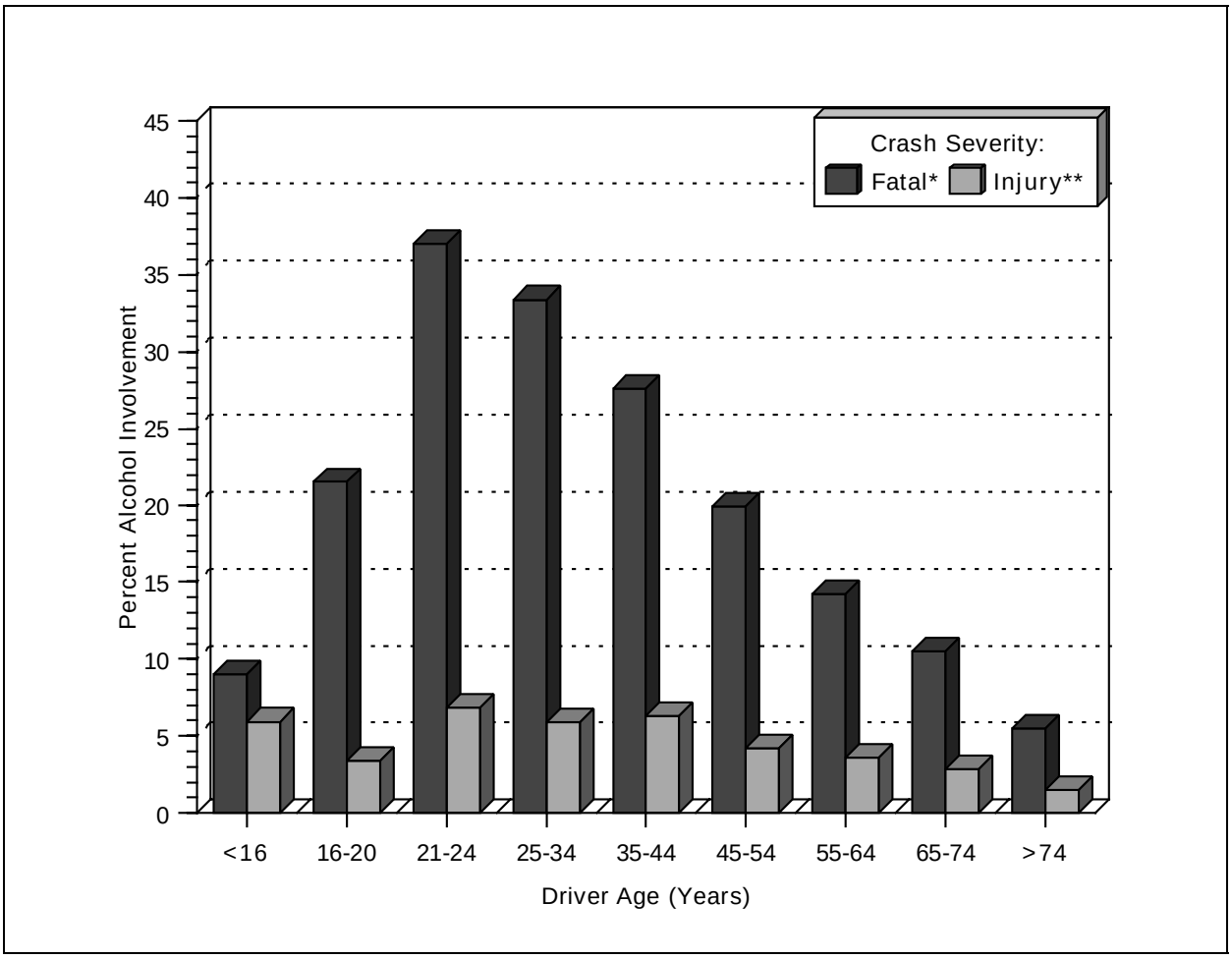
* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement in the crash.
*** Less than 500.

**Table 73**
**Drivers Involved in Crashes by Age, Alcohol Involvement, and Crash Severity**

| Age (Years) | Alcohol Involvement | | | | Total | |
|---|---|---|---|---|---|---|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Drivers in Fatal Crashes*** | | | | | | |
| <16 | 37 | 9.0 | 377 | 91.0 | **414** | **100.0** |
| 16-20 | 1,677 | 21.5 | 6,127 | 78.5 | **7,804** | **100.0** |
| 21-24 | 2,282 | 37.0 | 3,890 | 63.0 | **6,172** | **100.0** |
| 25-34 | 4,287 | 33.4 | 8,563 | 66.6 | **12,850** | **100.0** |
| 35-44 | 3,012 | 27.6 | 7,906 | 72.4 | **10,918** | **100.0** |
| 45-54 | 1,413 | 19.9 | 5,684 | 80.1 | **7,097** | **100.0** |
| 55-64 | 600 | 14.2 | 3,616 | 85.8 | **4,216** | **100.0** |
| 65-74 | 346 | 10.5 | 2,962 | 89.5 | **3,308** | **100.0** |
| >74 | 168 | 5.5 | 2,888 | 94.5 | **3,056** | **100.0** |
| Unknown | 336 | 35.1 | 622 | 64.9 | **958** | **100.0** |
| **Total** | **14,158** | **24.9** | **42,635** | **75.1** | **56,793** | **100.0** |
| **Drivers in Injury Crashes**** | | | | | | |
| <16 | 1,000 | 5.9 | 22,000 | 94.1 | **23,000** | **100.0** |
| 16-20 | 22,000 | 3.4 | 642,000 | 96.6 | **664,000** | **100.0** |
| 21-24 | 30,000 | 6.8 | 405,000 | 93.2 | **435,000** | **100.0** |
| 25-34 | 60,000 | 5.9 | 958,000 | 94.1 | **1,017,000** | **100.0** |
| 35-44 | 54,000 | 6.3 | 799,000 | 93.7 | **853,000** | **100.0** |
| 45-54 | 23,000 | 4.2 | 519,000 | 95.8 | **542,000** | **100.0** |
| 55-64 | 10,000 | 3.6 | 265,000 | 96.4 | **274,000** | **100.0** |
| 65-74 | 6,000 | 2.8 | 201,000 | 97.2 | **207,000** | **100.0** |
| >74 | 2,000 | 1.5 | 128,000 | 98.5 | **130,000** | **100.0** |
| **Total** | **208,000** | **5.0** | **3,938,000** | **95.0** | **4,145,000** | **100.0** |
| **Drivers in Property-Damage-Only Crashes**** | | | | | | |
| <16 | 2,000 | 5.2 | 31,000 | 94.8 | **33,000** | **100.0** |
| 16-20 | 21,000 | 1.7 | 1,187,000 | 98.3 | **1,208,000** | **100.0** |
| 21-24 | 27,000 | 3.3 | 780,000 | 96.7 | **807,000** | **100.0** |
| 25-34 | 65,000 | 3.4 | 1,847,000 | 96.6 | **1,912,000** | **100.0** |
| 35-44 | 58,000 | 3.3 | 1,693,000 | 96.7 | **1,751,000** | **100.0** |
| 45-54 | 42,000 | 3.7 | 1,104,000 | 96.3 | **1,146,000** | **100.0** |
| 55-64 | 11,000 | 2.2 | 518,000 | 97.8 | **529,000** | **100.0** |
| 65-74 | 5,000 | 1.4 | 367,000 | 98.6 | **372,000** | **100.0** |
| >74 | 3,000 | 1.2 | 222,000 | 98.8 | **224,000** | **100.0** |
| **Total** | **234,000** | **2.9** | **7,749,000** | **97.1** | **7,982,000** | **100.0** |

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.
*** Less than 500.

**Figure 24**
**Percent of Driver Alcohol Involvement for Fatal and Injury Crashes**




* For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater.

** For injury crashes, alcohol involvement is police-reported alcohol involvement.

## Table 74
## Drivers Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type

| Time of Day and Day of Week | Killed* | | | | Injured** | | | |
|---|---|---|---|---|---|---|---|---|
| | Under 21 | | 21 and Older | | Under 21 | | 21 and Older | |
| | Number Killed | Percent with Alcohol Involvement | Number Killed | Percent with Alcohol Involvement | Number Injured | Percent with Alcohol Involvement | Number Injured | Percent with Alcohol Involvement |
| **Single-Vehicle Crashes** | | | | | | | | |
| **Daytime** | **664** | **14.7** | **3,820** | **28.1** | **54,000** | **3.1** | **159,000** | **8.2** |
| Weekday | 424 | 11.1 | 2,609 | 23.2 | 41,000 | 2.1 | 115,000 | 6.5 |
| Weekend | 240 | 21.2 | 1,211 | 38.8 | 13,000 | 6.5 | 44,000 | 12.7 |
| **Nighttime** | **1,250** | **52.9** | **5,610** | **75.2** | **61,000** | **17.4** | **165,000** | **37.1** |
| Weekday | 505 | 44.4 | 2,522 | 69.8 | 27,000 | 18.7 | 80,000 | 32.1 |
| Weekend | 745 | 58.7 | 3,088 | 79.6 | 34,000 | 16.3 | 85,000 | 41.8 |
| **Multiple-Vehicle Crashes** | | | | | | | | |
| **Daytime** | **905** | **5.5** | **7,256** | **11.1** | **183,000** | **0.5** | **1,153,000** | **1.2** |
| Weekday | 678 | 4.0 | 5,622 | 9.8 | 145,000 | 0.4 | 941,000 | 0.9 |
| Weekend | 227 | 9.8 | 1,634 | 15.8 | 39,000 | 0.9 | 212,000 | 2.6 |
| **Nighttime** | **640** | **26.2** | **4,028** | **44.1** | **81,000** | **3.7** | **378,000** | **8.1** |
| Weekday | 304 | 20.0 | 1,991 | 39.1 | 40,000 | 2.9 | 199,000 | 6.7 |
| Weekend | 336 | 31.7 | 2,037 | 49.0 | 41,000 | 4.5 | 179,000 | 9.7 |

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.

## Table 75
## Drivers Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

| Age (Years) | Driver's BAC | | | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 0.00 | | 0.01-0.09 | | 0.10 or Higher | | 0.01 and Higher | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| <16 | 198 | 90.0 | 11 | 5.2 | 11 | 4.8 | 22 | 10.0 | **220** | **100.0** |
| 16-20 | 2,304 | 70.3 | 260 | 7.9 | 713 | 21.8 | 973 | 29.7 | **3,277** | **100.0** |
| 21-24 | 1,239 | 47.7 | 273 | 10.5 | 1,087 | 41.8 | 1,360 | 52.3 | **2,599** | **100.0** |
| 25-34 | 2,458 | 47.0 | 447 | 8.5 | 2,324 | 44.4 | 2,771 | 52.9 | **5,228** | **100.0** |
| 35-44 | 2,276 | 52.7 | 297 | 6.9 | 1,748 | 40.5 | 2,044 | 47.4 | **4,320** | **100.0** |
| 45-54 | 1,857 | 64.6 | 184 | 6.4 | 831 | 28.9 | 1,015 | 35.3 | **2,872** | **100.0** |
| 55-64 | 1,477 | 77.1 | 95 | 5.0 | 343 | 17.9 | 439 | 22.9 | **1,916** | **100.0** |
| 65-74 | 1,606 | 85.3 | 76 | 4.1 | 201 | 10.7 | 277 | 14.7 | **1,883** | **100.0** |
| >74 | 1,994 | 93.6 | 50 | 2.4 | 87 | 4.1 | 137 | 6.4 | **2,131** | **100.0** |
| Unknown | 5 | 55.6 | 0 | 2.3 | 4 | 42.1 | 4 | 44.4 | **9** | **100.0** |
| **Total** | **15,414** | **63.0** | **1,693** | **6.9** | **7,348** | **30.0** | **9,042** | **37.0** | **24,456** | **100.0** |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Figure 25**
**Alcohol Involvement (BAC ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week**

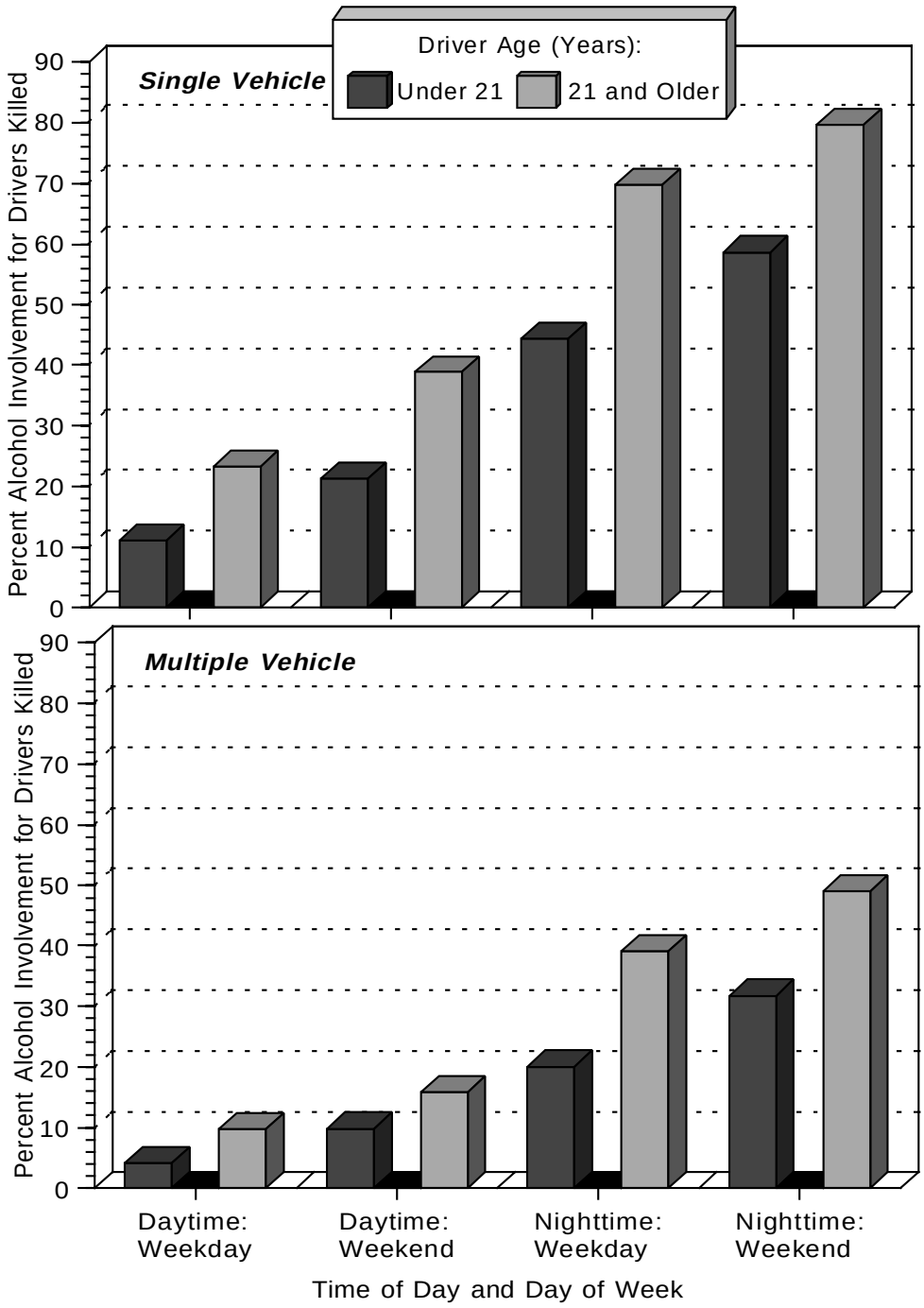


**Table 76**
**Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity**

| Vehicle Type | Alcohol Involvement | | | | Total | |
|---|---|---|---|---|---|---|
| | Yes | | No | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Drivers in Fatal Crashes*** | | | | | | |
| Passenger Car | 7,775 | 25.5 | 22,691 | 74.5 | **30,466** | **100.0** |
| Light Truck | 5,010 | 27.7 | 13,044 | 72.3 | **18,054** | **100.0** |
| Large Truck | 123 | 2.6 | 4,565 | 97.4 | **4,688** | **100.0** |
| Motorcycle | 914 | 42.0 | 1,261 | 58.0 | **2,175** | **100.0** |
| Bus | 12 | 3.7 | 307 | 96.3 | **319** | **100.0** |
| Other/Unknown | 324 | 29.7 | 767 | 70.3 | **1,091** | **100.0** |
| **Total** | **14,158** | **24.9** | **42,635** | **75.1** | **56,793** | **100.0** |
| **Drivers in Injury Crashes**** | | | | | | |
| Passenger Car | 134,000 | 4.6 | 2,770,000 | 95.4 | **2,904,000** | **100.0** |
| Light Truck | 68,000 | 6.3 | 1,009,000 | 93.7 | **1,077,000** | **100.0** |
| Large Truck | 1,000 | 0.6 | 92,000 | 99.4 | **93,000** | **100.0** |
| Motorcycle | 5,000 | 9.1 | 47,000 | 90.9 | **51,000** | **100.0** |
| Bus | *** | 0.5 | 15,000 | 99.5 | **15,000** | **100.0** |
| Other/Unknown | *** | 6.0 | 5,000 | 94.0 | **6,000** | **100.0** |
| **Total** | **208,000** | **5.0** | **3,938,000** | **95.0** | **4,145,000** | **100.0** |
| **Drivers in Property-Damage-Only Crashes**** | | | | | | |
| Passenger Car | 168,000 | 3.1 | 5,162,000 | 96.9 | **5,330,000** | **100.0** |
| Light Truck | 61,000 | 2.7 | 2,232,000 | 97.3 | **2,293,000** | **100.0** |
| Large Truck | 2,000 | 0.7 | 290,000 | 99.3 | **292,000** | **100.0** |
| Motorcycle | 1,000 | 6.3 | 13,000 | 93.7 | **14,000** | **100.0** |
| Bus | *** | 0.2 | 42,000 | 99.8 | **42,000** | **100.0** |
| Other/Unknown | 1,000 | 11.9 | 11,000 | 88.1 | **12,000** | **100.0** |
| **Total** | **234,000** | **2.9** | **7,749,000** | **97.1** | **7,982,000** | **100.0** |

* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement.
*** Less than 500.

**Table 77**
**Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash**

| Age (Years) | Highest BAC in Crash | | | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 0.00 | | 0.01-0.09 | | 0.10 or Higher | | 0.01 and Higher | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| <5 | 702 | 79.2 | 58 | 6.6 | 126 | 14.2 | 184 | 20.8 | **886** | **100.0** |
| 5-9 | 677 | 83.3 | 50 | 6.1 | 86 | 10.6 | 135 | 16.7 | **812** | **100.0** |
| 10-15 | 1,207 | 75.9 | 140 | 8.8 | 244 | 15.4 | 384 | 24.1 | **1,591** | **100.0** |
| 16-20 | 3,612 | 62.4 | 644 | 11.1 | 1,535 | 26.5 | 2,179 | 37.6 | **5,791** | **100.0** |
| 21-24 | 1,766 | 43.0 | 530 | 12.9 | 1,816 | 44.2 | 2,346 | 57.0 | **4,112** | **100.0** |
| 25-34 | 3,192 | 42.0 | 782 | 10.3 | 3,636 | 47.8 | 4,418 | 58.0 | **7,610** | **100.0** |
| 35-44 | 3,022 | 46.4 | 568 | 8.7 | 2,924 | 44.9 | 3,492 | 53.6 | **6,514** | **100.0** |
| 45-54 | 2,517 | 57.7 | 350 | 8.0 | 1,498 | 34.3 | 1,847 | 42.3 | **4,364** | **100.0** |
| 55-64 | 2,081 | 68.9 | 216 | 7.1 | 722 | 23.9 | 938 | 31.1 | **3,019** | **100.0** |
| 65-74 | 2,521 | 79.0 | 205 | 6.4 | 466 | 14.6 | 672 | 21.0 | **3,193** | **100.0** |
| >74 | 3,424 | 88.1 | 178 | 4.6 | 283 | 7.3 | 461 | 11.9 | **3,885** | **100.0** |
| Unknown | 60 | 45.9 | 11 | 8.4 | 59 | 45.6 | 70 | 54.1 | **130** | **100.0** |
| **Total** | **24,781** | **59.1** | **3,732** | **8.9** | **13,395** | **32.0** | **17,126** | **40.9** | **41,907** | **100.0** |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 78**
**Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)**

| Pedestrian's BAC | Driver's BAC | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | 0.00 | | 0.01-0.09 | | 0.10 or Higher | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 0.00 | 2,816 | 52.7 | 177 | 3.3 | 306 | 5.7 | **3,299** | **61.8** |
| 0.01-0.09 | 237 | 4.4 | 32 | 0.6 | 55 | 1.0 | **323** | **6.1** |
| 0.10 or Higher | 1,294 | 24.2 | 152 | 2.8 | 272 | 5.1 | **1,717** | **32.2** |
| **Total*** | **4,346** | **81.4** | **361** | **6.8** | **633** | **11.8** | **5,340** | **100.0** |

* Does not include pedestrians in hit and run crashes.
Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 79**
**Drivers Involved in Crashes by Vehicle Type, Restraint Use, and Crash Severity**

| Vehicle Type | Restraint Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Drivers in Fatal Crashes** | | | | | | | | |
| Passenger Car | 16,149 | 53.0 | 11,140 | 36.6 | 3,177 | 10.4 | **30,466** | **100.0** |
| Light Truck | 8,968 | 49.7 | 7,559 | 41.9 | 1,527 | 8.5 | **18,054** | **100.0** |
| Large Truck | 3,125 | 66.7 | 1,063 | 22.7 | 500 | 10.7 | **4,688** | **100.0** |
| Bus | 231 | 72.4 | 46 | 14.4 | 42 | 13.2 | **319** | **100.0** |
| Other/Unknown | 189 | 17.3 | 388 | 35.6 | 514 | 47.1 | **1,091** | **100.0** |
| **Total*** | **28,662** | **52.5** | **20,196** | **37.0** | **5,760** | **10.5** | **54,618** | **100.0** |
| **Drivers in Injury Crashes** | | | | | | | | |
| Passenger Car | 2,330,000 | 80.3 | 255,000 | 8.8 | 318,000 | 10.9 | **2,904,000** | **100.0** |
| Light Truck | 838,000 | 77.8 | 114,000 | 10.6 | 125,000 | 11.6 | **1,077,000** | **100.0** |
| Large Truck | 69,000 | 75.0 | 10,000 | 10.9 | 13,000 | 14.1 | **93,000** | **100.0** |
| Bus | 11,000 | 73.1 | 2,000 | 11.2 | 2,000 | 15.7 | **15,000** | **100.0** |
| Other/Unknown | 1,000 | 17.5 | 3,000 | 57.5 | 1,000 | 24.9 | **6,000** | **100.0** |
| **Total*** | **3,250,000** | **79.4** | **384,000** | **9.4** | **460,000** | **11.2** | **4,094,000** | **100.0** |
| **Drivers in Property-Damage-Only Crashes** | | | | | | | | |
| Passenger Car | 4,251,000 | 79.8 | 213,000 | 4.0 | 866,000 | 16.3 | **5,330,000** | **100.0** |
| Light Truck | 1,806,000 | 78.8 | 119,000 | 5.2 | 367,000 | 16.0 | **2,293,000** | **100.0** |
| Large Truck | 210,000 | 71.9 | 20,000 | 6.7 | 62,000 | 21.3 | **292,000** | **100.0** |
| Bus | 31,000 | 74.9 | 4,000 | 9.1 | 7,000 | 16.0 | **42,000** | **100.0** |
| Other/Unknown | 4,000 | 31.8 | 4,000 | 30.0 | 5,000 | 38.2 | **12,000** | **100.0** |
| **Total*** | **6,302,000** | **79.1** | **359,000** | **4.5** | **1,307,000** | **16.4** | **7,969,000** | **100.0** |
| **Drivers in All Crashes** | | | | | | | | |
| Passenger Car | 6,597,000 | 79.8 | 479,000 | 5.8 | 1,187,000 | 14.4 | **8,264,000** | **100.0** |
| Light Truck | 2,654,000 | 78.3 | 241,000 | 7.1 | 494,000 | 14.6 | **3,388,000** | **100.0** |
| Large Truck | 283,000 | 72.6 | 31,000 | 7.9 | 76,000 | 19.5 | **390,000** | **100.0** |
| Bus | 43,000 | 74.4 | 6,000 | 9.7 | 9,000 | 15.9 | **57,000** | **100.0** |
| Other/Unknown | 5,000 | 26.7 | 7,000 | 38.6 | 7,000 | 34.7 | **19,000** | **100.0** |
| **Total*** | **9,581,000** | **79.1** | **764,000** | **6.3** | **1,773,000** | **14.6** | **12,118,000** | **100.0** |

* Excludes motorcycle drivers.
Note: Restraint use is determined by police and may be overreported for survivors.

**Table 80**
**Passenger Car, Light Truck, and Large Truck Occupants Killed or Injured, by Age and Restraint Use**

| Age (Years) | Restraint Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Occupants Killed** | | | | | | | | |
| <5 | 289 | 44.7 | 308 | 47.7 | 49 | 7.6 | **646** | **100.0** |
| 5-9 | 161 | 36.7 | 250 | 56.9 | 28 | 6.4 | **439** | **100.0** |
| 10-15 | 253 | 24.3 | 695 | 66.6 | 95 | 9.1 | **1,043** | **100.0** |
| 16-20 | 1,376 | 26.8 | 3,311 | 64.4 | 452 | 8.8 | **5,139** | **100.0** |
| 21-24 | 833 | 24.5 | 2,256 | 66.3 | 316 | 9.3 | **3,405** | **100.0** |
| 25-34 | 1,501 | 25.0 | 3,906 | 65.2 | 587 | 9.8 | **5,994** | **100.0** |
| 35-44 | 1,421 | 29.0 | 3,043 | 62.2 | 429 | 8.8 | **4,893** | **100.0** |
| 45-54 | 1,125 | 34.4 | 1,834 | 56.1 | 313 | 9.6 | **3,272** | **100.0** |
| 55-64 | 937 | 39.8 | 1,199 | 51.0 | 216 | 9.2 | **2,352** | **100.0** |
| 65-74 | 1,256 | 48.5 | 1,112 | 43.0 | 220 | 8.5 | **2,588** | **100.0** |
| >74 | 1,617 | 52.0 | 1,252 | 40.2 | 242 | 7.8 | **3,111** | **100.0** |
| Unknown | 5 | 8.9 | 44 | 78.6 | 7 | 12.5 | **56** | **100.0** |
| **Total** | **10,774** | **32.7** | **19,210** | **58.3** | **2,954** | **9.0** | **32,938** | **100.0** |
| **Occupants Injured** | | | | | | | | |
| <5 | 63,000 | 78.2 | 14,000 | 16.8 | 4,000 | 4.9 | **81,000** | **100.0** |
| 5-9 | 74,000 | 72.3 | 22,000 | 21.8 | 6,000 | 5.9 | **102,000** | **100.0** |
| 10-15 | 107,000 | 66.6 | 43,000 | 26.6 | 11,000 | 6.8 | **161,000** | **100.0** |
| 16-20 | 403,000 | 70.4 | 131,000 | 22.9 | 39,000 | 6.7 | **573,000** | **100.0** |
| 21-24 | 242,000 | 72.9 | 65,000 | 19.6 | 25,000 | 7.5 | **333,000** | **100.0** |
| 25-34 | 534,000 | 76.7 | 107,000 | 15.4 | 55,000 | 7.9 | **696,000** | **100.0** |
| 35-44 | 443,000 | 80.4 | 69,000 | 12.6 | 39,000 | 7.0 | **551,000** | **100.0** |
| 45-54 | 279,000 | 81.1 | 35,000 | 10.1 | 30,000 | 8.8 | **344,000** | **100.0** |
| 55-64 | 163,000 | 85.2 | 18,000 | 9.5 | 10,000 | 5.3 | **192,000** | **100.0** |
| 65-74 | 124,000 | 84.2 | 13,000 | 9.0 | 10,000 | 6.8 | **148,000** | **100.0** |
| >74 | 81,000 | 80.3 | 13,000 | 12.8 | 7,000 | 6.9 | **100,000** | **100.0** |
| **Total** | **2,513,000** | **76.6** | **531,000** | **16.2** | **235,000** | **7.2** | **3,279,000** | **100.0** |

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 81**
**Passenger Car, Light Truck, or Large Truck Occupant Survivors of Fatal Crashes by Age and Restraint Use**

| Age (Years) | Restraint Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| <5 | 1,588 | 66.8 | 637 | 26.8 | 154 | 6.5 | **2,379** | **100.0** |
| 5-9 | 1,248 | 56.3 | 806 | 36.3 | 164 | 7.4 | **2,218** | **100.0** |
| 10-15 | 1,641 | 44.0 | 1,812 | 48.6 | 279 | 7.5 | **3,732** | **100.0** |
| 16-20 | 4,427 | 44.7 | 4,540 | 45.9 | 927 | 9.4 | **9,894** | **100.0** |
| 21-24 | 3,061 | 50.8 | 2,376 | 39.4 | 587 | 9.7 | **6,024** | **100.0** |
| 25-34 | 6,459 | 58.7 | 3,528 | 32.1 | 1,009 | 9.2 | **10,996** | **100.0** |
| 35-44 | 5,682 | 65.0 | 2,291 | 26.2 | 766 | 8.8 | **8,739** | **100.0** |
| 45-54 | 3,858 | 71.1 | 1,126 | 20.7 | 443 | 8.2 | **5,427** | **100.0** |
| 55-64 | 2,229 | 74.1 | 571 | 19.0 | 210 | 7.0 | **3,010** | **100.0** |
| 65-74 | 1,628 | 75.7 | 366 | 17.0 | 157 | 7.3 | **2,151** | **100.0** |
| >74 | 1,115 | 73.0 | 294 | 19.3 | 118 | 7.7 | **1,527** | **100.0** |
| Unknown | 339 | 20.3 | 309 | 18.5 | 1,026 | 61.3 | **1,674** | **100.0** |
| **Total** | **33,275** | **57.6** | **18,656** | **32.3** | **5,840** | **10.1** | **57,771** | **100.0** |

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 82**
**Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use**

| Seating Position | Restraint Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Passenger Car Occupants Killed** | | | | | | | | |
| **Front Seat** | **7,958** | **39.6** | **10,299** | **51.3** | **1,815** | **9.0** | **20,072** | **100.0** |
| Left | 5,823 | 39.1 | 7,682 | 51.6 | 1,381 | 9.3 | **14,886** | **100.0** |
| Middle | 15 | 14.6 | 79 | 76.7 | 9 | 8.7 | **103** | **100.0** |
| Right | 2,119 | 41.7 | 2,533 | 49.9 | 425 | 8.4 | **5,077** | **100.0** |
| Other/Unknown | 1 | 16.7 | 5 | 83.3 | 0 | -- | **6** | **100.0** |
| **Second Seat** | **470** | **22.6** | **1,409** | **67.7** | **202** | **9.7** | **2,081** | **100.0** |
| Left | 180 | 23.6 | 518 | 67.9 | 65 | 8.5 | **763** | **100.0** |
| Middle | 53 | 19.3 | 199 | 72.4 | 23 | 8.4 | **275** | **100.0** |
| Right | 227 | 23.4 | 641 | 66.2 | 101 | 10.4 | **969** | **100.0** |
| Other/Unknown | 10 | 13.5 | 51 | 68.9 | 13 | 17.6 | **74** | **100.0** |
| **Other** | **1** | **1.4** | **68** | **93.2** | **4** | **5.5** | **73** | **100.0** |
| **Unknown** | **6** | **3.2** | **133** | **70.0** | **51** | **26.8** | **190** | **100.0** |
| **Total** | **8,435** | **37.6** | **11,909** | **53.1** | **2,072** | **9.2** | **22,416** | **100.0** |
| **Passenger Car Occupants Injured** | | | | | | | | |
| **Front Seat** | **1,770,000** | **79.8** | **293,000** | **13.2** | **154,000** | **6.9** | **2,218,000** | **100.0** |
| Left | 1,335,000 | 80.6 | 199,000 | 12.0 | 121,000 | 7.3 | **1,656,000** | **100.0** |
| Middle | 9,000 | 63.3 | 4,000 | 32.3 | 1,000 | 4.5 | **14,000** | **100.0** |
| Right | 427,000 | 77.8 | 90,000 | 16.4 | 32,000 | 5.8 | **548,000** | **100.0** |
| **Second Seat** | **164,000** | **63.9** | **71,000** | **27.5** | **22,000** | **8.7** | **257,000** | **100.0** |
| Left | 63,000 | 65.3 | 25,000 | 25.9 | 8,000 | 8.8 | **96,000** | **100.0** |
| Middle | 23,000 | 63.1 | 10,000 | 26.7 | 4,000 | 10.2 | **37,000** | **100.0** |
| Right | 78,000 | 63.0 | 36,000 | 28.9 | 10,000 | 8.1 | **125,000** | **100.0** |
| **Other** | **1,000** | **30.6** | **2,000** | **56.5** | ***** | **12.8** | **4,000** | **100.0** |
| **Total** | **1,936,000** | **78.1** | **366,000** | **14.8** | **177,000** | **7.1** | **2,478,000** | **100.0** |

* Less than 500.
Note: Restraint use is determined by police and may be overreported for survivors.

**Table 83**
**Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use**

| Seating Position | Restraint Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Light Truck Occupants Killed** | | | | | | | | |
| **Front Seat** | **2,073** | **23.5** | **6,063** | **68.8** | **672** | **7.6** | **8,808** | **100.0** |
| Left | 1,543 | 22.9 | 4,658 | 69.2 | 531 | 7.9 | **6,732** | **100.0** |
| Middle | 17 | 8.3 | 175 | 85.8 | 12 | 5.9 | **204** | **100.0** |
| Right | 510 | 27.6 | 1,209 | 65.5 | 128 | 6.9 | **1,847** | **100.0** |
| Other/Unknown | 3 | 12.0 | 21 | 84.0 | 1 | 4.0 | **25** | **100.0** |
| **Second Seat** | **113** | **18.8** | **456** | **76.0** | **31** | **5.2** | **600** | **100.0** |
| Left | 48 | 23.4 | 149 | 72.7 | 8 | 3.9 | **205** | **100.0** |
| Middle | 10 | 8.8 | 90 | 78.9 | 14 | 12.3 | **114** | **100.0** |
| Right | 50 | 20.8 | 181 | 75.4 | 9 | 3.8 | **240** | **100.0** |
| Other/Unknown | 5 | 12.2 | 36 | 87.8 | 0 | -- | **41** | **100.0** |
| **Other** | **28** | **7.8** | **306** | **85.2** | **25** | **7.0** | **359** | **100.0** |
| **Unknown** | **4** | **3.0** | **80** | **59.7** | **50** | **37.3** | **134** | **100.0** |
| **Total** | **2,218** | **22.4** | **6,905** | **69.7** | **778** | **7.9** | **9,901** | **100.0** |
| **Light Truck Occupants Injured** | | | | | | | | |
| **Front Seat** | **512,000** | **74.0** | **128,000** | **18.6** | **52,000** | **7.5** | **692,000** | **100.0** |
| Left | 385,000 | 75.9 | 81,000 | 16.0 | 41,000 | 8.1 | **507,000** | **100.0** |
| Middle | 8,000 | 38.9 | 11,000 | 55.0 | 1,000 | 6.1 | **20,000** | **100.0** |
| Right | 120,000 | 72.3 | 36,000 | 21.9 | 10,000 | 5.8 | **165,000** | **100.0** |
| **Second Seat** | **39,000** | **60.6** | **22,000** | **34.3** | **3,000** | **5.0** | **64,000** | **100.0** |
| Left | 15,000 | 63.5 | 8,000 | 32.6 | 1,000 | 3.9 | **24,000** | **100.0** |
| Middle | 7,000 | 54.9 | 5,000 | 39.9 | 1,000 | 5.2 | **13,000** | **100.0** |
| Right | 17,000 | 60.8 | 9,000 | 33.3 | 2,000 | 5.9 | **28,000** | **100.0** |
| **Other** | **3,000** | **28.1** | **8,000** | **66.2** | **1,000** | **5.7** | **12,000** | **100.0** |
| **Total** | **555,000** | **72.2** | **158,000** | **20.6** | **56,000** | **7.2** | **768,000** | **100.0** |

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 84**
**Passenger Car and Light Truck Occupants Killed and Injured, by Restraint Use and Type of Restraint**

| Restraint Use and Type of Restraint | Vehicle Type | | | |
|---|---|---|---|---|
| | Passenger Car | | Light Truck | |
| | Number | Percent | Number | Percent |
| **Occupants Killed** | | | | |
| Restraint Used | | | | |
| Lap/Shoulder Belt | 5,884 | 26.2 | 1,656 | 16.7 |
| Lap Belt | 313 | 1.4 | 143 | 1.4 |
| Shoulder Belt | 339 | 1.5 | 20 | 0.2 |
| Child Safety Seat | 149 | 0.7 | 39 | 0.4 |
| Type Unknown | 685 | 3.1 | 184 | 1.9 |
| Restraint Used, Airbag Deployed | 1,028 | 4.6 | 164 | 1.7 |
| Safety Belt Used Improperly | 37 | 0.2 | 12 | 0.1 |
| *Subtotal* | *8,435* | *37.6* | *2,218* | *22.4* |
| No Restraint Used | 11,041 | 49.3 | 6,682 | 67.5 |
| No Restraint Used, Airbag Deployed | 849 | 3.8 | 209 | 2.1 |
| Child Safety Seat Used Improperly | 19 | 0.1 | 14 | 0.1 |
| Restraint Use Unknown | 2,072 | 9.2 | 778 | 7.9 |
| **Total** | **22,416** | **100.0** | **9,901** | **100.0** |
| **Occupants Injured** | | | | |
| Restraint Used | | | | |
| Lap/Shoulder Belt | 1,475,000 | 59.6 | 437,000 | 57.4 |
| Lap Belt | 95,000 | 3.8 | 35,000 | 4.7 |
| Shoulder Belt | 21,000 | 0.8 | 3,000 | 0.4 |
| Child Safety Seat | 30,000 | 1.2 | 7,000 | 0.9 |
| Type Unknown | 196,000 | 7.9 | 57,000 | 7.5 |
| Restraint Used, Airbag Deployed | 119,000 | 4.8 | 15,000 | 2.0 |
| *Subtotal* | *1,936,000* | *78.2* | *555,000* | *72.8* |
| No Restraint Used | 352,000 | 14.2 | 157,000 | 20.4 |
| No Restraint Used, Airbag Deployed | 14,000 | 0.5 | 2,000 | 0.2 |
| Restraint Use Unknown | 177,000 | 7.1 | 56,000 | 7.2 |
| **Total** | **2,478,000** | **100.0** | **768,000** | **100.0** |

Note: Restraint use is determined by police and may be overreported for survivors.

**Table 85**
**Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week**

| Time of Day | Day of Week | | | | Total | |
|---|---|---|---|---|---|---|
| | Weekday | | Weekend | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Motorcycle Occupants Killed** | | | | | | |
| Midnight to 3 am | 100 | 9.4 | 161 | 14.8 | **261** | **12.1** |
| 3 am to 6 am | 44 | 4.1 | 39 | 3.6 | **83** | **3.8** |
| 6 am to 9 am | 69 | 6.5 | 29 | 2.7 | **98** | **4.5** |
| 9 am to Noon | 62 | 5.8 | 65 | 6.0 | **127** | **5.9** |
| Noon to 3 pm | 141 | 13.2 | 118 | 10.8 | **259** | **12.0** |
| 3 pm to 6 pm | 270 | 25.4 | 209 | 19.2 | **479** | **22.2** |
| 6 pm to 9 pm | 200 | 18.8 | 258 | 23.7 | **458** | **21.2** |
| 9 pm to Midnight | 171 | 16.1 | 203 | 18.7 | **374** | **17.3** |
| Unknown | 8 | 0.8 | 6 | 0.6 | **21** | **1.0** |
| **Total*** | **1,065** | **100.0** | **1,088** | **100.0** | **2,160** | **100.0** |
| **Motorcycle Occupants Injured** | | | | | | |
| Midnight to 3 am | 1,000 | 4.4 | 2,000 | 6.8 | **3,000** | **5.5** |
| 3 am to 6 am | ** | 0.7 | 1,000 | 4.2 | **1,000** | **2.3** |
| 6 am to 9 am | 3,000 | 10.7 | 1,000 | 2.1 | **4,000** | **6.8** |
| 9 am to Noon | 3,000 | 8.5 | 3,000 | 10.9 | **5,000** | **9.6** |
| Noon to 3 pm | 5,000 | 17.0 | 4,000 | 14.8 | **9,000** | **16.0** |
| 3 pm to 6 pm | 10,000 | 32.0 | 6,000 | 23.1 | **16,000** | **28.0** |
| 6 pm to 9 pm | 6,000 | 19.2 | 5,000 | 20.7 | **11,000** | **19.9** |
| 9 pm to Midnight | 2,000 | 7.5 | 4,000 | 17.4 | **7,000** | **11.9** |
| **Total** | **31,000** | **100.0** | **25,000** | **100.0** | **56,000** | **100.0** |

* Includes 7 motorcycle operators killed on unknown day of week.
** Less than 500.

**Figure 26**
**Average Number of Motorcyclists Killed per Hour by Time of Day and Day of Week**

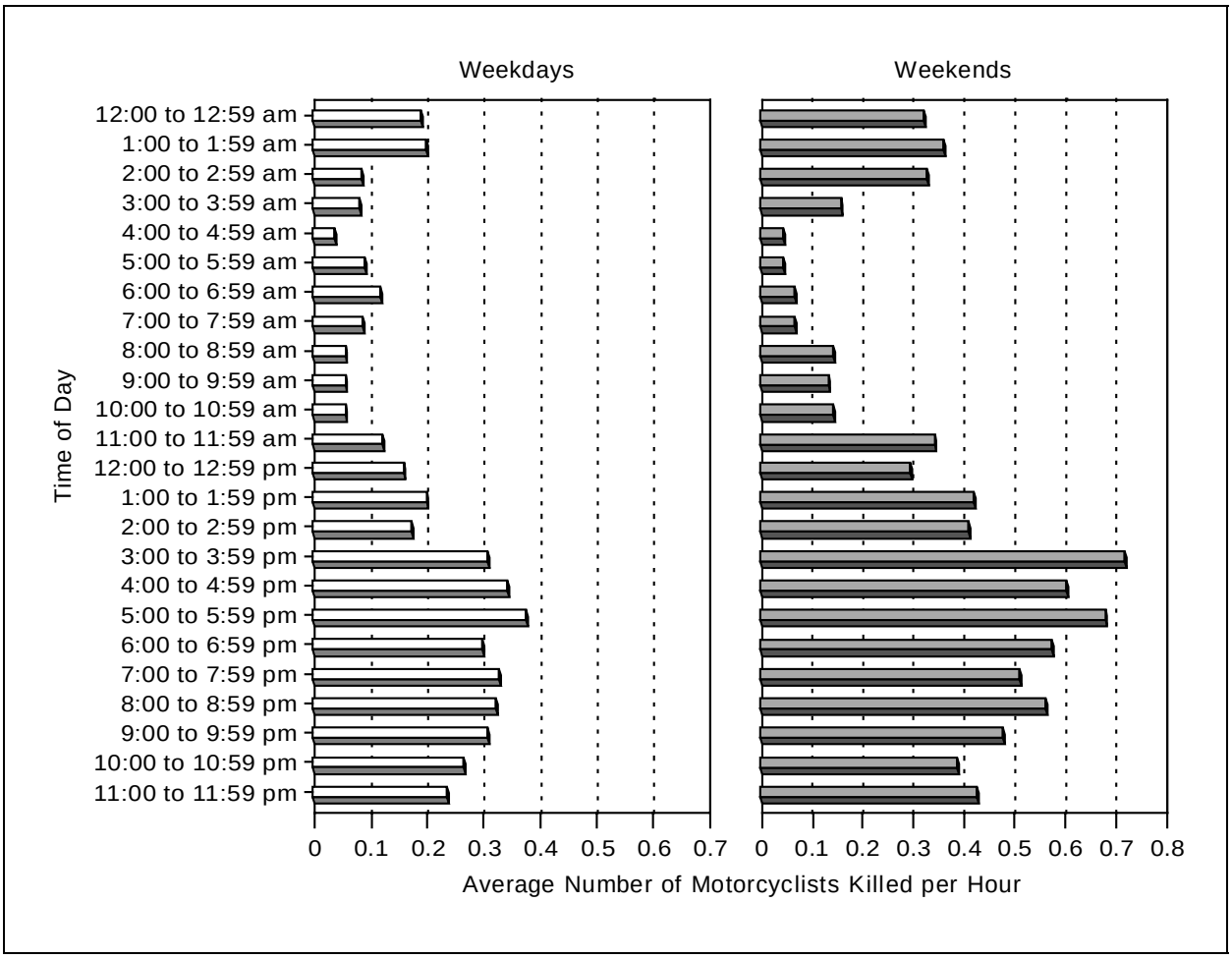


**Table 86**
**Motorcyclists Killed, by Person Type and Helmet Use**

| Person Type | Helmet Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Used | | Not Used | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Operators | 1,073 | 54.7 | 820 | 41.8 | 68 | 3.5 | **1,961** | **100.0** |
| Passengers | 87 | 43.7 | 107 | 53.8 | 5 | 2.5 | **199** | **100.0** |
| **Total** | **1,160** | **53.7** | **927** | **42.9** | **73** | **3.4** | **2,160** | **100.0** |

**Table 87**
**Motorcycle Operators Involved in Fatal Crashes by Age and License Compliance**

| Age (Years) | License Compliance | | | | | Total |
|---|---|---|---|---|---|---|
| | Not Licensed | No Motorcycle License Required | No Valid Motorcycle License | Valid Motorcycle License | Unknown | |
| <16 | 31 | 3 | 1 | 4 | 1 | **40** |
| 16-20 | 22 | 1 | 88 | 111 | 2 | **224** |
| 21-24 | 15 | 2 | 140 | 184 | 2 | **343** |
| 25-34 | 19 | 1 | 227 | 403 | 8 | **658** |
| 35-44 | 10 | 1 | 119 | 355 | 5 | **490** |
| 45-54 | 2 | 2 | 41 | 245 | 6 | **296** |
| 55-64 | 1 | 3 | 9 | 61 | 0 | **74** |
| 65-74 | 1 | 1 | 5 | 27 | 0 | **34** |
| >74 | 2 | 0 | 2 | 9 | 1 | **14** |
| Unknown | 0 | 0 | 0 | 0 | 2 | **2** |
| **Total** | **103** | **14** | **632** | **1,399** | **27** | **2,175** |

**Table 88**
**Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle**

| Age (Years) | Striking Vehicle | | Total |
|---|---|---|---|
| | Bus | Other Vehicle | |
| <5 | 0 | 1 | **1** |
| 5-9 | 7 | 4 | **11** |
| 10-15 | 1 | 2 | **3** |
| >15 | 8 | 0 | **8** |
| **Total** | **16** | **7** | **23** |

**Table 89**
**Persons Killed or Injured in School Bus Related Crashes by Person Type**

| Person Type | Killed | | Injured | |
|---|---|---|---|---|
| | Number | Percent | Number | Percent |
| School Bus Driver | 2 | 1.5 | 1,000 | 7.8 |
| School Bus Passenger | 8 | 5.9 | 7,000 | 47.5 |
| Pedestrian | 23 | 16.9 | * | 3.3 |
| Pedalcyclist | 2 | 1.5 | * | 1.0 |
| Occupant of Other Vehicle | 101 | 74.3 | 6,000 | 40.4 |
| Other/Unknown | 0 | -- | * | * |
| **Total** | **136** | **100.0** | **15,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

**Table 90**
**Pedestrians Killed or Injured, by Age and Location**

| Age (Years) | Location | | | | Total | |
|---|---|---|---|---|---|---|
| | Intersection | | Nonintersection | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Pedestrians Killed** | | | | | | |
| <5 | 28 | 13.6 | 177 | 85.9 | **206** | **100.0** |
| 5-9 | 55 | 21.7 | 198 | 78.0 | **254** | **100.0** |
| 10-15 | 73 | 28.6 | 181 | 71.0 | **255** | **100.0** |
| 16-20 | 37 | 12.8 | 247 | 85.5 | **289** | **100.0** |
| 21-24 | 35 | 12.5 | 244 | 86.8 | **281** | **100.0** |
| 25-34 | 115 | 15.1 | 642 | 84.3 | **762** | **100.0** |
| 35-44 | 152 | 16.4 | 771 | 83.2 | **927** | **100.0** |
| 45-54 | 159 | 23.5 | 517 | 76.4 | **677** | **100.0** |
| 55-64 | 146 | 29.3 | 351 | 70.5 | **498** | **100.0** |
| 65-74 | 176 | 34.6 | 330 | 65.0 | **508** | **100.0** |
| >74 | 259 | 37.6 | 429 | 62.3 | **689** | **100.0** |
| Unknown | 20 | 30.3 | 46 | 69.7 | **66** | **100.0** |
| **Total*** | **1,255** | **23.2** | **4,133** | **76.4** | **5,412** | **100.0** |
| **Pedestrians Injured** | | | | | | |
| <5 | 1,000 | 11.6 | 4,000 | 88.4 | **5,000** | **100.0** |
| 5-9 | 2,000 | 21.4 | 8,000 | 77.6 | **10,000** | **100.0** |
| 10-15 | 6,000 | 43.2 | 8,000 | 55.7 | **15,000** | **100.0** |
| 16-20 | 3,000 | 35.9 | 5,000 | 62.4 | **9,000** | **100.0** |
| 21-24 | 2,000 | 32.2 | 3,000 | 60.4 | **5,000** | **100.0** |
| 25-34 | 5,000 | 41.0 | 6,000 | 55.5 | **11,000** | **100.0** |
| 35-44 | 3,000 | 33.7 | 6,000 | 64.3 | **10,000** | **100.0** |
| 45-54 | 4,000 | 49.2 | 4,000 | 48.7 | **8,000** | **100.0** |
| 55-64 | 2,000 | 47.6 | 2,000 | 48.3 | **3,000** | **100.0** |
| 65-74 | 1,000 | 38.2 | 2,000 | 49.0 | **3,000** | **100.0** |
| >74 | 1,000 | 46.0 | 1,000 | 45.0 | **3,000** | **100.0** |
| **Total**** | **30,000** | **36.4** | **50,000** | **60.7** | **82,000** | **100.0** |

* Includes 24 pedestrians killed at other or unknown locations.
** Includes 2,000 pedestrians injured at other or unknown locations.

**Table 91**
**Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex**

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Population (Thousands) | Rate | Number | Population (Thousands) | Rate | Number | Population (Thousands) | Rate |
| **Pedestrians Killed** | | | | | | | | | |
| <5 | 134 | 9,868 | 1.36 | 72 | 9,418 | 0.76 | **206** | **19,286** | **1.07** |
| 5-9 | 171 | 9,954 | 1.72 | 83 | 9,487 | 0.87 | **254** | **19,441** | **1.31** |
| 10-15 | 161 | 11,675 | 1.38 | 94 | 11,095 | 0.85 | **255** | **22,770** | **1.12** |
| 16-20 | 217 | 9,511 | 2.28 | 72 | 8,933 | 0.81 | **289** | **18,444** | **1.57** |
| 21-24 | 211 | 7,159 | 2.95 | 70 | 6,830 | 1.02 | **281** | **13,989** | **2.01** |
| 25-34 | 565 | 20,191 | 2.80 | 197 | 20,177 | 0.98 | **762** | **40,368** | **1.89** |
| 35-44 | 671 | 21,569 | 3.11 | 256 | 21,825 | 1.17 | **927** | **43,393** | **2.14** |
| 45-54 | 501 | 15,837 | 3.16 | 176 | 16,533 | 1.06 | **677** | **32,370** | **2.09** |
| 55-64 | 362 | 10,166 | 3.56 | 136 | 11,195 | 1.21 | **498** | **21,361** | **2.33** |
| 65-74 | 327 | 8,325 | 3.93 | 181 | 10,345 | 1.75 | **508** | **18,669** | **2.72** |
| >74 | 390 | 5,556 | 7.02 | 299 | 9,635 | 3.10 | **689** | **15,192** | **4.54** |
| Unknown | 48 | * | * | 16 | * | * | **66** | ***** | ***** |
| **Total**** | **3,758** | **129,810** | **2.90** | **1,652** | **135,474** | **1.22** | **5,412** | **265,284** | **2.04** |
| **Pedestrians Injured** | | | | | | | | | |
| <5 | 3,000 | 9,868 | 32 | 2,000 | 9,418 | 20 | **5,000** | **19,286** | **26** |
| 5-9 | 7,000 | 9,954 | 66 | 3,000 | 9,487 | 36 | **10,000** | **19,441** | **51** |
| 10-15 | 8,000 | 11,675 | 68 | 7,000 | 11,095 | 63 | **15,000** | **22,770** | **65** |
| 16-20 | 5,000 | 9,511 | 48 | 4,000 | 8,933 | 45 | **9,000** | **18,444** | **47** |
| 21-24 | 2,000 | 7,159 | 26 | 3,000 | 6,830 | 44 | **5,000** | **13,989** | **35** |
| 25-34 | 7,000 | 20,191 | 32 | 5,000 | 20,177 | 23 | **11,000** | **40,368** | **27** |
| 35-44 | 6,000 | 21,569 | 26 | 4,000 | 21,825 | 18 | **10,000** | **43,393** | **22** |
| 45-54 | 4,000 | 15,837 | 27 | 4,000 | 16,533 | 21 | **8,000** | **32,370** | **24** |
| 55-64 | 2,000 | 10,166 | 16 | 2,000 | 11,195 | 16 | **3,000** | **21,361** | **16** |
| 65-74 | 2,000 | 8,325 | 21 | 2,000 | 10,345 | 16 | **3,000** | **18,669** | **18** |
| >74 | 1,000 | 5,556 | 21 | 2,000 | 9,635 | 16 | **3,000** | **15,192** | **18** |
| **Total** | **45,000** | **129,810** | **35** | **36,000** | **135,474** | **27** | **82,000** | **265,284** | **31** |

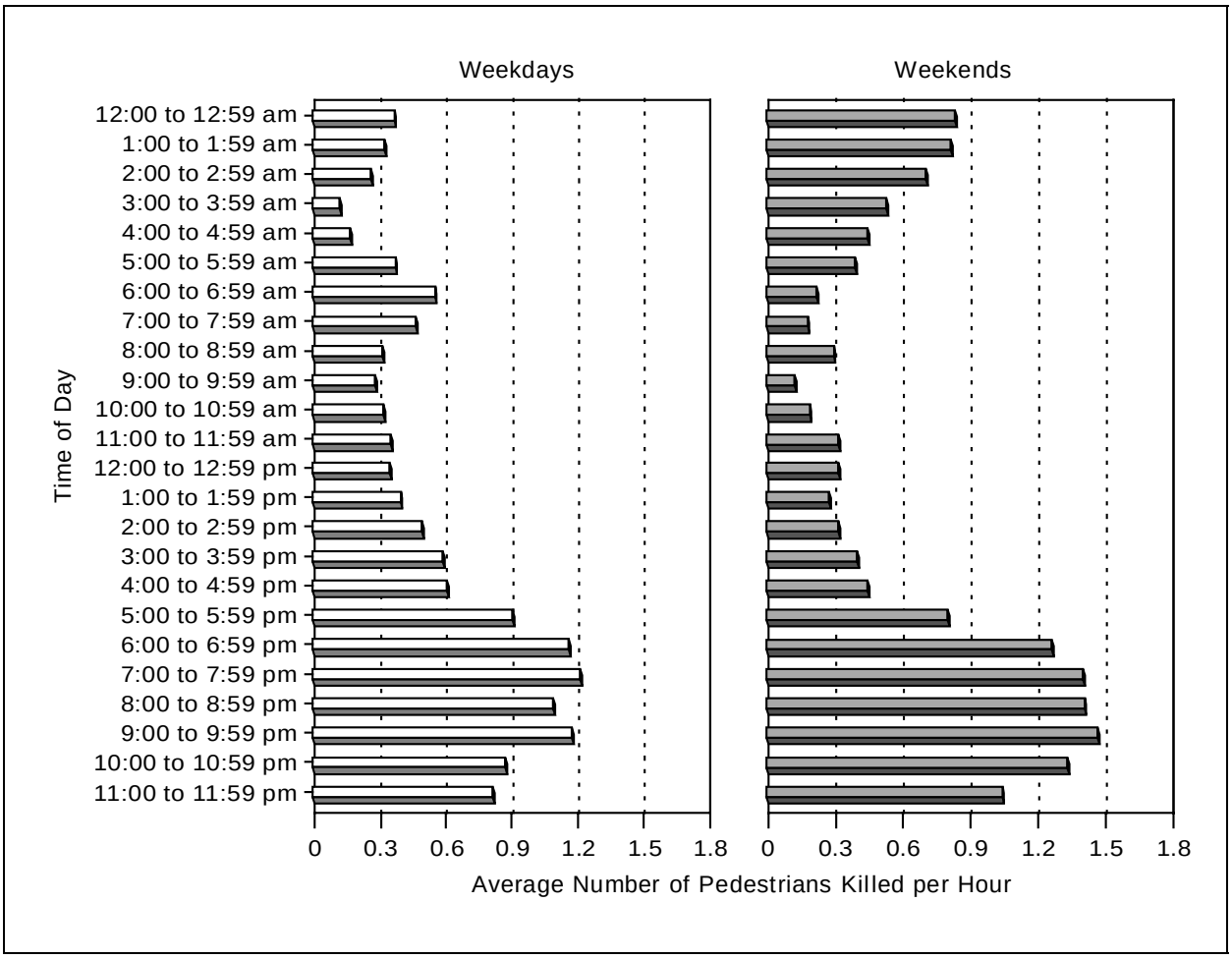
* Not applicable.
** Includes 2 pedestrian fatalities of unknown sex.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

**Table 92**
**Pedestrians Killed or Injured, by Time of Day and Day of Week**

| Time of Day | Day of Week: Weekday Number | Weekday Percent | Weekend Number | Weekend Percent | Total Number | Total Percent |
|---|---|---|---|---|---|---|
| **Pedestrians Killed** | | | | | | |
| Midnight to 3 am | 201 | 6.2 | 375 | 17.3 | **576** | **10.6** |
| 3 am to 6 am | 138 | 4.3 | 217 | 10.0 | **355** | **6.6** |
| 6 am to 9 am | 351 | 10.9 | 73 | 3.4 | **424** | **7.8** |
| 9 am to Noon | 250 | 7.7 | 66 | 3.0 | **316** | **5.8** |
| Noon to 3 pm | 326 | 10.1 | 95 | 4.4 | **421** | **7.8** |
| 3 pm to 6 pm | 553 | 17.1 | 173 | 8.0 | **726** | **13.4** |
| 6 pm to 9 pm | 726 | 23.1 | 557 | 25.7 | **1,367** | **25.3** |
| 9 pm to Midnight | 603 | 19.1 | 603 | 27.8 | **1,206** | **22.3** |
| Unknown | 2 | 0.1 | 7 | 0.3 | ***21** | **0.4** |
| **Total** | **3,152** | **100.0** | **2,166** | **100.0** | ***5,412** | **100.0** |
| **Pedestrians Injured** | | | | | | |
| Midnight to 3 am | 1,000 | 1.5 | 3,000 | 13.9 | **4,000** | **5.1** |
| 3 am to 6 am | 1,000 | 1.0 | ** | 1.5 | **1,000** | **1.2** |
| 6 am to 9 am | 9,000 | 16.5 | 1,000 | 4.7 | **11,000** | **13.0** |
| 9 am to Noon | 6,000 | 9.9 | 2,000 | 7.5 | **8,000** | **9.2** |
| Noon to 3 pm | 9,000 | 15.4 | 3,000 | 11.2 | **12,000** | **14.2** |
| 3 pm to 6 pm | 18,000 | 31.5 | 4,000 | 17.5 | **22,000** | **27.3** |
| 6 pm to 9 pm | 10,000 | 16.7 | 6,000 | 25.6 | **16,000** | **19.3** |
| 9 pm to Midnight | 4,000 | 7.4 | 4,000 | 18.1 | **9,000** | **10.6** |
| **Total** | **57,000** | **100.0** | **24,000** | **100.0** | **82,000** | **100.0** |

* Includes 12 pedestrians killed at unknown time of day and day of week.
** Less than 500.

**Figure 27**
**Average Number of Pedestrians Killed per Hour by Time of Day and Day of Week**



## Table 93
## Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

| Vehicle Type | Initial Point of Impact | | | | | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Front | | Right Side | | Left Side | | Rear | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Pedestrians Killed** | | | | | | | | | | | | |
| Passenger Car | 2,410 | 90.5 | 58 | 2.2 | 53 | 2.0 | 33 | 1.2 | 110 | 4.1 | **2,664** | **100.0** |
| Light Truck | 1,437 | 89.3 | 30 | 1.9 | 31 | 1.9 | 30 | 1.9 | 82 | 5.1 | **1,610** | **100.0** |
| Large Truck | 181 | 64.0 | 19 | 6.7 | 7 | 2.5 | 27 | 9.5 | 49 | 17.3 | **283** | **100.0** |
| Motorcycle | 17 | 85.0 | 0 | -- | 2 | 10.0 | 0 | 0.0 | 1 | 5.0 | **20** | **100.0** |
| Other/Unknown | 207 | 50.5 | 11 | 2.7 | 6 | 1.5 | 3 | 0.7 | 183 | 44.6 | **410** | **100.0** |
| **Total** | **4,252** | **85.3** | **118** | **2.4** | **99** | **2.0** | **93** | **1.9** | **425** | **8.5** | **4,987** | **100.0** |
| **Pedestrians Injured** | | | | | | | | | | | | |
| Passenger Car | 39,000 | 68.1 | 10,000 | 18.2 | 5,000 | 9.6 | 2,000 | 3.8 | * | 0.3 | **57,000** | **100.0** |
| Light Truck | 14,000 | 70.3 | 3,000 | 13.6 | 2,000 | 9.9 | 1,000 | 4.5 | * | 1.7 | **20,000** | **100.0** |
| Other | 1,000 | 33.7 | 1,000 | 39.9 | 1,000 | 25.3 | * | 1.2 | * | * | **3,000** | **100.0** |
| **Total** | **54,000** | **67.3** | **14,000** | **17.8** | **8,000** | **10.3** | **3,000** | **3.9** | **1,000** | **0.6** | **80,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

## Table 94
## Pedestrians Killed, by Related Factors

| Factors | Number | Percent |
|---|---|---|
| Walking, playing, working, etc., in roadway | 1,652 | 30.5 |
| Improper crossing of roadway or intersection | 1,649 | 30.5 |
| Darting or running into road | 793 | 14.7 |
| Failure to yield right of way | 702 | 13.0 |
| Not visible | 297 | 5.5 |
| Inattentive (talking, eating, etc.) | 175 | 3.2 |
| Failure to obey traffic signs, signals, or officer | 80 | 1.5 |
| Physical impairment | 75 | 1.4 |
| Emotional (e.g., depression, angry, disturbed) | 32 | 0.6 |
| Getting on/off/in/out of transport vehicle | 23 | 0.4 |
| Ill, blackout | 21 | 0.4 |
| Nonmotorist pushing vehicle | 10 | 0.2 |
| Other factors | 126 | 2.3 |
| None reported | 1,262 | 23.3 |
| Unknown | 80 | 1.5 |
| **Total** | **5,412** | **100.0** |

Note: The sum of the numbers and percentages is greater than total pedestrians killed as more than one factor may be present for the same pedestrian.

**Table 95**
**Pedalcyclists Killed or Injured, by Age and Location**

| Age (Years) | Location | | | | Total | |
|---|---|---|---|---|---|---|
| | Intersection | | Nonintersection | | | |
| | Number | Percent | Number | Percent | Number | Percent |
| **Pedalcyclists Killed** | | | | | | |
| <5 | 1 | 8.3 | 11 | 91.7 | **12** | **100.0** |
| 5-9 | 27 | 30.3 | 61 | 68.5 | **89** | **100.0** |
| 10-15 | 58 | 39.5 | 88 | 59.9 | **147** | **100.0** |
| 16-20 | 23 | 37.7 | 38 | 62.3 | **61** | **100.0** |
| 21-24 | 11 | 30.6 | 25 | 69.4 | **36** | **100.0** |
| 25-34 | 20 | 21.7 | 72 | 78.3 | **92** | **100.0** |
| 35-44 | 36 | 27.1 | 96 | 72.2 | **133** | **100.0** |
| 45-54 | 23 | 29.9 | 54 | 70.1 | **77** | **100.0** |
| 55-64 | 17 | 35.4 | 31 | 64.6 | **48** | **100.0** |
| 65-74 | 11 | 35.5 | 20 | 64.5 | **31** | **100.0** |
| >74 | 13 | 44.8 | 16 | 55.2 | **29** | **100.0** |
| Unknown | 0 | -- | 6 | 100.0 | **6** | **100.0** |
| **Total*** | **240** | **31.5** | **518** | **68.1** | **761** | **100.0** |
| **Pedalcyclists Injured** | | | | | | |
| <5 | ** | 74.4 | ** | 25.6 | **** | **100.0** |
| 5-9 | 4,000 | 57.3 | 3,000 | 42.3 | **7,000** | **100.0** |
| 10-15 | 12,000 | 63.2 | 7,000 | 35.9 | **19,000** | **100.0** |
| 16-20 | 4,000 | 62.7 | 2,000 | 36.2 | **7,000** | **100.0** |
| 21-24 | 3,000 | 62.0 | 2,000 | 38.0 | **5,000** | **100.0** |
| 25-34 | 5,000 | 59.1 | 4,000 | 40.3 | **9,000** | **100.0** |
| 35-44 | 2,000 | 48.2 | 3,000 | 51.8 | **5,000** | **100.0** |
| 45-54 | 2,000 | 67.4 | 1,000 | 31.8 | **3,000** | **100.0** |
| 55-64 | 2,000 | 74.9 | 1,000 | 25.1 | **2,000** | **100.0** |
| 65-74 | 1,000 | 79.0 | ** | 21.0 | **1,000** | **100.0** |
| >74 | ** | 57.3 | ** | 42.4 | **** | **100.0** |
| **Total** | **36,000** | **61.4** | **22,000** | **38.0** | **59,000** | **100.0** |

* Includes 3 pedalcyclists killed at other or unknown locations.
** Less than 500.

## Table 96
## Pedalcyclists Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

| Age (Years) | Male | | | Female | | | Total | | |
|---|---|---|---|---|---|---|---|---|---|
| | Number | Population (Thousands) | Rate | Number | Population (Thousands) | Rate | Number | Population (Thousands) | Rate |
| **Pedalcyclists Killed** | | | | | | | | | |
| <5 | 9 | 9,868 | 0.09 | 3 | 9,418 | 0.03 | **12** | **19,286** | **0.06** |
| 5-9 | 66 | 9,954 | 0.66 | 23 | 9,487 | 0.24 | **89** | **19,441** | **0.46** |
| 10-15 | 125 | 11,675 | 1.07 | 22 | 11,095 | 0.20 | **147** | **22,770** | **0.65** |
| 16-20 | 54 | 9,511 | 0.57 | 7 | 8,933 | 0.08 | **61** | **18,444** | **0.33** |
| 21-24 | 36 | 7,159 | 0.50 | 0 | 6,830 | 0.00 | **36** | **13,989** | **0.26** |
| 25-34 | 81 | 20,191 | 0.40 | 11 | 20,177 | 0.05 | **92** | **40,368** | **0.23** |
| 35-44 | 115 | 21,569 | 0.53 | 18 | 21,825 | 0.08 | **133** | **43,393** | **0.31** |
| 45-54 | 63 | 15,837 | 0.40 | 14 | 16,533 | 0.08 | **77** | **32,370** | **0.24** |
| 55-64 | 43 | 10,166 | 0.42 | 5 | 11,195 | 0.04 | **48** | **21,361** | **0.22** |
| 65-74 | 28 | 8,325 | 0.34 | 3 | 10,345 | 0.03 | **31** | **18,669** | **0.17** |
| >74 | 27 | 5,556 | 0.49 | 2 | 9,635 | 0.02 | **29** | **15,192** | **0.19** |
| Unknown | 6 | * | * | 0 | * | * | **6** | ***** | ***** |
| **Total** | **653** | **129,810** | **0.50** | **108** | **135,474** | **0.08** | **761** | **265,284** | **0.29** |
| **Pedalcyclists Injured** | | | | | | | | | |
| <5 | ** | 9,868 | 2 | ** | 9,418 | 1 | ****** | **19,286** | **1** |
| 5-9 | 5,000 | 9,954 | 54 | 2,000 | 9,487 | 21 | **7,000** | **19,441** | **38** |
| 10-15 | 15,000 | 11,675 | 125 | 4,000 | 11,095 | 39 | **19,000** | **22,770** | **83** |
| 16-20 | 6,000 | 9,511 | 59 | 1,000 | 8,933 | 11 | **7,000** | **18,444** | **36** |
| 21-24 | 4,000 | 7,159 | 57 | 1,000 | 6,830 | 13 | **5,000** | **13,989** | **36** |
| 25-34 | 7,000 | 20,191 | 33 | 2,000 | 20,177 | 11 | **9,000** | **40,368** | **22** |
| 35-44 | 4,000 | 21,569 | 20 | 1,000 | 21,825 | 3 | **5,000** | **43,393** | **11** |
| 45-54 | 2,000 | 15,837 | 15 | 1,000 | 16,533 | 3 | **3,000** | **32,370** | **9** |
| 55-64 | 2,000 | 10,166 | 20 | ** | 11,195 | 0 | **2,000** | **21,361** | **10** |
| 65-74 | 1,000 | 8,325 | 15 | ** | 10,345 | 1 | **1,000** | **18,669** | **7** |
| >74 | ** | 5,556 | 5 | ** | 9,635 | 0 | ****** | **15,192** | **2** |
| **Total** | **47,000** | **129,810** | **36** | **12,000** | **135,474** | **9** | **59,000** | **265,284** | **22** |

* Not applicable.
** Less than 500.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

**Table 97**
**Pedalcyclists Killed or Injured, by Time of Day and Day of Week**

| Time of Day | Day of Week: Weekday Number | Weekday Percent | Weekend Number | Weekend Percent | Total Number | Total Percent |
|---|---|---|---|---|---|---|
| **Pedalcyclists Killed** | | | | | | |
| Midnight to 3 am | 17 | 3.6 | 23 | 8.2 | **40** | **5.3** |
| 3 am to 6 am | 11 | 2.3 | 7 | 2.5 | **18** | **2.4** |
| 6 am to 9 am | 33 | 6.9 | 7 | 2.5 | **40** | **5.3** |
| 9 am to Noon | 46 | 9.6 | 28 | 9.9 | **74** | **9.7** |
| Noon to 3 pm | 66 | 13.8 | 28 | 9.9 | **94** | **12.4** |
| 3 pm to 6 pm | 131 | 27.5 | 52 | 18.4 | **183** | **24.0** |
| 6 pm to 9 pm | 110 | 23.1 | 78 | 27.7 | **188** | **24.7** |
| 9 pm to Midnight | 63 | 13.2 | 59 | 20.9 | **122** | **16.0** |
| Unknown | 0 | 0.0 | 0 | 0.0 | ***2** | **0.3** |
| **Total** | **477** | **100.0** | **282** | **100.0** | ***761** | **100.0** |
| **Pedalcyclists Injured** | | | | | | |
| Midnight to 3 am | ** | 0.4 | ** | 2.2 | **1,000** | **0.9** |
| 3 am to 6 am | ** | 1.0 | ** | 0.6 | **1,000** | **0.9** |
| 6 am to 9 am | 4,000 | 10.3 | 1,000 | 4.2 | **5,000** | **8.7** |
| 9 am to Noon | 4,000 | 8.9 | 1,000 | 8.3 | **5,000** | **8.7** |
| Noon to 3 pm | 7,000 | 16.2 | 4,000 | 27.5 | **11,000** | **19.2** |
| 3 pm to 6 pm | 18,000 | 40.7 | 3,000 | 20.9 | **21,000** | **35.5** |
| 6 pm to 9 pm | 8,000 | 18.7 | 4,000 | 27.8 | **12,000** | **21.1** |
| 9 pm to Midnight | 2,000 | 3.8 | 1,000 | 8.5 | **3,000** | **5.0** |
| **Total** | **43,000** | **100.0** | **15,000** | **100.0** | **59,000** | **100.0** |

* Includes 2 pedalcyclists killed at unknown time of day and day of week.
** Less than 500.

## Table 98
## Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

| Vehicle Type | Initial Point of Impact | | | | | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Front | | Right Side | | Left Side | | Rear | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| **Pedalcyclists Killed** | | | | | | | | | | | | |
| Passenger Car | 336 | 89.1 | 17 | 4.5 | 9 | 2.4 | 4 | 1.1 | 11 | 2.9 | **377** | **100.0** |
| Light Truck | 218 | 85.8 | 19 | 7.5 | 10 | 3.9 | 4 | 1.6 | 3 | 1.2 | **254** | **100.0** |
| Large Truck | 26 | 44.8 | 10 | 17.2 | 4 | 6.9 | 7 | 12.1 | 11 | 19.0 | **58** | **100.0** |
| Motorcycle | 0 | -- | 0 | -- | 0 | -- | 0 | -- | 0 | -- | **0** | **--** |
| Other/Unknown | 22 | 47.8 | 5 | 10.9 | 5 | 10.9 | 5 | 10.9 | 9 | 19.6 | **46** | **100.0** |
| **Total** | **602** | **81.9** | **51** | **6.9** | **28** | **3.8** | **20** | **2.7** | **34** | **4.6** | **735** | **100.0** |
| **Pedalcyclists Injured** | | | | | | | | | | | | |
| Passenger Car | 25,000 | 59.3 | 12,000 | 28.8 | 5,000 | 10.8 | * | 1.1 | * | * | **42,000** | **100.0** |
| Light Truck | 9,000 | 59.7 | 4,000 | 29.8 | 1,000 | 9.1 | * | 1.3 | * | 0.2 | **15,000** | **100.0** |
| Other | 1,000 | 67.5 | * | 23.6 | * | 8.9 | * | * | * | * | **1,000** | **100.0** |
| **Total** | **35,000** | **59.5** | **17,000** | **29.0** | **6,000** | **10.3** | **1,000** | **1.1** | ***** | ***** | **58,000** | **100.0** |

* Less than 500 or less than 0.05 percent.

## Table 99
## Pedalcyclists Killed, by Related Factors

| Factors | Number | Percent |
|---|---|---|
| Failure to yield right of way | 161 | 21.2 |
| Riding, playing, working, etc., in roadway | 132 | 17.3 |
| Improper crossing of roadway or intersection | 115 | 15.1 |
| Failure to obey (e.g., signs, control devices, officers) | 55 | 7.2 |
| Inattentive (talking, eating, etc.) | 45 | 5.9 |
| Failure to keep in proper lane or running off road | 38 | 5.0 |
| Operating without required equipment | 33 | 4.3 |
| Not visible | 28 | 3.7 |
| Making improper turn | 27 | 3.5 |
| Erratic, reckless, careless, or negligent operation | 26 | 3.4 |
| Driving on wrong side of road | 19 | 2.5 |
| Improper lane changing | 13 | 1.7 |
| Improper entry to or exit from trafficway | 9 | 1.2 |
| Failing to have lights on when required | 6 | 0.8 |
| Other factors | 90 | 11.8 |
| None reported | 212 | 27.9 |
| Unknown | 17 | 2.2 |
| **Total** | **761** | **100.0** |

Note: The sum of the numbers and percentages is greater than total pedalcyclists killed as more than one factor may be present for the same pedalcyclist.

# 5. STATES

Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last four tables describe each state's safety belt use laws, child passenger protection laws, motorcycle helmet use requirements, and impaired driving legislation. Below are some of the state statistics you will find in this chapter:

- Traffic fatalities increased slightly, by 0.2 percent, from 1995 to 1996 for the nation as a whole. Twenty states showed increases, ranging from 2 percent to as much as 18 percent.

- The pedestrian fatality rate per 100,000 population was 2.0 for the nation. Nevada had the highest rate (4.24) and North Dakota had the lowest (0.62).

- Two percent of all traffic crash fatalities in 1996 were pedalcyclists. North Dakota was the only state that reported no pedalcyclists killed.

- Forty-nine states, plus the District of Columbia and Puerto Rico, have safety belt use laws.

- All states, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.

- Motorcycle helmets are required for all riders in 25 states, the District of Columbia, and Puerto Rico. Twenty-two states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.

- State laws in 35 states and the District of Columbia make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Thirteen states have adopted 0.08 g/dl. Two states and Puerto Rico do not have illegal per se BAC levels.

**Table 100**
**1996 Traffic Fatalities by State and Percent Change from 1995**

| State | Fatalities | | | State | Fatalities | | |
|---|---|---|---|---|---|---|---|
| | 1995 | 1996 | Percent Change | | 1995 | 1996 | Percent Change |
| AL | 1,114 | 1,143 | +3 | NE | 254 | 293 | +15 |
| AK | 87 | 80 | -8 | NV | 313 | 348 | +11 |
| AZ | 1,035 | 993 | -4 | NH | 118 | 134 | +14 |
| AR | 631 | 615 | -3 | NJ | 774 | 818 | +6 |
| CA | 4,192 | 3,989 | -5 | NM | 485 | 481 | -1 |
| CO | 645 | 617 | -4 | NY | 1,679 | 1,564 | -7 |
| CT | 317 | 310 | -2 | NC | 1,448 | 1,493 | +3 |
| DE | 121 | 116 | -4 | ND | 74 | 85 | +15 |
| DC | 58 | 62 | +7 | OH | 1,360 | 1,395 | +3 |
| FL | 2,805 | 2,753 | -2 | OK | 669 | 772 | +15 |
| GA | 1,488 | 1,574 | +6 | OR | 574 | 524 | -9 |
| HI | 130 | 148 | +14 | PA | 1,480 | 1,469 | -1 |
| ID | 262 | 258 | -2 | RI | 69 | 69 | 0 |
| IL | 1,586 | 1,477 | -7 | SC | 881 | 930 | +6 |
| IN | 960 | 984 | +3 | SD | 158 | 175 | +11 |
| IA | 527 | 465 | -12 | TN | 1,259 | 1,239 | -2 |
| KS | 442 | 491 | +11 | TX | 3,183 | 3,741 | +18 |
| KY | 849 | 841 | -1 | UT | 325 | 321 | -1 |
| LA | 894 | 781 | -13 | VT | 106 | 88 | -17 |
| ME | 187 | 169 | -10 | VA | 900 | 875 | -3 |
| MD | 671 | 608 | -9 | WA | 653 | 712 | +9 |
| MA | 444 | 417 | -6 | WV | 376 | 345 | -8 |
| MI | 1,530 | 1,505 | -2 | WI | 745 | 761 | +2 |
| MN | 597 | 576 | -4 | WY | 170 | 143 | -16 |
| MS | 868 | 811 | -7 | **USA** | **41,817** | **41,907** | **+0** |
| MO | 1,109 | 1,149 | +4 | | | | |
| MT | 215 | 200 | -7 | PR | 595 | 601 | +1 |

**Figure 28**
**1996 Traffic Fatalities by State and Percent Change from 1995**

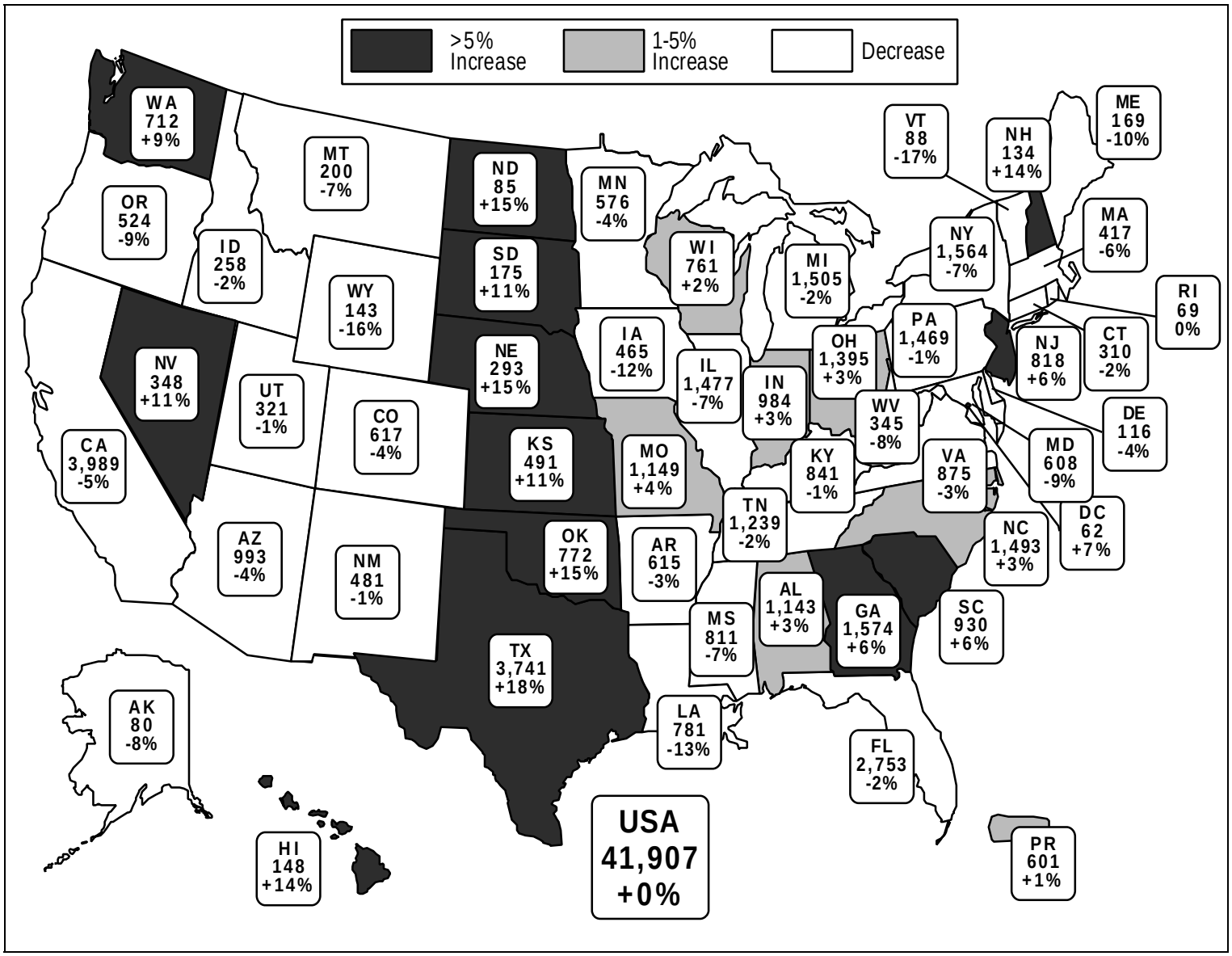


**Table 101**
**Percent of Fatal Crashes by State and First Harmful Event**

| State | First Harmful Event | | | | | | Total Crashes |
|---|---|---|---|---|---|---|---|
| | Collision with | | | | Non-Collision | | |
| | Motor Vehicle in Transport | Non-Motorist | Fixed Object | Object Not Fixed | Overturn | Other | |
| AL | 41.2 | 8.7 | 37.8 | 2.2 | 9.6 | 0.6 | **1,022** |
| AK | 39.4 | 14.1 | 18.3 | 8.5 | 19.7 | 0.0 | **71** |
| AZ | 38.5 | 21.4 | 16.8 | 1.6 | 17.0 | 4.7 | **857** |
| AR | 38.8 | 5.9 | 32.3 | 5.4 | 16.7 | 0.9 | **539** |
| CA | 34.6 | 23.7 | 26.7 | 3.1 | 10.8 | 1.1 | **3,576** |
| CO | 33.9 | 13.7 | 28.3 | 2.9 | 20.2 | 1.1 | **555** |
| CT | 34.8 | 17.6 | 38.5 | 4.4 | 3.4 | 1.4 | **296** |
| DE | 54.3 | 21.9 | 19.0 | 1.9 | 1.9 | 1.0 | **105** |
| DC | 36.2 | 34.5 | 29.3 | 0.0 | 0.0 | 0.0 | **58** |
| FL | 45.4 | 25.3 | 20.2 | 1.5 | 6.1 | 1.6 | **2,496** |
| GA | 42.7 | 11.9 | 34.4 | 2.6 | 7.6 | 0.8 | **1,403** |
| HI | 36.6 | 25.4 | 26.9 | 2.2 | 5.2 | 3.7 | **134** |
| ID | 41.7 | 5.3 | 24.6 | 6.1 | 19.7 | 2.6 | **228** |
| IL | 42.9 | 16.6 | 28.1 | 4.0 | 7.1 | 1.2 | **1,312** |
| IN | 49.2 | 9.4 | 29.1 | 4.9 | 6.8 | 0.6 | **872** |
| IA | 47.4 | 8.0 | 21.9 | 3.6 | 18.2 | 0.7 | **411** |
| KS | 43.6 | 5.0 | 27.3 | 4.7 | 18.7 | 0.7 | **443** |
| KY | 42.0 | 8.2 | 39.4 | 2.5 | 7.2 | 0.7 | **733** |
| LA | 37.8 | 17.5 | 32.7 | 4.3 | 7.0 | 0.7 | **701** |
| ME | 31.2 | 10.8 | 39.5 | 2.5 | 14.6 | 1.3 | **157** |
| MD | 45.0 | 22.2 | 28.0 | 2.7 | 2.2 | 0.0 | **558** |
| MA | 32.9 | 20.7 | 37.0 | 2.0 | 6.1 | 1.3 | **392** |
| MI | 49.7 | 16.3 | 25.5 | 3.1 | 4.7 | 0.7 | **1,339** |
| MN | 52.3 | 9.9 | 19.9 | 3.6 | 12.9 | 1.4 | **503** |
| MS | 44.6 | 7.6 | 33.2 | 3.3 | 11.1 | 0.1 | **695** |
| MO | 40.2 | 9.3 | 35.7 | 3.1 | 10.8 | 0.9 | **1,006** |
| MT | 33.5 | 7.3 | 20.1 | 3.4 | 33.5 | 2.2 | **179** |
| NE | 45.8 | 9.2 | 17.1 | 5.4 | 21.3 | 1.3 | **240** |
| NV | 32.1 | 21.9 | 16.8 | 3.2 | 25.4 | 0.6 | **315** |
| NH | 40.0 | 15.2 | 31.2 | 2.4 | 8.8 | 2.4 | **125** |

**Table 101**
**Percent of Fatal Crashes by State and First Harmful Event (Continued)**

| State | First Harmful Event | | | | | | Total Crashes |
|---|---|---|---|---|---|---|---|
| | Collision with | | | | Non-Collision | | |
| | Motor Vehicle in Transport | Non-Motorist | Fixed Object | Object Not Fixed | Overturn | Other | |
| NJ | 38.7 | 24.8 | 30.4 | 2.1 | 3.2 | 0.8 | **757** |
| NM | 37.1 | 15.3 | 19.4 | 2.4 | 23.8 | 1.9 | **412** |
| NY | 37.4 | 27.8 | 27.7 | 2.9 | 2.3 | 1.9 | **1,422** |
| NC | 45.4 | 15.4 | 31.8 | 2.6 | 4.5 | 0.3 | **1,328** |
| ND | 45.0 | 5.0 | 8.8 | 7.5 | 31.3 | 2.5 | **80** |
| OH | 48.4 | 10.7 | 35.1 | 2.7 | 2.6 | 0.4 | **1,247** |
| OK | 42.7 | 8.8 | 37.9 | 4.2 | 5.7 | 0.7 | **670** |
| OR | 36.7 | 13.5 | 29.6 | 3.5 | 15.7 | 1.1 | **460** |
| PA | 39.4 | 17.0 | 35.6 | 3.1 | 3.8 | 1.1 | **1,353** |
| RI | 27.7 | 26.2 | 38.5 | 4.6 | 1.5 | 1.5 | **65** |
| SC | 40.3 | 14.1 | 32.5 | 4.0 | 8.0 | 1.0 | **821** |
| SD | 42.3 | 7.7 | 21.1 | 2.8 | 21.1 | 4.9 | **142** |
| TN | 40.6 | 8.4 | 37.0 | 2.1 | 10.8 | 1.2 | **1,120** |
| TX | 39.8 | 14.7 | 25.4 | 3.8 | 15.3 | 0.9 | **3,248** |
| UT | 35.2 | 14.8 | 14.1 | 4.6 | 29.6 | 1.8 | **284** |
| VT | 35.1 | 12.2 | 43.2 | 1.4 | 6.8 | 1.4 | **74** |
| VA | 39.2 | 14.6 | 33.7 | 2.1 | 7.3 | 3.1 | **807** |
| WA | 39.7 | 15.1 | 25.2 | 2.3 | 15.7 | 2.0 | **643** |
| WV | 35.5 | 8.8 | 33.0 | 2.2 | 17.6 | 2.8 | **318** |
| WI | 50.9 | 9.7 | 26.4 | 2.7 | 9.0 | 1.2 | **658** |
| WY | 25.6 | 10.7 | 15.7 | 5.8 | 38.8 | 3.3 | **121** |
| **USA** | **41.1** | **15.8** | **28.9** | **3.1** | **9.9** | **1.2** | **37,351** |
| PR | 34.0 | 36.4 | 23.0 | 2.9 | 1.1 | 2.6 | **547** |

**Table 102**
**Percent of Fatal Crashes by State and Roadway Function Class**

| State | Roadway Function Class | | | | | | | Total Crashes |
|---|---|---|---|---|---|---|---|---|
| | Principal Arterial | | | Minor Arterial | Collector | Local | Unknown | |
| | Interstate | Freeway and Expressway | Other | | | | | |
| AL | 10.9 | 0.0 | 22.7 | 22.8 | 31.5 | 12.0 | 0.1 | **1,022** |
| AK | 26.8 | 4.2 | 11.3 | 12.7 | 21.1 | 21.1 | 2.8 | **71** |
| AZ | 16.1 | 1.1 | 31.4 | 22.2 | 18.6 | 9.0 | 1.8 | **857** |
| AR | 10.0 | 1.9 | 26.2 | 16.0 | 23.6 | 22.4 | 0.0 | **539** |
| CA | 13.9 | 10.0 | 30.8 | 19.5 | 14.6 | 11.2 | 0.0 | **3,576** |
| CO | 17.8 | 6.7 | 31.2 | 17.8 | 17.3 | 9.2 | 0.0 | **555** |
| CT | 13.9 | 4.4 | 23.3 | 28.4 | 18.2 | 11.8 | 0.0 | **296** |
| DE | 7.6 | 1.9 | 36.2 | 16.2 | 21.9 | 16.2 | 0.0 | **105** |
| DC | 1.7 | 0.0 | 0.0 | 0.0 | 0.0 | 98.3 | 0.0 | **58** |
| FL | 9.6 | 2.8 | 35.0 | 12.1 | 2.5 | 29.1 | 8.9 | **2,496** |
| GA | 13.0 | 1.1 | 21.7 | 23.0 | 22.6 | 17.5 | 1.0 | **1,403** |
| HI | 4.5 | 5.2 | 32.1 | 29.9 | 17.9 | 10.4 | 0.0 | **134** |
| ID | 13.6 | 2.6 | 28.5 | 16.7 | 24.6 | 14.0 | 0.0 | **228** |
| IL | 12.7 | 0.4 | 24.3 | 16.0 | 19.8 | 26.8 | 0.0 | **1,312** |
| IN | 9.2 | 2.8 | 21.2 | 17.8 | 25.1 | 12.0 | 11.9 | **872** |
| IA | 7.5 | 0.0 | 31.6 | 16.5 | 29.0 | 15.3 | 0.0 | **411** |
| KS | 7.4 | 4.1 | 27.3 | 16.7 | 25.1 | 19.4 | 0.0 | **443** |
| KY | 10.2 | 0.4 | 15.7 | 16.2 | 38.2 | 19.2 | 0.0 | **733** |
| LA | 10.4 | 2.6 | 17.5 | 16.1 | 32.2 | 20.3 | 0.9 | **701** |
| ME | 7.6 | 3.8 | 18.5 | 13.4 | 31.8 | 22.9 | 1.9 | **157** |
| MD | 8.6 | 5.0 | 26.5 | 21.1 | 17.9 | 13.6 | 7.2 | **558** |
| MA | 14.5 | 5.6 | 19.1 | 27.3 | 16.8 | 16.6 | 0.0 | **392** |
| MI | 8.7 | 2.5 | 27.3 | 22.7 | 24.3 | 14.0 | 0.4 | **1,339** |
| MN | 7.6 | 1.8 | 21.9 | 27.0 | 27.8 | 13.9 | 0.0 | **503** |
| MS | 10.5 | 0.9 | 21.2 | 18.8 | 23.3 | 25.2 | 0.1 | **695** |
| MO | 17.1 | 3.9 | 24.8 | 14.3 | 26.4 | 13.3 | 0.2 | **1,006** |
| MT | 21.8 | 1.1 | 33.5 | 16.2 | 9.5 | 17.9 | 0.0 | **179** |
| NE | 9.2 | 0.8 | 29.2 | 17.1 | 21.3 | 22.5 | 0.0 | **240** |
| NV | 23.8 | 10.2 | 16.2 | 29.2 | 13.3 | 7.3 | 0.0 | **315** |
| NH | 11.2 | 3.2 | 20.0 | 18.4 | 28.8 | 15.2 | 3.2 | **125** |

**Table 102**
**Percent of Fatal Crashes by State and Roadway Function Class (Continued)**

| State | Roadway Function Class | | | | | | | Total Crashes |
|---|---|---|---|---|---|---|---|---|
| | Principal Arterial | | | Minor Arterial | Collector | Local | Unknown | |
| | Interstate | Freeway and Expressway | Other | | | | | |
| NJ | 9.9 | 7.1 | 29.6 | 27.2 | 14.1 | 11.6 | 0.4 | **757** |
| NM | 24.8 | 0.0 | 26.7 | 13.8 | 14.8 | 19.9 | 0.0 | **412** |
| NY | 6.5 | 8.6 | 26.4 | 24.0 | 17.7 | 15.7 | 1.1 | **1,422** |
| NC | 7.7 | 1.9 | 14.6 | 13.6 | 29.7 | 32.5 | 0.0 | **1,328** |
| ND | 2.5 | 2.5 | 25.0 | 12.5 | 18.8 | 38.8 | 0.0 | **80** |
| OH | 8.8 | 1.5 | 20.1 | 19.9 | 29.9 | 19.3 | 0.4 | **1,247** |
| OK | 14.6 | 3.6 | 20.1 | 17.8 | 26.7 | 17.2 | 0.0 | **670** |
| OR | 9.8 | 0.4 | 35.2 | 21.3 | 23.7 | 9.3 | 0.2 | **460** |
| PA | 8.3 | 3.0 | 26.7 | 23.8 | 17.4 | 20.8 | 0.0 | **1,353** |
| RI | 16.9 | 9.2 | 26.2 | 26.2 | 13.8 | 7.7 | 0.0 | **65** |
| SC | 10.2 | 1.0 | 28.4 | 14.4 | 27.3 | 18.5 | 0.2 | **821** |
| SD | 14.1 | 0.0 | 23.2 | 26.8 | 23.9 | 12.0 | 0.0 | **142** |
| TN | 12.2 | 0.7 | 26.3 | 24.5 | 23.6 | 12.7 | 0.0 | **1,120** |
| TX | 16.2 | 6.3 | 21.9 | 13.2 | 17.0 | 25.5 | 0.0 | **3,248** |
| UT | 31.7 | 4.2 | 11.6 | 6.0 | 12.0 | 34.5 | 0.0 | **284** |
| VT | 13.5 | 4.1 | 20.3 | 14.9 | 31.1 | 16.2 | 0.0 | **74** |
| VA | 13.8 | 1.6 | 23.5 | 24.0 | 25.3 | 11.3 | 0.5 | **807** |
| WA | 11.8 | 3.6 | 27.2 | 17.1 | 27.8 | 12.3 | 0.2 | **643** |
| WV | 17.9 | 0.0 | 10.1 | 25.2 | 33.6 | 12.9 | 0.3 | **318** |
| WI | 5.8 | 0.9 | 30.7 | 19.0 | 26.1 | 16.4 | 1.1 | **658** |
| WY | 26.4 | 2.5 | 19.8 | 15.7 | 17.4 | 14.0 | 4.1 | **121** |
| **USA** | **12.0** | **3.6** | **25.2** | **18.8** | **20.9** | **18.2** | **1.2** | **37,351** |
| PR | 21.6 | 1.6 | 19.9 | 19.9 | 21.4 | 15.5 | 0.0 | **547** |

**Table 103**
**Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State**

| State | Licensed Drivers (Thousands) | Fatalities per 100,000 Drivers | Registered Vehicles (Thousands) | Fatalities per 100,000 Registered Vehicles | Population (Thousands) | Fatalities per 100,000 Population | Total Killed |
|---|---|---|---|---|---|---|---|
| AL | 3,138 | 36.42 | 3,324 | 34.39 | 4,273 | 26.75 | **1,143** |
| AK | 440 | 18.18 | 531 | 15.07 | 607 | 13.18 | **80** |
| AZ | 2,727 | 36.41 | 2,983 | 33.29 | 4,428 | 22.43 | **993** |
| AR | 1,752 | 35.10 | 1,633 | 37.66 | 2,510 | 24.50 | **615** |
| CA | 20,249 | 19.70 | 25,214 | 15.82 | 31,878 | 12.51 | **3,989** |
| CO | 2,757 | 22.38 | 3,433 | 17.97 | 3,823 | 16.14 | **617** |
| CT | 2,344 | 13.23 | 2,609 | 11.88 | 3,274 | 9.47 | **310** |
| DE | 529 | 21.93 | 593 | 19.56 | 725 | 16.00 | **116** |
| DC | 333 | 18.62 | 237 | 26.16 | 543 | 11.42 | **62** |
| FL | 11,400 | 24.15 | 10,889 | 25.28 | 14,400 | 19.12 | **2,753** |
| GA | 4,966 | 31.70 | 6,283 | 25.05 | 7,353 | 21.41 | **1,574** |
| HI | 733 | 20.19 | 786 | 18.83 | 1,184 | 12.50 | **148** |
| ID | 820 | 31.46 | 1,061 | 24.32 | 1,189 | 21.70 | **258** |
| IL | 7,610 | 19.41 | 8,817 | 16.75 | 11,847 | 12.47 | **1,477** |
| IN | 3,704 | 26.57 | 5,216 | 18.87 | 5,841 | 16.85 | **984** |
| IA | 1,956 | 23.77 | 2,869 | 16.21 | 2,852 | 16.30 | **465** |
| KS | 1,788 | 27.46 | 2,110 | 23.27 | 2,572 | 19.09 | **491** |
| KY | 2,567 | 32.76 | 2,696 | 31.19 | 3,884 | 21.65 | **841** |
| LA | 2,624 | 29.76 | 3,318 | 23.54 | 4,351 | 17.95 | **781** |
| ME | 874 | 19.34 | 959 | 17.62 | 1,243 | 13.60 | **169** |
| MD | 3,377 | 18.00 | 3,635 | 16.73 | 5,072 | 11.99 | **608** |
| MA | 4,355 | 9.58 | 4,702 | 8.87 | 6,092 | 6.85 | **417** |
| MI | 6,717 | 22.41 | 8,010 | 18.79 | 9,594 | 15.69 | **1,505** |
| MN | 2,830 | 20.35 | 3,861 | 14.92 | 4,658 | 12.37 | **576** |
| MS | 1,700 | 47.71 | 2,182 | 37.17 | 2,716 | 29.86 | **811** |
| MO | 3,749 | 30.65 | 4,350 | 26.41 | 5,359 | 21.44 | **1,149** |
| MT | 574 | 34.84 | 973 | 20.55 | 879 | 22.75 | **200** |
| NE | 1,160 | 25.26 | 1,479 | 19.81 | 1,652 | 17.74 | **293** |
| NV | 1,117 | 31.15 | 1,096 | 31.75 | 1,603 | 21.71 | **348** |
| NH | 915 | 14.64 | 1,112 | 12.05 | 1,162 | 11.53 | **134** |

**Table 103**
**Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State (Continued)**

| State | Licensed Drivers (Thousands) | Fatalities per 100,000 Drivers | Registered Vehicles (Thousands) | Fatalities per 100,000 Registered Vehicles | Population (Thousands) | Fatalities per 100,000 Population | Total Killed |
|---|---|---|---|---|---|---|---|
| NJ | 5,486 | 14.91 | 5,822 | 14.05 | 7,988 | 10.24 | **818** |
| NM | 1,179 | 40.80 | 1,545 | 31.13 | 1,713 | 28.08 | **481** |
| NY | 10,484 | 14.92 | 10,636 | 14.70 | 18,185 | 8.60 | **1,564** |
| NC | 5,187 | 28.78 | 5,759 | 25.92 | 7,323 | 20.39 | **1,493** |
| ND | 449 | 18.93 | 679 | 12.52 | 644 | 13.20 | **85** |
| OH | 7,853 | 17.76 | 9,770 | 14.28 | 11,173 | 12.49 | **1,395** |
| OK | 2,396 | 32.22 | 3,082 | 25.05 | 3,301 | 23.39 | **772** |
| OR | 2,613 | 20.05 | 2,851 | 18.38 | 3,204 | 16.35 | **524** |
| PA | 8,221 | 17.87 | 8,640 | 17.00 | 12,056 | 12.18 | **1,469** |
| RI | 669 | 10.31 | 696 | 9.91 | 990 | 6.97 | **69** |
| SC | 2,575 | 36.12 | 2,791 | 33.32 | 3,699 | 25.14 | **930** |
| SD | 519 | 33.72 | 751 | 23.30 | 732 | 23.91 | **175** |
| TN | 3,806 | 32.55 | 4,830 | 25.65 | 5,320 | 23.29 | **1,239** |
| TX | 12,568 | 29.77 | 13,487 | 27.74 | 19,128 | 19.56 | **3,741** |
| UT | 1,319 | 24.34 | 1,455 | 22.21 | 2,000 | 16.05 | **321** |
| VT | 469 | 18.76 | 503 | 17.50 | 589 | 14.94 | **88** |
| VA | 4,692 | 18.65 | 5,576 | 15.69 | 6,675 | 13.11 | **875** |
| WA | 3,908 | 18.22 | 4,603 | 15.47 | 5,533 | 12.87 | **712** |
| WV | 1,274 | 27.08 | 1,406 | 24.54 | 1,826 | 18.89 | **345** |
| WI | 3,724 | 20.44 | 3,972 | 19.16 | 5,160 | 14.75 | **761** |
| WY | 343 | 41.69 | 562 | 25.44 | 481 | 29.73 | **143** |
| **USA** | **179,539** | **23.34** | **201,626** | **20.78** | **265,284** | **15.80** | **41,907** |
| PR | 1,832 | 32.81 | 2,256 | 26.64 | 3,783 | 15.89 | **601** |

Note: The number shown for registered vehicles for the USA is approximately 4 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.
Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co.; Population—Bureau of the Census.

## Table 104
## Persons Killed, by State and Person Type

| State | Person Type | | | | | | | | | | Total Killed | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Driver | | Passenger | | Pedestrian | | Pedalcyclist | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 769 | 67.3 | 281 | 24.6 | 86 | 7.5 | 6 | 0.5 | 1 | 0.1 | **1,143** | **100.0** |
| AK | 47 | 58.8 | 21 | 26.3 | 8 | 10.0 | 4 | 5.0 | 0 | 0.0 | **80** | **100.0** |
| AZ | 460 | 46.3 | 303 | 30.5 | 159 | 16.0 | 29 | 2.9 | 42 | 4.2 | **993** | **100.0** |
| AR | 418 | 68.0 | 161 | 26.2 | 27 | 4.4 | 5 | 0.8 | 4 | 0.7 | **615** | **100.0** |
| CA | 2,028 | 50.8 | 1,020 | 25.6 | 786 | 19.7 | 123 | 3.1 | 32 | 0.8 | **3,989** | **100.0** |
| CO | 357 | 57.9 | 175 | 28.4 | 73 | 11.8 | 9 | 1.5 | 3 | 0.5 | **617** | **100.0** |
| CT | 196 | 63.2 | 59 | 19.0 | 50 | 16.1 | 4 | 1.3 | 1 | 0.3 | **310** | **100.0** |
| DE | 63 | 54.3 | 30 | 25.9 | 20 | 17.2 | 3 | 2.6 | 0 | 0.0 | **116** | **100.0** |
| DC | 24 | 38.7 | 15 | 24.2 | 21 | 33.9 | 1 | 1.6 | 1 | 1.6 | **62** | **100.0** |
| FL | 1,430 | 51.9 | 669 | 24.3 | 536 | 19.5 | 108 | 3.9 | 10 | 0.4 | **2,753** | **100.0** |
| GA | 962 | 61.1 | 432 | 27.4 | 161 | 10.2 | 15 | 1.0 | 4 | 0.3 | **1,574** | **100.0** |
| HI | 76 | 51.4 | 38 | 25.7 | 29 | 19.6 | 5 | 3.4 | 0 | 0.0 | **148** | **100.0** |
| ID | 162 | 62.8 | 80 | 31.0 | 13 | 5.0 | 3 | 1.2 | 0 | 0.0 | **258** | **100.0** |
| IL | 847 | 57.3 | 396 | 26.8 | 201 | 13.6 | 28 | 1.9 | 5 | 0.3 | **1,477** | **100.0** |
| IN | 645 | 65.5 | 248 | 25.2 | 76 | 7.7 | 6 | 0.6 | 9 | 0.9 | **984** | **100.0** |
| IA | 309 | 66.5 | 122 | 26.2 | 22 | 4.7 | 11 | 2.4 | 1 | 0.2 | **465** | **100.0** |
| KS | 339 | 69.0 | 128 | 26.1 | 22 | 4.5 | 2 | 0.4 | 0 | 0.0 | **491** | **100.0** |
| KY | 535 | 63.6 | 239 | 28.4 | 54 | 6.4 | 7 | 0.8 | 6 | 0.7 | **841** | **100.0** |
| LA | 442 | 56.6 | 201 | 25.7 | 113 | 14.5 | 16 | 2.0 | 9 | 1.2 | **781** | **100.0** |
| ME | 105 | 62.1 | 46 | 27.2 | 16 | 9.5 | 1 | 0.6 | 1 | 0.6 | **169** | **100.0** |
| MD | 334 | 54.9 | 137 | 22.5 | 126 | 20.7 | 8 | 1.3 | 3 | 0.5 | **608** | **100.0** |
| MA | 238 | 57.1 | 92 | 22.1 | 73 | 17.5 | 7 | 1.7 | 7 | 1.7 | **417** | **100.0** |
| MI | 897 | 59.6 | 376 | 25.0 | 192 | 12.8 | 33 | 2.2 | 7 | 0.5 | **1,505** | **100.0** |
| MN | 360 | 62.5 | 160 | 27.8 | 47 | 8.2 | 6 | 1.0 | 3 | 0.5 | **576** | **100.0** |
| MS | 524 | 64.6 | 234 | 28.9 | 48 | 5.9 | 5 | 0.6 | 0 | 0.0 | **811** | **100.0** |
| MO | 755 | 65.7 | 286 | 24.9 | 97 | 8.4 | 4 | 0.3 | 7 | 0.6 | **1,149** | **100.0** |
| MT | 109 | 54.5 | 76 | 38.0 | 13 | 6.5 | 2 | 1.0 | 0 | 0.0 | **200** | **100.0** |
| NE | 185 | 63.1 | 82 | 28.0 | 18 | 6.1 | 4 | 1.4 | 4 | 1.4 | **293** | **100.0** |
| NV | 175 | 50.3 | 99 | 28.4 | 68 | 19.5 | 6 | 1.7 | 0 | 0.0 | **348** | **100.0** |
| NH | 82 | 61.2 | 31 | 23.1 | 18 | 13.4 | 3 | 2.2 | 0 | 0.0 | **134** | **100.0** |

**Table 104**
**Persons Killed, by State and Person Type (Continued)**

| State | Person Type | | | | | | | | | | Total Killed | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Driver | | Passenger | | Pedestrian | | Pedalcyclist | | Other/Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 446 | 54.5 | 174 | 21.3 | 178 | 21.8 | 18 | 2.2 | 2 | 0.2 | **818** | **100.0** |
| NM | 234 | 48.6 | 176 | 36.6 | 62 | 12.9 | 2 | 0.4 | 7 | 1.5 | **481** | **100.0** |
| NY | 770 | 49.2 | 360 | 23.0 | 371 | 23.7 | 45 | 2.9 | 18 | 1.2 | **1,564** | **100.0** |
| NC | 889 | 59.5 | 397 | 26.6 | 169 | 11.3 | 37 | 2.5 | 1 | 0.1 | **1,493** | **100.0** |
| ND | 57 | 67.1 | 24 | 28.2 | 4 | 4.7 | 0 | 0.0 | 0 | 0.0 | **85** | **100.0** |
| OH | 912 | 65.4 | 344 | 24.7 | 121 | 8.7 | 17 | 1.2 | 1 | 0.1 | **1,395** | **100.0** |
| OK | 498 | 64.5 | 208 | 26.9 | 61 | 7.9 | 5 | 0.6 | 0 | 0.0 | **772** | **100.0** |
| OR | 288 | 55.0 | 166 | 31.7 | 60 | 11.5 | 8 | 1.5 | 2 | 0.4 | **524** | **100.0** |
| PA | 884 | 60.2 | 337 | 22.9 | 215 | 14.6 | 25 | 1.7 | 8 | 0.5 | **1,469** | **100.0** |
| RI | 33 | 47.8 | 17 | 24.6 | 16 | 23.2 | 2 | 2.9 | 1 | 1.4 | **69** | **100.0** |
| SC | 567 | 61.0 | 239 | 25.7 | 101 | 10.9 | 18 | 1.9 | 5 | 0.5 | **930** | **100.0** |
| SD | 98 | 56.0 | 63 | 36.0 | 10 | 5.7 | 2 | 1.1 | 2 | 1.1 | **175** | **100.0** |
| TN | 795 | 64.2 | 335 | 27.0 | 94 | 7.6 | 5 | 0.4 | 10 | 0.8 | **1,239** | **100.0** |
| TX | 2,134 | 57.0 | 1,082 | 28.9 | 445 | 11.9 | 59 | 1.6 | 21 | 0.6 | **3,741** | **100.0** |
| UT | 168 | 52.3 | 111 | 34.6 | 33 | 10.3 | 9 | 2.8 | 0 | 0.0 | **321** | **100.0** |
| VT | 49 | 55.7 | 30 | 34.1 | 8 | 9.1 | 1 | 1.1 | 0 | 0.0 | **88** | **100.0** |
| VA | 524 | 59.9 | 223 | 25.5 | 114 | 13.0 | 10 | 1.1 | 4 | 0.5 | **875** | **100.0** |
| WA | 432 | 60.7 | 171 | 24.0 | 92 | 12.9 | 14 | 2.0 | 3 | 0.4 | **712** | **100.0** |
| WV | 224 | 64.9 | 89 | 25.8 | 23 | 6.7 | 4 | 1.2 | 5 | 1.4 | **345** | **100.0** |
| WI | 490 | 64.4 | 200 | 26.3 | 53 | 7.0 | 13 | 1.7 | 5 | 0.7 | **761** | **100.0** |
| WY | 91 | 63.6 | 38 | 26.6 | 9 | 6.3 | 3 | 2.1 | 2 | 1.4 | **143** | **100.0** |
| **USA** | **24,456** | **58.4** | **11,021** | **26.3** | **5,412** | **12.9** | **761** | **1.8** | **257** | **0.6** | **41,907** | **100.0** |
| PR | 243 | 40.4 | 138 | 23.0 | 201 | 33.4 | 17 | 2.8 | 2 | 0.3 | **601** | **100.0** |

## Table 105
## Percent of Persons Killed, by State and Age Group

| State | Age Group (Years) | | | | | | | | | | | Unknown | Total Killed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | | |
| AL | 2.4 | 1.6 | 2.0 | 14.1 | 10.3 | 20.6 | 16.4 | 9.8 | 8.7 | 7.6 | 6.5 | 0.1 | **1,143** |
| AK | 2.5 | 2.5 | 5.0 | 15.0 | 11.3 | 20.0 | 18.8 | 8.8 | 5.0 | 6.3 | 5.0 | 0.0 | **80** |
| AZ | 3.2 | 1.4 | 4.9 | 10.9 | 8.7 | 20.4 | 15.1 | 11.4 | 6.9 | 7.3 | 9.4 | 0.4 | **993** |
| AR | 1.1 | 2.3 | 2.9 | 16.6 | 10.4 | 19.3 | 16.6 | 10.7 | 6.5 | 6.2 | 7.3 | 0.0 | **615** |
| CA | 2.3 | 1.9 | 3.8 | 11.0 | 9.6 | 18.3 | 17.0 | 11.1 | 7.9 | 8.1 | 8.5 | 0.5 | **3,989** |
| CO | 2.1 | 1.0 | 5.3 | 13.3 | 10.2 | 19.9 | 17.5 | 8.9 | 6.8 | 6.6 | 8.3 | 0.0 | **617** |
| CT | 1.9 | 1.6 | 2.3 | 12.3 | 11.0 | 17.7 | 15.2 | 11.0 | 10.3 | 6.8 | 10.0 | 0.0 | **310** |
| DE | 2.6 | 0.9 | 4.3 | 13.8 | 8.6 | 24.1 | 15.5 | 6.0 | 6.9 | 9.5 | 7.8 | 0.0 | **116** |
| DC | 0.0 | 3.2 | 0.0 | 8.1 | 16.1 | 12.9 | 22.6 | 12.9 | 3.2 | 4.8 | 11.3 | 4.8 | **62** |
| FL | 1.3 | 1.7 | 3.8 | 9.6 | 8.4 | 16.5 | 15.6 | 11.1 | 7.6 | 9.9 | 13.9 | 0.6 | **2,753** |
| GA | 2.9 | 2.0 | 3.7 | 16.8 | 10.4 | 17.8 | 15.4 | 10.2 | 7.2 | 6.2 | 7.4 | 0.1 | **1,574** |
| HI | 1.4 | 2.7 | 3.4 | 16.2 | 11.5 | 15.5 | 16.9 | 9.5 | 6.1 | 8.1 | 8.8 | 0.0 | **148** |
| ID | 2.3 | 2.7 | 3.9 | 19.4 | 6.2 | 13.2 | 15.5 | 12.0 | 7.0 | 6.2 | 11.6 | 0.0 | **258** |
| IL | 2.3 | 2.0 | 3.7 | 12.9 | 11.4 | 18.2 | 14.4 | 10.3 | 7.3 | 7.7 | 9.6 | 0.1 | **1,477** |
| IN | 1.8 | 1.8 | 3.9 | 18.5 | 7.5 | 17.3 | 13.0 | 11.1 | 7.8 | 8.4 | 8.8 | 0.0 | **984** |
| IA | 4.1 | 2.2 | 3.2 | 16.6 | 10.1 | 16.3 | 13.8 | 9.2 | 6.2 | 6.9 | 11.4 | 0.0 | **465** |
| KS | 0.6 | 1.6 | 6.1 | 17.9 | 11.0 | 15.1 | 13.0 | 10.4 | 5.9 | 7.3 | 11.0 | 0.0 | **491** |
| KY | 2.5 | 2.9 | 3.1 | 15.9 | 9.8 | 18.0 | 15.5 | 8.8 | 8.7 | 6.4 | 8.6 | 0.0 | **841** |
| LA | 2.7 | 2.4 | 4.0 | 12.7 | 10.8 | 19.1 | 18.1 | 11.1 | 6.7 | 7.0 | 5.4 | 0.1 | **781** |
| ME | 1.2 | 3.0 | 4.7 | 17.8 | 7.1 | 21.9 | 12.4 | 5.3 | 3.0 | 7.7 | 16.0 | 0.0 | **169** |
| MD | 2.5 | 2.5 | 3.3 | 11.7 | 9.9 | 16.4 | 14.3 | 12.5 | 8.6 | 7.2 | 11.0 | 0.2 | **608** |
| MA | 1.0 | 1.7 | 3.4 | 15.3 | 9.6 | 18.2 | 10.3 | 9.1 | 7.2 | 11.3 | 12.7 | 0.2 | **417** |
| MI | 2.7 | 2.0 | 4.6 | 14.6 | 8.5 | 17.9 | 15.0 | 11.0 | 6.0 | 7.1 | 10.6 | 0.0 | **1,505** |
| MN | 1.0 | 1.6 | 4.9 | 17.0 | 9.7 | 14.2 | 14.6 | 10.8 | 8.3 | 8.2 | 9.7 | 0.0 | **576** |
| MS | 1.7 | 1.4 | 4.1 | 16.2 | 10.9 | 19.9 | 15.3 | 10.0 | 6.3 | 6.9 | 6.7 | 0.9 | **811** |
| MO | 2.1 | 1.3 | 4.2 | 15.8 | 10.2 | 17.2 | 17.6 | 7.9 | 7.7 | 7.2 | 8.8 | 0.0 | **1,149** |
| MT | 3.0 | 0.5 | 4.0 | 13.0 | 11.5 | 15.0 | 18.5 | 12.5 | 7.0 | 6.5 | 8.5 | 0.0 | **200** |
| NE | 2.4 | 1.7 | 7.2 | 12.6 | 6.8 | 17.1 | 14.3 | 13.7 | 5.8 | 4.4 | 14.0 | 0.0 | **293** |
| NV | 0.9 | 1.4 | 2.0 | 10.3 | 8.3 | 18.7 | 19.3 | 13.2 | 9.8 | 8.6 | 6.9 | 0.6 | **348** |
| NH | 0.0 | 1.5 | 3.0 | 11.2 | 11.2 | 15.7 | 17.2 | 10.4 | 6.7 | 8.2 | 14.9 | 0.0 | **134** |

**Table 105**
**Percent of Persons Killed, by State and Age Group (Continued)**

| State | Age Group (Years) | | | | | | | | | | | Unknown | Total Killed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | <5 | 5-9 | 10-15 | 16-20 | 21-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | >74 | | |
| NJ | 1.5 | 1.7 | 2.3 | 10.3 | 8.8 | 17.1 | 13.9 | 11.5 | 7.5 | 11.1 | 14.2 | 0.1 | **818** |
| NM | 2.5 | 1.7 | 4.0 | 16.4 | 11.9 | 17.9 | 15.6 | 10.2 | 10.0 | 3.3 | 6.7 | 0.0 | **481** |
| NY | 1.9 | 1.9 | 3.3 | 11.9 | 10.0 | 17.1 | 13.1 | 10.0 | 7.5 | 9.6 | 12.0 | 1.8 | **1,564** |
| NC | 2.3 | 2.5 | 3.5 | 13.5 | 10.0 | 19.4 | 14.7 | 10.0 | 6.7 | 8.2 | 8.9 | 0.1 | **1,493** |
| ND | 1.2 | 2.4 | 7.1 | 14.1 | 9.4 | 21.2 | 15.3 | 11.8 | 4.7 | 5.9 | 7.1 | 0.0 | **85** |
| OH | 1.6 | 2.2 | 3.1 | 15.1 | 11.0 | 16.9 | 13.5 | 11.8 | 7.3 | 7.8 | 9.5 | 0.1 | **1,395** |
| OK | 2.1 | 2.1 | 3.2 | 15.4 | 8.3 | 17.5 | 16.1 | 10.5 | 8.4 | 6.9 | 9.1 | 0.5 | **772** |
| OR | 2.3 | 2.5 | 3.6 | 15.6 | 8.8 | 18.3 | 15.3 | 10.1 | 6.7 | 8.0 | 8.6 | 0.2 | **524** |
| PA | 1.4 | 2.2 | 3.5 | 12.7 | 9.8 | 17.2 | 14.5 | 11.1 | 6.7 | 8.2 | 12.5 | 0.1 | **1,469** |
| RI | 0.0 | 2.9 | 0.0 | 11.6 | 10.1 | 18.8 | 14.5 | 5.8 | 10.1 | 17.4 | 8.7 | 0.0 | **69** |
| SC | 2.4 | 1.9 | 5.2 | 14.2 | 12.3 | 18.2 | 14.7 | 11.5 | 6.7 | 5.6 | 6.7 | 0.8 | **930** |
| SD | 1.1 | 1.7 | 8.6 | 14.3 | 7.4 | 16.0 | 17.1 | 6.9 | 5.7 | 9.7 | 11.4 | 0.0 | **175** |
| TN | 2.3 | 1.7 | 3.1 | 15.0 | 9.8 | 18.5 | 17.2 | 8.8 | 6.4 | 8.1 | 9.0 | 0.1 | **1,239** |
| TX | 2.5 | 2.3 | 4.1 | 14.6 | 10.1 | 19.8 | 16.7 | 10.2 | 6.3 | 6.5 | 6.5 | 0.5 | **3,741** |
| UT | 5.0 | 3.4 | 5.3 | 16.5 | 12.1 | 17.4 | 13.7 | 6.5 | 7.8 | 5.6 | 6.2 | 0.3 | **321** |
| VT | 1.1 | 1.1 | 4.5 | 15.9 | 15.9 | 12.5 | 14.8 | 5.7 | 10.2 | 10.2 | 8.0 | 0.0 | **88** |
| VA | 2.1 | 1.6 | 2.5 | 14.1 | 8.7 | 19.5 | 16.2 | 11.7 | 7.3 | 7.9 | 8.2 | 0.2 | **875** |
| WA | 1.1 | 1.7 | 3.7 | 14.2 | 10.0 | 21.6 | 18.8 | 8.3 | 6.2 | 5.9 | 8.6 | 0.0 | **712** |
| WV | 1.7 | 2.3 | 4.6 | 16.5 | 10.4 | 19.7 | 11.3 | 13.0 | 5.8 | 7.5 | 7.0 | 0.0 | **345** |
| WI | 2.2 | 1.6 | 4.5 | 14.1 | 9.9 | 18.7 | 16.0 | 8.8 | 7.4 | 6.0 | 10.9 | 0.0 | **761** |
| WY | 2.8 | 1.4 | 5.6 | 20.3 | 11.9 | 16.1 | 12.6 | 10.5 | 4.9 | 9.1 | 4.2 | 0.7 | **143** |
| **USA** | **2.1** | **1.9** | **3.8** | **13.8** | **9.8** | **18.2** | **15.5** | **10.4** | **7.2** | **7.6** | **9.3** | **0.3** | **41,907** |
| PR | 1.5 | 1.3 | 4.2 | 11.8 | 9.3 | 16.5 | 12.8 | 12.5 | 11.8 | 10.0 | 7.0 | 1.3 | **601** |

## Table 106
## Percent of Occupants Killed, by State and Vehicle Type

| State | Vehicle Type | | | | | | Unknown | Total Occupants Killed |
|---|---|---|---|---|---|---|---|---|
| | Passenger Cars | Light Trucks | Large Trucks | Motorcycles | Buses | Other Vehicles | | |
| AL | 65.0 | 29.2 | 1.8 | 2.9 | 0.0 | 1.0 | 0.1 | **1,051** |
| AK | 50.0 | 26.5 | 0.0 | 8.8 | 0.0 | 14.7 | 0.0 | **68** |
| AZ | 48.3 | 35.5 | 1.4 | 8.7 | 0.0 | 0.9 | 5.3 | **797** |
| AR | 54.4 | 36.0 | 4.1 | 4.3 | 0.0 | 1.2 | 0.0 | **581** |
| CA | 61.4 | 28.4 | 1.9 | 7.6 | 0.0 | 0.6 | 0.0 | **3,051** |
| CO | 53.7 | 35.2 | 1.3 | 9.4 | 0.0 | 0.4 | 0.0 | **534** |
| CT | 70.6 | 14.5 | 2.0 | 12.5 | 0.0 | 0.4 | 0.0 | **255** |
| DE | 65.6 | 18.3 | 1.1 | 10.8 | 0.0 | 1.1 | 3.2 | **93** |
| DC | 70.0 | 17.5 | 0.0 | 10.0 | 2.5 | 0.0 | 0.0 | **40** |
| FL | 67.2 | 22.7 | 1.2 | 7.6 | 0.0 | 1.1 | 0.1 | **2,099** |
| GA | 63.8 | 29.2 | 2.7 | 3.4 | 0.0 | 0.6 | 0.4 | **1,396** |
| HI | 55.3 | 25.4 | 1.8 | 17.5 | 0.0 | 0.0 | 0.0 | **114** |
| ID | 54.5 | 35.1 | 3.3 | 5.0 | 0.0 | 2.1 | 0.0 | **242** |
| IL | 70.2 | 19.2 | 1.3 | 8.8 | 0.0 | 0.5 | 0.0 | **1,243** |
| IN | 66.7 | 23.5 | 2.0 | 6.9 | 0.0 | 0.9 | 0.0 | **898** |
| IA | 65.7 | 26.4 | 1.2 | 3.9 | 0.2 | 1.9 | 0.7 | **432** |
| KS | 59.5 | 31.9 | 3.2 | 4.1 | 0.0 | 1.3 | 0.0 | **467** |
| KY | 62.9 | 29.3 | 2.1 | 3.6 | 0.0 | 1.8 | 0.4 | **776** |
| LA | 58.2 | 34.8 | 1.2 | 4.3 | 0.0 | 0.8 | 0.6 | **646** |
| ME | 57.0 | 29.8 | 1.3 | 9.9 | 0.0 | 2.0 | 0.0 | **151** |
| MD | 73.0 | 19.2 | 1.5 | 5.3 | 0.2 | 0.4 | 0.4 | **474** |
| MA | 72.4 | 15.8 | 0.6 | 10.3 | 0.0 | 0.6 | 0.3 | **330** |
| MI | 67.2 | 24.8 | 1.2 | 4.8 | 0.1 | 2.0 | 0.0 | **1,273** |
| MN | 62.5 | 25.8 | 0.4 | 8.0 | 0.6 | 2.7 | 0.0 | **523** |
| MS | 65.3 | 29.0 | 2.1 | 1.3 | 0.0 | 1.1 | 1.2 | **758** |
| MO | 62.0 | 31.5 | 1.8 | 3.3 | 0.0 | 1.1 | 0.2 | **1,045** |
| MT | 47.0 | 47.6 | 0.5 | 4.9 | 0.0 | 0.0 | 0.0 | **185** |
| NE | 59.1 | 34.9 | 2.6 | 2.2 | 0.0 | 1.1 | 0.0 | **269** |
| NV | 52.9 | 36.9 | 1.8 | 6.9 | 0.4 | 1.1 | 0.0 | **274** |
| NH | 61.9 | 16.8 | 0.0 | 19.5 | 0.0 | 0.0 | 1.8 | **113** |

**Table 106**
**Percent of Occupants Killed, by State and Vehicle Type (Continued)**

| State | Vehicle Type | | | | | | Unknown | Total Occupants Killed |
|---|---|---|---|---|---|---|---|---|
| | Passenger Cars | Light Trucks | Large Trucks | Motorcycles | Buses | Other Vehicles | | |
| NJ | 73.2 | 16.9 | 1.3 | 8.4 | 0.2 | 0.0 | 0.0 | **620** |
| NM | 48.0 | 43.4 | 1.7 | 6.3 | 0.2 | 0.2 | 0.2 | **415** |
| NY | 72.5 | 15.6 | 1.4 | 8.3 | 0.3 | 1.0 | 1.0 | **1,141** |
| NC | 69.1 | 22.7 | 1.5 | 5.6 | 0.1 | 1.0 | 0.0 | **1,286** |
| ND | 42.0 | 44.4 | 0.0 | 6.2 | 0.0 | 2.5 | 4.9 | **81** |
| OH | 69.1 | 19.5 | 1.3 | 9.3 | 0.0 | 0.8 | 0.0 | **1,256** |
| OK | 56.7 | 36.1 | 3.3 | 3.5 | 0.0 | 0.4 | 0.0 | **706** |
| OR | 59.3 | 32.4 | 2.0 | 6.2 | 0.0 | 0.0 | 0.2 | **454** |
| PA | 68.2 | 21.3 | 1.8 | 8.0 | 0.0 | 0.7 | 0.0 | **1,221** |
| RI | 72.0 | 18.0 | 2.0 | 6.0 | 0.0 | 2.0 | 0.0 | **50** |
| SC | 65.3 | 23.6 | 1.7 | 6.7 | 0.1 | 0.2 | 2.4 | **806** |
| SD | 58.4 | 31.7 | 0.6 | 5.6 | 0.0 | 3.7 | 0.0 | **161** |
| TN | 62.6 | 29.9 | 2.0 | 4.4 | 0.0 | 1.1 | 0.0 | **1,136** |
| TX | 57.0 | 37.2 | 1.6 | 3.6 | 0.0 | 0.5 | 0.1 | **3,218** |
| UT | 49.1 | 40.1 | 1.4 | 7.5 | 0.0 | 1.4 | 0.4 | **279** |
| VT | 73.4 | 19.0 | 0.0 | 3.8 | 0.0 | 3.8 | 0.0 | **79** |
| VA | 65.7 | 25.3 | 2.7 | 4.8 | 0.0 | 0.9 | 0.5 | **750** |
| WA | 59.7 | 30.8 | 1.7 | 6.8 | 0.2 | 0.8 | 0.0 | **603** |
| WV | 54.4 | 33.9 | 6.0 | 3.2 | 0.0 | 2.5 | 0.0 | **316** |
| WI | 67.2 | 23.2 | 0.4 | 7.5 | 0.3 | 1.3 | 0.0 | **693** |
| WY | 45.4 | 45.4 | 1.5 | 6.9 | 0.0 | 0.8 | 0.0 | **130** |
| **USA** | **63.0** | **27.8** | **1.7** | **6.1** | **0.1** | **0.9** | **0.3** | **35,579** |
| PR | 76.4 | 15.0 | 1.0 | 6.8 | 0.0 | 0.0 | 0.8 | **381** |

**Table 107**
**Passenger Car Occupants Killed, by State and Restraint Use**

| State | Restraint Used | | No Restraint Used | | Restraint Use Unknown | | Total Occupants Killed | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 185 | 27.1 | 456 | 66.8 | 42 | 6.1 | **683** | **100.0** |
| AK | 9 | 26.5 | 20 | 58.8 | 5 | 14.7 | **34** | **100.0** |
| AZ | 131 | 34.0 | 207 | 53.8 | 47 | 12.2 | **385** | **100.0** |
| AR | 76 | 24.1 | 185 | 58.5 | 55 | 17.4 | **316** | **100.0** |
| CA | 931 | 49.7 | 628 | 33.5 | 314 | 16.8 | **1,873** | **100.0** |
| CO | 105 | 36.6 | 181 | 63.1 | 1 | 0.3 | **287** | **100.0** |
| CT | 41 | 22.8 | 110 | 61.1 | 29 | 16.1 | **180** | **100.0** |
| DE | 32 | 52.5 | 26 | 42.6 | 3 | 4.9 | **61** | **100.0** |
| DC | 6 | 21.4 | 13 | 46.4 | 9 | 32.1 | **28** | **100.0** |
| FL | 558 | 39.5 | 809 | 57.3 | 44 | 3.1 | **1,411** | **100.0** |
| GA | 263 | 29.6 | 493 | 55.4 | 134 | 15.1 | **890** | **100.0** |
| HI | 30 | 47.6 | 27 | 42.9 | 6 | 9.5 | **63** | **100.0** |
| ID | 44 | 33.3 | 80 | 60.6 | 8 | 6.1 | **132** | **100.0** |
| IL | 262 | 30.0 | 447 | 51.2 | 164 | 18.8 | **873** | **100.0** |
| IN | 209 | 34.9 | 332 | 55.4 | 58 | 9.7 | **599** | **100.0** |
| IA | 120 | 42.3 | 121 | 42.6 | 43 | 15.1 | **284** | **100.0** |
| KS | 77 | 27.7 | 165 | 59.4 | 36 | 12.9 | **278** | **100.0** |
| KY | 153 | 31.4 | 322 | 66.0 | 13 | 2.7 | **488** | **100.0** |
| LA | 126 | 33.5 | 183 | 48.7 | 67 | 17.8 | **376** | **100.0** |
| ME | 31 | 36.0 | 46 | 53.5 | 9 | 10.5 | **86** | **100.0** |
| MD | 187 | 54.0 | 138 | 39.9 | 21 | 6.1 | **346** | **100.0** |
| MA | 47 | 19.7 | 133 | 55.6 | 59 | 24.7 | **239** | **100.0** |
| MI | 385 | 45.0 | 361 | 42.2 | 109 | 12.7 | **855** | **100.0** |
| MN | 129 | 39.4 | 170 | 52.0 | 28 | 8.6 | **327** | **100.0** |
| MS | 107 | 21.6 | 384 | 77.6 | 4 | 0.8 | **495** | **100.0** |
| MO | 176 | 27.2 | 387 | 59.7 | 85 | 13.1 | **648** | **100.0** |
| MT | 34 | 39.1 | 52 | 59.8 | 1 | 1.1 | **87** | **100.0** |
| NE | 44 | 27.7 | 86 | 54.1 | 29 | 18.2 | **159** | **100.0** |
| NV | 52 | 35.9 | 85 | 58.6 | 8 | 5.5 | **145** | **100.0** |
| NH | 25 | 35.7 | 35 | 50.0 | 10 | 14.3 | **70** | **100.0** |

**Table 107**
**Passenger Car Occupants Killed, by State and Restraint Use (Continued)**

| State | Restraint Used | | No Restraint Used | | Restraint Use Unknown | | Total Occupants Killed | |
|---|---|---|---|---|---|---|---|---|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 172 | 37.9 | 260 | 57.3 | 22 | 4.8 | **454** | **100.0** |
| NM | 77 | 38.7 | 116 | 58.3 | 6 | 3.0 | **199** | **100.0** |
| NY | 345 | 41.7 | 402 | 48.6 | 80 | 9.7 | **827** | **100.0** |
| NC | 427 | 48.0 | 340 | 38.2 | 122 | 13.7 | **889** | **100.0** |
| ND | 6 | 17.6 | 26 | 76.5 | 2 | 5.9 | **34** | **100.0** |
| OH | 334 | 38.5 | 489 | 56.3 | 45 | 5.2 | **868** | **100.0** |
| OK | 110 | 27.5 | 287 | 71.8 | 3 | 0.8 | **400** | **100.0** |
| OR | 143 | 53.2 | 102 | 37.9 | 24 | 8.9 | **269** | **100.0** |
| PA | 279 | 33.5 | 422 | 50.7 | 132 | 15.8 | **833** | **100.0** |
| RI | 7 | 19.4 | 29 | 80.6 | 0 | 0.0 | **36** | **100.0** |
| SC | 226 | 43.0 | 298 | 56.7 | 2 | 0.4 | **526** | **100.0** |
| SD | 29 | 30.9 | 56 | 59.6 | 9 | 9.6 | **94** | **100.0** |
| TN | 220 | 30.9 | 469 | 66.0 | 22 | 3.1 | **711** | **100.0** |
| TX | 840 | 45.8 | 938 | 51.2 | 55 | 3.0 | **1,833** | **100.0** |
| UT | 46 | 33.6 | 82 | 59.9 | 9 | 6.6 | **137** | **100.0** |
| VT | 19 | 32.8 | 39 | 67.2 | 0 | 0.0 | **58** | **100.0** |
| VA | 154 | 31.2 | 293 | 59.4 | 46 | 9.3 | **493** | **100.0** |
| WA | 164 | 45.6 | 181 | 50.3 | 15 | 4.2 | **360** | **100.0** |
| WV | 71 | 41.3 | 95 | 55.2 | 6 | 3.5 | **172** | **100.0** |
| WI | 174 | 37.3 | 261 | 56.0 | 31 | 6.7 | **466** | **100.0** |
| WY | 17 | 28.8 | 42 | 71.2 | 0 | 0.0 | **59** | **100.0** |
| **USA** | **8,435** | **37.6** | **11,909** | **53.1** | **2,072** | **9.2** | **22,416** | **100.0** |
| PR | 72 | 24.7 | 219 | 75.3 | 0 | 0.0 | **291** | **100.0** |

**Table 108**
**1996 Ranking of State Pedestrian Fatality Rates**

| Rank | State | Pedestrians Killed | Population (Thousands) | Pedestrian Fatality Rate per 100,000 Population |
|---|---|---|---|---|
| 1 | Nevada | 68 | 1,603 | 4.24 |
| 2 | District of Columbia | 21 | 543 | 3.87 |
| 3 | Florida | 536 | 14,400 | 3.72 |
| 4 | New Mexico | 62 | 1,713 | 3.62 |
| 5 | Arizona | 159 | 4,428 | 3.59 |
| 6 | Delaware | 20 | 725 | 2.76 |
| 7 | South Carolina | 101 | 3,699 | 2.73 |
| 8 | Louisiana | 113 | 4,351 | 2.60 |
| 9 | Maryland | 126 | 5,072 | 2.48 |
| 10 | California | 786 | 31,878 | 2.47 |
| 11 | Hawaii | 29 | 1,184 | 2.45 |
| 12 | Texas | 445 | 19,128 | 2.33 |
| 13 | North Carolina | 169 | 7,323 | 2.31 |
| 14 | New Jersey | 178 | 7,988 | 2.23 |
| 15 | Georgia | 161 | 7,353 | 2.19 |
| 16 | New York | 371 | 18,185 | 2.04 |
| 17 | Alabama | 86 | 4,273 | 2.01 |
| 18 | Michigan | 192 | 9,594 | 2.00 |
| 19 | Colorado | 73 | 3,823 | 1.91 |
| 20 | Oregon | 60 | 3,204 | 1.87 |
| 21 | Wyoming | 9 | 481 | 1.87 |
| 22 | Oklahoma | 61 | 3,301 | 1.85 |
| 23 | Missouri | 97 | 5,359 | 1.81 |
| 24 | Pennsylvania | 215 | 12,056 | 1.78 |
| 25 | Mississippi | 48 | 2,716 | 1.77 |
| 26 | Tennessee | 94 | 5,320 | 1.77 |
| 27 | Virginia | 114 | 6,675 | 1.71 |
| 28 | Illinois | 201 | 11,847 | 1.70 |

**Table 108**
**1996 Ranking of State Pedestrian Fatality Rates (Continued)**

| Rank | State | Pedestrians Killed | Population (Thousands) | Pedestrian Fatality Rate per 100,000 Population |
|---|---|---|---|---|
| 29 | Washington | 92 | 5,533 | 1.66 |
| 30 | Utah | 33 | 2,000 | 1.65 |
| 31 | Rhode Island | 16 | 990 | 1.62 |
| 32 | New Hampshire | 18 | 1,162 | 1.55 |
| 33 | Connecticut | 50 | 3,274 | 1.53 |
| 34 | Montana | 13 | 879 | 1.48 |
| 35 | Kentucky | 54 | 3,884 | 1.39 |
| 36 | South Dakota | 10 | 732 | 1.37 |
| 37 | Vermont | 8 | 589 | 1.36 |
| 38 | Alaska | 8 | 607 | 1.32 |
| 39 | Indiana | 76 | 5,841 | 1.30 |
| 40 | Maine | 16 | 1,243 | 1.29 |
| 41 | West Virginia | 23 | 1,826 | 1.26 |
| 42 | Massachusetts | 73 | 6,092 | 1.20 |
| 43 | Idaho | 13 | 1,189 | 1.09 |
| 44 | Nebraska | 18 | 1,652 | 1.09 |
| 45 | Ohio | 121 | 11,173 | 1.08 |
| 46 | Arkansas | 27 | 2,510 | 1.08 |
| 47 | Wisconsin | 53 | 5,160 | 1.03 |
| 48 | Minnesota | 47 | 4,658 | 1.01 |
| 49 | Kansas | 22 | 2,572 | 0.86 |
| 50 | Iowa | 22 | 2,852 | 0.77 |
| 51 | North Dakota | 4 | 644 | 0.62 |
| | **USA** | **5,412** | **265,284** | **2.04** |
| | Puerto Rico | 201 | 3,783 | 5.31 |

## Table 109
## Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash

| State | Highest Blood Alcohol Concentration in Crash | | | | | | Total Killed in Alcohol-Related Crashes | | Total Killed | |
|---|---|---|---|---|---|---|---|---|---|---|
| | BAC = 0.00 | | BAC = 0.01-0.09 | | BAC = 0.10+ | | | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| AL | 656 | 57.4 | 98 | 8.6 | 389 | 34.1 | 487 | 42.6 | **1,143** | **100.0** |
| AK | 39 | 48.9 | 5 | 6.7 | 35 | 44.4 | 41 | 51.1 | **80** | **100.0** |
| AZ | 557 | 56.1 | 91 | 9.2 | 345 | 34.8 | 436 | 43.9 | **993** | **100.0** |
| AR | 401 | 65.3 | 48 | 7.8 | 165 | 26.9 | 214 | 34.7 | **615** | **100.0** |
| CA | 2,383 | 59.8 | 404 | 10.1 | 1,202 | 30.1 | 1,606 | 40.2 | **3,989** | **100.0** |
| CO | 373 | 60.4 | 41 | 6.6 | 204 | 33.0 | 244 | 39.6 | **617** | **100.0** |
| CT | 157 | 50.8 | 34 | 11.0 | 118 | 38.2 | 153 | 49.2 | **310** | **100.0** |
| DE | 68 | 59.0 | 14 | 12.5 | 33 | 28.5 | 48 | 41.0 | **116** | **100.0** |
| DC | 32 | 50.8 | 8 | 13.2 | 22 | 36.0 | 30 | 49.2 | **62** | **100.0** |
| FL | 1,738 | 63.1 | 214 | 7.8 | 801 | 29.1 | 1,015 | 36.9 | **2,753** | **100.0** |
| GA | 1,007 | 64.0 | 132 | 8.4 | 434 | 27.6 | 567 | 36.0 | **1,574** | **100.0** |
| HI | 82 | 55.6 | 19 | 12.9 | 47 | 31.5 | 66 | 44.4 | **148** | **100.0** |
| ID | 171 | 66.2 | 20 | 7.7 | 67 | 26.0 | 87 | 33.8 | **258** | **100.0** |
| IL | 813 | 55.0 | 132 | 8.9 | 533 | 36.1 | 664 | 45.0 | **1,477** | **100.0** |
| IN | 649 | 65.9 | 69 | 7.0 | 266 | 27.0 | 335 | 34.1 | **984** | **100.0** |
| IA | 267 | 57.5 | 44 | 9.4 | 154 | 33.0 | 198 | 42.5 | **465** | **100.0** |
| KS | 290 | 59.1 | 54 | 10.9 | 147 | 30.0 | 201 | 40.9 | **491** | **100.0** |
| KY | 545 | 64.8 | 60 | 7.1 | 236 | 28.1 | 296 | 35.2 | **841** | **100.0** |
| LA | 380 | 48.6 | 92 | 11.8 | 309 | 39.6 | 401 | 51.4 | **781** | **100.0** |
| ME | 106 | 62.5 | 14 | 8.5 | 49 | 29.0 | 63 | 37.5 | **169** | **100.0** |
| MD | 407 | 67.0 | 55 | 9.0 | 146 | 24.0 | 201 | 33.0 | **608** | **100.0** |
| MA | 232 | 55.6 | 51 | 12.3 | 134 | 32.0 | 185 | 44.4 | **417** | **100.0** |
| MI | 892 | 59.3 | 138 | 9.1 | 476 | 31.6 | 613 | 40.7 | **1,505** | **100.0** |
| MN | 358 | 62.1 | 45 | 7.9 | 173 | 30.0 | 218 | 37.9 | **576** | **100.0** |
| MS | 473 | 58.4 | 69 | 8.5 | 269 | 33.1 | 338 | 41.6 | **811** | **100.0** |
| MO | 581 | 50.6 | 123 | 10.7 | 445 | 38.7 | 568 | 49.4 | **1,149** | **100.0** |
| MT | 126 | 62.9 | 8 | 4.1 | 66 | 33.0 | 74 | 37.1 | **200** | **100.0** |
| NE | 195 | 66.4 | 22 | 7.5 | 76 | 26.0 | 98 | 33.6 | **293** | **100.0** |
| NV | 174 | 49.9 | 44 | 12.8 | 130 | 37.3 | 174 | 50.1 | **348** | **100.0** |
| NH | 88 | 65.3 | 11 | 8.3 | 35 | 26.4 | 46 | 34.7 | **134** | **100.0** |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 109**
**Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash (Continued)**

| State | Highest Blood Alcohol Concentration in Crash | | | | | | Total Killed in Alcohol-Related Crashes | | Total Killed | |
|---|---|---|---|---|---|---|---|---|---|---|
| | BAC = 0.00 | | BAC = 0.01-0.09 | | BAC = 0.10+ | | | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| NJ | 538 | 65.8 | 72 | 8.8 | 208 | 25.4 | 280 | 34.2 | **818** | **100.0** |
| NM | 240 | 49.9 | 39 | 8.2 | 202 | 42.0 | 241 | 50.1 | **481** | **100.0** |
| NY | 1,041 | 66.6 | 147 | 9.4 | 376 | 24.0 | 523 | 33.4 | **1,564** | **100.0** |
| NC | 969 | 64.9 | 109 | 7.3 | 415 | 27.8 | 524 | 35.1 | **1,493** | **100.0** |
| ND | 40 | 46.6 | 7 | 8.5 | 38 | 44.9 | 45 | 53.4 | **85** | **100.0** |
| OH | 934 | 67.0 | 104 | 7.5 | 356 | 25.6 | 461 | 33.0 | **1,395** | **100.0** |
| OK | 492 | 63.7 | 63 | 8.1 | 217 | 28.2 | 280 | 36.3 | **772** | **100.0** |
| OR | 303 | 57.8 | 50 | 9.5 | 171 | 32.6 | 221 | 42.2 | **524** | **100.0** |
| PA | 894 | 60.9 | 100 | 6.8 | 475 | 32.3 | 575 | 39.1 | **1,469** | **100.0** |
| RI | 36 | 51.6 | 8 | 12.1 | 25 | 36.2 | 33 | 48.4 | **69** | **100.0** |
| SC | 536 | 57.6 | 82 | 8.8 | 312 | 33.6 | 394 | 42.4 | **930** | **100.0** |
| SD | 105 | 60.1 | 15 | 8.8 | 54 | 31.1 | 70 | 39.9 | **175** | **100.0** |
| TN | 740 | 59.8 | 92 | 7.4 | 407 | 32.8 | 499 | 40.2 | **1,239** | **100.0** |
| TX | 1,750 | 46.8 | 410 | 11.0 | 1,581 | 42.3 | 1,991 | 53.2 | **3,741** | **100.0** |
| UT | 245 | 76.3 | 16 | 5.0 | 60 | 18.7 | 76 | 23.7 | **321** | **100.0** |
| VT | 49 | 56.1 | 6 | 7.1 | 32 | 36.9 | 39 | 43.9 | **88** | **100.0** |
| VA | 537 | 61.4 | 74 | 8.4 | 265 | 30.2 | 338 | 38.6 | **875** | **100.0** |
| WA | 356 | 50.0 | 70 | 9.9 | 285 | 40.1 | 356 | 50.0 | **712** | **100.0** |
| WV | 214 | 62.0 | 22 | 6.4 | 109 | 31.6 | 131 | 38.0 | **345** | **100.0** |
| WI | 439 | 57.6 | 62 | 8.1 | 261 | 34.2 | 322 | 42.4 | **761** | **100.0** |
| WY | 85 | 59.4 | 21 | 14.4 | 37 | 26.2 | 58 | 40.6 | **143** | **100.0** |
| **USA** | **24,781** | **59.1** | **3,732** | **8.9** | **13,395** | **32.0** | **17,126** | **40.9** | **41,907** | **100.0** |
| PR | 281 | 46.7 | 71 | 11.8 | 250 | 41.5 | 320 | 53.3 | **601** | **100.0** |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

## Table 110
## Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status

| State | Surviving Drivers | | | | Killed Drivers | | | | All Drivers | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BAC | | | Total | BAC | | | Total | BAC | | | Total |
| | 0.00 | 0.01-0.09 | 0.10+ | | 0.00 | 0.01-0.09 | 0.10+ | | 0.00 | 0.01-0.09 | 0.10+ | |
| AL | 85.0 | 5.0 | 10.0 | 774 | 61.5 | 6.3 | 32.2 | 769 | 73.3 | 5.7 | 21.0 | 1,543 |
| AK | 78.9 | 6.5 | 14.6 | 54 | 44.1 | 8.2 | 47.7 | 47 | 62.7 | 7.3 | 30.0 | 101 |
| AZ | 82.7 | 5.4 | 11.9 | 818 | 60.7 | 7.7 | 31.6 | 460 | 74.7 | 6.3 | 19.0 | 1,278 |
| AR | 88.4 | 3.3 | 8.4 | 371 | 68.4 | 6.6 | 25.0 | 418 | 77.8 | 5.0 | 17.2 | 789 |
| CA | 85.5 | 5.0 | 9.4 | 3,326 | 63.8 | 8.2 | 28.0 | 2,028 | 77.3 | 6.2 | 16.5 | 5,354 |
| CO | 85.2 | 4.2 | 10.6 | 442 | 58.4 | 6.3 | 35.2 | 357 | 73.2 | 5.1 | 21.6 | 799 |
| CT | 72.1 | 10.3 | 17.6 | 227 | 58.4 | 7.8 | 33.9 | 196 | 65.7 | 9.1 | 25.2 | 423 |
| DE | 84.0 | 6.0 | 10.0 | 124 | 67.5 | 6.7 | 25.8 | 63 | 78.5 | 6.2 | 15.3 | 187 |
| DC | 76.3 | 11.6 | 12.1 | 59 | 60.9 | 8.9 | 30.2 | 24 | 71.9 | 10.8 | 17.3 | 83 |
| FL | 88.0 | 3.7 | 8.3 | 2,518 | 67.9 | 6.5 | 25.6 | 1,430 | 80.7 | 4.7 | 14.6 | 3,948 |
| GA | 87.5 | 4.7 | 7.8 | 1,177 | 66.8 | 6.4 | 26.8 | 962 | 78.2 | 5.5 | 16.4 | 2,139 |
| HI | 85.5 | 6.7 | 7.8 | 126 | 52.8 | 16.3 | 30.9 | 76 | 73.2 | 10.3 | 16.5 | 202 |
| ID | 87.1 | 4.5 | 8.4 | 174 | 67.3 | 5.7 | 27.1 | 162 | 77.5 | 5.1 | 17.4 | 336 |
| IL | 82.8 | 5.9 | 11.2 | 1,183 | 58.8 | 7.0 | 34.3 | 847 | 72.8 | 6.4 | 20.8 | 2,030 |
| IN | 86.9 | 4.6 | 8.5 | 755 | 70.6 | 5.5 | 23.9 | 645 | 79.4 | 5.0 | 15.6 | 1,400 |
| IA | 82.1 | 6.7 | 11.2 | 366 | 62.2 | 6.1 | 31.6 | 309 | 73.0 | 6.4 | 20.6 | 675 |
| KS | 85.6 | 5.0 | 9.4 | 335 | 62.0 | 8.6 | 29.4 | 339 | 73.7 | 6.8 | 19.5 | 674 |
| KY | 87.3 | 4.6 | 8.1 | 585 | 67.5 | 5.6 | 26.9 | 535 | 77.8 | 5.1 | 17.1 | 1,120 |
| LA | 77.8 | 8.3 | 13.9 | 574 | 55.4 | 9.9 | 34.7 | 442 | 68.0 | 9.0 | 22.9 | 1,016 |
| ME | 83.1 | 5.3 | 11.6 | 113 | 61.9 | 7.9 | 30.2 | 105 | 72.9 | 6.5 | 20.6 | 218 |
| MD | 91.9 | 3.8 | 4.3 | 521 | 69.4 | 9.1 | 21.4 | 334 | 83.1 | 5.9 | 11.0 | 855 |
| MA | 76.6 | 10.0 | 13.3 | 307 | 60.1 | 10.5 | 29.4 | 238 | 69.4 | 10.2 | 20.4 | 545 |
| MI | 87.0 | 4.8 | 8.2 | 1,330 | 63.1 | 7.0 | 29.9 | 897 | 77.4 | 5.7 | 16.9 | 2,227 |
| MN | 84.2 | 4.9 | 10.9 | 463 | 67.5 | 6.7 | 25.8 | 360 | 76.9 | 5.7 | 17.4 | 823 |
| MS | 83.0 | 6.6 | 10.4 | 522 | 60.7 | 6.2 | 33.0 | 524 | 71.8 | 6.4 | 21.8 | 1,046 |
| MO | 77.2 | 9.3 | 13.5 | 765 | 56.1 | 7.3 | 36.6 | 755 | 66.7 | 8.3 | 25.0 | 1,520 |
| MT | 81.9 | 3.7 | 14.4 | 137 | 61.5 | 2.9 | 35.6 | 109 | 72.9 | 3.3 | 23.8 | 246 |
| NE | 90.4 | 2.1 | 7.5 | 175 | 66.7 | 8.8 | 24.5 | 185 | 78.2 | 5.5 | 16.2 | 360 |
| NV | 74.5 | 10.9 | 14.7 | 268 | 55.3 | 7.8 | 36.9 | 175 | 66.9 | 9.6 | 23.5 | 443 |
| NH | 84.6 | 5.2 | 10.2 | 109 | 70.5 | 7.1 | 22.4 | 82 | 78.5 | 6.0 | 15.4 | 191 |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 110**
**Drivers in Fatal Crashes by State, Blood Alcohol Concentration, and Survival Status (Continued)**

| | Surviving Drivers | | | | Killed Drivers | | | | All Drivers | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | BAC | | | | BAC | | | | BAC | | | |
| State | 0.00 | 0.01-0.09 | 0.10+ | Total | 0.00 | 0.01-0.09 | 0.10+ | Total | 0.00 | 0.01-0.09 | 0.10+ | Total |
| NJ | 85.2 | 6.4 | 8.4 | 703 | 73.2 | 5.6 | 21.1 | 446 | 80.5 | 6.1 | 13.3 | 1,149 |
| NM | 81.1 | 6.1 | 12.8 | 364 | 52.2 | 7.4 | 40.3 | 234 | 69.8 | 6.6 | 23.6 | 598 |
| NY | 84.6 | 6.4 | 9.0 | 1,326 | 72.5 | 6.7 | 20.8 | 770 | 80.2 | 6.5 | 13.3 | 2,096 |
| NC | 88.4 | 3.8 | 7.9 | 1,178 | 68.8 | 6.2 | 25.0 | 889 | 80.0 | 4.8 | 15.2 | 2,067 |
| ND | 76.2 | 3.3 | 20.5 | 61 | 47.6 | 9.3 | 43.2 | 57 | 62.3 | 6.2 | 31.4 | 118 |
| OH | 89.0 | 4.1 | 6.9 | 1,062 | 69.2 | 5.2 | 25.6 | 912 | 79.8 | 4.6 | 15.5 | 1,974 |
| OK | 85.8 | 4.6 | 9.5 | 504 | 67.9 | 6.2 | 25.9 | 498 | 76.9 | 5.4 | 17.7 | 1,002 |
| OR | 85.8 | 5.6 | 8.6 | 390 | 58.9 | 8.6 | 32.5 | 288 | 74.4 | 6.8 | 18.8 | 678 |
| PA | 85.7 | 4.9 | 9.4 | 1,191 | 62.3 | 4.7 | 33.0 | 884 | 75.8 | 4.8 | 19.4 | 2,075 |
| RI | 76.0 | 6.1 | 17.9 | 52 | 63.4 | 6.2 | 30.4 | 33 | 71.1 | 6.1 | 22.7 | 85 |
| SC | 88.6 | 3.8 | 7.7 | 649 | 59.4 | 8.1 | 32.5 | 567 | 75.0 | 5.8 | 19.3 | 1,216 |
| SD | 81.3 | 4.5 | 14.3 | 104 | 63.8 | 6.2 | 30.0 | 98 | 72.8 | 5.3 | 21.9 | 202 |
| TN | 85.2 | 5.1 | 9.7 | 899 | 63.2 | 5.5 | 31.3 | 795 | 74.9 | 5.3 | 19.8 | 1,694 |
| TX | 73.2 | 10.2 | 16.5 | 2,744 | 54.5 | 7.4 | 38.1 | 2,134 | 65.0 | 9.0 | 25.9 | 4,878 |
| UT | 91.4 | 2.6 | 5.9 | 245 | 77.6 | 3.8 | 18.6 | 168 | 85.8 | 3.1 | 11.1 | 413 |
| VT | 85.4 | 4.7 | 9.9 | 58 | 62.5 | 6.6 | 30.8 | 49 | 74.9 | 5.6 | 19.5 | 107 |
| VA | 85.8 | 4.7 | 9.5 | 682 | 62.3 | 7.2 | 30.5 | 524 | 75.6 | 5.8 | 18.6 | 1,206 |
| WA | 81.8 | 5.4 | 12.8 | 541 | 54.3 | 7.1 | 38.7 | 432 | 69.6 | 6.1 | 24.3 | 973 |
| WV | 87.0 | 3.0 | 10.0 | 240 | 61.9 | 6.5 | 31.6 | 224 | 74.9 | 4.7 | 20.4 | 464 |
| WI | 83.7 | 4.7 | 11.7 | 580 | 57.8 | 7.8 | 34.4 | 490 | 71.8 | 6.1 | 22.1 | 1,070 |
| WY | 77.8 | 5.2 | 17.0 | 66 | 61.5 | 12.2 | 26.3 | 91 | 68.4 | 9.3 | 22.4 | 157 |
| **USA** | **84.2** | **5.6** | **10.2** | **32,337** | **63.0** | **6.9** | **30.0** | **24,456** | **75.1** | **6.2** | **18.8** | **56,793** |
| PR | 73.7 | 10.8 | 15.5 | 531 | 56.3 | 8.9 | 34.8 | 243 | 68.3 | 10.2 | 21.6 | 774 |

Note: BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.

**Table 111**
**Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times**

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|---|---|---|---|---|---|---|---|---|---|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| AL | 12.90 | 72.4 | 11.99 | 70.2 | 33.45 | 75.4 | 55.35 | 76.4 | **695** |
| AK | 8.50 | 29.4 | 16.24 | 11.8 | 46.08 | 52.9 | 55.95 | 58.8 | **51** |
| AZ | 6.68 | 34.3 | 16.19 | 35.2 | 54.50 | 99.5 | 71.67 | 99.3 | **426** |
| AR | 6.58 | 9.9 | 11.22 | 8.7 | 34.63 | 92.0 | 55.26 | 92.0 | **435** |
| CA | 9.89 | 99.3 | 8.00 | 99.6 | 21.50 | 99.9 | 57.44 | 99.3 | **1,354** |
| CO | 10.33 | 14.6 | 13.92 | 15.2 | 39.65 | 57.1 | 56.35 | 59.6 | **322** |
| CT | 1.82 | 10.1 | 6.41 | 3.8 | 38.80 | 30.4 | 45.06 | 31.6 | **79** |
| DE | 5.02 | 7.5 | 7.65 | 1.9 | 24.59 | 58.5 | 35.91 | 58.5 | **53** |
| DC | NA | NA | NA | NA | NA | NA | NA | NA | **NA** |
| FL | 6.04 | 16.9 | 8.45 | 14.6 | 8.00 | 99.9 | 13.00 | 99.9 | **1,080** |
| GA | 3.88 | 9.4 | 9.85 | 8.8 | 36.88 | 29.4 | 49.75 | 30.0 | **817** |
| HI | 5.56 | 22.6 | 11.54 | 9.7 | 39.43 | 35.5 | 54.74 | 37.1 | **62** |
| ID | 6.51 | 21.3 | 12.63 | 19.7 | NA | NA | NA | NA | **188** |
| IL | 5.80 | 7.2 | 4.00 | 99.6 | NA | NA | 56.00 | 99.8 | **544** |
| IN | 7.04 | 42.3 | 10.90 | 33.8 | 34.72 | 61.9 | 49.16 | 63.5 | **515** |
| IA | 9.66 | 47.4 | 10.78 | 42.9 | 37.45 | 51.1 | 53.96 | 54.7 | **329** |
| KS | 10.33 | 15.9 | 12.52 | 8.0 | 35.53 | 28.6 | 54.60 | 35.7 | **339** |
| KY | 7.03 | 15.2 | 10.89 | 9.4 | 34.03 | 35.3 | 49.61 | 36.4 | **552** |
| LA | 7.11 | 8.9 | 12.10 | 6.8 | 35.17 | 97.7 | 50.58 | 97.7 | **531** |
| ME | 7.56 | 16.3 | 8.44 | 7.0 | 38.76 | 29.5 | 53.53 | 31.0 | **129** |
| MD | 2.23 | 69.9 | 9.70 | 66.7 | 37.97 | 84.9 | 44.79 | 84.9 | **219** |
| MA | 2.22 | 79.8 | 7.96 | 71.9 | 39.35 | 77.5 | 48.50 | 77.5 | **89** |
| MI | 4.02 | 17.7 | 9.11 | 14.2 | NA | NA | NA | NA | **716** |
| MN | 5.05 | 13.5 | 12.01 | 12.0 | 32.61 | 41.8 | 47.82 | 43.9 | **342** |
| MS | 13.64 | 25.0 | 14.97 | 25.0 | 16.29 | 23.5 | 44.77 | 23.5 | **579** |
| MO | 8.43 | 13.5 | 11.28 | 2.5 | 38.82 | 61.3 | 54.54 | 62.7 | **684** |
| MT | 10.86 | 9.8 | 14.71 | 3.7 | 43.45 | 25.2 | 62.32 | 31.3 | **163** |
| NE | 7.73 | 18.7 | 9.95 | 15.5 | 29.14 | 39.6 | 44.99 | 40.6 | **187** |
| NV | 9.43 | 23.4 | 18.31 | 13.5 | 38.09 | 33.3 | 61.76 | 36.2 | **141** |
| NH | 3.63 | 10.3 | 10.37 | 10.3 | 24.00 | 96.2 | 47.33 | 96.2 | **78** |

**Table 111**
**Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)**

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|---|---|---|---|---|---|---|---|---|---|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| NJ | 1.00 | 99.4 | NA | NA | NA | NA | 55.00 | 99.4 | **164** |
| NM | NA | NA | NA | NA | NA | NA | NA | NA | **286** |
| NY | 4.25 | 24.7 | 9.24 | 19.3 | 38.66 | 47.8 | 50.38 | 49.1 | **584** |
| NC | NA | NA | NA | NA | NA | NA | NA | NA | **928** |
| ND | 17.05 | 9.9 | 15.83 | 2.8 | 36.42 | 16.9 | 62.14 | 28.2 | **71** |
| OH | 6.63 | 38.0 | 9.73 | 35.9 | 37.04 | 62.4 | 51.20 | 63.3 | **728** |
| OK | 11.86 | 29.3 | 10.76 | 16.1 | 34.22 | 43.9 | 51.90 | 45.6 | **471** |
| OR | 4.35 | 7.6 | 12.39 | 1.5 | 44.84 | 33.7 | 56.57 | 37.1 | **329** |
| PA | 6.16 | 28.0 | 10.57 | 28.1 | 39.06 | 56.9 | 52.26 | 58.7 | **722** |
| RI | 1.33 | 25.0 | 8.36 | 8.3 | 28.80 | 58.3 | 38.20 | 58.3 | **12** |
| SC | 8.75 | 3.2 | 11.31 | 1.3 | 9.50 | 99.2 | 30.50 | 99.2 | **749** |
| SD | 9.04 | 18.9 | 15.81 | 13.9 | 35.22 | 37.7 | 54.73 | 42.6 | **122** |
| TN | 12.16 | 48.2 | 10.83 | 34.4 | 35.05 | 78.1 | 46.69 | 78.9 | **681** |
| TX | 8.81 | 30.5 | 13.42 | 30.0 | 40.17 | 46.2 | 60.63 | 47.9 | **1,785** |
| UT | 6.40 | 24.2 | 13.56 | 25.1 | 47.30 | 87.2 | 58.09 | 89.6 | **211** |
| VT | 6.40 | 18.8 | 10.85 | 7.8 | 38.56 | 21.9 | 54.64 | 29.7 | **64** |
| VA | NA | NA | NA | NA | NA | NA | NA | NA | **501** |
| WA | 7.91 | 26.4 | 9.42 | 14.9 | 41.92 | 46.3 | 54.72 | 49.0 | **382** |
| WV | 6.03 | 4.0 | 11.54 | 1.1 | 41.27 | 29.7 | 56.90 | 31.5 | **273** |
| WI | 4.48 | 9.2 | 11.26 | 5.3 | 34.74 | 36.0 | 49.13 | 38.1 | **509** |
| WY | 10.72 | 11.2 | 16.93 | 10.2 | 34.52 | 53.1 | 55.57 | 57.1 | **98** |
| **USA** | **7.36** | **35.5** | **11.39** | **34.7** | **36.19** | **67.8** | **52.85** | **68.9** | **21,369** |
| PR | 11.61 | 76.2 | 13.65 | 76.2 | NA | NA | NA | NA | **206** |

* Includes crashes for which both times were known.
NA = not available or not applicable.

**Table 112**
**Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times**

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|---|---|---|---|---|---|---|---|---|---|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| AL | 9.36 | 81.3 | 7.33 | 80.7 | 25.12 | 81.9 | 36.95 | 82.5 | **326** |
| AK | 1.64 | 30.0 | 4.05 | 0.0 | 17.06 | 15.0 | 22.06 | 15.0 | **20** |
| AZ | 2.57 | 59.6 | 6.69 | 60.1 | 31.00 | 99.1 | 38.00 | 99.1 | **431** |
| AR | 5.03 | 8.7 | 5.65 | 5.8 | 25.65 | 83.7 | 39.12 | 83.7 | **104** |
| CA | 2.59 | 98.7 | 6.52 | 99.0 | 21.40 | 99.8 | 35.35 | 99.0 | **2,222** |
| CO | 4.26 | 20.6 | 5.68 | 17.2 | 22.35 | 45.5 | 32.06 | 45.9 | **233** |
| CT | 1.49 | 14.3 | 5.72 | 10.6 | 25.28 | 35.5 | 31.79 | 35.0 | **217** |
| DE | 3.27 | 5.8 | 5.27 | 0.0 | 21.64 | 36.5 | 30.09 | 36.5 | **52** |
| DC | 1.57 | 0.0 | 6.76 | 0.0 | 19.16 | 0.0 | 27.48 | 0.0 | **58** |
| FL | 3.44 | 24.6 | 5.25 | 24.2 | 28.50 | 99.9 | 32.00 | 99.9 | **1,416** |
| GA | 1.89 | 11.7 | 6.99 | 11.2 | 27.40 | 25.8 | 36.11 | 26.0 | **573** |
| HI | 4.96 | 6.9 | 6.56 | 2.8 | 28.91 | 25.0 | 38.35 | 25.0 | **72** |
| ID | 2.55 | 17.5 | 5.79 | 17.5 | NA | NA | NA | NA | **40** |
| IL | 4.12 | 4.0 | 6.44 | 98.8 | 44.00 | 99.9 | 45.67 | 99.6 | **768** |
| IN | 5.12 | 48.8 | 5.44 | 37.7 | 22.45 | 47.8 | 31.61 | 47.8 | **289** |
| IA | 3.10 | 37.8 | 5.83 | 36.6 | 21.00 | 42.7 | 29.85 | 42.7 | **82** |
| KS | 5.11 | 18.3 | 5.86 | 6.7 | 25.39 | 19.2 | 34.68 | 22.1 | **104** |
| KY | 3.82 | 24.3 | 6.12 | 18.2 | 27.04 | 29.3 | 36.20 | 32.0 | **181** |
| LA | 4.02 | 10.4 | 6.93 | 8.5 | 27.18 | 86.6 | 38.14 | 86.6 | **164** |
| ME | 4.08 | 7.7 | 4.56 | 3.8 | 21.15 | 23.1 | 28.62 | 19.2 | **26** |
| MD | 7.75 | 82.1 | 6.08 | 81.1 | 30.89 | 87.8 | 39.00 | 87.8 | **312** |
| MA | 4.34 | 79.5 | 4.72 | 71.6 | 25.83 | 74.9 | 32.93 | 74.9 | **303** |
| MI | 2.98 | 34.2 | 5.66 | 27.1 | 16.00 | 99.8 | 24.00 | 99.7 | **620** |
| MN | 2.69 | 16.8 | 6.16 | 21.7 | 25.55 | 46.0 | 34.27 | 47.8 | **161** |
| MS | 12.64 | 18.3 | 14.55 | 18.3 | 16.56 | 18.3 | 43.76 | 18.3 | **115** |
| MO | 4.58 | 17.4 | 7.57 | 2.2 | 22.18 | 38.2 | 31.78 | 39.1 | **322** |
| MT | 2.07 | 6.3 | 4.53 | 6.3 | 15.42 | 25.0 | 21.92 | 25.0 | **16** |
| NE | 2.71 | 7.5 | 4.72 | 5.7 | 18.74 | 13.2 | 25.76 | 13.2 | **53** |
| NV | 3.22 | 22.4 | 6.77 | 9.2 | 19.57 | 31.6 | 29.00 | 31.0 | **174** |
| NH | 1.62 | 8.7 | 7.73 | 10.9 | NA | NA | NA | NA | **46** |

**Table 112**
**Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)**

| State | Average Response Time (Minutes)* | | | | | | | | Total Fatal Crashes |
|---|---|---|---|---|---|---|---|---|---|
| | Time of Crash to EMS Notification | | EMS Notification to EMS Arrival at Crash Scene | | EMS Arrival at Crash Scene to Hospital Arrival | | Time of Crash to Hospital Arrival | | |
| | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | Average | Percent Unknown | |
| NJ | 3.14 | 98.8 | 4.60 | 99.2 | 21.75 | 99.3 | 30.75 | 99.3 | **593** |
| NM | NA | NA | NA | NA | NA | NA | NA | NA | **126** |
| NY | 4.15 | 72.6 | 6.85 | 71.3 | 29.57 | 81.4 | 36.99 | 81.3 | **828** |
| NC | NA | NA | NA | NA | 7.00 | 99.8 | 19.00 | 99.8 | **400** |
| ND | 6.22 | 0.0 | 4.56 | 0.0 | 10.71 | 22.2 | 18.14 | 22.2 | **9** |
| OH | 4.43 | 35.3 | 5.80 | 31.0 | 25.41 | 49.2 | 34.09 | 49.8 | **516** |
| OK | 5.17 | 52.8 | 6.31 | 45.2 | 26.45 | 55.8 | 35.00 | 57.3 | **199** |
| OR | 1.45 | 5.3 | 4.74 | 3.1 | 26.40 | 28.2 | 32.78 | 28.2 | **131** |
| PA | 2.50 | 27.9 | 6.31 | 27.4 | 28.01 | 45.8 | 35.22 | 46.3 | **631** |
| RI | 3.06 | 35.8 | 3.23 | 0.0 | 25.74 | 28.3 | 29.39 | 28.3 | **53** |
| SC | 6.76 | 0.0 | 7.51 | 1.4 | NA | NA | NA | NA | **72** |
| SD | 3.53 | 25.0 | 5.25 | 0.0 | 22.21 | 5.0 | 28.84 | 5.0 | **20** |
| TN | 7.88 | 77.9 | 5.82 | 74.0 | 31.00 | 89.5 | 37.68 | 90.0 | **439** |
| TX | 4.48 | 26.0 | 7.10 | 25.4 | 28.77 | 39.3 | 39.91 | 40.1 | **1,463** |
| UT | 6.93 | 41.1 | 5.93 | 38.4 | 26.00 | 84.9 | 33.00 | 84.9 | **73** |
| VT | 3.33 | 10.0 | 3.70 | 0.0 | 20.38 | 20.0 | 27.63 | 20.0 | **10** |
| VA | NA | NA | NA | NA | NA | NA | NA | NA | **302** |
| WA | 4.43 | 25.8 | 5.26 | 10.0 | 34.33 | 38.5 | 42.12 | 38.5 | **260** |
| WV | 4.60 | 4.5 | 5.77 | 0.0 | 30.97 | 20.5 | 40.46 | 20.5 | **44** |
| WI | 2.98 | 10.7 | 4.92 | 4.7 | 24.77 | 18.1 | 31.75 | 18.8 | **149** |
| WY | 4.95 | 13.0 | 5.24 | 8.7 | 18.63 | 17.4 | 28.68 | 17.4 | **23** |
| **USA** | **3.87** | **48.8** | **6.23** | **51.0** | **26.17** | **72.5** | **35.45** | **72.6** | **15,841** |
| PR | 10.40 | 73.0 | 12.08 | 73.6 | NA | NA | NA | NA | **341** |

* Includes crashes for which both times were known.
NA = not available.

**Table 113**
**Persons Killed, Population, and Fatality Rates by City**

| City | State | 1996 Fatalities | | | 1996 Population | Fatality Rate per 100,000 Population |
|---|---|---|---|---|---|---|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| New York | NY | 366 | 193 | 52.7 | 7,380,906 | 4.96 |
| Los Angeles | CA | 331 | 118 | 35.6 | 3,553,638 | 9.31 |
| Chicago | IL | 231 | 74 | 32.0 | 2,721,547 | 8.49 |
| Houston | TX | 189 | 48 | 25.4 | 1,744,058 | 10.84 |
| Philadelphia | PA | 141 | 56 | 39.7 | 1,478,002 | 9.54 |
| San Diego | CA | 92 | 26 | 28.3 | 1,171,121 | 7.86 |
| Phoenix | AZ | 193 | 46 | 23.8 | 1,159,014 | 16.65 |
| San Antonio | TX | 134 | 23 | 17.2 | 1,067,816 | 12.55 |
| Dallas | TX | 180 | 28 | 15.6 | 1,053,292 | 17.09 |
| Detroit | MI | 156 | 43 | 27.6 | 1,000,272 | 15.60 |
| San Jose | CA | 45 | 18 | 40.0 | 838,744 | 5.37 |
| Indianapolis | IN | 48 | 13 | 27.1 | 746,737 | 6.43 |
| San Francisco | CA | 50 | 20 | 40.0 | 735,315 | 6.80 |
| Jacksonville | FL | 112 | 22 | 19.6 | 679,792 | 16.48 |
| Baltimore | MD | 51 | 24 | 47.1 | 675,401 | 7.55 |
| Columbus | OH | 47 | 10 | 21.3 | 657,053 | 7.15 |
| El Paso | TX | 64 | 20 | 31.3 | 599,865 | 10.67 |
| Memphis | TN | 116 | 19 | 16.4 | 596,725 | 19.44 |
| Milwaukee | WI | 38 | 13 | 34.2 | 590,503 | 6.44 |
| Boston | MA | 22 | 8 | 36.4 | 558,394 | 3.94 |
| Washington | DC | 62 | 21 | 33.9 | 543,213 | 11.41 |
| Austin | TX | 57 | 14 | 24.6 | 541,278 | 10.53 |
| Seattle | WA | 31 | 12 | 38.7 | 524,704 | 5.91 |
| Nashville-Davidson | TN | 91 | 13 | 14.3 | 511,263 | 17.80 |
| Cleveland | OH | 49 | 7 | 14.3 | 498,246 | 9.83 |
| Denver | CO | 59 | 20 | 33.9 | 497,840 | 11.85 |
| Portland | OR | 59 | 18 | 30.5 | 480,824 | 12.27 |
| Fort Worth | TX | 66 | 17 | 25.8 | 479,716 | 13.76 |
| New Orleans | LA | 25 | 8 | 32.0 | 476,625 | 5.25 |
| Oklahoma City | OK | 91 | 20 | 22.0 | 469,852 | 19.37 |

Source: Population—Bureau of the Census.

**Table 113**
**Persons Killed, Population, and Fatality Rates by City (Continued)**

| City | State | 1996 Fatalities | | | 1996 Population | Fatality Rate per 100,000 Population |
|---|---|---|---|---|---|---|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| Tucson | AZ | 53 | 17 | 32.1 | 449,002 | 11.80 |
| Charlotte | NC | 50 | 11 | 22.0 | 441,297 | 11.33 |
| Kansas City | MO | 83 | 9 | 10.8 | 441,259 | 18.81 |
| Virginia Beach | VA | 31 | 4 | 12.9 | 430,385 | 7.20 |
| Honolulu | HI | 24 | 10 | 41.7 | 423,475 | 5.67 |
| Long Beach | CA | 36 | 15 | 41.7 | 421,904 | 8.53 |
| Albuquerque | NM | 74 | 18 | 24.3 | 419,681 | 17.63 |
| Atlanta | GA | 80 | 20 | 25.0 | 401,907 | 19.91 |
| Fresno | CA | 48 | 16 | 33.3 | 396,011 | 12.12 |
| Tulsa | OK | 37 | 8 | 21.6 | 378,491 | 9.78 |
| Las Vegas | NV | 49 | 14 | 28.6 | 376,906 | 13.00 |
| Sacramento | CA | 39 | 10 | 25.6 | 376,243 | 10.37 |
| Oakland | CA | 42 | 12 | 28.6 | 367,230 | 11.44 |
| Miami | FL | 44 | 19 | 43.2 | 365,127 | 12.05 |
| Omaha | NE | 37 | 7 | 18.9 | 364,253 | 10.16 |
| Minneapolis | MN | 14 | 1 | 7.1 | 358,785 | 3.90 |
| St. Louis | MO | 48 | 13 | 27.1 | 351,565 | 13.65 |
| Pittsburgh | PA | 16 | 6 | 37.5 | 350,363 | 4.57 |
| Colorado Springs | CO | 27 | 2 | 7.4 | 345,127 | 7.82 |
| Mesa | AZ | 41 | 5 | 12.2 | 344,764 | 11.89 |
| Wichita | KS | 17 | 4 | 23.5 | 320,395 | 5.31 |
| Toledo | OH | 35 | 8 | 22.9 | 317,606 | 11.02 |
| Buffalo | NY | 29 | 13 | 44.8 | 310,548 | 9.34 |
| Santa Ana | CA | 26 | 4 | 15.4 | 302,419 | 8.60 |
| Arlington | TX | 25 | 5 | 20.0 | 294,816 | 8.48 |
| Anaheim | CA | 33 | 6 | 18.2 | 288,945 | 11.42 |
| Tampa | FL | 61 | 22 | 36.1 | 285,206 | 21.39 |
| Corpus Christi | TX | 27 | 7 | 25.9 | 280,260 | 9.63 |
| Newark | NJ | 52 | 16 | 30.8 | 268,510 | 19.37 |
| Louisville | KY | 36 | 13 | 36.1 | 260,689 | 13.81 |

Source: Population—Bureau of the Census.

**Table 113**
**Persons Killed, Population, and Fatality Rates by City (Continued)**

| City | State | 1996 Fatalities | | | 1996 Population | Fatality Rate per 100,000 Population |
|---|---|---|---|---|---|---|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| St. Paul | MN | 19 | 6 | 31.6 | 259,606 | 7.32 |
| Birmingham | AL | 34 | 6 | 17.6 | 258,543 | 13.15 |
| Riverside | CA | 29 | 5 | 17.2 | 255,069 | 11.37 |
| Aurora | CO | 16 | 8 | 50.0 | 252,341 | 6.34 |
| Anchorage | AK | 15 | 1 | 6.7 | 250,505 | 5.99 |
| Raleigh | NC | 17 | 3 | 17.6 | 243,835 | 6.97 |
| Lexington-Fayette | KY | 25 | 1 | 4.0 | 239,942 | 10.42 |
| St. Petersburg | FL | 35 | 12 | 34.3 | 235,988 | 14.83 |
| Norfolk | VA | 16 | 5 | 31.3 | 233,430 | 6.85 |
| Stockton | CA | 24 | 6 | 25.0 | 232,660 | 10.32 |
| Jersey City | NJ | 17 | 6 | 35.3 | 229,039 | 7.42 |
| Rochester | NY | 12 | 4 | 33.3 | 221,594 | 5.42 |
| Akron | OH | 14 | 1 | 7.1 | 216,882 | 6.46 |
| Baton Rouge | LA | 24 | 6 | 25.0 | 215,882 | 11.12 |
| Lincoln | NE | 4 | 2 | 50.0 | 209,192 | 1.91 |
| Bakersfield | CA | 19 | 4 | 21.1 | 205,508 | 9.25 |
| Hialeah | FL | 32 | 10 | 31.3 | 204,684 | 15.63 |
| Mobile | AL | 33 | 9 | 27.3 | 202,581 | 16.29 |
| Richmond | VA | 20 | 6 | 30.0 | 198,267 | 10.09 |
| Madison | WI | 7 | 3 | 42.9 | 197,630 | 3.54 |
| Montgomery | AL | 23 | 6 | 26.1 | 196,363 | 11.71 |
| Greensboro | NC | 23 | 6 | 26.1 | 195,426 | 11.77 |
| Lubbock | TX | 24 | 2 | 8.3 | 193,565 | 12.40 |
| Des Moines | IA | 15 | 1 | 6.7 | 193,422 | 7.76 |
| Jackson | MS | 34 | 3 | 8.8 | 192,923 | 17.62 |
| Chesapeake | VA | 13 | 2 | 15.4 | 192,342 | 6.76 |
| Plano | TX | 7 | 0 | 0.0 | 192,280 | 3.64 |
| Shreveport | LA | 30 | 5 | 16.7 | 191,558 | 15.66 |
| Huntington Beach | CA | 10 | 1 | 10.0 | 190,751 | 5.24 |
| Yonkers | NY | 7 | 3 | 42.9 | 190,316 | 3.68 |

Source: Population—Bureau of the Census.

**Table 113**
**Persons Killed, Population, and Fatality Rates by City (Continued)**

| City | State | 1996 Fatalities | | | 1996 Population | Fatality Rate per 100,000 Population |
|---|---|---|---|---|---|---|
| | | Total Killed | Pedestrians Killed | | | |
| | | | Number | Percent of Total Killed | | |
| Garland | TX | 13 | 4 | 30.8 | 190,055 | 6.84 |
| Grand Rapids | MI | 12 | 4 | 33.3 | 188,242 | 6.37 |
| Fremont | CA | 17 | 2 | 11.8 | 187,800 | 9.05 |
| Spokane | WA | 8 | 1 | 12.5 | 186,562 | 4.29 |
| Fort Wayne | IN | 12 | 2 | 16.7 | 184,783 | 6.49 |
| Glendale | CA | 10 | 8 | 80.0 | 184,321 | 5.43 |
| San Bernardino | CA | 21 | 5 | 23.8 | 183,474 | 11.45 |
| Columbus | GA | 21 | 3 | 14.3 | 182,828 | 11.49 |
| Glendale | AZ | 18 | 6 | 33.3 | 182,219 | 9.88 |
| Tacoma | WA | 16 | 3 | 18.8 | 179,114 | 8.93 |
| Scottsdale | AZ | 15 | 4 | 26.7 | 179,012 | 8.38 |
| Modesto | CA | 18 | 9 | 50.0 | 178,559 | 10.08 |
| Irving | TX | 17 | 3 | 17.6 | 176,993 | 9.60 |
| Newport News | VA | 16 | 4 | 25.0 | 176,122 | 9.08 |
| Little Rock | AR | 21 | 1 | 4.8 | 175,752 | 11.95 |
| Orlando | FL | 23 | 7 | 30.4 | 173,902 | 13.23 |
| Dayton | OH | 21 | 5 | 23.8 | 172,947 | 12.14 |
| Salt Lake City | UT | 28 | 8 | 28.6 | 172,575 | 16.22 |
| Huntsville | AL | 14 | 3 | 21.4 | 170,424 | 8.21 |
| Amarillo | TX | 12 | 2 | 16.7 | 169,588 | 7.08 |
| Knoxville | TN | 34 | 5 | 14.7 | 167,535 | 20.29 |
| Worcester | MA | 9 | 2 | 22.2 | 166,350 | 5.41 |
| Laredo | TX | 16 | 3 | 18.8 | 164,899 | 9.70 |
| Tempe | AZ | 21 | 3 | 14.3 | 162,701 | 12.91 |
| Syracuse | NY | 2 | 1 | 50.0 | 155,865 | 1.28 |
| Winston-Salem | NC | 20 | 3 | 15.0 | 153,541 | 13.03 |
| Providence | RI | 10 | 3 | 30.0 | 152,558 | 6.55 |
| Chula Vista | CA | 9 | 1 | 11.1 | 151,963 | 5.92 |
| Fort Lauderdale | FL | 34 | 12 | 35.3 | 151,805 | 22.40 |
| Oxnard | CA | 11 | 3 | 27.3 | 151,009 | 7.28 |
| Chattanooga | TN | 21 | 3 | 14.3 | 150,425 | 13.96 |
| Paterson | NJ | 8 | 2 | 25.0 | 150,270 | 5.32 |

Source: Population—Bureau of the Census.

## Table 114
## Fatalities and Fatality Rates by State, 1975-1996

| State | Fatalities | | | | | | Fatality Rate per 100 Million Vehicle Miles Traveled | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1975 | 1980 | 1985 | 1990 | 1996 | Difference, 1975-1996 | 1975 | 1980 | 1985 | 1990 | 1996 | Difference, 1975-1996 |
| AL | 902 | 940 | 882 | 1,121 | 1,143 | **+27%** | 3.6 | 3.2 | 2.5 | 2.6 | 2.2 | **-39%** |
| AK | 112 | 88 | 127 | 98 | 80 | **-29%** | 4.4 | 3.3 | 3.2 | 2.5 | 1.9 | **-57%** |
| AZ | 670 | 947 | 893 | 869 | 993 | **+48%** | 4.2 | 5.3 | 4.1 | 2.5 | 2.4 | **-43%** |
| AR | 559 | 588 | 534 | 604 | 615 | **+10%** | 4.0 | 3.6 | 3.1 | 2.9 | 2.2 | **-45%** |
| CA | 4,092 | 5,496 | 4,960 | 5,192 | 3,989 | **-3%** | 3.1 | 3.5 | 2.4 | 2.0 | 1.4 | **-55%** |
| CO | 581 | 709 | 579 | 544 | 617 | **+6%** | 3.5 | 3.2 | 2.2 | 2.0 | 1.7 | **-51%** |
| CT | 389 | 575 | 448 | 385 | 310 | **-20%** | 2.1 | 3.0 | 2.0 | 1.5 | 1.1 | **-48%** |
| DE | 122 | 153 | 104 | 138 | 116 | **-5%** | 3.4 | 3.6 | 1.9 | 2.1 | 1.5 | **-56%** |
| DC | 70 | 41 | 60 | 48 | 62 | **-11%** | 2.3 | 1.2 | 1.9 | 1.4 | 1.9 | **-17%** |
| FL | 1,998 | 2,825 | 2,832 | 2,891 | 2,753 | **+38%** | 3.2 | 3.6 | 3.2 | 2.6 | 2.1 | **-34%** |
| GA | 1,360 | 1,508 | 1,361 | 1,562 | 1,574 | **+16%** | 3.5 | 3.5 | 2.5 | 2.2 | 1.8 | **-49%** |
| HI | 144 | 186 | 126 | 177 | 148 | **+3%** | 3.5 | 3.3 | 1.9 | 2.2 | 1.8 | **-49%** |
| ID | 281 | 331 | 255 | 244 | 258 | **-8%** | 4.8 | 4.8 | 3.3 | 2.5 | 2.0 | **-58%** |
| IL | 2,041 | 1,975 | 1,534 | 1,589 | 1,477 | **-28%** | 3.6 | 3.0 | 2.2 | 1.9 | 1.5 | **-58%** |
| IN | 1,128 | 1,166 | 974 | 1,049 | 984 | **-13%** | 3.0 | 3.0 | 2.4 | 2.0 | 1.5 | **-50%** |
| IA | 670 | 626 | 474 | 465 | 465 | **-31%** | 3.8 | 3.3 | 2.3 | 2.0 | 1.7 | **-55%** |
| KS | 509 | 595 | 486 | 444 | 491 | **-4%** | 3.3 | 3.4 | 2.5 | 1.9 | 1.9 | **-42%** |
| KY | 863 | 820 | 712 | 849 | 841 | **-3%** | 3.5 | 3.3 | 2.5 | 2.5 | 2.0 | **-43%** |
| LA | 934 | 1,219 | 931 | 959 | 761 | **-16%** | 4.6 | 5.0 | 2.8 | 2.5 | 2.1 | **-54%** |
| ME | 223 | 265 | 206 | 213 | 169 | **-24%** | 3.1 | 3.5 | 2.4 | 1.8 | 1.3 | **-58%** |
| MD | 670 | 756 | 729 | 707 | 608 | **-9%** | 2.7 | 2.6 | 2.2 | 1.7 | 1.3 | **-52%** |
| MA | 864 | 881 | 742 | 605 | 417 | **-52%** | 2.7 | 2.5 | 1.9 | 1.3 | 0.8 | **-70%** |
| MI | 1,779 | 1,750 | 1,545 | 1,571 | 1,505 | **-15%** | 3.1 | 2.8 | 2.3 | 1.9 | 1.7 | **-45%** |
| MN | 754 | 848 | 608 | 566 | 576 | **-24%** | 2.9 | 3.0 | 1.9 | 1.5 | 1.3 | **-55%** |
| MS | 546 | 695 | 662 | 750 | 811 | **+49%** | 3.8 | 4.2 | 3.5 | 3.1 | 2.7 | **-29%** |
| MO | 1,045 | 1,175 | 931 | 1,097 | 1,149 | **+10%** | 3.4 | 3.4 | 2.4 | 2.2 | 1.9 | **-44%** |
| MT | 291 | 325 | 223 | 212 | 200 | **-31%** | 5.1 | 4.9 | 3.0 | 2.5 | 2.1 | **-59%** |
| NE | 369 | 396 | 237 | 262 | 293 | **-21%** | 3.3 | 3.5 | 2.0 | 1.9 | 1.8 | **-45%** |
| NV | 218 | 346 | 259 | 343 | 348 | **+60%** | 4.7 | 5.7 | 3.4 | 3.4 | 2.5 | **-47%** |
| NH | 151 | 194 | 191 | 158 | 134 | **-11%** | 2.9 | 3.0 | 2.5 | 1.6 | 1.2 | **-59%** |

**Table 114**
**Fatalities and Fatality Rates by State, 1975-1996 (Continued)**

| State | Fatalities | | | | | | Fatality Rate per 100 Million Vehicle Miles Traveled | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1975 | 1980 | 1985 | 1990 | 1996 | Difference, 1975-1996 | 1975 | 1980 | 1985 | 1990 | 1996 | Difference, 1975-1996 |
| NJ | 1,043 | 1,120 | 964 | 886 | 818 | **-22%** | 2.2 | 2.2 | 1.8 | 1.5 | 1.3 | **-41%** |
| NM | 555 | 606 | 535 | 499 | 481 | **-13%** | 5.6 | 5.4 | 4.0 | 3.1 | 2.2 | **-61%** |
| NY | 2,366 | 2,610 | 2,006 | 2,217 | 1,564 | **-34%** | 3.6 | 3.4 | 2.2 | 2.1 | 1.3 | **-64%** |
| NC | 1,506 | 1,503 | 1,482 | 1,385 | 1,493 | **-1%** | 4.1 | 3.6 | 3.0 | 2.2 | 1.9 | **-54%** |
| ND | 167 | 151 | 90 | 112 | 85 | **-49%** | 3.7 | 2.9 | 1.6 | 1.9 | 1.3 | **-65%** |
| OH | 1,766 | 2,033 | 1,646 | 1,638 | 1,395 | **-21%** | 2.8 | 2.8 | 2.2 | 1.8 | 1.4 | **-50%** |
| OK | 757 | 959 | 744 | 641 | 772 | **+2%** | 3.3 | 3.5 | 2.4 | 1.9 | 2.0 | **-39%** |
| OR | 562 | 646 | 559 | 579 | 524 | **-7%** | 3.5 | 3.4 | 2.6 | 2.2 | 1.7 | **-51%** |
| PA | 2,078 | 2,089 | 1,771 | 1,646 | 1,469 | **-29%** | 3.3 | 2.9 | 2.3 | 1.9 | 1.5 | **-55%** |
| RI | 110 | 129 | 109 | 84 | 69 | **-37%** | 1.9 | 2.4 | 1.9 | 1.1 | 1.0 | **-47%** |
| SC | 820 | 852 | 951 | 979 | 930 | **+13%** | 4.0 | 3.8 | 3.6 | 2.8 | 2.3 | **-43%** |
| SD | 195 | 228 | 130 | 153 | 175 | **-19%** | 3.8 | 3.7 | 2.1 | 2.2 | 2.2 | **-42%** |
| TN | 1,126 | 1,153 | 1,101 | 1,177 | 1,239 | **+10%** | 3.4 | 3.4 | 3.0 | 2.5 | 2.1 | **-38%** |
| TX | 3,372 | 4,366 | 3,678 | 3,250 | 3,741 | **+11%** | 4.0 | 3.8 | 2.6 | 2.1 | 2.0 | **-50%** |
| UT | 272 | 334 | 303 | 272 | 321 | **+18%** | 3.4 | 3.1 | 2.5 | 1.9 | 1.6 | **-53%** |
| VT | 143 | 137 | 115 | 90 | 88 | **-38%** | 4.3 | 3.7 | 2.5 | 1.5 | 1.4 | **-67%** |
| VA | 993 | 1,045 | 976 | 1,079 | 875 | **-12%** | 2.9 | 2.7 | 2.0 | 1.8 | 1.2 | **-59%** |
| WA | 758 | 971 | 744 | 825 | 712 | **-6%** | 3.2 | 3.4 | 2.2 | 1.8 | 1.4 | **-56%** |
| WV | 461 | 523 | 420 | 481 | 345 | **-25%** | 4.4 | 4.9 | 3.3 | 3.1 | 1.9 | **-57%** |
| WI | 930 | 972 | 744 | 769 | 761 | **-18%** | 3.3 | 3.1 | 2.0 | 1.7 | 1.4 | **-58%** |
| WY | 210 | 245 | 152 | 125 | 143 | **-32%** | 5.4 | 4.9 | 2.8 | 2.1 | 1.9 | **-65%** |
| **USA** | **44,525** | **51,091** | **43,825** | **44,599** | **41,907** | **-6%** | **3.4** | **3.3** | **2.5** | **2.1** | **1.7** | **-50%** |
| PR | 496 | 520 | 600 | 473 | 601 | **+21%** | 7.3 | 6.0 | 5.7 | 3.7 | 3.8 | **-48%** |

Sources: Fatalities—Fatality Analysis Reporting System (FARS). Vehicle Miles Traveled—Federal Highway Administration.

**Table 115**
**Child Passenger Protection Laws**

| State | Effective Date | Restraint Requirement Age | Safety Seat Required | May Substitute Safety Belts | Penalty[3] |
|---|---|---|---|---|---|
| AL | 7/82 | Under 6 | Under 6 | Either 4 or 5 | $10 |
| AK | 6/85 | Under 16 | Under 4 | 4 through 15 | $50, 2 points |
| AZ | 8/83 | Under 16 | Through 4[2] | No | $50 |
| AR | 8/83 | Under 14 | Under 4[2] | Between 4 and 14 | $30 |
| CA | 1/83 | Under 4[2] | Under 4[2] | No | $100 |
| CO | 1/84 | Under 15[2] | Under 4[2] | No | $25 |
| CT | 5/82 | Under 16 | Under 4 | Between 1 and 4 in rear seat | $60 |
| DE | 6/82 | Under 16 | Under 4 | No | $25 |
| DC | 7/83 | Up to 16 | Under 3 | Between 3 and 6 | $55, 2 points |
| FL | 7/83 | Under 16 | Under 4[2] | Over 4 up to 16 | $150, 3 points |
| GA | 7/84 | Under 16 | Through 4 | 3 or 4 | $25-$100 |
| HI | 7/83 | Under 4 | Under 3 | Between 3 and 4 | $100 maximum |
| ID | 1/85 | Under 4[2] | Under 4[2] | No | $100 maximum |
| IL | 7/83 | Under 6 | Under 4 | Between 4 and 6 | $25-$50 |
| IN | 1/84 | Under 5 | Under 3 | Between 3 and 5 | $50-$500 |
| IA | 1/85 | Under 6 | Under 3 | Between 3 and 6 | $10 |
| KS | 1/82 | Under 14 | Under 4 | Between 4 and 13 in all positions | $20 |
| KY | 7/82 | 40" and under | 40" and under | No | $50 |
| LA | 9/84 | Under 5 | Under 5 | Between 3 and 5 in rear seat | $25-$50 |
| ME | 9/83 | Under 19 | Through 4 | Between 1 & 4 if not in parent's vehicle | $25-$50 |
| MD | 1/84 | Under 10 | Under 4[2] | Between 4 and 10 | $25-$50 |
| MA | 1/82 | Through 12 | Under 5 | Under 5 | $25 |
| MI | 4/82 | Through 15 | Through 4 | 1 through 4 in rear seat | $10 |
| MN | 8/83 | Under 11 | Under 4 | 4 through 10 in rear seat | $50 |
| MS | 7/83 | Under 4 | Under 4 | No | $25 |
| MO | 1/84 | Under 4 | Under 4 | No | $25 |
| MT[1] | 1/84 | Under 4[2] | Under 2 | Between 2 and 4 | $10-$25 |
| NE | 8/83 | Under 5[2] | Under 4[2] | Between 4 and 5 | $25 |
| NV | 7/83 | Under 5 | Under 5 | Under 5 in rear seat | $35-$100 |
| NH | 7/83 | Under 12 | Under 5 | 5 through 12 in all positions | $500 maximum |

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

**Table 115**
**Child Passenger Protection Laws (Continued)**

| State | Effective Date | Restraint Requirement Age | Safety Seat Required | May Substitute Safety Belts | Penalty[3] |
|---|---|---|---|---|---|
| NJ | 4/83 | Under 5 | Under 5 | Between 1½ and 5 in rear seat | $10-$25 |
| NM | 6/83 | Under 11 | Under 5 | Between 1 and 5 in rear seat | $25 |
| NY | 4/82 | Under 10 | Under 4 | Over 4 up to age 10 | $100 maximum |
| NC | 7/82 | Under 12 | Under 4 | Between 4 and 12 | $25 |
| ND | 1/84 | Through 10 | Under 3 | 3 through 10 | $20 |
| OH | 3/83 | Under 4[2] | Under 4[2] | Over 4 and/or over 40 pounds | $100 maximum |
| OK | 11/83 | Under 4[2] | Under 5 | Under 4 in rear, 4 to 5 in front or rear | $25 maximum |
| OR | 1/84 | Under 16 | Under 4[2] | Over 4, over 40 pounds | $95 maximum |
| PA | 1/84 | Under 4 | Under 4 | Over 4 | $25 |
| RI | 7/80 | Through 12 | Through 3 | No | $150 maximum |
| SC | 7/83 | Under 6 | Under 4 | Between 1 and 6 in rear seat | $25 |
| SD | 7/84 | Under 5 | Under 2 | Between 2 and 5 | $20 |
| TN | 1/78 | Under 12 | Under 4 | No | $25-$50 |
| TX | 10/84 | Under 4 | Under 2 | Between 2 and 4 | $25-$50 |
| UT | 7/84 | Under 8 | Under 2 | Between 2 and 8 | $20 |
| VT | 7/84 | Through 12 | Through 5 | No | $25 |
| VA | 1/83 | Over 4 | Under 4 | Over 4 in front seat | $50, 3 points |
| WA | 1/84 | Under 10 | Under 3 | Between 3 and 10 | $67 |
| WV | 7/81 | Under 9 | Under 3 | Between 3 and 5 | $10-$20 |
| WI | 11/82 | Under 8 | Under 4 | Between 5 and 8 | $10-$200 |
| WY | 4/85 | Under 3[2] | Under 3[2] | No | $25 |
| PR | 1/89 | Under 4 | Under 4 | Over 40 pounds | $10 |

[1]Law applies only to parents and legal guardians.
[2]Or less than 40 pounds.
[3]Most states waive fines upon proof of safety seat acquisition.

**Table 116**
**Status of State Motorcycle Helmet Use Requirements**

| State | Original Law | Subsequent Action, Date(s) and Current Status |
|---|---|---|
| AL | 11/06/67 | Helmet use required for all riders. |
| AK | 01/01/71 | Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers. |
| AZ | 01/01/69 | Repealed effective 5-27-76 except for persons under 18 years of age. |
| AR | 07/10/67 | Helmet use required for all riders. |
| CA | 01/01/85 | Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders. |
| CO | 07/01/69 | Repealed effective 5-20-77. |
| CT | 10/01/67 | Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18. |
| DE | 10/01/68 | Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older. |
| DC | 10/12/70 | Helmet use required for all riders. |
| FL | 09/05/67 | Helmet use required for all riders. |
| GA | 08/31/66 | Helmet use required for all riders. |
| HI | 05/01/68 | Repealed effective 6-7-77 except for persons under 18 years of age. |
| ID | 01/01/68 | Repealed effective 3-29-78 except for persons under 18 years of age. |
| IL | 01/01/68 | Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69. |
| IN | 07/01/67 | Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18. |
| IA | 09/01/75 | Repealed effective 7-1-76. |
| KS | 07/01/67 | 7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age. |
| KY | 07/01/68 | Helmet use required for all riders. |
| LA | 07/31/68 | Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82. |
| ME | 10/07/67 | Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age. |
| MD | 09/01/68 | Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10/01/92 helmet use required for all riders. |
| MA | 02/27/67 | Helmet use required for all riders. |
| MI | 03/10/67 | Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders. |
| MN | 05/01/68 | Repealed effective 4-6-77 except for persons under 18 years of age. |
| MS | 03/28/74 | Helmet use required for all riders. |
| MO | 10/13/67 | Helmet use required for all riders. |
| MT | 07/01/73 | Repealed effective 7-1-77 except for persons under 18 years of age. |
| NE | 05/29/67 | Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1/01/89 helmet use required for all riders. |
| NV | 01/01/72 | Helmet use required for all riders. |
| NH | 09/03/67 | Repealed effective 8-7-77 except for persons under 18 years of age. |

**Table 116**
**Status of State Motorcycle Helmet Use Requirements (Continued)**

| State | Original Law | Subsequent Action, Date(s) and Current Status |
|---|---|---|
| NJ | 01/01/68 | Helmet use required for all riders. |
| NM | 05/01/67 | Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age. |
| NY | 01/01/67 | Helmet use required for all riders. |
| NC | 01/01/68 | Helmet use required for all riders. |
| ND | 07/01/67 | Repealed effective 7-1-77 except for persons under 18 years of age. |
| OH | 04/02/68 | Repealed effective 7-10-78 except for persons under 18 years, and first year novice. |
| OK | 04/27/67 | 4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age. |
| OR | 01/01/68 | Repealed effective 10-40-77, except for persons under 18 years of age. Effective 6-16-88 helmet use required for all riders. |
| PA | 09/13/68 | Helmet use required for all riders. |
| RI | 06/30/67 | Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for persons under 21 years of age and first year operators. |
| SC | 07/01/67 | Repealed for ages 21 and over effective 6-16-80. |
| SD | 07/01/67 | Repealed effective 7-1-77 except for persons under 18 years of age. |
| TN | 06/05/67 | Helmet use required for all riders. |
| TX | 01/01/68 | Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders. |
| UT | 05/13/69 | Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age. |
| VT | 07/01/68 | Helmet use required for all riders. |
| VA | 01/01/71 | Helmet use required for all riders. |
| WA | 07/01/67 | Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders. |
| WV | 05/21/71 | Helmet use required for all riders. |
| WI | 07/01/68 | Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits. |
| WY | 05/25/73 | Repealed effective 5-27-83 except for persons under 18 years of age. |
| PR | 07/20/60 | Helmet use required for all riders. |

- 25 states plus the District of Columbia and Puerto Rico require helmet use for all riders.
- 22 states require helmet use for certain riders.
- 3 states do not require helmet use for riders.

**Table 117**
**Impaired Driving High-Priority Legislation**

| State | Administrative Per Se (BAC Level) | Illegal Per Se (BAC Level) | Lower BAC for Youthful DWI Offenders (BAC Level and Age) | License Sanction (Mandatory Minimum for a DWI Conviction) | | |
|---|---|---|---|---|---|---|
| | | | | First Offense | Second Offense | Third Offense |
| AL | Y-0.08 | 0.08 | Y-0.02 (<21) | S-90 days | R-1 yr | R-3 yrs |
| AK | Y-0.10 | 0.10 | Y-0.00 (<21) | R-30 days | R-1 yr | R-10 yrs |
| AZ | Y-0.10 | 0.10 | Y-0.00 (<21) | S-90 days | R-1 yr | R-3 yrs |
| AR | Y-0.10 | 0.10 | Y-0.02 (<21) | -- | -- | -- |
| CA | Y-0.08 | 0.08 | Y-0.01 (<21) | -- | S-30 days | R-3 yrs |
| CO | Y-0.10 | 0.10 | | -- | R-1 yr | R-2 yrs |
| CT | Y-0.10 | 0.10 | Y-0.02 (<21) | -- | -- | -- |
| DE | Y-0.10 | 0.10 | Y-0.02 (<21) | -- | R-6 mos | R-6 mos |
| DC | Y-0.05 | 0.10 | Y-0.00 (<21) | R-6 mos | R-1 yr | R-2 yrs |
| FL | Y-0.08 | 0.08 | Y-0.02 (<21) | -- | R-12 mos | R-24 mos |
| GA | Y-0.10 | 0.10 | Y-0.04 (<18) | -- | S-120 days | R-5 yrs |
| HI | Y-0.08 | 0.08 | | S-30 days | S-1 yr | R-1 yr |
| ID | Y-0.10 | 0.10 | Y-0.02 (<21) | S-30 days | S-1 yr | S-1 yr |
| IL | Y-0.10 | 0.10 | Y-0.00 (<21) | -- | -- | -- |
| IN | Y-0.10 | 0.10 | Y-0.02 (<21) | S-30 days | S-1 yr | S-1 yr |
| IA | Y-0.10 | 0.10 | Y-0.02 (<21) | R-30 days | R-1 yr | R-1 yr |
| KS | Y-0.08 | 0.08 | Y-0.02 (<21) | S-30 days | S-1 yr | S-1 yr |
| KY | Y-0.01 | 0.10 | Y-0.02 (<21) | S-30 days | R-12 mos | R-24 mos |
| LA | Y-0.10 | 0.10 | Y-0.04 (<18) | -- | -- | -- |
| ME | Y-0.08 | 0.08 | Y-0.00 (<21) | S-60 days | S-18 mos | S-4 yrs |
| MD | Y-0.10 | 0.10 | Y-0.02 (<21) | -- | -- | -- |
| MA | N | No | Y-0.02 (<21) | S-45 days | R-6 mos | R-2 yrs |
| MI | Y-0.10 | 0.10 | Y-0.00 (<21) | -- | R-1 yr | S-5 yrs |
| MN | Y-0.10 | 0.10 | Y-0.00 (<21) | R-15 days | R-15 days | R-15 days |
| MS | Y-0.10 | 0.10 | Y-0.08 (<21) | S-30 days | S-1 yr | S-3 yrs |
| MO | Y-0.10 | 0.10 | Y-0.02 (<21) | S-30 days | R-2 yrs | R-3 yrs |
| MT | Y-0.10 | 0.10 | Y-0.02 (<21) | -- | R-3 mos | R-3 mos |
| NE | Y-0.10 | 0.10 | Y-0.02 (<21) | R-30 days | R-6 mos | R-1 yr |
| NV | Y-0.10 | 0.10 | | R-45 days | R-1 yr | R-1.5 yrs |
| NH | Y-0.08 | 0.08 | Y-0.02 (<21) | R-90 days | R-3 yrs | R-3 yrs |

**Table 117**
**Impaired Driving High-Priority Legislation (Continued)**

| State | Administrative Per Se (BAC Level) | Illegal Per Se (BAC Level) | Lower BAC for Youthful DWI Offenders (BAC Level and Age) | License Sanction (Mandatory Minimum for a DWI Conviction) | | |
|---|---|---|---|---|---|---|
| | | | | First Offense | Second Offense | Third Offense |
| NJ | N | 0.10 | Y-0.01 (<21) | R-6 mos | R-2 yrs | R-10 yrs |
| NM | Y-0.08 | 0.08 | Y-0.02 (<21) | -- | R-1 yr | R-5 yrs |
| NY | A | 0.10 | Y-0.02 (<21) | -- | R-1 yr | R-1 yr |
| NC | Y-0.08 | 0.08 | Y-0.00 (<21) | -- | R-2 yrs | R-3 yrs |
| ND | Y-0.10 | 0.10 | | S-30 days | S-365 days | S-2 yrs |
| OH | Y-0.10 | 0.10 | Y-0.02 (<21) | S-15 days | S-30 days | S-180 days |
| OK | Y-0.10 | 0.10 | Y-0.00 (<21) | -- | -- | -- |
| OR | Y-0.08 | 0.08 | Y-0.00 (<21) | -- | S-90 days | S-1 yr |
| PA | N | 0.10 | Y-0.02 (<21) | S-1 mo | S-12 mos | S-12 mos |
| RI | N | 0.10 | Y-0.02 (<21) | S-3 mos | S-1 yr | S-2 yrs |
| SC | N | No | | -- | S-1 yr | S-2 yrs |
| SD | N | 0.10 | | -- | R-1 yr | R-1 yr |
| TN | N | 0.10 | Y-0.02 (<21) | -- | R-2 yrs | R-3 yrs |
| TX | Y-0.10 | 0.10 | Y-0.07 (<21) | -- | -- | -- |
| UT | Y-0.08 | 0.08 | Y-0.00 (<21) | S-90 days | R-1 yr | R-1 yr |
| VT | Y-0.08 | 0.08 | Y-0.02 (<18) | S-90 days | S-18 mos | R-2 yrs |
| VA | Y-0.08 | 0.08 | Y-0.02 (<21) | -- | R-2 yrs | R-3 yrs |
| WA | Y-0.10 | 0.10 | Y-0.02 (<21) | S-30 days | R-1 yr | R-2 yrs |
| WV | Y-0.10 | 0.10 | Y-0.02 (<21) | R-30 days | R-1 yr | R-1 yr |
| WI | Y-0.10 | 0.10 | Y-0.00 (<19) | -- | R-60 days | R-90 days |
| WY | Y-0.10 | 0.10 | | -- | S-1 yr | R-3 yrs |
| **USA** | **Y - 41** | **0.08 - 13**<br>**0.10 - 36**<br>**No - 2** | **Y - 44** | **S - 17**<br>**R - 8** | **S - 18**<br>**R - 27** | **S - 14**<br>**R - 31** |
| | Y = Yes<br>N = No<br>A = Alternative | | Y = Yes | S = Suspension<br>R = Revocation | | |
| PR | N | No | | -- | -- | -- |

Notes: An “administrative per se law” refers to a statute that allows a state’s driver licensing agency to either suspend or revoke a driver’s license based either on a specific alcohol (or drug) concentration or on some other criterion related to alcohol or drug use and driving. Such action is completely independent of any licensing action related to a DWI criminal offense. The term “illegal per se” refers to state laws that make it a criminal offense to operate a motor vehicle at or above a specified alcohol (or drug) concentration in the blood, breath, or urine. In those columns showing mandatory sanctions, a “blank” space does not mean that a state does not have a sanction. It only means that the state does not have a mandatory sanction for that offense or violation.
Source: “Digest of State Alcohol-Highway Safety Related Legislation,” U.S. Department of Transportation/ National Highway Traffic Administration, DOT HS 808 204.

**Table 118**
**Key Provisions of Safety Belt Use Laws**

| State | Effective | Enforcement | Fine | Seats | Vehicle and Coverage by Law |
|---|---|---|---|---|---|
| AL | 07/18/92 | Secondary | $25 | Front | Passenger car, MY>'65. |
| AK | 09/12/90 | Secondary | $15 | All | Motor vehicle. Over age 16. |
| AZ | 01/01/91 | Secondary | $10 | Front | Passenger car, van, MY>'72. |
| AR | 07/15/91 | Secondary | $30 | Front | Passenger car, truck, van. |
| CA | 01/01/86 | Primary | $20 | All | Passenger car, van, small truck. |
| CO | 07/01/87 | Secondary | $15 | Front | Passenger car, van, taxi, ambulance, RV, small truck. |
| CT | 01/01/86 | Primary | $37 | Front | Passenger car, van, truck. |
| DE | 01/01/92 | Secondary | $20 | Front | Passenger car. |
| DC | 12/12/85 | Secondary | $15 | Front | Vehicle seating 8 or less people. |
| FL | 07/01/86 | Secondary | $20 | Front | Motor vehicle, pick up truck. |
| GA | 09/01/88 | Primary | $15 | Front | Passenger vehicle, <10 people; pickup truck, <age 18. |
| HI | 12/16/85 | Primary | $20 | Front | Vehicle registered in state. |
| ID | 07/01/86 | Secondary | $ 5 | Front | Motor vehicle under 8,000 lbs. |
| IL | 07/01/85 | Secondary | $25 | Front | Motor vehicle to carry under 10 people, RV. |
| IN | 07/01/87 | Secondary | $25 | Front | Passenger car, bus, school bus. |
| IA | 07/01/86 | Primary | $10 | Front | Passenger car, van, truck 10,000 lbs. or less. |
| KS | 07/01/86 | Secondary | $10 | Front | Passenger car, van. |
| KY | 07/13/94 | Secondary | $25 | All | Motor vehicles from model year 1965. |
| LA | 07/01/86 | Primary | $25 | Front | Passenger car, van, truck under 6,000 lbs. |
| ME | 12/27/95 | Secondary | $25 | All | Passenger vehicles. |
| MD | 07/01/86 | Secondary | $25 | Front | Passenger and multi-purpose vehicle, truck, tractor, bus. |
| MA | 02/01/94 | Secondary | $25 | All | Passenger car, van, truck. |
| MI | 07/01/85 | Secondary | $25 | Front | Motor vehicle. |
| MN | 08/01/86 | Secondary | $25 | Front | Passenger car, pickup truck, van, RV. |
| MS | 03/20/90 | Secondary | $25 | Front | Passenger car, van. |
| MO | 09/28/85 | Secondary | $10 | Front | Passenger car to carry under 10 people. |
| MT | 10/01/87 | Secondary | $20 | All | Motor vehicle. |
| NE | 01/01/93 | Secondary | $25 | Front | Motor vehicle. |
| NV | 07/01/87 | Secondary | $25 | All | Passenger car under 6,000 lbs. |
| NJ | 03/01/85 | Secondary | $20 | Front | Passenger car. |
| NM | 01/01/86 | Primary | $25 | Front | Motor vehicle under 10,000 lbs. |
| NY | 12/01/84 | Primary | $50 | Front | Passenger car. |
| NC | 10/01/85 | Primary | $25 | Front | Passenger motor vehicle to carry under 10 people. |
| ND | 07/14/94 | Secondary | $20 | Front | Motor vehicle. |
| OH | 05/06/86 | Secondary | $25 | Front | Passenger and commercial car, van, tractor, truck. |
| OK | 02/01/87 | Secondary | $10 | Front | Passenger car, van, pickup truck. |
| OR | 12/07/90 | Primary | $95 | All | Motor vehicle. |
| PA | 11/23/87 | Secondary | $10 | Front | Passenger car, truck, motor home. |
| RI | 06/18/91 | Secondary | No | All | Passenger car. Over age 12. |
| SC | 07/01/89 | Secondary | $10 | Front | Passenger car, truck, van, RV, taxi. |
| SD | 01/01/95 | Secondary | $20 | Front | Passenger car, truck, van, RV, taxi. |
| TN | 04/21/86 | Secondary | $25 | Front | Vehicle under 8,500 lbs. |
| TX | 09/01/85 | Primary | $25 | Front | Passenger car, van, and certain trucks. |
| UT | 04/28/86 | Secondary | $10 | Front | Motor vehicle. |
| VT | 01/01/94 | Secondary | $10 | All | Passenger car. |
| VA | 01/01/88 | Secondary | $25 | Front | Motor vehicle. |
| WA | 06/11/86 | Secondary | $25 | All | Passenger and multi-purpose vehicle, bus, truck. |
| WV | 09/01/93 | Secondary | $25 | Front | Passenger car. Age 18 and under in rear seat. |
| WI | 12/01/87 | Secondary | $10 | All | Motor vehicle. |
| WY | 06/08/89 | Secondary | No | Front | Passenger car, van, pickup truck. |
| PR | 01/19/75 | Primary | $10 | Front | Passenger car. Over age 4. |

Total states with safety belt use laws: 49 plus DC and Puerto Rico.

# APPENDIX A ♦ FARS DATA ELEMENTS

## 1996 Fatality Analysis Reporting System Data Elements

### Crash Level

Crash Date
Atmospheric Condition
City
Construction/Maintenance Zone
County
Day of Week
Emergency Medical Services (EMS) Notification Time
EMS Arrival Time at Hospital
EMS Arrival Time at Scene
First Harmful Event
Hit and Run
Light Condition
Manner of Collision
Milepoint
National Highway System
Number of Drinking Drivers in Crash
Number of Fatalities in Crash
Number of Nonmotorist Forms Submitted
Number of Person Forms Submitted
Number of Travel Lanes
Number of Vehicle Forms Submitted
Rail Grade Crossing Identifier
Related Factors—Crash Level
Relation to Junction
Relation to Roadway
Roadway Alignment
Roadway Function Class
Roadway Profile
Roadway Surface Condition
Roadway Surface Type
Route Signing
School Bus Related
Special Jurisdiction
Speed Limit
State
Time
Traffic Control Device
Traffic Control Device Functioning
Trafficway Flow
Trafficway Identifier

### Vehicle Level

Body Type
Cargo Body Type
Crash Avoidance Maneuver
Emergency Use
Extent of Deformation
Fire Occurrence
Truck Gross Vehicle Weight Rating
Hazardous Cargo
Impact Point—Initial
Impact Point—Principal
Jackknife
Manner of Leaving Scene
Most Harmful Event
Motorcycle Displacement
Number of Axles
Number of Deaths in Vehicle
Number of Occupants in Vehicle
Number of Vehicle Forms Submitted
Passenger Car Weight
Passenger Car Wheelbase
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Rollover

### Vehicle Level (Continued)

Special Use
State Information
Travel Speed
Truck Fuel Type
Underride/Override
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Maneuver
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Role
Vehicle Trailering

### Driver Level

Commercial Motor Vehicle License Status
Compliance with License Endorsements
Compliance with License Restrictions
Date of First and Last Crash, Suspension, Conviction
Driver Drinking
Driver Level Counters
Driver License Status
Driver License Type Compliance
Driver Presence
Driver Zip Code
License State
Non-CDL License Status
Related Factors—Driver Level
Violations Charged

### Person Level

Age
Air Bag Availability/Function
Alcohol Test Results
Death Certificate Number
Death Date
Death Time
Drug Test Results
Drug Test Type
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Injury Severity
Method of Alcohol Determination
Method of Other Drug Determination by Police
Nonmotorist Location
Nonmotorist Striking Vehicle Number
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Other Drug Involvement
Related Factors—Person Level
Restraint System Use
Seating Position
Sex
Taken to Hospital or Treatment Facility
Time of Crash to Time of Death
Vehicle Number

# APPENDIX B ♦ GES DATA ELEMENTS

## 1996 General Estimates System Data Elements

### Crash Level

Alcohol Involved in Crash
Atmospheric Condition
Day of Week
First Harmful Event
Hour of Crash
Interstate Highway
Land Use
Light Condition
Manner of Collision
Maximum Injury Severity
Minute of Crash
Month of Crash
National Highway System Roadway
Number Injured in Crash
Number of Nonmotorists
Number of Travel Lanes
Number of Vehicles
Pedestrian/Pedalcyclist Crash Type
Percent Rural
Region of Country
Relation to Junction
Relation to Roadway
Roadway Alignment
Roadway Profile
Roadway Surface Condition
School Bus Related
Speed Limit
Traffic Control Device
Trafficway Flow
Work Zone
Year of Crash

### Vehicle/Driver Level

Crash Type
Body Type
Cargo Body Type
Carrier's Identification Number
Corrective Action Attempted
Critical Event
Damage Areas
Damage Severity
Driver Distracted By
Driver Drinking in Vehicle
Driver Maneuvered To Avoid
Driver Presence
Driver's Vision Obscured By
Driver's Zip Code
Emergency Use
Fire Occurrence
Hazardous Materials Placard Number
Hazardous Materials Placarded
Hazardous Materials Release
Hit and Run
Initial Point of Impact
Jackknife
Manner of Leaving Scene
Maximum Injury Severity in Vehicle
Model Year
Most Harmful Event
Movement Prior to Critical Event
Number Injured in Vehicle
Number of Axles, Including Trailer
Number of Occupants
Precrash Location
Precrash Vehicle Control
Rollover Type
Special Use

### Vehicle/Driver Level (Continued)

Travel Speed
Vehicle Contributing Factors
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Number
Vehicle Role
Vehicle Trailing
Violations Charged

### Person Level

Age
Air Bag Availability/Function
Ejection
Injury Severity
Nonmotorist Action
Nonmotorist Location
Nonmotorist Safety Equipment Use
Nonmotorist Striking Vehicle Number
Person Number
Person Type
Person's Physical Impairment
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Restraint System Use
Restraint Type
Seating Position
Sex
Taken to Hospital or Treatment Facility
Vehicle Number

# APPENDIX C ♦ TECHNICAL NOTE

## GES Technical Note

### Standard Errors

The national estimates produced from GES data may differ from the true values, because they are based on a probability sample of crashes and not a census of all crashes. The size of these differences may vary depending on which sample of crashes was selected. [For a complete description of the GES sampling design, see *National Accident Sampling System General Estimates System Technical Note* (DOT HS 807 796) available from NCSA.] The standard error of an estimate is a measure of the precision or reliability with which an estimate from this particular GES sample approximates the results of a census.

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 171,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 171,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,500) and 200,000 (15,000). One approximate standard error would be 13,100. The 95 percent confidence interval for this estimate would be 171,000 ± 2 × 13,100 or 145,000 to 197,000.

## 1996 GES Estimates and Standard Errors

| Crash Estimate (x) | Crash Standard Error (SE)* | Vehicle Estimate (x) | Vehicle Standard Error (SE)** | Person Estimate (x) | Person Standard Error (SE)*** |
|---|---|---|---|---|---|
| 1,000 | 500 | 1,000 | 400 | 1,000 | 400 |
| 5,000 | 1,100 | 5,000 | 1,000 | 5,000 | 1,000 |
| 6,000 | 1,200 | 10,000 | 1,600 | 10,000 | 1,500 |
| 7,000 | 1,300 | 20,000 | 2,500 | 20,000 | 2,300 |
| 8,000 | 1,500 | 30,000 | 3,300 | 30,000 | 3,100 |
| 9,000 | 1,600 | 40,000 | 4,100 | 40,000 | 3,800 |
| 10,000 | 1,700 | 50,000 | 4,900 | 50,000 | 4,400 |
| 20,000 | 2,600 | 60,000 | 5,600 | 60,000 | 5,100 |
| 30,000 | 3,500 | 70,000 | 6,300 | 70,000 | 5,700 |
| 40,000 | 4,300 | 80,000 | 7,000 | 80,000 | 6,300 |
| 50,000 | 5,000 | 90,000 | 7,700 | 90,000 | 6,900 |
| 60,000 | 5,800 | 100,000 | 8,400 | 100,000 | 7,500 |
| 70,000 | 6,500 | 200,000 | 14,900 | 200,000 | 13,100 |
| 80,000 | 7,200 | 300,000 | 21,300 | 300,000 | 18,500 |
| 90,000 | 7,900 | 400,000 | 27,500 | 400,000 | 23,700 |
| 100,000 | 8,500 | 500,000 | 33,800 | 500,000 | 28,900 |
| 200,000 | 15,000 | 600,000 | 40,000 | 600,000 | 34,100 |
| 300,000 | 21,100 | 700,000 | 46,200 | 700,000 | 39,200 |
| 400,000 | 27,100 | 800,000 | 52,500 | 800,000 | 44,300 |
| 500,000 | 33,100 | 900,000 | 58,800 | 900,000 | 49,400 |
| 600,000 | 39,000 | 1,000,000 | 65,100 | 1,000,000 | 54,600 |
| 700,000 | 44,900 | 2,000,000 | 129,800 | 2,000,000 | 106,400 |
| 800,000 | 50,800 | 3,000,000 | 197,400 | 3,000,000 | 159,600 |
| 900,000 | 56,700 | 4,000,000 | 267,600 | 4,000,000 | 214,300 |
| 1,000,000 | 62,700 | 5,000,000 | 340,300 | 5,000,000 | 270,300 |
| 2,000,000 | 122,600 | 6,000,000 | 415,200 | 6,000,000 | 327,700 |
| 3,000,000 | 184,300 | 7,000,000 | 492,100 | 7,000,000 | 386,200 |
| 4,000,000 | 247,800 | 8,000,000 | 570,900 | 8,000,000 | 445,900 |
| 5,000,000 | 313,000 | 9,000,000 | 651,500 | 9,000,000 | 506,700 |
| 6,000,000 | 379,800 | 10,000,000 | 733,900 | 10,000,000 | 568,500 |
| 6,500,000 | 413,700 | 11,000,000 | 817,800 | 11,000,000 | 631,300 |
| 7,000,000 | 448,000 | 12,000,000 | 903,300 | 12,000,000 | 695,100 |

| | | |
|---|---|---|
| $^{*}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.521508$, $b = 0.034180$ | $^{**}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.374631$, $b = 0.035149$ | $^{***}SE = e^{a+b(\ln x)^2}$, *where* $a = 4.417590$, $b = 0.034001$ |

### Unknowns

GES data are obtained either directly from an item on the PAR or by interpreting the information provided in the report through reviewing the crash diagram, the Officer's written summary of the crash, or combinations of variables on the PAR. Because of this interpretation, and because the police officer may not have entered some item of information or provide complete information, data can be missing. Two different statistical procedures are used on GES data to complete values for unknown data. These procedures, univariate and hotdeck imputation, are described in a technical report available from NCSA, *Imputation in the General Estimates System* (DOT HS 807 985). The table below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

**Percent of Unknowns for 1996 GES Data Elements**

| | | | |
|---|---|---|---|
| **Crash Level** | | | |
| Alcohol Involved in Crash | 3.0 % | Manner of Collision | 0.1 % |
| Atmospheric Condition | 1.5 % | Minute of Crash | 0.7 % |
| Crash Severity | 4.9 % | Relation to Junction | 0.0 % |
| Day of Week | 0.0 % | Relation to Roadway | <0.1 % |
| First Harmful Event | 0.1 % | Roadway Surface Condition | 1.5 % |
| Hour of Crash | 0.7 % | Speed Limit | 17.5 % |
| Light Condition | 1.7 % | Traffic Control Device | 0.8 % |
| **Vehicle/Driver Level** | | | |
| Driver Drinking in Vehicle | 5.3 % | Rollover Type | 0.0 % |
| Initial Point of Impact | 2.8 % | Vehicle Type | 1.7 % |
| Most Harmful Event | 3.3 % | | |
| **Person Level** | | | |
| Age | 11.5 % | Seating Position | 4.6 % |
| Injury Severity | 3.9 % | Sex | 8.9 % |
| Police-Reported Alcohol Involvement | 3.7 % | | |

# GLOSSARY

**Alcohol Involvement**

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if either a driver or a nonmotorist (usually a pedestrian) had a measurable or estimated blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or above.

NHTSA defines a nonfatal crash as alcohol-related or alcohol-involved if police indicate on the police accident report that there is evidence of alcohol present. The code does *not* necessarily mean that a driver, passenger, or nonoccupant was tested for alcohol.

**Blood Alcohol Concentration**

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (0.01 g/dl and higher) indicates that alcohol was consumed by the person tested. A BAC level of 0.10 g/dl or more indicates that the person was intoxicated.

**Body Type**

Detailed type of motor vehicle within a vehicle type.

**Bus**

Large motor vehicles used to carry more than ten passengers, including school buses, inter-city buses, and transit buses.

**Combination Truck**

A truck tractor not pulling a trailer; a tractor pulling at least one full or semi-trailer; or a single-unit truck pulling at least one trailer.

**Construction/Maintenance Zone**

An area, usually marked by signs, barricades, or other devices indicating that highway construction or highway maintenance activities are ongoing.

**Crash**

An event that produces injury and/or property damage, involves a motor vehicle in transport, and occurs on a trafficway or while the vehicle is still in motion after running off the trafficway.

**Crash Severity**

1. *Fatal Crash*. A police-reported crash involving a motor vehicle in transport on a trafficway in which at least one person dies within 30 days of the crash.
2. *Injury Crash*. A police-reported crash that involves a motor vehicle in transport on a trafficway in which no one died but at least one person was reported to have: (1) an incapacitating injury; (2) a visible but not incapacitating injury; (3) a possible, not visible injury; or (4) an injury of unknown severity.
3. *Property-Damage-Only Crash*. A police-reported crash involving a motor vehicle in transport on a trafficway in which no one involved in the crash suffered any injuries.

**Crash Type**
Single-vehicle or multiple-vehicle crash.

**Day**
From 6 a.m. to 5:59 p.m.

**Driver**
An occupant of a vehicle who is in physical control of a motor vehicle in transport, or for an out-of-control vehicle, an occupant who was in control until control was lost.

**Ejection**
Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

**First Harmful Event**
The first event during a crash that caused injury or property damage.

**Fixed Object**
Stationary structures or substantial vegetation attached to the terrain.

**Gross Vehicle Weight Rating (GVWR)**
The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and passengers, and all cargo loaded into or on the vehicle. Actual weight may be less than or greater than GVWR.

**Initial Impact Point**
The first impact point that produced personal injury or property damage, regardless of First or Most Harmful Event.

**Injury Severity**
The police-reported injury severity of the person (i.e., occupant, pedestrian, or pedalcyclist).

1. Killed (Fatal)
2. Injured (Incapacitating injury, evident injury but not incapacitating, complaint of injury, or injured, severity unknown).
3. No injury.

**Jackknife**
Jackknife can occur at any time during the crash sequence. In this report, jackknifing is restricted to truck tractors pulling a trailing unit in which the trailing unit and the pulling vehicle rotate with respect to each other.

**Junction**
Area formed by the connection of two roadways, including intersections, interchange areas, and entrance/exit ramps.

**Land Use**
The crash location (urban or rural).

**Large Trucks**
Trucks over 10,000 pounds gross vehicle weight rating, including single unit trucks and truck tractors.

**Light Trucks**
Trucks of 10,000 pounds gross vehicle weight rating or less, including pickups, vans, truck-based station wagons, and utility vehicles.

**Manner of Collision**
A classification for crashes in which the first harmful event was a collision between two motor vehicles in transport and is described as one of the following:

*Angle*. Collisions which are not head-on, rear-end, rear-to-rear, or sideswipe.

*Head-on*. Refers to a collision where the front end of one vehicle collides with the front-end of another vehicle while the two vehicles are traveling in opposite directions.

*Rear-end*. A collision in which one vehicle collides with the rear of another vehicle.

*Sideswipe*. A collision in which the sides of both vehicles sustain minimal engagements.

**Most Harmful Event**
The event during a crash for a particular vehicle that is judged to have produced the greatest personal injury or property damage.

**Motorcycle**
A two- or three-wheeled motor vehicle designed to transport one or two people, including motorscooters, minibikes, and mopeds.

**Motor Vehicle in Transport**
A motor vehicle in motion on the trafficway or any other motor vehicle on the roadway, including stalled, disabled, or abandoned vehicles.

**Night**
From 6 p.m. to 5:59 a.m.

**Noncollision**
A class of crash in which the first harmful event does not involve a collision with a fixed object, nonfixed object, or a motor vehicle. This includes overturn, fire/explosion, falls from a vehicle, and injuries in a vehicle.

**Nonmotorist**

Any person who is not an occupant of a motor vehicle in transport and includes the following:

1. Pedestrians
2. Pedalcyclists
3. Occupants of parked motor vehicles
4. Others such as joggers, skateboard riders, people riding on animals, and persons riding in animal-drawn conveyances.

**Nonmotorist Location**

The location of nonmotorists at time of impact. Intersection locations are coded only if nonmotorists were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonmotorists struck on a junction of a driveway/alley access and a named trafficway. Nonmotorists who are occupants of motor vehicles not in transport are coded with respect to the location of the vehicle.

**Objects Not Fixed**

Objects that are movable or moving but are not motor vehicles. Includes pedestrians, pedalcyclists, animals, or trains (e.g., spilled cargo in roadway).

**Occupant**

Any person who is in or upon a motor vehicle in transport. Includes the driver, passengers, and persons riding on the exterior of a motor vehicle.

**Other Vehicle**

Consists of the following types of vehicles:

1. Large limousine (more than four side doors or stretched chassis)
2. Three-wheel automobile or automobile derivative
3. Van-based motorhome
4. Light-truck-based motorhome (chassis mounted)
5. Large-truck-based motorhome
6. ATV (all terrain vehicle, including dune/swamp buggy) and ATC (all terrain cycle)
7. Snowmobile
8. Farm equipment other than trucks
9. Construction equipment other than trucks (includes graders)
10. Other type vehicle (includes go-cart, fork lift, city streetsweeper).

**Passenger**

Any occupant of a motor vehicle who is not a driver.

**Passenger Car**

Motor vehicles used primarily for carrying passengers, including convertibles, sedans, and station wagons.

**Pedalcyclist**
A person on a vehicle that is powered solely by pedals.

**Pedestrian**
Any person not in or upon a motor vehicle or other vehicle.

**Restraint Use**
The occupant's use of available vehicle restraints including lap belt, shoulder belt, or automatic belt.

**Roadway**
That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel.

**Roadway Function Class**
The classification describing the character of service the street or highway is intended to provide. Includes the following:

*Interstates*. Limited access divided facilities of at least four lanes designated by the Federal Highway Administration as part of the Interstate System.

*Other Freeways and Expressways*. All urban principal arterial with limited control of access not on the Interstate system.

*Other Principal Arterials*. Major streets or highways, many with multi-lane or freeway design, serving high-volume traffic corridor movements that connect major generators of travel.

*Minor Arterials*. Streets and highways linking cities and larger towns in rural areas in distributing trips to small geographic areas in urban areas (not penetrating identifiable neighborhoods).

*Collectors*. In rural areas, routes serving intra-county, rather than statewide travel. In urban areas, streets providing direct access to neighborhoods as well as direct access to arterials.

*Local Streets and Roads*. Streets whose primary purpose is feeding higher order systems, providing direct access with little or no through traffic.

**Rollover**
Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Includes rollovers occurring as a first harmful event or subsequent event.

**Seating Position**
The location of the occupants in the vehicle. More than one can be assigned the same seat position; however, this is allowed only when a person is sitting on someone's lap.

**School Bus-Related Crash**
Any crash in which a vehicle, regardless of body design, used as a school bus is directly or indirectly involved, such as a crash involving school children alighting from a vehicle.

**Single-Unit Truck**
A medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis.

**Trafficway**
Any road, street, or highway open to the public as a matter of right or custom for moving persons or property from one place to another.

**Vehicle**
See *Motor Vehicle in Transport*.

**Vehicle Type**
A series of motor vehicle body types that have been grouped together because of their design similarities. The principal vehicle types used in this report are passenger car, light truck, large truck, motorcycle, bus, and other vehicle. See the definition of each of the vehicle types elsewhere in this glossary.

**Weekday**
From 6 a.m. Monday to 5:59 p.m. Friday.

**Weekend**
From 6 p.m. Friday to 5:59 a.m. Monday.

# INDEX


**A**

**Age**
- Alcohol 36, 37, 108, 109, 110, 111, 113
- Crash Type 110, 111
- Day of Week 110
- Injury Severity 86
- Occupant 99, 122
- Person Type 100, 124, 125, 129, 130
- Rates 21, 31, 88, 89, 94, 95, 125, 130
- Restraint Use 115, 116
- School Bus Related 123
- Sex 88, 89, 94, 95, 100, 125, 130
- State 146-147
- Time of Day 110, 111

**Airbag** 119

**Alcohol**
- Age 36, 37, 108, 109, 110, 111, 113
- Crash Type 56, 110, 111
- Day of Week 110, 111
- Driver Survival Status 38, 156-157
- Holiday 33
- Impaired Driving High Priority Legislation 172-173
- Injury Severity 107
- Pedestrian 38, 113
- Person Type 107
- Sex 34
- State 154-155, 156-157
- Time of Day 34, 56, 57, 110, 111
- Vehicle Type 35, 113
- Year 32

**Ambulance** 90

**B**

**Body Type** 63, 105

**Bus** 63, 64, 81, 82, 97, 98, 99, 101, 102, 103, 104, 105, 112, 114

**C**

**City** 162-165

**Construction/Maintenance Zone** 90

**Crash Type**
- Alcohol 56, 110
- Day of Week 110
- Driver Age 110
- Emergency Vehicle 90
- Hazardous Cargo 68
- Impact Point 70, 72, 74, 76, 80
- Land Use 52
- Relation to Roadway 49
- Roadway Function Class 68
- Speed Limit 52
- Time of Day 56, 110, 111
- Vehicle Type 30, 70, 72, 74, 76, 80, 82, 90

**D**

**Day of Week** 45, 110, 111, 120, 121, 126, 127, 131

**Driver**
- Age 36, 94, 95, 100, 110, 111
- Alcohol 34, 35, 36, 37, 108, 109, 110, 111, 112, 113, 156
- Injury Severity 86, 97, 107
- License Compliance 122
- License Status 96
- Previous Driving Record 96
- Rates 19, 20, 94
- Related Factors 96
- Restraint Use 39, 114
- Sex 34, 94, 100
- State 144-145, 156-157

**E**

**Ejection** 103

**Emergency Medical Services** 48, 158-159, 160-161

**Emergency Vehicle** 90

**F**

**Fire** 66

**Fire Truck** 90

**First Harmful Event** 54, 138-139

**H**

**Hazardous Cargo** 68

**Helmet Use** 122, 170-171

**Holiday** 33

**I**

**Impact Point** 70, 71, 72, 73, 74, 75, 76, 79, 80, 81, 82, 102, 128, 132

**Intersection** 50, 124, 129

**J**

**Jackknife** 78

**L**

**Land Use** 48, 52, 68, 158-159, 160-161

**Large Truck**
- Alcohol 35, 112
- Crash Type 30, 70, 76
- Ejection 103
- Fire 66
- Impact Point 70, 75, 76, 102
- Jackknife 78
- Most Harmful Event 69, 75, 101
- Number of Trailers 78
- Occupant 26, 27, 97, 98, 99
- Rates 17, 26, 27
- Restraint Use 114
- Rollover 64, 77
- State 148-149
- Year 17, 26

**License Compliance** 122

**License Status** 96

**Licensed Drivers** 15, 19, 142-143

**Light Condition** 47

**Light Truck**
- Alcohol 35, 112
- Crash Type 70, 74
- Ejection 103
- Fire 66
- Impact Point 70, 73, 74, 102
- Most Harmful Event 69, 73, 101
- Occupant 24, 25, 97, 98, 99
- Rates 17, 24, 25
- Restraint Use 114, 118, 119
- Rollover 64
- Seating Position 118
- State 148-149
- Year 17, 24

**Location (Nonmotorist)** 124, 129

**M**

**Manner of Collision** 54

**Month** 44

**Most Harmful Event** 69, 71, 73, 75, 79, 81, 101

**Motorcycle**
- Age 122
- Alcohol 35, 112
- Crash Type 70, 80
- Day of Week 120, 121
- Fire 66
- Helmet Use 122
- Helmet Use Requirements 170-171
- Impact Point 70, 79, 80, 102
- License Compliance 122
- Most Harmful Event 69, 79, 101
- Occupant 28, 29, 97, 98, 99
- Rates 17, 28, 29
- State 148-149
- Time of Day 120, 121
- Year 17, 28

**N**

**Number of Lanes** 53

## O

**Occupant**
- Age 21, 99, 100
- Body Type 105
- Ejection 103
- Injury Severity 86, 97, 107
- Restraint Use 40
- Sex 98, 100
- Vehicle Type 18, 90, 97, 98, 99, 102, 104, 105
- Year 18

## P

**Passenger** 86, 97, 100, 107, 122, 123, 144-145

**Passenger Car**
- Alcohol 35, 112
- Crash Type 70, 72
- Ejection 103
- Fire 66
- Impact Point 70, 71, 72, 102
- Most Harmful Event 69, 71, 101
- Occupant 22, 23, 97, 98, 99, 100, 102, 103, 104, 105, 106
- Rates 17, 22, 23
- Restraint Use 117, 119
- Rollover 64
- Seating Position 117
- State 148-149, 150-151
- Wheelbase Size 106
- Year 17, 22, 23

**Pedalcyclist**
- Age 129, 130
- Alcohol 107
- Day of Week 131
- Impact Point on Striking Vehicle 132
- Injury Severity 86, 107
- Location 129
- Rates 130
- Related Factors 132
- Sex 130
- State 144-145
- Striking Vehicle Type 132
- Time of Day 131
- Year 18

**Pedestrian**
- Age 123, 124, 125
- Alcohol 38, 107, 113
- City 162-165
- Day of Week 126, 127
- Impact Point on Striking Vehicle 128
- Injury Severity 86, 107
- Location 124
- Rates 125, 152-153
- Related Factors 128
- School Bus Related 123
- Sex 125
- State 144-145, 162-165
- Striking Vehicle Type 128
- Time of Day 126, 127
- Year 18

**Police Vehicle** 90

**Population**
- Age 21, 31, 88, 89, 125, 130
- City 162-165
- Rates 15, 21, 88, 89, 125, 130, 142-143, 162-165
- Sex 88, 89, 125, 130
- State 142-143
- Year 15, 21, 31

**Previous Driving Record** 96

## R

**Rates: Licensed Drivers**
- Age 15, 19, 20, 94, 95
- Sex 19, 20, 94, 95
- State 142-143
- Year 15, 19, 20

**Rates: Population**
- Age 21, 31, 88, 89, 125, 130
- City 162-165
- Pedestrian 125, 152
- Sex 88, 89, 125, 130
- State 142-143, 152-153
- Year 15

**Rates: Registered Vehicles**
- State 142-143
- Vehicle Type 17, 22, 24, 26, 28
- Year 15, 17

**Rates: Vehicle Miles of Travel**
Month 44
Vehicle Type 17, 22, 23, 24, 25, 26, 27, 28, 29
Year 15, 16, 17

**Registered Vehicles** 15, 17, 22, 24, 26, 28, 142-143

**Relation to Junction** 50

**Relation to Roadway** 49

**Restraint Use**
Age 115, 116
Child Passenger Protection Laws 168-169
Driver 39, 114
Restraint Type 119
Safety Belt Use Laws 174
Seating Position 117, 118
State 150-151
Vehicle Type 114
Year 39, 40

**Roadway Function Class** 68, 90, 140-141

**Rollover** 64, 77

**S**

**School Bus Related** 123

**Seating Position** 117, 118

**Sex**
Age 88, 89, 94, 95, 125, 130
Alcohol 34
Injury Severity 86
Person Type 100, 125, 130
Rates 19, 20, 88, 89, 94, 95, 125, 130
Vehicle Type 98

**Speed Limit** 51, 52, 93

**T**

**Time of Day** 34, 45, 46, 56, 57, 92, 110, 111, 120, 121

**Traffic Control Device** 50

**Trafficway Flow** 53

**V**

**Vehicle Maneuver** 67

**Vehicle Miles of Travel** 15, 16, 17, 22, 23, 24, 25, 26, 27, 28, 29

**Vehicle Type**
Alcohol 35, 112
Body Type 63, 105
Ejection 103
Fire 66
Impact Point 70, 72, 74, 776, 80, 82, 102, 128, 132
Injury Severity 97
Most Harmful Event 69, 71, 73, 75, 79, 81, 101
Occupant Age 99, 100
Occupant Sex 98, 100
Restraint Use 114
Rollover 64
State 148-149
Two-Vehicle Crash 55, 104
Year 17, 18

**W**

**Weather Condition** 47