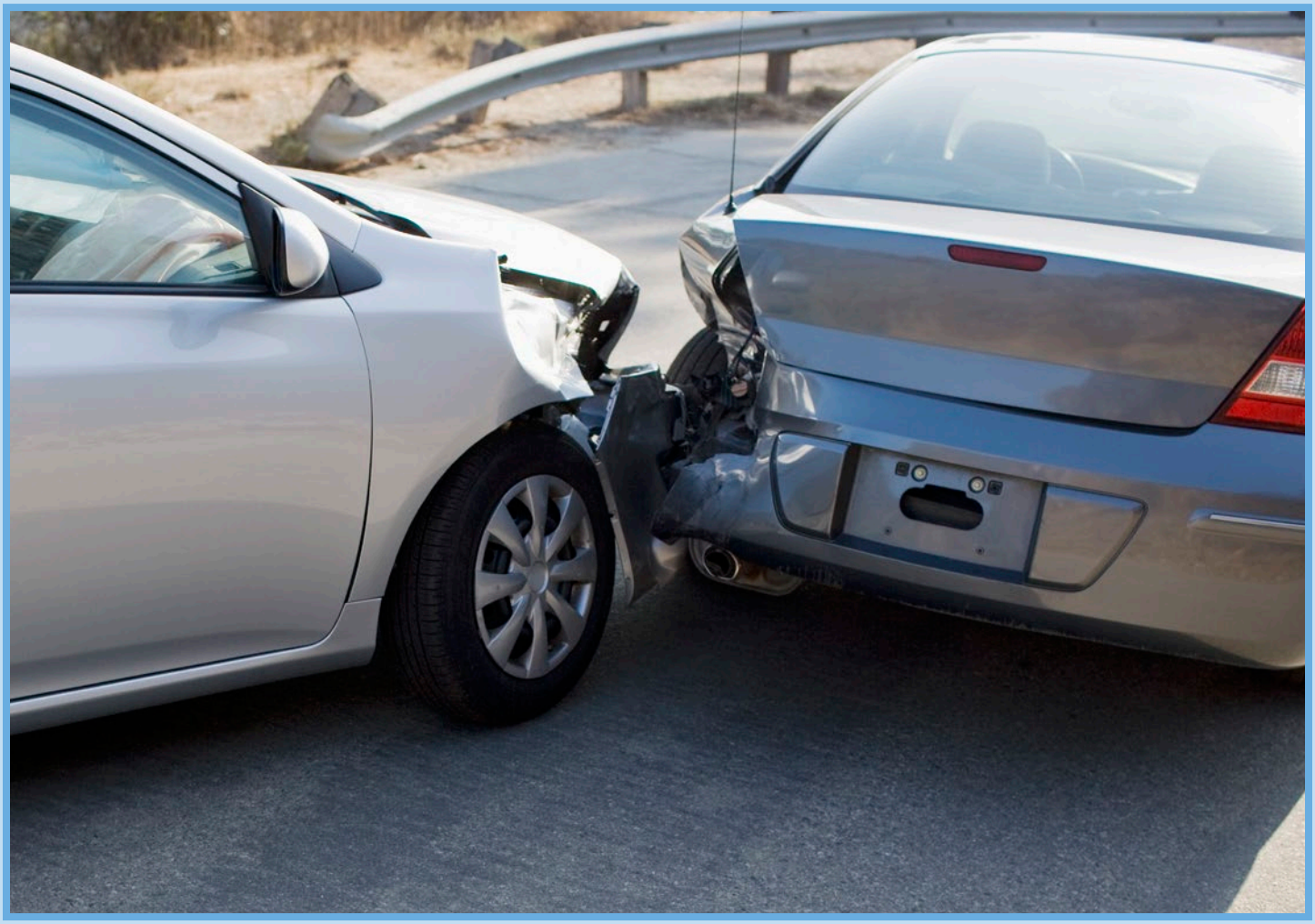
U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA

TRAFFIC SAFETY FACTS 2020



A Compilation of Motor Vehicle Crash Data

2020 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE CRASHES

Fatal	35,766
Injury	1,593,390
Property-Damage-Only	3,621,681
Total	**5,250,837**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**25,536**	**2,093,246**
Drivers	19,519	1,545,689
Passengers	5,966	546,822
Unknown	51	735
Motorcyclists	**5,579**	**82,528**
Nonoccupants	**7,709**	**106,241**
Pedestrians	6,516	54,769
Pedalcyclists	938	38,886
Other/Unknown	255	12,586
Total	**38,824**	**2,282,015**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,903,622,000,000
Population	329,484,123
Registered Vehicles	297,644,334
Licensed Drivers	228,195,802
Economic Cost of Traffic Crashes (2010) (estimate for reported and unreported crashes)	$242 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.34
Fatalities per 100,000 Population	11.78
Fatalities per 100,000 Registered Vehicles	13.04
Fatalities per 100,000 Licensed Drivers	17.01

NATIONAL RATES: PEOPLE INJURED

People Injured per 100 Million Vehicle Miles Traveled	79
People Injured per 100,000 Population	693
People Injured per 100,000 Registered Vehicles	767
People Injured per 100,000 Licensed Drivers	1,000

Sources: Crashes, Fatalities, Injuries, and Costs – National Highway Traffic Safety Administration (NHTSA)
Population – Census Bureau
Vehicle Miles Traveled (VMT) – Federal Highway Administration (FHWA)
Registered Vehicles – FHWA and Polk data from R. L. Polk & Co.

DOT HS 813 375
October 2022

Traffic Safety Facts 2020

A Compilation of Motor Vehicle Crash Data

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
Washington, DC 20590

Suggested APA Format Citation:

National Center for Statistics and Analysis. (2022, October). *Traffic safety facts 2020: A compilation of motor vehicle crash data* (Report No. DOT HS 813 375). National Highway Traffic Safety Administration.

For More Information:
Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), fact sheet data visualizations, and more can be found at https://cdan.nhtsa.gov/. To report a vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

Fact sheets available from NCSA are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers*. The fact sheets and annual *Traffic Safety Facts* reports can be found at https://crashstats.nhtsa.dot.gov/.

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GLOSSARY

Alcohol Involvement

NHTSA defines a fatal crash as alcohol-related or alcohol-involved if at least one driver or nonoccupant (such as a pedestrian or pedalcyclist) involved in the crash is determined to have had a blood alcohol concentration (BAC) of .01 grams per deciliter (g/dL) or higher. Thus, any fatality that occurs in an alcohol-related crash is considered an alcohol-related fatality.

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

The terms "alcohol-related" and "alcohol-involved" do not indicate that a crash or fatality was caused by the presence of alcohol.

Alcohol-Impaired-Driving Crashes

Crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving crash.

Alcohol-Impaired-Driving Fatalities

Fatalities in crashes that involve at least one driver or motorcycle rider (operator) with a BAC of .08 g/dL or higher. Thus, any fatality occurring in a crash involving a driver or motorcycle rider with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving fatality.

Blood Alcohol Concentration

BAC is measured as the weight of alcohol in a volume of blood (g/dL). A positive BAC level (.01 g/dL or higher) indicates that alcohol was consumed by the person tested; a BAC level of .08 g/dL or more indicates that the person was alcohol-impaired.

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

Any motor vehicle designed primarily to transport large groups of nine or more people, including the driver. Includes 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.

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 an occupant 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

The GVWR is 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.

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 (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 a truck tractor 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 GVWR, including single-unit trucks and truck tractors.

Light Trucks

Trucks of 10,000 pounds GWVR or less, including pickups, vans, truck-based station wagons, and utility vehicles (SUVs).

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 that are not head-on, rear-end, rear-to-rear, or sideswipe.

Head-on. A collision where the front of one vehicle collides with the front of another vehicle while the two 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.

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.

Glossary

Motorcycle

A 2- or 3-wheeled motor vehicle designed to transport one or two people, including motor-scooters, minibikes, and mopeds.

Motorcycle Rider

The operator (driver) of a motorcycle.

Motorcyclist

Any person riding on a motorcycle, including the motorcycle rider (operator) and any passenger (a person riding on, but not in control of, the motorcycle).

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, fall from a vehicle, and injuries in a vehicle.

Nonoccupant

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 people riding in animal-drawn conveyances

Nonoccupant Location

The location of nonoccupants at time of impact. Intersection locations are coded only if nonoccupants were struck in the area formed by a junction of two or more trafficways. Non-intersection location may include nonoccupants struck on a junction of a driveway/alley access and a named trafficway. Nonoccupants 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, pedal-cyclists, animals, or trains (e.g., spilled cargo in roadway).

Occupant

Any person who is in or on a motor vehicle in transport. Includes the driver, passengers, and any person 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. 3-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 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. Includes the following:

Interstates. Limited access divided facilities of at least four lanes designated by the FHWA 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

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 people 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.

INTRODUCTION

In this annual report, *Traffic Safety Facts 2020: A Compilation of Motor Vehicle Crash Data*, the National Highway Traffic Safety Administration presents descriptive statistics about traffic crashes of all severities, from those that result in property damage to those that result in the loss of human life.

Information from three of NHTSA's primary data systems has been combined to create a single source for motor vehicle traffic crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the three sources. Established in 1975, FARS contains data on the most severe traffic crashes, those in which someone was killed. The second source is the National Automotive Sampling System General Estimates System (NASS GES), which began operation in 1988 and ended in 2015. NASS GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that resulted in death, injury, or property damage. The third source is the Crash Report Sampling System (CRSS), which replaced NASS GES in 2016. CRSS is the redesigned nationally representative sample of police-reported traffic crashes.

FARS, GES, and CRSS were designed and developed by NHTSA's National Center for Statistics and Analysis (NCSA) to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis on which to evaluate the effectiveness of motor vehicle safety standards and highway safety initiatives. Data from these systems is used to answer requests for information from the international and national highway traffic safety communities, including State and local governments, the Congress, Federal agencies, research organizations, industry, the media, and the general public.

FARS OPERATIONS

The Fatality Analysis Reporting System (FARS) became operational in 1975 and contains data on a census of fatal traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonoccupant within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each State's government to provide information on all qualifying fatal crashes in the State. These agreements are managed by the NCSA State Data System, Office of Data Acquisition. Trained State employees, called "FARS analysts," are responsible for gathering, translating, and transmitting their State's data to NCSA's standard format. The number of analysts varies by State, depending on the number of fatal crashes and the ease of obtaining data.

FARS data are obtained solely from the States' existing documents.

- Police Crash Reports (PCRs)
- State Vehicle Registration Files
- State Driver Licensing Files
- State Highway Department Data
- Vital Statistics
- Death Certificates
- Coroner/Medical Examiner Reports
- Emergency Medical Service Reports
- Other State Records

From these documents FARS analysts code more than 140 FARS data elements. The specific data elements may be modified slightly each year to conform to changing user needs, vehicle characteristics, and highway safety emphasis areas. The data collected in FARS does not include any personal identifying information such as names, addresses, or social security numbers. Thus, any data kept in FARS files and made available to the public fully conforms to the Privacy Act.

Each FARS analyst enters data into a local microcomputer data file, and daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2020 FARS data file used for the statistics in this report was created in September 2021; however, the 2020 FARS file will officially close in January 2022. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2019 are reflected in this report. The updated final counts for 2020 will be reflected in the 2021 annual report.

GES OPERATIONS

Data from the National Automotive Sampling System (NASS) General Estimates System (GES) was obtained from a nationally representative probability sample selected from all police-reported crashes. The NASS GES system began operation in 1988 and ended in 2015. To be eligible for the GES sample, a PCR must be completed for the crash, and the crash must involve at least one motor vehicle traveling on a trafficway and must result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrated on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors made weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sampled about 55,000 PCRs per year. The collectors obtained copies of the PCRs and sent them to the NASS quality control centers for coding. No other data was collected beyond the selected PCRs—no driver license, vehicle registration, or medical information was obtained.

Trained data entry personnel interpreted and coded data directly from the PCRs into an electronic data file. Approximately 90 data elements were coded into a common format. Some elements were modified every other year to meet the changing needs of the highway safety community. To protect individual privacy, no personal information (names, addresses, specific crash locations) was coded. During data coding, the data was checked electronically for validity and consistency. After the data file was created, further quality checks were performed on the data through computer processing and by the data coding supervisors.

CRSS OPERATIONS

NHTSA developed and implemented the NASS in the 1970s to make estimates of the motor vehicle crash experience in the United States. In 1988 NHTSA split the NASS into two surveys, the GES and the Crashworthiness Data System (CDS). Since then, the same data collection sites have been used for GES data collection. Given the shifts in population and the vehicle fleet, and the changing analytic needs of the safety community, Congress authorized NHTSA to modernize its crash data collection system. NCSA redesigned the nationally representative sample of police-reported traffic crashes in the United States. The new system, called the Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

CRSS was designed independent of other NHTSA surveys. The target population for the CRSS is the same as that for the NASS GES: all police-reported motor vehicle crashes on trafficways. The CRSS obtains its data from a nationally representative probability sample selected from the more than 7 million police-reported crashes that occur annually. To be eligible for the CRSS sample, a crash report must be completed by the police; it must involve at least one motor vehicle traveling on a trafficway; and the crash must result in property damage, injury, or death.

These crash reports are chosen from 60 selected sites across the United States that reflect the geography, population, miles driven, and crashes in the United States. CRSS data collectors review crash reports from hundreds of law enforcement agencies within the sites, systematically sampling tens of thousands of PCRs each year. The collectors obtain copies of the selected PCRs and send them to a central location for coding. No other data are collected beyond that in the selected crash reports.

Trained personnel interpret and code data directly from the PCRs into an electronic data file. Approximately 120 data elements are coded into a common format. After coding, quality checks are performed on the data to ensure validity and consistency. When these are completed, CRSS data files and coding documentation become publicly available.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES and CRSS are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 to 2020), GES (1988 to 2015), and CRSS (2016 to 2020). The remaining chapters present data only from 2020. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crashes. Chapter 3, "Vehicles," concentrates on the types of vehicles involved in crashes and the damage to the vehicles. Chapter 4, "People," is the largest chapter of this report, with statistics about drivers, passengers, pedestrians, and pedalcyclists. The last chapter, "States," contains information about crashes for each State, the District of Columbia, and Puerto Rico. Terms used throughout the report are defined in the Glossary.

Statistics describing fatal crashes or fatalities have been derived from FARS. Statistics describing injury or property-damage-only crashes have been derived from GES (or CRSS) and statistics describing nonfatal injuries have been derived from both FARS and GES (or CRSS). The reader should be aware that FARS numbers are actual counts of fatalities or fatal crashes, whereas GES and CRSS numbers are estimates of counts of crashes and people injured and are subject to sampling and non-sampling errors. (See Appendix C for more information on these errors.) To emphasize this difference, FARS numbers are not rounded, while GES and CRSS estimates have been rounded to the nearest thousand. As a result of the rounding, for some tables, the sum of the row or column entries may not equal the row or column total. In addition, percentages have been calculated prior to rounding.

The reader may also notice that many tables have rows or footnotes for "unknowns" for FARS data, but not for GES or CRSS data. The reason for this difference is that almost all the GES or CRSS unknown data have been assigned values through complex statistical procedures. FARS unknown data, on the other hand, are not assigned values, with the exception of BAC test results. When the alcohol test results are unknown, BAC values in g/dL have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of multiple imputation revised in 2001. More information on the multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in a NHTSA Technical Report, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*.[1]

Changes from the *Traffic Safety Facts 2019* Report

People Injured and Crash Estimates

A change instituted with the release of 2020 data is rounding people injured, injury crash, and property-damage-only crash estimates to the nearest whole number. Prior year reports presented these estimates rounded to the nearest thousand.

[1] Subramanian, R. (2002, October). *Transitioning to multiple imputation – A new method to estimate missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 809 403). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809403

About This Report

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property–damage-only crashes in the United States. The new system, CRSS, replaced NASS GES in 2016. However, the 2016 and later year estimates are not comparable to 2015 and earlier year estimates because of different sampling designs. For more information on CRSS, refer to *Crash Report Sampling System: Sample Design and Weighting* or *Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs.*[2,3]

Methodology Change for Estimating People Injured

In calendar year 2020, NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by combining people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

FARS Final File Revisions

Minor revisions were made to cases in the 2017 and 2018 Final files. However, these revisions did not change the overall fatal crash and fatality counts reported from the previous 2017 and 2018 Final file.

Update to Table 76

The previous Table 76 titled "Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed, by Car Wheelbase Size" has been replaced with "Passenger Car and Light-Truck Occupants Involved in Fatal Crashes and Occupants Killed, by Vehicle Age and Vehicle Type."

Registered Vehicles and VMT by Vehicle Type

Vehicle registration data for passenger vehicles (cars and light trucks) was obtained from R. L. Polk's National Vehicle Population Profile (NVPP), which is a compilation of all passenger vehicles that have been registered in compliance with State requirements. (R.L. Polk is a foundation of IHS Markit automotive solutions.) Subsequently, overall registrations and passenger car and light-truck VMT were revised by NHTSA, using a combination of Polk and FHWA exposure data.

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[2] Zhang, F., Noh, E. Y., Subramanian, R., & Chen, C.-L. (2019, May). *Crash Report Sampling System: Sample design and weighting* (Report No. DOT HS 812 706). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812706

[3] Zhang, F., Subramanian, R., Chen, C.-L., & Noh, E. Y. (2019, April). *Crash Report Sampling System: Design overview, analytic guidance, and FAQs* (Report No. DOT HS 812 688). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812688

Polk enhanced the data quality of its NVPP, resulting in a complete rewrite of the data as a result of (1) enhanced business rules for vehicles on the road, (2) more consistent reporting/processing across States, and (3) upgraded basis for vehicle coding. A comparison of Polk's "old" NVPP and "new" NVPP for 2011 shows that the enhancements resulted in an increase of more than 3 percent in NHTSA's passenger vehicle registration counts, consisting of a 5.6 percent decrease in the 2011 passenger car count and a 14.6 percent increase in the 2011 light-truck count from the old NVPP to the new NVPP, as shown in the table below. Consequently, the data in this report for vehicle registrations and VMT from 2011 to 2020 is not strictly comparable with the data for all prior years, which was based on Polk's old NVPP.

Registered Vehicles: NCSA Revised Using Polk and FHWA Data

Year	Passenger Cars (Polk)	Light Trucks (Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	NCSA Revised Total
2009 (Old NVPP)	137,203,972	102,008,600	7,929,724	841,993	10,973,214	258,957,503
2010 (Old NVPP)	135,310,480	102,376,147	8,009,503	846,051	10,770,054	257,312,235
2011 (Old NVPP)	134,543,655	103,594,529	8,437,502	666,064	10,270,693	257,512,443
2011 (New NVPP)	126,966,714	118,702,389	8,437,502	666,064	10,270,693	265,043,362
2012 (New NVPP)	127,077,676	118,690,690	8,454,939	764,509	10,659,380	265,647,194
2013 (New NVPP)	128,936,225	120,491,485	8,404,687	864,549	10,597,356	269,294,302
2014 (New NVPP)	131,138,925	123,470,278	8,417,718	872,027	10,905,956	274,804,904
2015 (New NVPP)	133,218,366	127,401,053	8,600,936	888,907	11,203,184	281,312,446
2016 (New NVPP)	134,827,696	132,052,102	8,679,380	976,161	11,498,561	288,033,900
2017 (New NVPP)	132,864,363	135,594,973	8,664,108	983,231	12,229,216	290,335,891
2018 (New NVPP)	132,837,515	141,312,896	8,659,741	992,152	13,233,910	297,036,214
2019 (New NVPP)	129,838,156	146,751,968	8,596,314	995,033	13,085,643	299,267,114
2020 (New NVPP)	124,893,768	149,947,352	8,317,363	1,006,469	13,479,382	297,644,334

VMT: Polk and FHWA

Year	Passenger Cars (Revised FHWA Using Polk)	Light Trucks (Revised FHWA Using Polk)	Motorcycles (FHWA)	Buses (FHWA)	Large Trucks (FHWA)	Total (FHWA)
2009 (Old NVPP)	1,510,339	1,122,909	20,822	14,387	288,306	2,956,764
2010 (Old NVPP)	1,507,716	1,140,740	18,513	13,770	286,527	2,967,266
2011 (Old NVPP)	1,497,460	1,152,998	18,542	13,807	267,594	2,950,402
2011 (New NVPP)	1,369,810	1,280,648	18,542	13,807	267,594	2,945,194
2012 (New NVPP)	1,377,486	1,286,574	21,385	14,781	269,207	2,963,497
2013 (New NVPP)	1,384,194	1,293,536	20,366	15,167	275,017	2,982,941
2014 (New NVPP)	1,396,098	1,314,458	19,970	15,999	279,132	3,020,377
2015 (New NVPP)	1,420,869	1,358,824	19,606	16,230	279,844	3,089,841
2016 (New NVPP)	1,439,678	1,410,040	20,445	16,350	287,895	3,173,815
2017 (New NVPP)	1,424,056	1,453,322	20,149	17,227	297,593	3,210,248
2018 (New NVPP)	1,403,760	1,493,323	20,076	18,303	304,864	3,240,327
2019 (New NVPP)	1,372,622	1,551,431	19,688	17,980	300,050	3,261,772
2020 (New NVPP)	1,167,293	1,401,452	17,632	15,104	302,141	2,903,622

Note: NCSA revises FHWA's Passenger Car and Light-Truck VMT using Polk's registration counts.

DATA AVAILABILITY

While this report presents a wide spectrum of information in more than 100 tables and figures, it contains only a fraction of the data available from FARS, NASS GES, and CRSS. Additional data from FARS (1975 to 2020), NASS GES (1988 to 2015), and CRSS (2016 to 2020) are available in several ways, including the following.

- Traffic Safety Facts Annual Report Tables can be obtained from the online portal at https://cdan.dot.gov/tsftables/tsfar.htm, which contains the most current data available, unlike the Traffic Safety Facts Annual Report publication. The 2019 and earlier year FARS data are final. Although the 2020 data file is a full year's worth of data, it is subject to change when it is finalized. Tables in this report can be rendered using the latest FARS and NASS GES (or CRSS) data available.
- FARS data can also be accessed at www-fars.nhtsa.dot.gov/Main/index.aspx. This website provides instant access to the 1994 to 2020 FARS data via reports, which is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of State, and for State reports, county tabulation may be selected.
- Data visualization tools for Traffic Safety fact sheets can be found at https://cdan.dot.gov/Data-Visualization/DataVisualization.htm.
- FARS and GES/CRSS data can be queried using the Fatality and Injury Reporting System Tool (FIRST) at https://cdan.dot.gov/query.
- FARS, NASS GES, and CRSS data can be obtained by downloading published files from www.nhtsa.gov/node/97996/251 (FARS), www.nhtsa.gov/node/97996/256 (NASS GES), or www.-nhtsa.gov/node/97996/221 (CRSS). The files are available in Statistical Analysis System (SAS) or Comma Separated Values (CSV) file formats. This will enable you to process the data using your own computer system.
- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.

Requests for more information from FARS, NASS GES, or CRSS should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis, NSA-230
1200 New Jersey Avenue SE
Washington, DC 20590
800-934-8517
Email: NCSARequests@dot.gov

Additional information on all NHTSA's data files, including FARS, NASS GES, and CRSS can be found on the NCSA website at www.nhtsa.gov/data. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in PDF format. Comments and suggestions about the NCSA website can be emailed to NCSARequests@dot.gov.

VEHICLE SAFETY HOTLINE

To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

Chapter 1

TRENDS

CHAPTER 1: TRENDS

The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2020; however, tables with alcohol data from FARS show data only for the years this data are available— 1982 to 2020. **Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2020). Trends for people injured are presented from FARS (1988 to 2020) and NASS GES (1988 to 2015) or CRSS (2016 to 2020). NASS GES should not be compared to CRSS data.** Furthermore, care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from NASS GES and CRSS 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 NASS GES or CRSS data (for more information on sampling error, see Appendix C). Below are some of the statistics you will find in this chapter:

- Fatal crashes increased by 6.8 percent from 2019 to 2020, and the fatality rate increased to 1.34 fatalities per 100 million VMT in 2020.
- The injury rate decreased by 6.0 percent from 2019 to 2020, to 79 people injured per 100 million VMT.
- The occupant fatality rate (including motorcyclists) per 100,000 population has declined by 43 percent from 1975 to 2020.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45 percent from 1988 to 2015, decreased by 26 percent from 2016 to 2020.
- The nonoccupant fatality rate per 100,000 population has declined by 41 percent from 1975 to 2020.
- The nonoccupant injury rate per 100,000 population, which declined by 51 percent from 1988 to 2015, decreased by 37 percent from 2016 to 2020.
- The percent of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 30 percent in 2020.

Figure 1. Crashes, by Crash Severity, 1975-2020

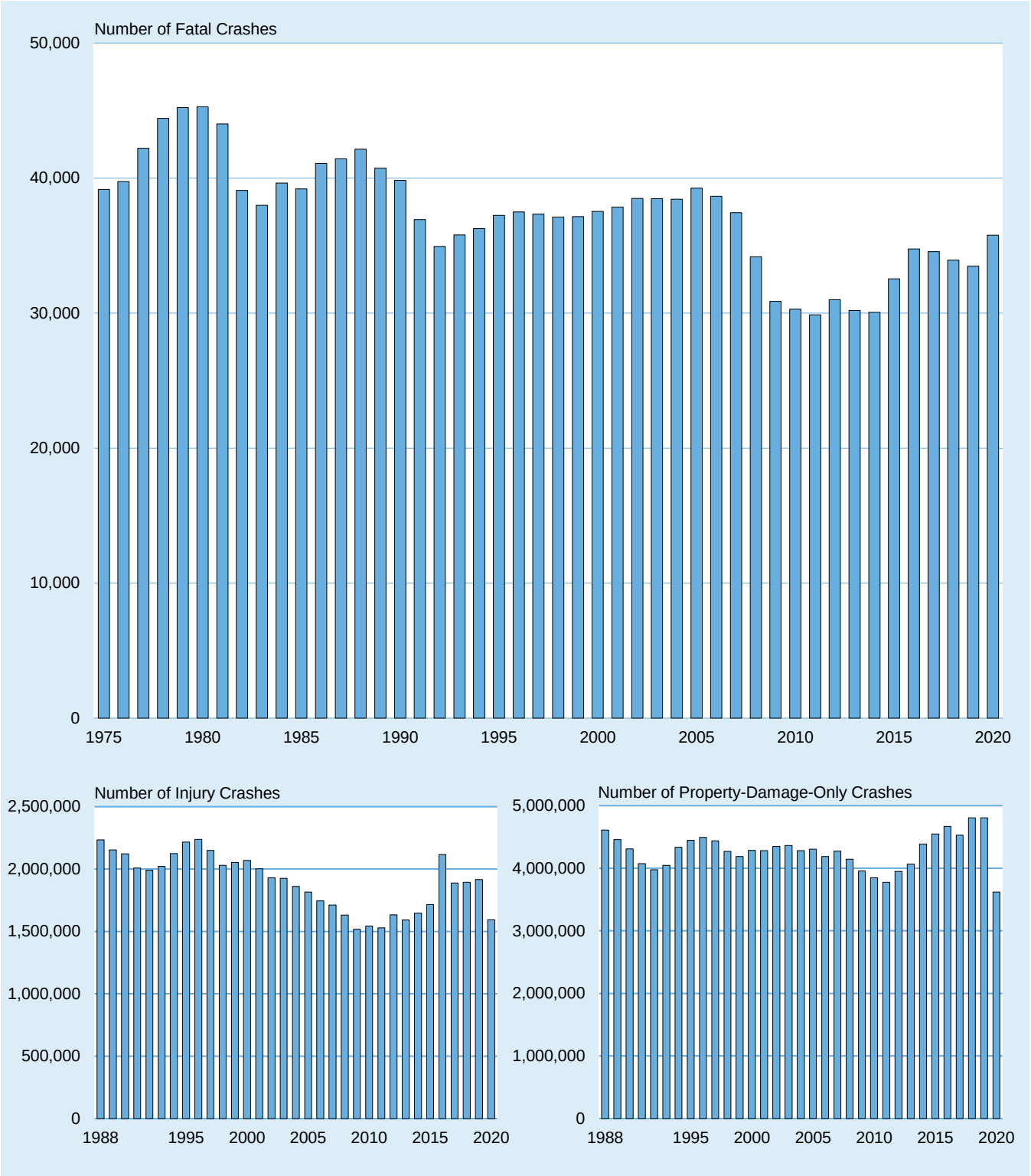


Table 1. Crashes, by Crash Severity, 1988-2020

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,321	32.4	4,611,349	67.0	**6,886,800**	**100.0**
1989	40,741	0.6	2,153,095	32.4	4,458,979	67.0	**6,652,815**	**100.0**
1990	39,836	0.6	2,121,921	32.8	4,309,446	66.6	**6,471,202**	**100.0**
1991	36,937	0.6	2,007,635	32.8	4,072,787	66.6	**6,117,359**	**100.0**
1992	34,942	0.6	1,991,178	33.2	3,974,190	66.2	**6,000,310**	**100.0**
1993	35,780	0.6	2,021,945	33.1	4,048,190	66.3	**6,105,915**	**100.0**
1994	36,254	0.6	2,123,257	32.7	4,336,477	66.8	**6,495,988**	**100.0**
1995	37,241	0.6	2,216,670	33.1	4,445,504	66.4	**6,699,415**	**100.0**
1996	37,494	0.6	2,238,065	33.1	4,494,024	66.4	**6,769,583**	**100.0**
1997	37,324	0.6	2,148,985	32.4	4,437,840	67.0	**6,624,149**	**100.0**
1998	37,107	0.6	2,028,941	32.0	4,268,525	67.4	**6,334,573**	**100.0**
1999	37,140	0.6	2,054,256	32.7	4,187,640	66.7	**6,279,036**	**100.0**
2000	37,526	0.6	2,069,905	32.4	4,286,194	67.0	**6,393,624**	**100.0**
2001	37,862	0.6	2,002,710	31.7	4,282,391	67.7	**6,322,963**	**100.0**
2002	38,491	0.6	1,928,984	30.5	4,348,233	68.8	**6,315,708**	**100.0**
2003	38,477	0.6	1,924,912	30.4	4,364,566	69.0	**6,327,955**	**100.0**
2004	38,444	0.6	1,861,617	30.1	4,280,966	69.3	**6,181,027**	**100.0**
2005	39,252	0.6	1,816,105	29.5	4,303,993	69.9	**6,159,350**	**100.0**
2006	38,648	0.6	1,745,924	29.2	4,188,641	70.1	**5,973,213**	**100.0**
2007	37,435	0.6	1,711,304	28.4	4,275,269	71.0	**6,024,008**	**100.0**
2008	34,172	0.6	1,630,420	28.1	4,146,254	71.4	**5,810,846**	**100.0**
2009	30,862	0.6	1,517,075	27.6	3,957,243	71.9	**5,505,180**	**100.0**
2010	30,296	0.6	1,542,104	28.5	3,847,045	71.0	**5,419,445**	**100.0**
2011	29,867	0.6	1,529,968	28.7	3,777,994	70.8	**5,337,829**	**100.0**
2012	31,006	0.6	1,634,180	29.1	3,949,858	70.3	**5,615,045**	**100.0**
2013	30,202	0.5	1,591,016	28.0	4,065,673	71.5	**5,686,891**	**100.0**
2014	30,056	0.5	1,647,726	27.2	4,386,502	72.3	**6,064,284**	**100.0**
2015	32,538	0.5	1,715,394	27.2	4,548,203	72.2	**6,296,134**	**100.0**
2016	34,748	0.5	2,116,308	31.0	4,670,073	68.5	**6,821,129**	**100.0**
2017	34,560	0.5	1,888,525	29.3	4,529,513	70.2	**6,452,598**	**100.0**
2018	33,919	0.5	1,893,704	28.1	4,807,058	71.4	**6,734,681**	**100.0**
2019	33,487	0.5	1,916,344	28.4	4,806,253	71.1	**6,756,084**	**100.0**
2020	35,766	0.7	1,593,390	30.3	3,621,681	69.0	**5,250,837**	**100.0**

Note: Injury and property-damage-only crash estimates from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2020

	Killed								
Year	Fatalities	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560,338	25.89	100,998,000	50.39	95,703,030	53.18	925,899	5.50
1967	50,724	198,712,056	25.53	103,172,000	49.16	98,858,898	51.31	964,005	5.26
1968	52,725	200,706,052	26.27	105,410,000	50.02	102,987,134	51.20	1,015,869	5.19
1969	53,543	202,676,946	26.42	108,306,000	49.44	107,412,077	49.85	1,061,791	5.04
1970	52,627	205,052,174	25.67	111,543,000	47.18	111,242,295	47.31	1,109,724	4.74
1971	52,542	207,660,677	25.30	114,426,000	45.92	116,330,037	45.17	1,178,811	4.46
1972	54,589	209,896,021	26.01	118,414,000	46.10	122,556,550	44.54	1,259,786	4.33
1973	54,052	211,908,788	25.51	121,546,000	44.47	130,024,945	41.57	1,313,110	4.12
1974	45,196	213,853,928	21.13	125,427,000	36.03	134,899,955	33.50	1,280,544	3.53
1975	44,525	215,973,199	20.62	129,791,000	34.31	126,153,304	35.29	1,327,664	3.35
1976	45,523	218,035,164	20.88	134,036,000	33.96	130,793,242	34.81	1,402,380	3.25
1977	47,878	220,239,425	21.74	138,121,000	34.66	134,514,286	35.59	1,467,027	3.26
1978	50,331	222,584,545	22.61	140,844,000	35.74	140,374,064	35.85	1,544,704	3.26
1979	51,093	225,055,487	22.70	143,284,000	35.66	144,317,076	35.40	1,529,133	3.34
1980	51,091	227,224,681	22.48	145,295,000	35.16	146,845,134	34.79	1,527,295	3.35
1981	49,301	229,465,714	21.49	147,075,000	33.52	149,330,311	33.01	1,555,308	3.17
1982	43,945	231,664,458	18.97	150,234,000	29.25	151,147,755	29.07	1,595,010	2.76
1983	42,589	233,791,994	18.22	154,389,000	27.59	153,829,970	27.69	1,652,788	2.58
1984	44,257	235,824,902	18.77	155,424,000	28.48	158,899,717	27.85	1,720,269	2.57
1985	43,825	237,923,795	18.42	156,868,000	27.94	166,047,491	26.39	1,774,826	2.47
1986	46,087	240,132,887	19.19	159,486,000	28.90	168,545,286	27.34	1,834,872	2.51
1987	46,390	242,288,918	19.15	161,816,000	28.67	172,749,894	26.85	1,921,204	2.41
1988	47,087	244,498,982	19.26	162,854,000	28.91	177,455,476	26.53	2,025,962	2.32
1989	45,582	246,819,230	18.47	165,554,000	27.53	181,164,568	25.16	2,096,487	2.17
1990	44,599	249,464,396	17.88	167,015,000	26.70	184,275,422	24.20	2,144,362	2.08
1991	41,508	252,153,092	16.46	168,995,000	24.56	186,370,190	22.27	2,172,050	1.91
1992	39,250	255,029,699	15.39	173,125,000	22.67	184,937,848	21.22	2,247,151	1.75
1993	40,150	257,782,608	15.58	173,149,000	23.19	188,349,676	21.32	2,296,378	1.75
1994	40,716	260,327,021	15.64	175,403,000	23.21	192,497,438	21.15	2,357,588	1.73
1995	41,817	262,803,276	15.91	176,628,482	23.68	197,064,868	21.22	2,422,823	1.73
1996	42,065	265,228,572	15.86	179,539,340	23.43	201,630,659	20.86	2,484,080	1.69
1997	42,013	267,783,607	15.69	182,709,204	22.99	203,567,637	20.64	2,552,233	1.65
1998	41,501	270,248,003	15.36	184,860,969	22.45	208,076,469	19.95	2,628,148	1.58
1999	41,717	272,690,813	15.30	187,170,420	22.29	212,685,157	19.61	2,690,241	1.55
2000	41,945	282,162,411	14.87	190,625,023	22.00	217,028,324	19.33	2,746,925	1.53
2001	42,196	284,968,955	14.81	191,275,719	22.06	221,230,149	19.07	2,795,610	1.51
2002	43,005	287,625,193	14.95	194,602,202	22.10	225,684,815	19.06	2,855,508	1.51
2003	42,884	290,107,933	14.78	196,165,667	21.86	230,633,079	18.59	2,890,221	1.48
2004	42,836	292,805,298	14.63	198,888,912	21.54	237,948,530	18.00	2,964,788	1.44
2005	43,510	295,516,599	14.72	200,548,972	21.70	245,628,199	17.71	2,989,430	1.46
2006	42,708	298,379,912	14.31	202,810,438	21.06	251,415,320	16.99	3,014,371	1.42
2007	41,259	301,231,207	13.70	205,741,845	20.05	257,472,378	16.02	3,031,124	1.36
2008	37,423	304,093,966	12.31	208,320,601	17.96	259,360,494	14.43	2,976,528	1.26
2009	33,883	306,771,529	11.05	209,618,386	16.16	258,957,503	13.08	2,956,764	1.15
2010	32,999	309,327,143	10.67	210,114,939	15.71	257,312,235	12.82	2,967,266	1.11
2011	32,479	311,583,481	10.42	211,874,649	15.33	265,043,362	12.25	2,945,194	1.10
2012	33,782	313,877,662	10.76	211,814,830	15.95	265,647,194	12.72	2,963,497	1.14
2013	32,893	316,059,947	10.41	212,159,728	15.50	269,294,302	12.21	2,982,941	1.10
2014	32,744	318,386,329	10.28	214,092,472	15.29	274,804,904	11.92	3,020,377	1.08
2015	35,484	320,738,994	11.06	218,084,465	16.27	281,312,446	12.61	3,089,841	1.15
2016	37,806	323,071,755	11.70	221,711,918	17.05	288,033,900	13.13	3,173,815	1.19
2017	37,473	325,122,128	11.53	225,346,257	16.63	290,335,891	12.91	3,210,248	1.17
2018	36,835	326,838,199	11.27	227,558,385	16.19	297,036,214	12.40	3,240,327	1.14
2019	36,355	328,329,953	11.07	228,915,520	15.88	299,267,114	12.15	3,261,772	1.11
2020	38,824	329,484,123	11.78	228,195,802	17.01	297,644,334	13.04	2,903,622	1.34

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2020—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau; 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, 1975-2020—FARS, NHTSA, 30-day traffic deaths

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by R. L. Polk & Co., a foundation of IHS Markit automotive solutions, for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report.

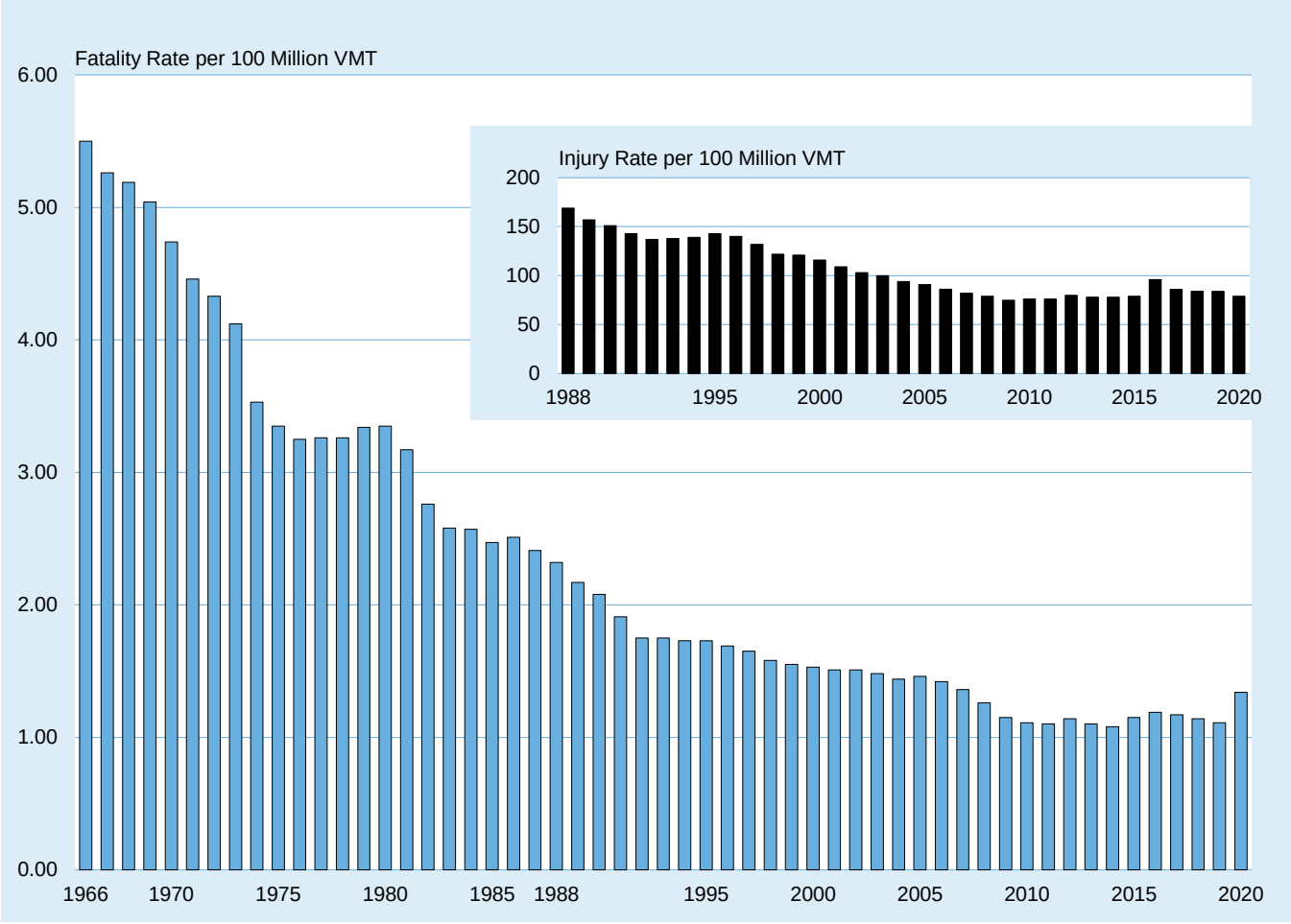
Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2020 (Continued)

	Injured								
Year	Injured	Population	Injury Rate per 100,000 Population	Licensed Drivers	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles	Injury Rate per 100,000 Registered Vehicles	VMT (millions)	Injury Rate per 100 Million VMT
1988	3,427,486	244,498,982	1,402	162,854,000	2,105	177,455,476	1,931	2,025,962	169
1989	3,292,053	246,819,230	1,334	165,554,000	1,989	181,164,568	1,817	2,096,487	157
1990	3,246,271	249,464,396	1,301	167,015,000	1,944	184,275,422	1,762	2,144,362	151
1991	3,106,984	252,153,092	1,232	168,995,000	1,839	186,370,190	1,667	2,172,050	143
1992	3,079,446	255,029,699	1,207	173,125,000	1,779	184,937,848	1,665	2,247,151	137
1993	3,163,411	257,782,608	1,227	173,149,000	1,827	188,349,676	1,680	2,296,378	138
1994	3,274,962	260,327,021	1,258	175,403,000	1,867	192,497,438	1,701	2,357,588	139
1995	3,476,261	262,803,276	1,323	176,628,482	1,968	197,064,868	1,764	2,422,823	143
1996	3,479,974	265,228,572	1,312	179,539,340	1,938	201,630,659	1,726	2,484,080	140
1997	3,360,383	267,783,607	1,255	182,709,204	1,839	203,567,637	1,651	2,552,233	132
1998	3,199,472	270,248,003	1,184	184,860,969	1,731	208,076,469	1,538	2,628,148	122
1999	3,249,784	272,690,813	1,192	187,170,420	1,736	212,685,157	1,528	2,690,241	121
2000	3,193,759	282,162,411	1,132	190,625,023	1,675	217,028,324	1,472	2,746,925	116
2001	3,042,284	284,968,955	1,068	191,275,719	1,591	221,230,149	1,375	2,795,610	109
2002	2,939,143	287,625,193	1,022	194,602,202	1,510	225,684,815	1,302	2,855,508	103
2003	2,901,753	290,107,933	1,000	196,165,667	1,479	230,633,079	1,258	2,890,221	100
2004	2,801,646	292,805,298	957	198,888,912	1,409	237,948,530	1,177	2,964,788	94
2005	2,709,099	295,516,599	917	200,548,972	1,351	245,628,199	1,103	2,989,430	91
2006	2,583,068	298,379,912	866	202,810,438	1,274	251,415,320	1,027	3,014,371	86
2007	2,498,785	301,231,207	830	205,741,845	1,215	257,472,378	971	3,031,124	82
2008	2,355,972	304,093,966	775	208,320,601	1,131	259,360,494	908	2,976,528	79
2009	2,223,537	306,771,529	725	209,618,386	1,061	258,957,503	859	2,956,764	75
2010	2,247,988	309,327,143	727	210,114,939	1,070	257,312,235	874	2,967,266	76
2011	2,227,209	311,583,481	715	211,874,649	1,051	265,043,362	840	2,945,194	76
2012	2,369,083	313,877,662	755	211,814,830	1,118	265,647,194	892	2,963,497	80
2013	2,318,992	316,059,947	734	212,159,728	1,093	269,294,302	861	2,982,941	78
2014	2,342,621	318,386,329	736	214,092,472	1,094	274,804,904	852	3,020,377	78
2015	2,454,778	320,738,994	765	218,084,465	1,126	281,312,446	873	3,089,841	79
2016	3,061,885	323,071,755	948	221,711,918	1,381	288,033,900	1,063	3,173,815	96
2017	2,745,268	325,122,128	844	225,346,257	1,218	290,335,891	946	3,210,248	86
2018	2,710,059	326,838,199	829	227,558,385	1,191	297,036,214	912	3,240,327	84
2019	2,740,141	328,329,953	835	228,915,520	1,197	299,267,114	916	3,261,772	84
2020	2,282,015	329,484,123	693	228,195,802	1,000	297,644,334	767	2,903,622	79

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles 1988-2020—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau; People Injured—FARS and NASS GES/CRSS

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the registration data provided by R. L. Polk & Co., a foundation of IHS Markit automotive solutions, for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million VMT, 1966-2020



Source: VMT—FHWA, revised by NHTSA for passenger cars and light trucks

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2020

	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	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1976	37,206	3.48	38.35	9,300	3.98	40.80	4,435	5.15	79.55	3,343	55.69	67.76
1977	39,038	3.54	39.45	10,400	4.04	42.57	5,164	5.43	90.76	4,164	65.59	84.41
1978	40,544	3.57	39.81	11,898	4.11	43.61	5,759	5.45	98.28	4,643	64.86	95.38
1979	39,999	3.60	38.63	12,544	4.27	43.36	6,084	5.58	103.27	4,916	56.92	90.67
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.05	19,959	2.22	27.37	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.73	20,498	2.18	26.98	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.38	20,831	2.14	26.48	4,823	2.31	61.38	3,265	33.89	66.59
2002	27,374	1.70	21.00	21,668	2.14	26.54	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.17	22,299	2.14	26.21	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,682	1.58	19.25	22,486	2.05	25.04	4,902	2.22	59.99	4,121	40.71	71.45
2005	25,169	1.56	18.60	22,964	2.03	24.23	4,951	2.22	58.37	4,682	44.79	75.19
2006	24,260	1.50	17.70	22,411	1.94	22.85	4,766	2.14	54.04	4,963	41.19	74.31
2007	22,856	1.47	16.57	21,810	1.92	21.63	4,633	1.52	43.09	5,306	24.80	74.33
2008	20,474	1.34	14.73	19,179	1.73	19.01	4,089	1.32	37.61	5,409	25.99	69.77
2009	18,413	1.22	13.42	17,958	1.60	17.60	3,211	1.11	29.26	4,603	22.11	58.05
2010	17,804	1.18	13.16	17,491	1.53	17.09	3,494	1.22	32.44	4,651	25.12	58.07
2011	17,508	1.28	13.79	16,806	1.31	14.16	3,633	1.36	35.37	4,769	25.72	56.52
2012	18,269	1.33	14.38	17,350	1.35	14.62	3,825	1.42	35.88	5,113	23.91	60.47
2013	17,957	1.30	13.93	16,928	1.31	14.05	3,921	1.43	37.00	4,800	23.57	57.11
2014	17,895	1.28	13.65	17,160	1.31	13.90	3,749	1.34	34.38	4,705	23.56	55.89
2015	19,810	1.39	14.87	18,869	1.39	14.81	4,075	1.46	36.37	5,131	26.17	59.66
2016	21,077	1.46	15.63	19,920	1.41	15.08	4,562	1.58	39.67	5,467	26.74	62.99
2017	21,273	1.49	16.01	20,015	1.38	14.76	4,805	1.61	39.29	5,381	26.71	62.11
2018	20,594	1.47	15.50	19,902	1.33	14.08	4,909	1.61	37.09	5,172	25.76	59.72
2019	19,804	1.44	15.25	19,945	1.29	13.59	5,033	1.68	38.46	5,146	26.14	59.86
2020	20,868	1.79	16.71	20,566	1.47	13.72	4,842	1.60	35.92	5,715	32.41	68.71

Sources: VMT—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Registered Large Trucks and Motorcycles—FHWA

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light truck registration data provided by R. L. Polk & Co. for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2020 (Continued)

	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
						Injury Crashes						
1988	3,073,018	222	2,529	682,594	140	1,530	95,853	69	1,562	97,602	974	2,129
1989	2,891,518	204	2,355	727,055	139	1,543	110,195	77	1,770	75,911	732	1,717
1990	2,838,171	199	2,302	728,651	131	1,460	107,160	73	1,730	81,606	854	1,916
1991	2,614,871	185	2,120	788,695	132	1,515	77,999	52	1,264	78,605	856	1,882
1992	2,640,258	184	2,194	758,443	118	1,409	94,725	62	1,567	61,347	642	1,509
1993	2,631,176	182	2,174	842,671	125	1,490	96,522	60	1,585	55,970	565	1,407
1994	2,784,727	191	2,283	912,066	128	1,533	95,631	56	1,452	53,839	526	1,433
1995	2,914,074	197	2,365	1,024,272	137	1,638	83,594	47	1,244	51,888	530	1,331
1996	2,883,910	192	2,314	1,070,503	136	1,636	93,887	51	1,339	50,812	512	1,312
1997	2,736,459	179	2,195	1,064,246	129	1,582	95,545	50	1,349	50,535	501	1,321
1998	2,545,063	164	2,020	1,058,930	123	1,517	88,624	45	1,146	44,536	433	1,148
1999	2,437,505	155	1,918	1,165,266	129	1,598	100,630	50	1,292	46,116	436	1,111
2000	2,396,276	151	1,873	1,209,169	129	1,591	100,521	49	1,253	53,277	509	1,226
2001	2,278,583	143	1,766	1,217,799	125	1,548	89,824	43	1,143	56,628	588	1,155
2002	2,136,278	132	1,639	1,209,943	120	1,482	94,274	44	1,189	58,422	612	1,167
2003	2,129,232	132	1,617	1,232,615	118	1,449	88,797	41	1,145	63,644	665	1,185
2004	1,989,822	122	1,491	1,245,877	114	1,387	86,769	39	1,062	70,224	694	1,217
2005	1,893,402	117	1,399	1,208,917	107	1,275	82,388	37	971	80,363	769	1,291
2006	1,793,504	111	1,309	1,201,551	104	1,225	80,333	36	911	83,567	694	1,251
2007	1,708,363	110	1,239	1,162,733	102	1,153	75,749	25	705	98,061	458	1,374
2008	1,623,535	107	1,168	1,095,252	99	1,086	66,151	21	608	90,080	433	1,162
2009	1,506,595	100	1,098	1,066,231	95	1,045	53,411	19	487	84,420	405	1,065
2010	1,578,724	105	1,167	1,053,326	92	1,029	58,268	20	541	77,565	419	968
2011	1,571,452	115	1,238	1,025,935	80	864	62,534	23	609	76,545	413	907
2012	1,683,457	122	1,325	1,087,044	84	916	76,621	28	719	88,920	416	1,052
2013	1,662,150	120	1,289	1,076,076	83	893	73,089	27	690	84,099	413	1,001
2014	1,684,885	121	1,285	1,138,419	87	922	88,473	32	811	86,945	435	1,033
2015	1,784,972	126	1,340	1,198,413	88	941	87,307	31	779	84,309	430	980
2016	2,186,867	152	1,622	1,468,661	104	1,112	102,080	35	888	100,470	491	1,158
2017	1,956,133	137	1,472	1,334,165	92	984	106,733	36	873	85,165	423	983
2018	1,960,292	140	1,476	1,315,057	88	931	112,253	37	848	78,946	393	912
2019	1,958,397	143	1,508	1,376,632	89	938	118,527	40	906	80,541	409	937
2020	1,514,640	130	1,213	1,129,234	81	753	106,902	35	793	79,732	452	959

Sources: VMT—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Registered Large Trucks and Motorcycles—FHWA

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light truck registration data provided by R. L. Polk & Co. for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2020 (Continued)

	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
Property-Damage-Only Crashes												
1988	6,050,002	437	4,979	1,542,468	316	3,458	296,969	215	4,839	20,756	207	453
1989	5,677,937	401	4,625	1,612,600	309	3,421	300,452	210	4,825	19,508	188	441
1990	5,485,396	384	4,450	1,654,283	298	3,314	273,299	187	4,411	19,896	208	467
1991	5,084,089	360	4,122	1,675,088	281	3,217	248,271	166	4,022	24,588	268	589
1992	4,851,763	338	4,031	1,703,913	265	3,165	277,243	181	4,586	9,574	100	236
1993	4,788,724	331	3,956	1,884,378	279	3,331	295,917	185	4,861	16,702	169	420
1994	5,126,409	351	4,202	2,022,852	284	3,401	360,135	212	5,467	13,097	128	349
1995	5,334,994	361	4,329	2,148,728	287	3,437	289,386	162	4,307	12,838	131	329
1996	5,280,700	352	4,238	2,273,930	289	3,475	295,154	161	4,209	13,728	138	355
1997	5,116,422	335	4,104	2,313,969	281	3,439	337,207	176	4,761	10,261	102	268
1998	4,895,876	315	3,887	2,314,874	269	3,317	318,073	162	4,114	8,612	84	222
1999	4,469,348	285	3,517	2,491,389	277	3,416	369,209	182	4,739	10,213	96	246
2000	4,466,805	282	3,491	2,621,407	279	3,450	351,159	171	4,377	13,937	133	321
2001	4,399,079	276	3,409	2,679,499	275	3,406	334,850	160	4,261	14,468	150	295
2002	4,442,683	275	3,408	2,756,622	273	3,376	335,517	156	4,232	16,518	173	330
2003	4,355,703	270	3,308	2,804,228	269	3,297	363,111	167	4,681	13,575	142	253
2004	4,216,289	259	3,160	2,885,596	263	3,213	324,369	147	3,970	13,334	132	231
2005	4,168,818	258	3,081	2,919,414	258	3,080	354,213	159	4,176	18,140	174	291
2006	4,046,479	250	2,953	2,932,390	254	2,990	299,707	135	3,398	15,371	128	230
2007	4,014,368	258	2,910	3,007,245	265	2,983	333,110	110	3,098	19,874	93	278
2008	3,930,970	258	2,827	2,848,471	258	2,824	309,368	100	2,845	18,244	88	235
2009	3,686,062	244	2,687	2,865,941	255	2,810	239,298	83	2,181	16,709	80	211
2010	3,753,670	249	2,774	2,704,499	237	2,642	213,940	75	1,986	14,241	77	178
2011	3,739,513	273	2,945	2,581,846	202	2,175	221,225	83	2,154	18,206	98	216
2012	3,875,068	281	3,049	2,705,815	210	2,280	252,837	94	2,372	17,863	84	211
2013	3,989,038	288	3,094	2,776,111	215	2,304	264,904	96	2,500	17,609	86	210
2014	4,278,990	306	3,263	3,028,097	230	2,452	345,873	124	3,171	18,836	94	224
2015	4,438,039	312	3,331	3,196,668	235	2,509	341,548	122	3,049	12,906	66	150
2016	4,534,775	315	3,363	3,181,475	226	2,409	351,138	122	3,054	28,353	139	327
2017	4,354,283	306	3,277	3,188,013	219	2,351	363,372	122	2,971	25,754	128	297
2018	4,677,339	333	3,521	3,335,291	223	2,360	413,805	136	3,127	24,949	124	288
2019	4,582,701	334	3,530	3,450,412	222	2,351	413,972	138	3,164	24,876	126	289
2020	3,212,089	275	2,572	2,651,378	189	1,768	327,463	108	2,429	20,970	119	252

Sources: VMT—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Registered Large Trucks and Motorcycles—FHWA

Notes: See Tables 7 to 10 for notes regarding an enhanced methodology used to estimate registered vehicles and VMT for 2007 and after. Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Due to an enhancement in the passenger car and light truck registration data provided by R. L. Polk & Co. for 2011 and later years, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicle for 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for vehicles involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2020

Year	Person Type											
	Occupants by Vehicle Type							Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motor-cyclists	Pedestrians	Pedalcyclists	Other/ Unknown	Total	Total
	Killed											
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	73	981	*33,790*	*3,312*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	42	959	*35,046*	*4,104*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	41	622	*36,956*	*4,577*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	39	579	*37,036*	*4,894*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	56	603	*35,518*	*4,906*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	35	525	*31,193*	*4,453*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065***
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,192	12,674	766	42	602	*33,276*	*4,028*	4,675	727	130	*5,532*	**42,836**
2005	18,512	13,037	804	58	659	*33,070*	*4,576*	4,892	786	186	*5,864*	**43,510**
2006	17,925	12,761	805	27	601	*32,119*	*4,837*	4,795	772	185	*5,752*	**42,708**
2007	16,614	12,458	805	36	614	*30,527*	*5,174*	4,699	701	158	*5,558*	**41,259**
2008	14,646	10,816	682	67	580	*26,791*	*5,312*	4,414	718	188	*5,320*	**37,423**
2009	13,135	10,312	499	26	554	*24,526*	*4,469*	4,109	628	151	*4,888*	**33,883**
2010	12,491	9,782	530	44	524	*23,371*	*4,518*	4,302	623	185	*5,110*	**32,999**
2011	12,014	9,302	640	55	499	*22,510*	*4,630*	4,457	682	200	*5,339*	**32,479**
2012	12,361	9,418	697	39	502	*23,017*	*4,986*	4,818	734	227	*5,779*	**33,782**
2013	12,037	9,186	695	54	511	*22,483*	*4,692*	4,779	749	190	*5,718*	**32,893**
2014	11,947	9,103	656	44	557	*22,307*	*4,594*	4,910	729	204	*5,843*	**32,744**
2015	12,763	9,878	665	49	544	*23,899*	*5,029*	5,494	829	233	*6,556*	**35,484**
2016	13,508	10,279	815	64	610	*25,276*	*5,337*	6,080	853	260	*7,193*	**37,806**
2017	13,477	10,186	878	43	546	*25,130*	*5,226*	6,075	806	236	*7,117*	**37,473**
2018	12,888	9,957	890	44	553	*24,332*	*5,038*	6,374	871	220	*7,465*	**36,835**
2019	12,355	10,017	893	35	591	*23,891*	*5,044*	6,272	859	289	*7,420*	**36,355**
2020	13,472	10,352	831	16	865	*25,536*	*5,579*	6,516	938	255	*7,709*	**38,824**

*Includes 2 fatalities of unknown person type. This attribute was only available in 1996.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2020 (Continued)

Year	Person Type											Total
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total		Pedestrians	Pedalcyclists	Other/ Unknown	Total	
	Injured											
1988	2,589,729	482,033	37,884	15,441	4,463	*3,129,550*	*105,257*	110,398	74,560	7,721	*192,679*	**3,427,486**
1989	2,432,460	516,898	42,016	15,744	5,286	*3,012,405*	*83,181*	112,056	72,971	11,441	*196,468*	**3,292,053**
1990	2,384,199	510,956	41,929	33,508	3,950	*2,974,542*	*84,635*	105,198	74,829	7,067	*187,093*	**3,246,271**
1991	2,239,505	565,376	28,568	21,676	4,343	*2,859,468*	*80,909*	88,594	67,128	10,885	*166,607*	**3,106,984**
1992	2,235,970	549,417	33,653	20,904	12,642	*2,852,586*	*65,166*	88,923	62,720	10,052	*161,695*	**3,079,446**
1993	2,272,964	605,501	31,956	17,694	4,352	*2,932,468*	*59,731*	94,189	67,919	9,105	*171,213*	**3,163,411**
1994	2,368,302	634,089	30,324	16,436	3,806	*3,052,956*	*57,629*	92,298	62,519	9,559	*164,377*	**3,274,962**
1995	2,474,585	727,054	30,613	19,570	4,702	*3,256,524*	*57,878*	85,983	66,609	9,266	*161,859*	**3,476,261**
1996	2,453,195	762,572	32,807	20,800	4,393	*3,273,767*	*55,385*	81,877	57,765	11,179	*150,821*	**3,479,974**
1997	2,345,425	761,511	31,561	17,427	5,731	*3,161,656*	*52,734*	77,146	57,834	11,013	*145,993*	**3,360,383**
1998	2,205,226	765,412	28,241	15,997	4,440	*3,019,315*	*49,218*	69,150	53,413	8,375	*130,939*	**3,199,472**
1999	2,143,002	853,022	33,736	22,884	7,293	*3,059,938*	*49,913*	85,346	51,187	3,399	*139,933*	**3,249,784**
2000	2,057,089	886,198	30,659	17,462	9,874	*3,001,281*	*57,792*	77,941	51,184	5,560	*134,685*	**3,193,759**
2001	1,929,996	865,888	29,699	15,525	9,426	*2,850,533*	*60,296*	77,704	45,292	8,459	*131,455*	**3,042,284**
2002	1,810,510	885,373	26,741	19,437	6,143	*2,748,204*	*65,005*	70,888	47,939	7,107	*125,934*	**2,939,143**
2003	1,762,001	895,774	26,333	18,731	6,916	*2,709,756*	*67,413*	70,292	46,309	7,985	*124,585*	**2,901,753**
2004	1,649,483	905,696	27,594	17,008	7,119	*2,606,901*	*76,239*	68,146	41,063	9,298	*118,507*	**2,801,646**
2005	1,579,857	874,137	27,926	11,727	10,039	*2,503,686*	*87,564*	64,578	45,443	7,827	*117,848*	**2,709,099**
2006	1,478,909	859,687	23,414	10,376	11,066	*2,383,452*	*87,866*	61,107	43,724	6,919	*111,750*	**2,583,068**
2007	1,382,640	844,990	23,360	12,833	7,774	*2,271,597*	*103,301*	70,298	43,487	10,102	*123,887*	**2,498,785**
2008	1,307,512	773,276	23,645	15,801	9,400	*2,129,634*	*96,041*	68,988	52,428	8,882	*130,298*	**2,355,972**
2009	1,219,183	762,172	16,419	12,509	7,212	*2,017,495*	*89,498*	58,871	50,719	6,954	*116,544*	**2,223,537**
2010	1,256,101	737,152	19,937	17,586	4,794	*2,035,571*	*82,300*	70,267	51,688	8,162	*130,117*	**2,247,988**
2011	1,243,706	732,764	22,936	13,807	6,047	*2,019,259*	*81,706*	69,036	48,134	9,073	*126,243*	**2,227,209**
2012	1,330,250	766,295	25,372	12,410	5,846	*2,140,173*	*93,251*	76,129	49,300	10,231	*135,659*	**2,369,083**
2013	1,298,569	752,585	24,621	23,954	5,098	*2,104,828*	*88,760*	65,929	48,088	11,387	*125,404*	**2,318,992**
2014	1,294,030	783,906	27,146	13,697	6,359	*2,125,137*	*91,987*	65,072	50,414	10,010	*125,497*	**2,342,621**
2015	1,382,271	808,707	30,102	11,942	7,555	*2,240,578*	*88,738*	70,077	45,066	10,319	*125,463*	**2,454,778**
2016	1,690,359	1,034,963	36,183	24,562	5,133	*2,791,199*	*104,442*	86,399	64,218	15,628	*166,245*	**3,061,885**
2017	1,528,666	937,147	39,992	12,484	4,986	*2,523,274*	*88,592*	71,290	49,698	12,414	*133,401*	**2,745,268**
2018	1,510,852	921,272	39,200	15,011	5,295	*2,491,630*	*81,859*	75,157	46,536	14,877	*136,570*	**2,710,059**
2019	1,498,083	949,902	45,688	15,255	7,075	*2,516,003*	*83,814*	75,650	49,057	15,617	*140,324*	**2,740,141**
2020	1,221,335	813,509	44,934	6,620	6,849	*2,093,246*	*82,528*	54,769	38,886	12,586	*106,241*	**2,282,015**

Note: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2020

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435,000	64.01	9,356	59,233,000	15.80	**54,445**	**129,668,000**	**41.99**
1976	45,091	72,452,000	62.24	9,953	61,458,000	16.19	**55,045**	**133,910,000**	**41.11**
1977	48,548	74,385,000	65.27	10,775	63,591,000	16.94	**59,324**	**137,976,000**	**43.00**
1978	51,665	75,504,000	68.43	11,221	65,177,000	17.22	**62,887**	**140,681,000**	**44.70**
1979	52,208	76,458,000	68.28	11,308	66,695,000	16.95	**63,518**	**143,152,000**	**44.37**
1980	50,921	77,135,000	66.02	11,353	68,067,000	16.68	**62,277**	**145,202,000**	**42.89**
1981	49,838	77,831,000	64.03	11,396	69,142,000	16.48	**61,238**	**146,972,000**	**41.67**
1982	43,877	78,484,000	55.91	10,579	71,627,000	14.77	**54,462**	**150,111,000**	**36.28**
1983	42,329	80,823,000	52.37	10,854	73,440,000	14.78	**53,184**	**154,263,000**	**34.48**
1984	44,213	80,916,000	54.64	11,806	74,398,000	15.87	**56,022**	**155,315,000**	**36.07**
1985	44,290	81,537,000	54.32	12,031	75,231,000	15.99	**56,322**	**156,769,000**	**35.93**
1986	46,083	82,740,000	55.70	12,603	76,651,000	16.44	**58,688**	**159,390,000**	**36.82**
1987	46,337	83,939,000	55.20	13,492	77,789,000	17.34	**59,829**	**161,728,000**	**36.99**
1988	46,840	84,099,000	55.70	13,814	78,661,000	17.56	**60,658**	**162,760,000**	**37.27**
1989	44,941	85,356,000	52.65	13,927	80,160,000	17.37	**58,870**	**165,516,000**	**35.57**
1990	43,802	85,769,000	51.07	13,586	81,203,000	16.73	**57,393**	**166,972,000**	**34.37**
1991	40,288	86,630,000	46.51	12,716	82,300,000	15.45	**53,007**	**168,930,000**	**31.38**
1992	38,186	88,363,000	43.21	12,492	84,716,000	14.75	**50,682**	**173,079,000**	**29.28**
1993	39,118	87,974,000	44.47	12,960	85,138,000	15.22	**52,080**	**173,112,000**	**30.08**
1994	39,784	89,165,000	44.62	13,449	86,183,000	15.61	**53,238**	**175,347,000**	**30.36**
1995	40,799	89,183,534	45.75	14,043	87,386,288	16.07	**54,847**	**176,569,822**	**31.06**
1996	40,899	90,503,313	45.19	14,723	89,007,033	16.54	**55,624**	**179,510,346**	**30.99**
1997	40,594	91,887,958	44.18	14,816	90,788,673	16.32	**55,412**	**182,676,631**	**30.33**
1998	40,433	93,022,582	43.47	14,967	91,804,942	16.30	**55,404**	**184,827,524**	**29.98**
1999	40,639	94,148,778	43.16	14,717	92,988,393	15.83	**55,359**	**187,137,172**	**29.58**
2000	41,443	95,782,190	43.27	14,682	94,816,305	15.48	**56,126**	**190,598,496**	**29.45**
2001	41,548	95,779,213	43.38	14,829	95,471,117	15.53	**56,380**	**191,250,330**	**29.48**
2002	41,995	97,595,494	43.03	14,876	96,978,476	15.34	**56,874**	**194,573,970**	**29.23**
2003	42,177	98,209,330	42.95	15,106	97,918,920	15.43	**57,285**	**196,128,258**	**29.21**
2004	41,876	99,558,840	42.06	15,272	99,305,142	15.38	**57,152**	**198,863,982**	**28.74**
2005	42,947	100,240,223	42.84	14,967	100,284,847	14.92	**57,921**	**200,525,070**	**28.88**
2006	41,912	101,009,831	41.49	14,661	101,589,256	14.43	**56,577**	**202,599,087**	**27.93**
2007	40,764	102,337,867	39.83	14,101	103,152,416	13.67	**54,872**	**205,490,283**	**26.70**
2008	36,825	103,449,095	35.60	12,536	104,537,338	11.99	**49,369**	**207,986,433**	**23.74**
2009	32,690	104,055,994	31.42	11,797	105,152,866	11.22	**44,492**	**209,208,860**	**21.27**
2010	31,897	104,175,227	30.62	11,796	105,542,171	11.18	**43,697**	**209,717,398**	**20.84**
2011	31,771	104,719,657	30.34	11,227	106,793,946	10.51	**43,001**	**211,513,603**	**20.33**
2012	33,209	104,920,416	31.65	11,557	106,767,131	10.82	**44,773**	**211,687,547**	**21.15**
2013	32,457	104,976,180	30.92	11,382	107,121,195	10.63	**43,848**	**212,097,375**	**20.67**
2014	32,462	105,876,346	30.66	11,250	108,153,955	10.40	**43,721**	**214,030,301**	**20.43**
2015	35,679	107,617,191	33.15	12,333	110,402,159	11.17	**48,030**	**218,019,350**	**22.03**
2016	37,731	109,555,639	34.44	13,306	112,092,942	11.87	**51,058**	**221,648,581**	**23.04**
2017	37,856	111,363,028	33.99	13,619	113,906,630	11.96	**51,488**	**225,269,658**	**22.86**
2018	37,248	112,458,677	33.12	13,325	115,056,711	11.58	**50,593**	**227,515,388**	**22.24**
2019	37,012	112,934,970	32.77	12,941	115,925,979	11.16	**50,005**	**228,860,949**	**21.85**
2020	39,112	112,564,580	34.75	12,938	115,569,587	11.19	**52,104**	**228,134,167**	**22.84**

Source: Licensed Drivers—FHWA

*Includes drivers (>15 years old) of unknown sex.

Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2020 (Continued)

Year	Sex						Total (>15 Years Old)		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
	Drivers in Injury Crashes								
1988	2,422,733	84,099,000	2,881	1,484,592	78,661,000	1,887	**3,907,325**	**162,760,000**	**2,401**
1989	2,346,859	85,356,000	2,749	1,445,853	80,160,000	1,804	**3,792,712**	**165,516,000**	**2,291**
1990	2,284,947	85,769,000	2,664	1,457,919	81,203,000	1,795	**3,742,865**	**166,972,000**	**2,242**
1991	2,170,725	86,630,000	2,506	1,380,005	82,300,000	1,677	**3,550,730**	**168,930,000**	**2,102**
1992	2,113,612	88,363,000	2,392	1,439,069	84,716,000	1,699	**3,552,681**	**173,079,000**	**2,053**
1993	2,144,231	87,974,000	2,437	1,467,548	85,138,000	1,724	**3,611,779**	**173,112,000**	**2,086**
1994	2,264,162	89,165,000	2,539	1,573,517	86,183,000	1,826	**3,837,678**	**175,347,000**	**2,189**
1995	2,378,194	89,183,534	2,667	1,687,375	87,386,288	1,931	**4,065,569**	**176,569,822**	**2,303**
1996	2,377,542	90,503,313	2,627	1,711,053	89,007,033	1,922	**4,088,595**	**179,510,346**	**2,278**
1997	2,296,236	91,887,958	2,499	1,642,813	90,788,673	1,809	**3,939,049**	**182,676,631**	**2,156**
1998	2,157,635	93,022,582	2,319	1,576,387	91,804,942	1,717	**3,734,021**	**184,827,524**	**2,020**
1999	2,133,988	94,148,778	2,267	1,609,119	92,988,393	1,730	**3,743,107**	**187,137,172**	**2,000**
2000	2,192,408	95,782,190	2,289	1,572,734	94,816,305	1,659	**3,765,142**	**190,598,496**	**1,975**
2001	2,089,927	95,779,213	2,182	1,546,973	95,471,117	1,620	**3,636,900**	**191,250,330**	**1,902**
2002	2,000,043	97,595,494	2,049	1,481,476	96,978,476	1,528	**3,481,519**	**194,573,970**	**1,789**
2003	1,989,702	98,209,330	2,026	1,524,785	97,918,920	1,557	**3,514,486**	**196,128,258**	**1,792**
2004	1,911,852	99,558,840	1,920	1,482,315	99,305,142	1,493	**3,394,167**	**198,863,982**	**1,707**
2005	1,836,711	100,240,223	1,832	1,425,161	100,284,847	1,421	**3,261,872**	**200,525,070**	**1,627**
2006	1,762,552	101,009,831	1,745	1,387,324	101,589,256	1,366	**3,149,876**	**202,599,087**	**1,555**
2007	1,708,017	102,337,867	1,669	1,333,067	103,152,416	1,292	**3,041,085**	**205,490,283**	**1,480**
2008	1,596,164	103,449,095	1,543	1,276,123	104,537,338	1,221	**2,872,287**	**207,986,433**	**1,381**
2009	1,486,714	104,055,994	1,429	1,217,127	105,152,866	1,157	**2,703,841**	**209,208,860**	**1,292**
2010	1,511,408	104,175,227	1,451	1,261,423	105,542,171	1,195	**2,772,832**	**209,717,398**	**1,322**
2011	1,503,124	104,719,657	1,435	1,240,376	106,793,946	1,161	**2,743,499**	**211,513,603**	**1,297**
2012	1,629,536	104,920,416	1,553	1,310,597	106,767,131	1,228	**2,940,134**	**211,687,547**	**1,389**
2013	1,578,042	104,976,180	1,503	1,327,119	107,121,195	1,239	**2,905,161**	**212,097,375**	**1,370**
2014	1,639,258	105,876,346	1,548	1,336,465	108,153,955	1,236	**2,975,724**	**214,030,301**	**1,390**
2015	1,727,698	107,617,191	1,605	1,406,623	110,402,159	1,274	**3,134,321**	**218,019,350**	**1,438**
2016	2,124,363	109,555,639	1,939	1,737,171	112,092,942	1,550	**3,861,535**	**221,648,581**	**1,742**
2017	1,922,990	111,363,028	1,727	1,559,839	113,906,630	1,369	**3,482,829**	**225,269,658**	**1,546**
2018	1,926,808	112,458,677	1,713	1,541,745	115,056,711	1,340	**3,468,553**	**227,515,388**	**1,525**
2019	1,976,198	112,934,970	1,750	1,558,540	115,925,979	1,344	**3,534,738**	**228,860,949**	**1,544**
2020	1,637,504	112,564,580	1,455	1,189,112	115,569,587	1,029	**2,826,616**	**228,134,167**	**1,239**

Source: Licensed Drivers—FHWA

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

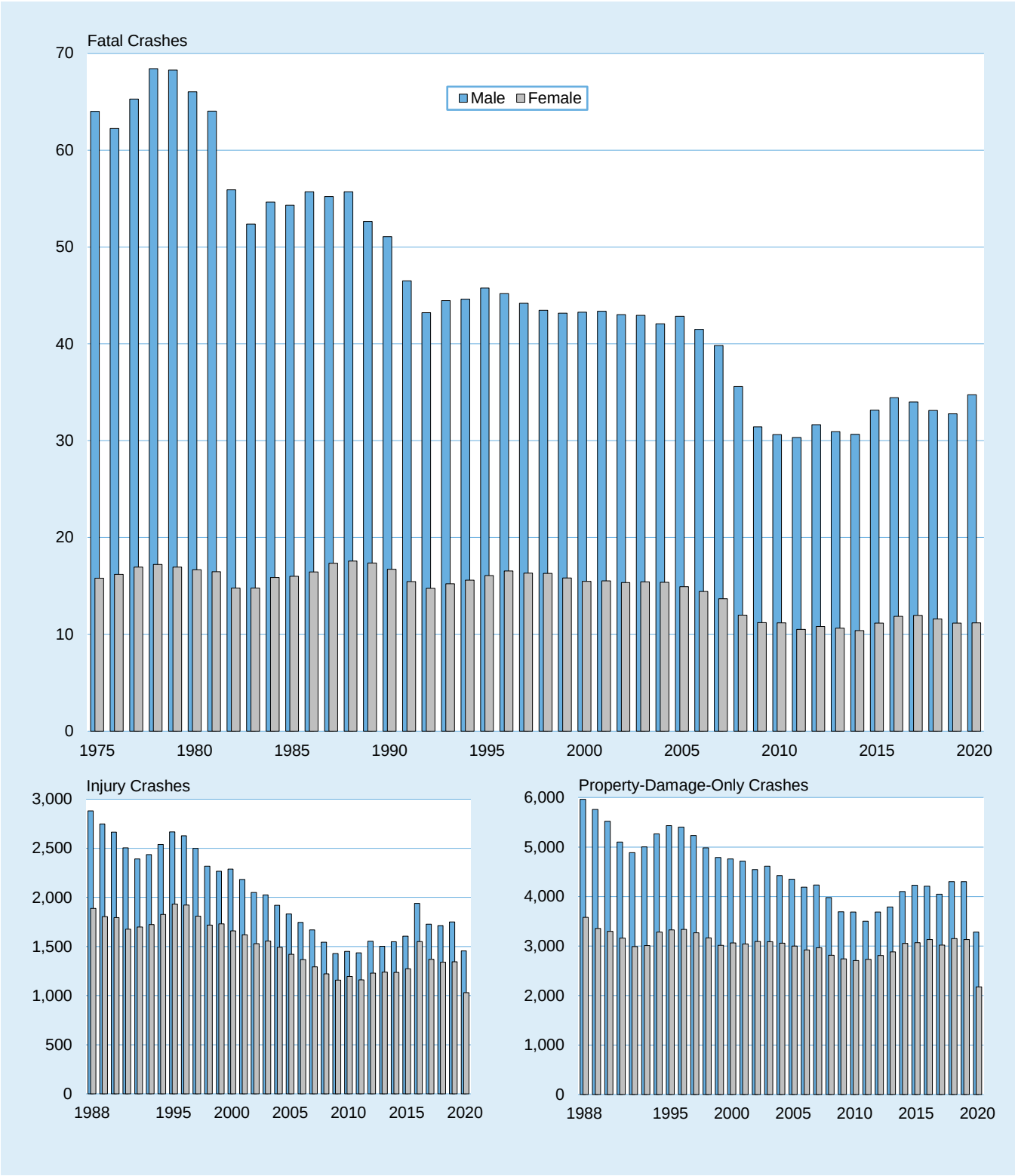
Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2020 (Continued)

Year	Sex						Total (>15 Years Old)		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers	Involvement Rate per 100,000 Licensed Drivers
Drivers in Property-Damage-Only Crashes									
1988	5,013,394	84,099,000	5,961	2,815,775	78,661,000	3,580	**7,829,169**	**162,760,000**	**4,810**
1989	4,914,705	85,356,000	5,758	2,687,082	80,160,000	3,352	**7,601,787**	**165,516,000**	**4,593**
1990	4,733,179	85,769,000	5,519	2,676,727	81,203,000	3,296	**7,409,906**	**166,972,000**	**4,438**
1991	4,418,746	86,630,000	5,101	2,599,850	82,300,000	3,159	**7,018,596**	**168,930,000**	**4,155**
1992	4,316,291	88,363,000	4,885	2,530,253	84,716,000	2,987	**6,846,543**	**173,079,000**	**3,956**
1993	4,401,530	87,974,000	5,003	2,561,320	85,138,000	3,008	**6,962,850**	**173,112,000**	**4,022**
1994	4,694,841	89,165,000	5,265	2,828,250	86,183,000	3,282	**7,523,092**	**175,347,000**	**4,290**
1995	4,846,579	89,183,534	5,434	2,905,185	87,386,288	3,325	**7,751,764**	**176,569,822**	**4,390**
1996	4,887,626	90,503,313	5,400	2,967,946	89,007,033	3,335	**7,855,572**	**179,510,346**	**4,376**
1997	4,807,837	91,887,958	5,232	2,966,683	90,788,673	3,268	**7,774,519**	**182,676,631**	**4,256**
1998	4,634,026	93,022,582	4,982	2,902,443	91,804,942	3,162	**7,536,469**	**184,827,524**	**4,078**
1999	4,508,593	94,148,778	4,789	2,800,178	92,988,393	3,011	**7,308,771**	**187,137,172**	**3,906**
2000	4,558,957	95,782,190	4,760	2,903,579	94,816,305	3,062	**7,462,536**	**190,598,496**	**3,915**
2001	4,517,730	95,779,213	4,717	2,903,319	95,471,117	3,041	**7,421,049**	**191,250,330**	**3,880**
2002	4,436,198	97,595,494	4,545	2,999,111	96,978,476	3,093	**7,435,308**	**194,573,970**	**3,821**
2003	4,527,515	98,209,330	4,610	3,019,961	97,918,920	3,084	**7,547,476**	**196,128,258**	**3,848**
2004	4,404,779	99,558,840	4,424	3,037,126	99,305,142	3,058	**7,441,905**	**198,863,982**	**3,742**
2005	4,357,188	100,240,223	4,347	3,007,038	100,284,847	2,998	**7,364,226**	**200,525,070**	**3,672**
2006	4,232,184	101,009,831	4,190	2,967,964	101,589,256	2,922	**7,200,148**	**202,599,087**	**3,554**
2007	4,328,629	102,337,867	4,230	3,057,538	103,152,416	2,964	**7,386,167**	**205,490,283**	**3,594**
2008	4,114,978	103,449,095	3,978	2,939,997	104,537,338	2,812	**7,054,975**	**207,986,433**	**3,392**
2009	3,838,973	104,055,994	3,689	2,878,728	105,152,866	2,738	**6,717,701**	**209,208,860**	**3,211**
2010	3,840,551	104,175,227	3,687	2,855,056	105,542,171	2,705	**6,695,606**	**209,717,398**	**3,193**
2011	3,668,772	104,719,657	3,503	2,917,618	106,793,946	2,732	**6,586,391**	**211,513,603**	**3,114**
2012	3,866,632	104,920,416	3,685	2,998,136	106,767,131	2,808	**6,864,769**	**211,687,547**	**3,243**
2013	3,977,695	104,976,180	3,789	3,085,387	107,121,195	2,880	**7,063,082**	**212,097,375**	**3,330**
2014	4,341,937	105,876,346	4,101	3,299,449	108,153,955	3,051	**7,641,386**	**214,030,301**	**3,570**
2015	4,550,882	107,617,191	4,229	3,383,442	110,402,159	3,065	**7,934,324**	**218,019,350**	**3,639**
2016	4,611,729	109,555,639	4,209	3,508,379	112,092,942	3,130	**8,120,108**	**221,648,581**	**3,664**
2017	4,504,469	111,363,028	4,045	3,435,267	113,906,630	3,016	**7,939,736**	**225,269,658**	**3,525**
2018	4,838,319	112,458,677	4,302	3,625,630	115,056,711	3,151	**8,463,949**	**227,515,388**	**3,720**
2019	4,858,427	112,934,970	4,302	3,628,648	115,925,979	3,130	**8,487,075**	**228,860,949**	**3,708**
2020	3,692,467	112,564,580	3,280	2,510,515	115,569,587	2,172	**6,202,982**	**228,134,167**	**2,719**

Source: Licensed Drivers—FHWA

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers 16 and Older, by Sex and Crash Severity, 1975-2020



Source: Licensed Drivers—FHWA

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2020

Year	Age Group										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	11.86	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	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.76	25.29	15.55	12.81	11.51	11.38	12.88	19.51	**12.88**
2001	2.68	2.27	3.77	27.76	24.94	15.67	12.93	11.35	11.01	12.76	19.35	**12.79**
2002	2.44	2.13	4.07	28.84	25.88	15.75	13.03	11.85	11.10	12.61	18.81	**12.99**
2003	2.48	2.14	4.13	27.26	24.87	15.54	13.07	12.02	11.24	12.45	19.27	**12.87**
2004	2.57	2.28	4.25	26.69	24.94	15.82	12.48	12.07	11.05	12.30	18.16	**12.74**
2005	2.35	2.24	3.49	25.26	25.71	16.33	12.92	11.99	11.60	12.46	17.29	**12.74**
2006	2.32	1.85	3.31	24.59	26.07	16.37	12.68	11.80	10.95	11.31	15.73	**12.39**
2007	1.98	1.78	3.17	22.86	25.02	15.40	12.20	11.52	10.58	10.93	15.41	**11.85**
2008	1.50	1.44	2.42	18.71	21.56	14.28	11.03	10.54	9.82	10.02	14.16	**10.56**
2009	1.62	1.40	2.17	16.41	17.62	12.45	9.90	9.89	8.78	9.18	13.42	**9.45**
2010	1.48	1.26	1.95	13.92	17.60	11.84	9.46	9.15	8.88	8.95	14.01	**9.02**
2011	1.38	1.22	1.82	14.00	16.67	11.50	9.05	8.97	8.36	9.11	12.62	**8.71**
2012	1.54	1.17	1.70	13.27	16.94	12.19	9.54	9.27	8.87	9.12	12.17	**8.92**
2013	1.44	1.19	1.75	12.37	16.08	11.65	9.09	8.87	8.63	8.81	12.46	**8.60**
2014	1.24	1.23	1.70	12.46	15.90	11.53	8.70	9.00	8.40	8.23	12.17	**8.45**
2015	1.42	1.29	1.78	13.20	16.74	12.40	9.41	9.46	8.96	9.10	12.64	**9.02**
2016	1.54	1.42	1.87	13.44	17.72	13.23	10.08	9.60	9.44	9.39	13.38	**9.48**
2017	1.55	1.22	1.78	13.04	16.81	12.79	10.16	9.74	9.61	8.66	13.76	**9.34**
2018	1.38	1.25	1.60	12.04	16.06	12.48	9.60	9.47	9.46	8.94	12.52	**8.99**
2019	1.25	1.27	1.74	11.40	15.15	11.83	9.74	9.31	9.25	8.87	12.91	**8.81**
2020	1.24	1.20	2.13	13.28	17.11	14.08	10.91	9.86	9.61	8.24	10.57	**9.44**

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2020 (Continued)

Year	Age Group										Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	418	447	742	3,286	2,674	1,807	1,312	1,036	878	709	659	**1,323**
1989	373	471	731	3,222	2,468	1,675	1,285	987	801	712	613	**1,254**
1990	334	432	677	3,128	2,512	1,681	1,230	992	847	748	517	**1,226**
1991	388	470	714	2,932	2,331	1,579	1,147	981	797	726	523	**1,166**
1992	327	435	691	3,001	2,265	1,575	1,104	974	785	725	587	**1,144**
1993	373	475	664	2,896	2,320	1,611	1,199	957	825	710	595	**1,161**
1994	412	470	710	2,970	2,376	1,673	1,225	990	857	755	600	**1,195**
1995	420	486	747	3,206	2,465	1,728	1,295	1,134	928	756	625	**1,261**
1996	421	528	736	3,137	2,440	1,762	1,291	1,073	906	789	657	**1,255**
1997	403	467	685	2,990	2,412	1,695	1,261	1,014	823	762	641	**1,200**
1998	405	441	676	2,795	2,131	1,590	1,157	1,031	872	698	589	**1,135**
1999	389	479	664	2,841	2,181	1,603	1,138	1,029	802	762	616	**1,140**
2000	352	406	546	2,699	2,100	1,453	1,160	948	828	720	668	**1,084**
2001	313	373	515	2,459	2,028	1,393	1,098	935	755	671	581	**1,021**
2002	305	383	515	2,383	1,911	1,323	1,037	877	766	618	552	**978**
2003	307	379	473	2,264	1,862	1,341	1,026	876	731	609	524	**957**
2004	288	354	477	2,128	1,721	1,218	1,012	879	727	601	498	**916**
2005	269	324	471	1,974	1,724	1,228	954	833	683	541	467	**877**
2006	271	288	405	1,838	1,588	1,159	925	764	662	556	491	**828**
2007	268	290	356	1,724	1,529	1,136	843	753	628	550	432	**788**
2008	244	267	356	1,541	1,396	1,041	800	721	600	491	405	**732**
2009	220	263	324	1,348	1,382	967	736	697	566	504	398	**687**
2010	192	252	317	1,320	1,338	939	807	706	571	463	419	**685**
2011	232	245	303	1,255	1,260	961	789	692	585	459	387	**674**
2012	196	267	275	1,311	1,356	1,023	828	742	620	515	424	**712**
2013	230	264	285	1,252	1,347	976	778	720	627	504	439	**694**
2014	229	241	300	1,190	1,275	1,009	819	761	623	493	404	**696**
2015	237	282	309	1,343	1,386	1,026	850	746	646	533	407	**726**
2016	305	342	387	1,682	1,670	1,327	1,055	948	757	591	494	**896**
2017	263	304	333	1,493	1,471	1,164	949	845	703	577	468	**803**
2018	243	296	342	1,332	1,475	1,158	951	852	709	560	425	**787**
2019	223	293	346	1,391	1,413	1,157	964	877	721	547	443	**792**
2020	187	202	271	1,283	1,284	1,020	770	693	572	436	346	**660**

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2020

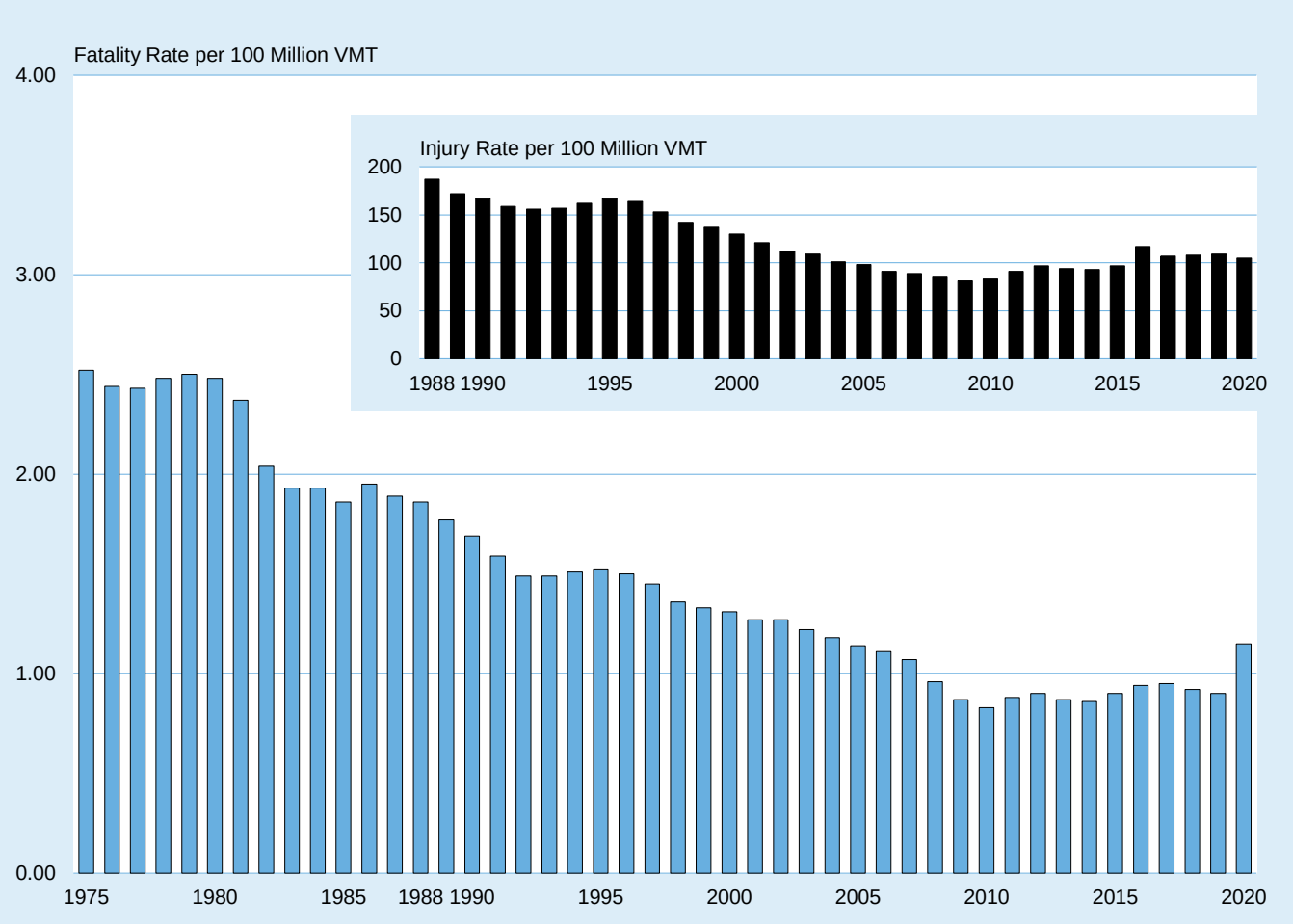
Year	Registered Passenger Cars	Passenger Car VMT (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Passenger Car VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Passenger Car VMT
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,589,729	2,131	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,432,460	1,982	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,384,199	1,934	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,239,505	1,816	159
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,235,970	1,858	156
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,272,964	1,878	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,368,302	1,941	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,474,585	2,008	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,453,195	1,969	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,345,425	1,881	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,205,226	1,751	142
1999	127,083,019	1,569,455	20,862	16.42	1.33	2,143,002	1,686	137
2000	127,933,707	1,583,127	20,699	16.18	1.31	2,057,089	1,608	130
2001	129,044,240	1,596,579	20,320	15.75	1.27	1,929,996	1,496	121
2002	130,349,393	1,613,749	20,569	15.78	1.27	1,810,510	1,389	112
2003	131,665,783	1,613,543	19,725	14.98	1.22	1,762,001	1,338	109
2004	133,414,552	1,629,955	19,192	14.39	1.18	1,649,483	1,236	101
2005	135,324,121	1,616,908	18,512	13.68	1.14	1,579,857	1,167	98
2006	137,031,279	1,616,328	17,925	13.08	1.11	1,478,909	1,079	91
2007	137,929,951	1,554,673	16,614	12.05	1.07	1,382,640	1,002	89
2008	139,028,041	1,524,331	14,646	10.53	0.96	1,307,512	940	86
2009	137,203,972	1,510,339	13,135	9.57	0.87	1,219,183	889	81
2010	135,310,480	1,507,716	12,491	9.23	0.83	1,256,101	928	83
2011	126,966,714	1,369,810	12,014	9.46	0.88	1,243,706	980	91
2012	127,077,676	1,377,486	12,361	9.73	0.90	1,330,250	1,047	97
2013	128,936,225	1,384,194	12,037	9.34	0.87	1,298,569	1,007	94
2014	131,138,925	1,396,098	11,947	9.11	0.86	1,294,030	987	93
2015	133,218,366	1,420,869	12,763	9.58	0.90	1,382,271	1,038	97
2016	134,827,696	1,439,678	13,508	10.02	0.94	1,690,359	1,254	117
2017	132,864,363	1,424,056	13,477	10.14	0.95	1,528,666	1,151	107
2018	132,837,515	1,403,760	12,888	9.70	0.92	1,510,852	1,137	108
2019	129,838,156	1,372,622	12,355	9.52	0.90	1,498,083	1,154	109
2020	124,893,768	1,167,293	13,472	10.79	1.15	1,221,335	978	105

Sources: VMT—FHWA, revised by NHTSA; Registered Passenger Cars—R. L. Polk & Co., a foundation of IHS Markit automotive solutions

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by R. L. Polk & Co. for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2020



Sources: VMT—FHWA, revised by NHTSA

Table 8. Light-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2020

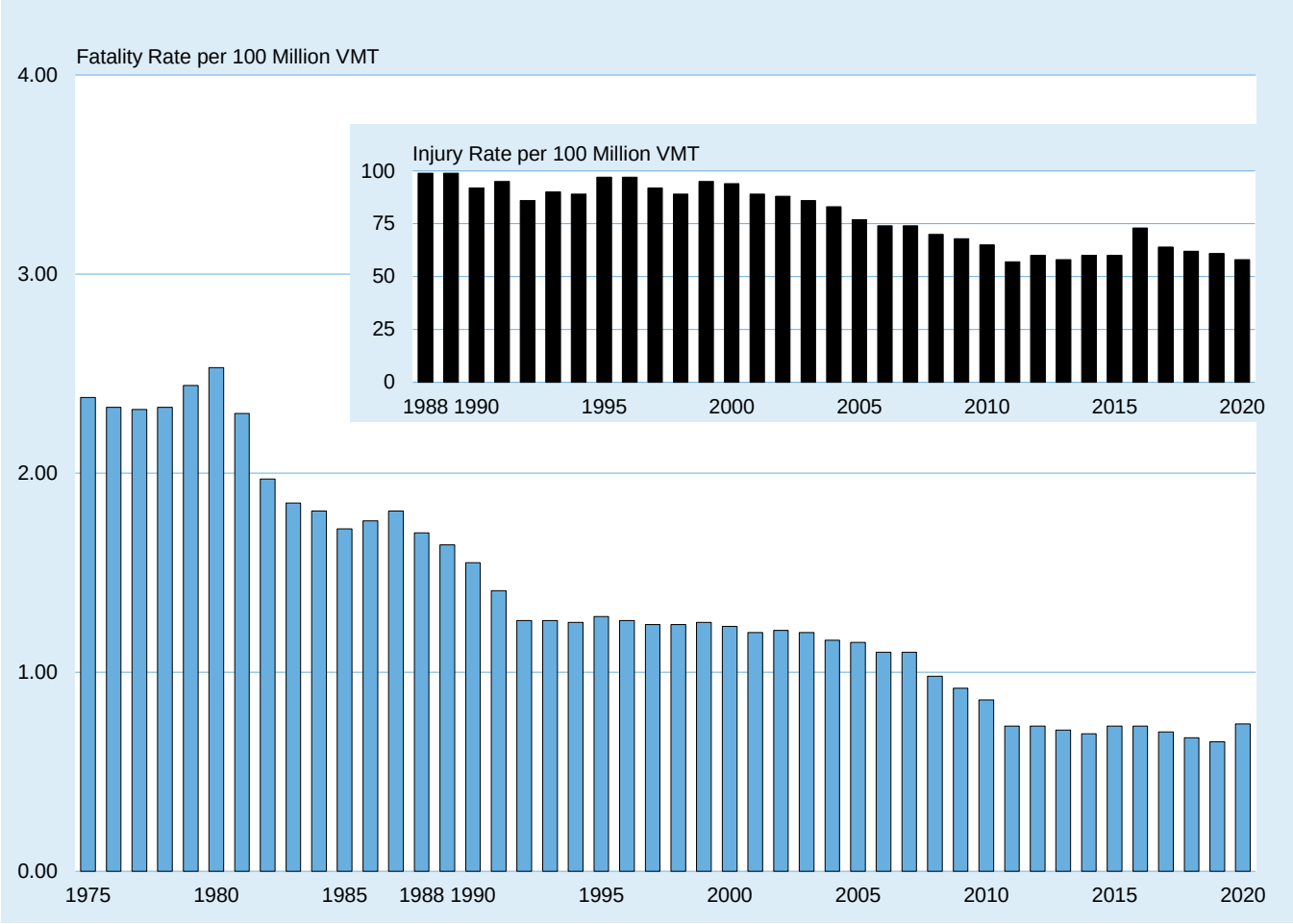
Year	Registered Light Trucks	Light-Truck VMT (millions)	Light-Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Light-Truck VMT	Light-Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Light-Truck VMT
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	482,033	1,081	99
1989	47,134,148	522,483	8,551	18.14	1.64	516,898	1,097	99
1990	49,916,497	555,659	8,601	17.23	1.55	510,956	1,024	92
1991	52,062,064	595,924	8,391	16.12	1.41	565,376	1,086	95
1992	53,836,046	642,397	8,098	15.04	1.26	549,417	1,021	86
1993	56,573,835	675,353	8,511	15.04	1.26	605,501	1,070	90
1994	59,485,995	711,515	8,904	14.97	1.25	634,089	1,066	89
1995	62,520,872	749,971	9,568	15.30	1.28	727,054	1,163	97
1996	65,438,877	787,255	9,932	15.18	1.26	762,572	1,165	97
1997	67,287,470	824,896	10,249	15.23	1.24	761,511	1,132	92
1998	69,783,500	861,951	10,705	15.34	1.24	765,412	1,097	89
1999	72,929,502	900,667	11,265	15.45	1.25	853,022	1,170	95
2000	75,979,775	940,219	11,526	15.17	1.23	886,198	1,166	94
2001	78,675,630	973,401	11,723	14.90	1.20	865,888	1,101	89
2002	81,643,269	1,010,759	12,274	15.03	1.21	885,373	1,084	88
2003	85,063,823	1,042,444	12,546	14.75	1.20	895,774	1,053	86
2004	89,799,406	1,097,099	12,674	14.11	1.16	905,696	1,009	83
2005	94,787,880	1,132,564	13,037	13.75	1.15	874,137	922	77
2006	98,064,117	1,156,697	12,761	13.01	1.10	859,687	877	74
2007	100,817,496	1,136,361	12,458	12.36	1.10	844,990	838	74
2008	100,862,944	1,105,882	10,816	10.72	0.98	773,276	767	70
2009	102,008,600	1,122,909	10,312	10.11	0.92	762,172	747	68
2010	102,376,147	1,140,740	9,782	9.55	0.86	737,152	720	65
2011	118,702,389	1,280,648	9,302	7.84	0.73	732,764	617	57
2012	118,690,690	1,286,574	9,418	7.93	0.73	766,295	646	60
2013	120,491,485	1,293,536	9,186	7.62	0.71	752,585	625	58
2014	123,470,278	1,314,458	9,103	7.37	0.69	783,906	635	60
2015	127,401,053	1,358,824	9,878	7.75	0.73	808,707	635	60
2016	132,052,102	1,410,040	10,279	7.78	0.73	1,034,963	784	73
2017	135,594,973	1,453,322	10,186	7.51	0.70	937,147	691	64
2018	141,312,896	1,493,323	9,957	7.05	0.67	921,272	652	62
2019	146,751,968	1,551,431	10,017	6.83	0.65	949,902	647	61
2020	149,947,352	1,401,452	10,352	6.90	0.74	813,509	543	58

Sources: VMT—FHWA, revised by NHTSA; Registered Light Trucks—R. L. Polk & Co., a foundation of IHS Markit automotive solutions

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. Due to an enhancement in the passenger vehicle registration data provided by R. L. Polk & Co. for 2011 and later, registration counts for those years changed considerably from the counts provided for 2010 and earlier years. This should be taken into account when comparing registration numbers and rates per registered vehicles for passenger cars for 2010 and earlier years with those for 2011 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 5. Light-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2020



Source: VMT—FHWA, revised by NHTSA

Table 9. Large-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2020

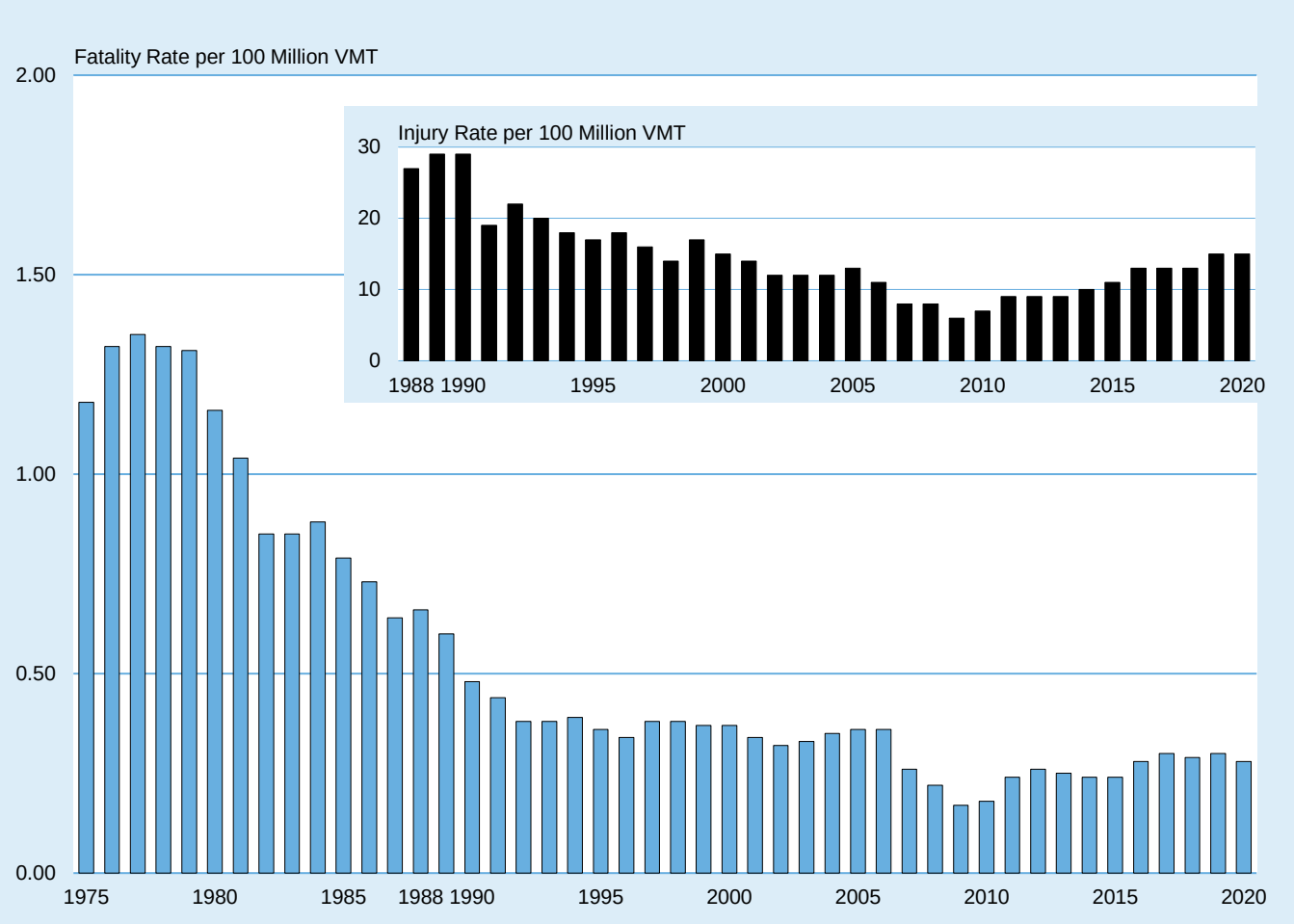
Year	Registered Large Trucks	Large-Truck VMT (millions)	Large-Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million Large-Truck VMT	Large-Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Large-Truck VMT
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,884	617	27
1989	6,226,482	142,749	858	13.78	0.60	42,016	675	29
1990	6,195,876	146,242	705	11.38	0.48	41,929	677	29
1991	6,172,146	149,543	661	10.71	0.44	28,568	463	19
1992	6,045,205	153,384	585	9.68	0.38	33,653	557	22
1993	6,088,155	159,888	605	9.94	0.38	31,956	525	20
1994	6,587,885	170,216	670	10.17	0.39	30,324	460	18
1995	6,719,421	178,156	648	9.64	0.36	30,613	456	17
1996	7,012,615	182,971	621	8.86	0.34	32,807	468	18
1997	7,083,326	191,477	723	10.21	0.38	31,561	446	16
1998	7,732,270	196,380	742	9.60	0.38	28,241	365	14
1999	7,791,426	202,688	759	9.74	0.37	33,736	433	17
2000	8,022,649	205,520	754	9.40	0.37	30,659	382	15
2001	7,857,675	208,928	708	9.01	0.34	29,699	378	14
2002	7,927,280	214,603	689	8.69	0.32	26,741	337	12
2003	7,756,888	217,876	726	9.36	0.33	26,333	339	12
2004	8,171,364	220,811	766	9.37	0.35	27,594	338	12
2005	8,481,999	222,523	804	9.48	0.36	27,926	329	13
2006	8,819,007	222,513	805	9.13	0.36	23,414	265	11
2007	10,752,019	304,178	805	7.49	0.26	23,360	217	8
2008	10,873,275	310,680	682	6.27	0.22	23,645	217	8
2009	10,973,214	288,306	499	4.55	0.17	16,419	150	6
2010	10,770,054	286,527	530	4.92	0.18	19,937	185	7
2011	10,270,693	267,594	640	6.23	0.24	22,936	223	9
2012	10,659,380	269,207	697	6.54	0.26	25,372	238	9
2013	10,597,356	275,017	695	6.56	0.25	24,621	232	9
2014	10,905,956	279,132	656	6.02	0.24	27,146	249	10
2015	11,203,184	279,844	665	5.94	0.24	30,102	269	11
2016	11,498,561	287,895	815	7.09	0.28	36,183	315	13
2017	12,229,216	297,593	878	7.18	0.30	39,992	327	13
2018	13,233,910	304,864	890	6.73	0.29	39,200	296	13
2019	13,085,643	300,050	893	6.82	0.30	45,688	349	15
2020	13,479,382	302,141	831	6.16	0.28	44,934	333	15

Source: Registered Large Trucks and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 6. Large-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2020



Source: VMT—FHWA

Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2020

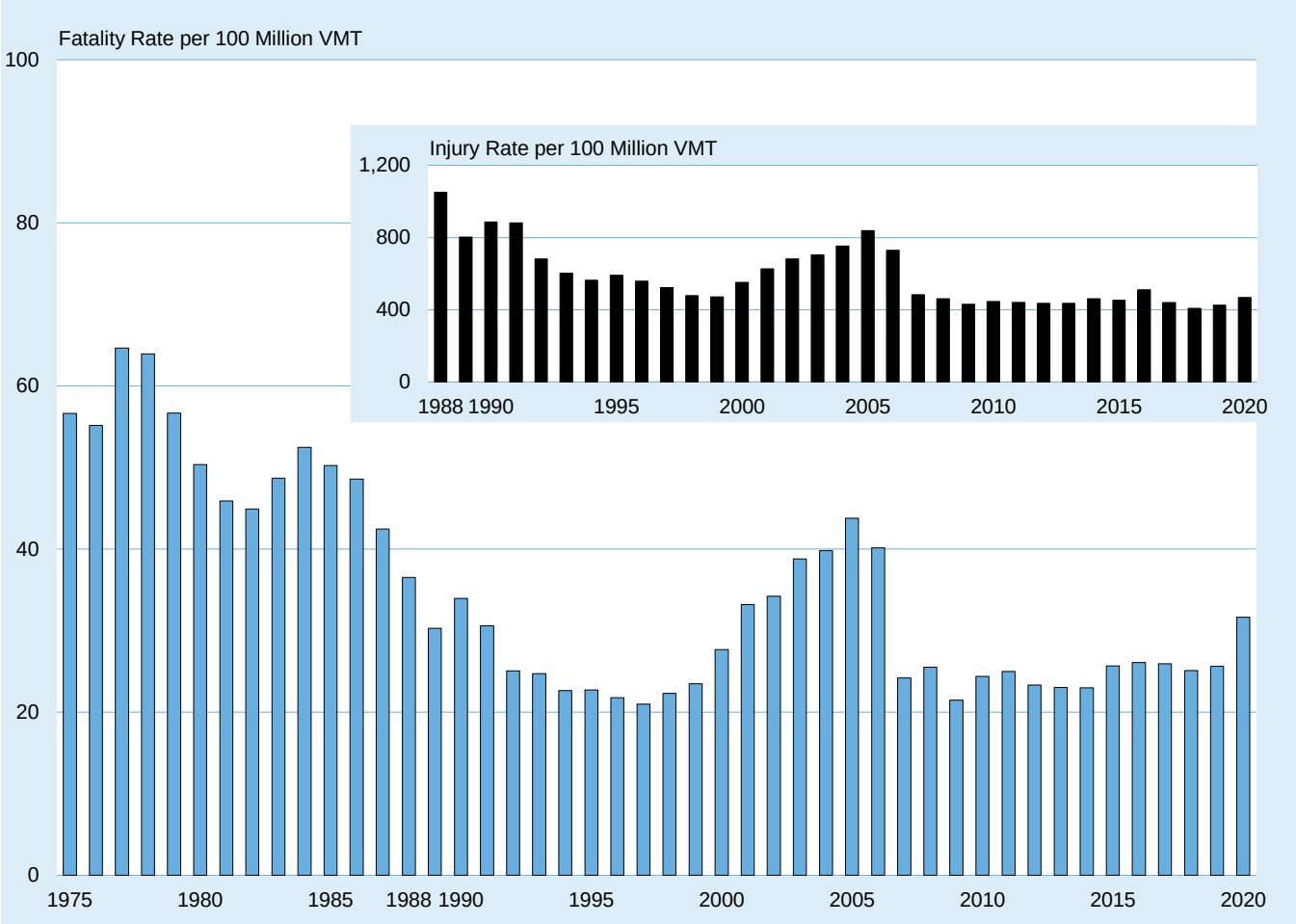
Year	Registered Motorcycles	Motorcycle VMT (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Motorcycle VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Motorcycle VMT
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,257	2,296	1,050
1989	4,420,420	10,371	3,141	71.06	30.29	83,181	1,882	802
1990	4,259,462	9,557	3,244	76.16	33.94	84,635	1,987	886
1991	4,177,365	9,178	2,806	67.17	30.57	80,909	1,937	882
1992	4,065,118	9,557	2,395	58.92	25.06	65,166	1,603	682
1993	3,977,856	9,906	2,449	61.57	24.72	59,731	1,502	603
1994	3,756,555	10,240	2,320	61.76	22.66	57,629	1,534	563
1995	3,897,191	9,797	2,227	57.14	22.73	57,878	1,485	591
1996	3,871,599	9,920	2,161	55.82	21.78	55,385	1,431	558
1997	3,826,373	10,081	2,116	55.30	20.99	52,734	1,378	523
1998	3,879,450	10,283	2,294	59.13	22.31	49,218	1,269	479
1999	4,152,433	10,584	2,483	59.80	23.46	49,913	1,202	472
2000	4,346,068	10,469	2,897	66.66	27.67	57,792	1,330	552
2001	4,903,056	9,633	3,197	65.20	33.19	60,296	1,230	626
2002	5,004,156	9,552	3,270	65.35	34.23	65,005	1,299	681
2003	5,370,035	9,576	3,714	69.16	38.78	67,413	1,255	704
2004	5,767,934	10,122	4,028	69.83	39.79	76,239	1,322	753
2005	6,227,146	10,454	4,576	73.48	43.77	87,564	1,406	838
2006	6,678,958	12,049	4,837	72.42	40.14	87,866	1,316	729
2007	7,138,476	21,396	5,174	72.48	24.18	103,301	1,447	483
2008	7,752,926	20,811	5,312	68.52	25.52	96,041	1,239	461
2009	7,929,724	20,822	4,469	56.36	21.46	89,498	1,129	430
2010	8,009,503	18,513	4,518	56.41	24.40	82,300	1,028	445
2011	8,437,502	18,542	4,630	54.87	24.97	81,706	968	441
2012	8,454,939	21,385	4,986	58.97	23.32	93,251	1,103	436
2013	8,404,687	20,366	4,692	55.83	23.04	88,760	1,056	436
2014	8,417,718	19,970	4,594	54.58	23.00	91,987	1,093	461
2015	8,600,936	19,606	5,029	58.47	25.65	88,738	1,032	453
2016	8,679,380	20,445	5,337	61.49	26.10	104,442	1,203	511
2017	8,664,108	20,149	5,226	60.32	25.94	88,592	1,023	440
2018	8,659,741	20,076	5,038	58.18	25.09	81,859	945	408
2019	8,596,314	19,688	5,044	58.68	25.62	83,814	975	426
2020	8,317,363	17,632	5,579	67.08	31.64	82,528	992	468

Source: Registered Motorcycles and VMT—FHWA

*Injury data not available before 1988.

Notes: In 2011 the FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. These revisions were applied to data from 2007 and later. In some cases, the changes were significant and should be taken into account when comparing registered vehicle counts and/or VMT for 2006 and earlier years with the numbers for 2007 and later years. For more details, see pages 10-11 of this report. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million VMT, 1975-2020



Source: VMT—FHWA

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2020

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	
	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	412	209	*621*	4,087	434	**5,142**
1997	499	224	*723*	4,223	452	**5,398**
1998	486	256	*742*	4,215	438	**5,395**
1999	480	279	*759*	4,180	441	**5,380**
2000	484	270	*754*	4,114	414	**5,282**
2001	474	234	*708*	3,962	441	**5,111**
2002	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	469	297	*766*	4,042	427	**5,235**
2005	478	326	*804*	3,971	465	**5,240**
2006	500	305	*805*	3,797	425	**5,027**
2007	502	303	*805*	3,608	409	**4,822**
2008	430	252	*682*	3,151	412	**4,245**
2009	333	166	*499*	2,558	323	**3,380**
2010	339	191	*530*	2,797	359	**3,686**
2011	408	232	*640*	2,713	428	**3,781**
2012	423	274	*697*	2,857	390	**3,944**
2013	431	264	*695*	2,845	441	**3,981**
2014	405	251	*656*	2,859	393	**3,908**
2015	395	270	*665*	3,017	413	**4,095**
2016	520	295	*815*	3,351	512	**4,678**
2017	525	353	*878*	3,535	493	**4,906**
2018	538	352	*890*	3,563	553	**5,006**
2019	494	399	*893*	3,569	570	**5,032**
2020	508	323	*831*	3,512	622	**4,965**

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2020 (Continued)

Year	Person Type					Total
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	
	Single Vehicle	Multiple Vehicle	Total			
			Injured			
1988	17,135	20,749	*37,884*	89,845	4,266	**131,995**
1989	20,301	21,715	*42,016*	111,233	1,969	**155,219**
1990	15,951	25,978	*41,929*	106,554	2,325	**150,808**
1991	13,066	15,502	*28,568*	80,593	2,496	**111,656**
1992	13,517	20,136	*33,653*	102,345	3,364	**139,362**
1993	12,979	18,977	*31,956*	95,857	5,873	**133,686**
1994	10,680	19,644	*30,324*	99,081	3,387	**132,792**
1995	14,768	15,845	*30,613*	85,426	2,504	**118,543**
1996	15,239	17,568	*32,807*	95,894	2,574	**131,276**
1997	13,919	17,643	*31,561*	99,346	2,048	**132,955**
1998	13,608	14,633	*28,241*	97,149	2,050	**127,440**
1999	15,156	18,579	*33,736*	105,703	4,376	**143,815**
2000	16,475	14,185	*30,659*	105,963	3,146	**139,768**
2001	13,419	16,280	*29,699*	99,418	2,566	**131,684**
2002	12,319	14,423	*26,741*	100,326	3,838	**130,905**
2003	10,783	15,550	*26,333*	91,621	3,185	**121,139**
2004	13,264	14,330	*27,594*	86,447	3,709	**117,750**
2005	10,410	17,516	*27,926*	85,225	2,176	**115,326**
2006	10,625	12,789	*23,414*	81,684	2,253	**107,351**
2007	9,931	13,429	*23,360*	76,400	2,303	**102,063**
2008	9,991	13,654	*23,645*	64,882	2,866	**91,393**
2009	7,392	9,026	*16,419*	56,278	1,379	**74,076**
2010	9,106	10,830	*19,937*	58,948	2,010	**80,894**
2011	7,425	15,511	*22,936*	64,412	1,674	**89,021**
2012	8,893	16,478	*25,372*	76,342	2,740	**104,454**
2013	8,949	15,673	*24,621*	69,221	2,254	**96,097**
2014	10,280	16,865	*27,146*	82,282	2,389	**111,817**
2015	10,175	19,927	*30,102*	85,172	2,561	**117,835**
2016	12,941	23,241	*36,183*	94,958	3,587	**134,727**
2017	14,550	25,442	*39,992*	105,509	2,808	**148,309**
2018	13,480	25,719	*39,200*	108,490	3,480	**151,170**
2019	15,199	30,490	*45,688*	109,515	4,156	**159,359**
2020	15,816	29,118	*44,934*	99,501	2,496	**146,930**

Note: Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2020

Year	Age Group											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	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.58	1.75	1.75	2.28	2.28	2.22	2.40	3.82	**1.98**
2001	0.70	1.06	1.33	1.78	2.01	1.68	2.36	2.38	2.13	2.44	4.11	**2.02**
2002	0.71	0.94	1.18	1.64	1.71	1.77	2.24	2.37	2.10	2.76	3.68	**1.96**
2003	0.62	0.89	1.26	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	**1.91**
2004	0.63	0.87	1.10	1.56	1.84	1.72	2.15	2.39	2.03	2.41	3.55	**1.89**
2005	0.64	0.78	1.10	1.63	2.11	1.81	2.25	2.58	2.14	2.50	3.57	**1.98**
2006	0.59	0.81	0.93	1.56	1.97	1.87	2.11	2.61	2.19	2.32	3.35	**1.93**
2007	0.56	0.63	0.99	1.60	2.00	1.80	2.09	2.48	1.86	2.32	3.11	**1.85**
2008	0.53	0.55	0.89	1.59	1.94	1.67	1.86	2.47	2.02	2.03	2.76	**1.75**
2009	0.51	0.49	0.77	1.26	1.80	1.53	1.76	2.17	1.89	2.02	2.50	**1.59**
2010	0.52	0.47	0.75	1.51	1.89	1.63	1.64	2.17	2.06	2.01	2.79	**1.65**
2011	0.40	0.47	0.75	1.47	2.09	1.70	1.63	2.43	2.12	2.19	2.65	**1.71**
2012	0.49	0.54	0.78	1.63	2.19	1.85	1.72	2.54	2.36	2.19	2.96	**1.84**
2013	0.54	0.48	0.62	1.48	2.05	1.79	1.79	2.48	2.49	2.13	2.77	**1.81**
2014	0.46	0.49	0.57	1.66	1.94	1.87	1.79	2.34	2.61	2.21	2.86	**1.84**
2015	0.48	0.43	0.68	1.65	2.15	1.99	2.23	2.87	2.96	2.32	2.72	**2.04**
2016	0.46	0.45	0.79	1.76	2.34	2.27	2.33	2.95	3.17	2.67	3.09	**2.23**
2017	0.48	0.35	0.71	1.68	1.99	2.27	2.34	2.98	3.25	2.47	3.07	**2.19**
2018	0.40	0.40	0.49	1.66	2.32	2.42	2.57	3.01	3.42	2.71	3.13	**2.28**
2019	0.38	0.35	0.63	1.30	2.03	2.51	2.63	2.91	3.45	2.81	2.99	**2.26**
2020	0.38	0.32	0.57	1.49	2.09	2.66	2.94	3.07	3.61	2.61	2.48	**2.34**

Source: Population—Census Bureau

Note: Population estimates for historical years are revised periodically.

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2020 (Continued)

Year	Age Group											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	35	178	196	117	118	74	46	38	35	25	45	**79**
1989	32	180	198	128	96	69	53	43	43	33	39	**80**
1990	34	139	181	128	109	77	53	37	26	29	38	**75**
1991	27	138	158	96	91	70	41	36	31	31	30	**66**
1992	33	120	163	92	98	57	45	34	29	30	27	**63**
1993	28	117	170	93	94	66	49	45	26	27	38	**66**
1994	24	113	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	94	86	62	52	27	21	30	26	**62**
1996	31	91	156	87	80	56	38	36	26	26	22	**57**
1997	25	93	131	76	68	51	51	34	29	29	22	**55**
1998	19	77	122	70	68	50	40	33	25	21	16	**48**
1999	20	85	129	70	57	57	38	38	26	27	22	**51**
2000	18	99	91	65	72	51	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	39	36	30	29	18	**46**
2002	16	60	92	62	37	55	40	29	35	26	21	**44**
2003	15	59	92	63	50	47	42	32	26	24	22	**43**
2004	19	55	81	59	53	42	39	35	21	22	19	**40**
2005	17	62	78	68	58	34	28	34	37	22	16	**40**
2006	11	37	72	66	42	37	35	33	34	23	19	**37**
2007	12	44	76	66	63	48	38	38	24	23	22	**41**
2008	12	36	82	82	65	40	38	40	35	25	24	**43**
2009	14	39	65	61	72	47	23	38	29	20	18	**38**
2010	12	35	70	72	66	49	38	40	30	29	22	**42**
2011	11	31	58	88	64	43	33	39	37	27	21	**41**
2012	11	33	67	68	67	52	45	41	37	28	19	**43**
2013	8	23	52	72	81	53	36	40	29	22	21	**40**
2014	10	21	47	72	70	51	39	36	36	28	19	**39**
2015	9	18	51	65	62	46	38	45	38	31	16	**39**
2016	14	28	64	93	80	69	54	51	47	32	21	**51**
2017	9	22	52	74	65	52	44	41	40	25	18	**41**
2018	8	19	48	66	64	56	43	45	47	28	17	**42**
2019	7	23	51	72	67	54	45	40	48	31	20	**43**
2020	10	15	32	44	45	44	40	35	32	25	14	**32**

Source: Population—Census Bureau

Notes: Population estimates for historical years are revised periodically. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 13. People Killed, by Highest Driver BAC in the Crash, 1982-2020

Year	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total Fatalities*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	19,771	45	2,912	7	21,113	48	24,025	55	**43,945**	**100**
1983	19,787	46	2,588	6	20,051	47	22,639	53	**42,589**	**100**
1984	21,429	48	3,007	7	19,638	44	22,645	51	**44,257**	**100**
1985	22,589	52	2,974	7	18,125	41	21,098	48	**43,825**	**100**
1986	22,896	50	3,487	8	19,554	42	23,041	50	**46,087**	**100**
1987	24,186	52	3,238	7	18,813	41	22,051	48	**46,390**	**100**
1988	25,164	53	3,156	7	18,611	40	21,767	46	**47,087**	**100**
1989	25,152	55	2,793	6	17,521	38	20,314	45	**45,582**	**100**
1990	23,823	53	2,901	7	17,705	40	20,607	46	**44,599**	**100**
1991	23,025	55	2,480	6	15,827	38	18,307	44	**41,508**	**100**
1992	22,726	58	2,352	6	14,049	36	16,401	42	**39,250**	**100**
1993	23,979	60	2,300	6	13,739	34	16,039	40	**40,150**	**100**
1994	24,948	61	2,236	5	13,390	33	15,626	38	**40,716**	**100**
1995	25,768	62	2,416	6	13,478	32	15,893	38	**41,817**	**100**
1996	26,052	62	2,415	6	13,451	32	15,866	38	**42,065**	**100**
1997	26,902	64	2,216	5	12,757	30	14,973	36	**42,013**	**100**
1998	26,477	64	2,353	6	12,546	30	14,899	36	**41,501**	**100**
1999	26,798	64	2,235	5	12,555	30	14,790	35	**41,717**	**100**
2000	26,082	62	2,422	6	13,324	32	15,746	38	**41,945**	**100**
2001	26,334	62	2,441	6	13,290	31	15,731	37	**42,196**	**100**
2002	27,080	63	2,321	5	13,472	31	15,793	37	**43,005**	**100**
2003	27,328	64	2,327	5	13,096	31	15,423	36	**42,884**	**100**
2004	27,413	64	2,212	5	13,099	31	15,311	36	**42,836**	**100**
2005	27,423	63	2,404	6	13,582	31	15,985	37	**43,510**	**100**
2006	26,633	62	2,479	6	13,491	32	15,970	37	**42,708**	**100**
2007	25,611	62	2,494	6	13,041	32	15,534	38	**41,259**	**100**
2008	23,499	63	2,115	6	11,711	31	13,826	37	**37,423**	**100**
2009	21,051	62	1,972	6	10,759	32	12,731	38	**33,883**	**100**
2010	21,005	64	1,771	5	10,136	31	11,906	36	**32,999**	**100**
2011	20,848	64	1,662	5	9,865	30	11,527	35	**32,479**	**100**
2012	21,563	64	1,782	5	10,336	31	12,118	36	**33,782**	**100**
2013	20,865	63	1,834	6	10,084	31	11,918	36	**32,893**	**100**
2014	20,913	64	1,800	5	9,943	30	11,743	36	**32,744**	**100**
2015	23,165	65	1,930	5	10,280	29	12,210	34	**35,484**	**100**
2016	24,762	65	1,984	5	10,967	29	12,951	34	**37,806**	**100**
2017	24,589	66	1,895	5	10,880	29	12,775	34	**37,473**	**100**
2018	24,186	66	1,850	5	10,710	29	12,560	34	**36,835**	**100**
2019	24,251	67	1,834	5	10,196	28	12,029	33	**36,355**	**100**
2020	25,038	64	2,041	5	11,654	30	13,695	35	**38,824**	**100**

*Includes fatalities in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Figure 8. Proportion of People Killed, by Highest Driver BAC in the Crash, 1982-2020

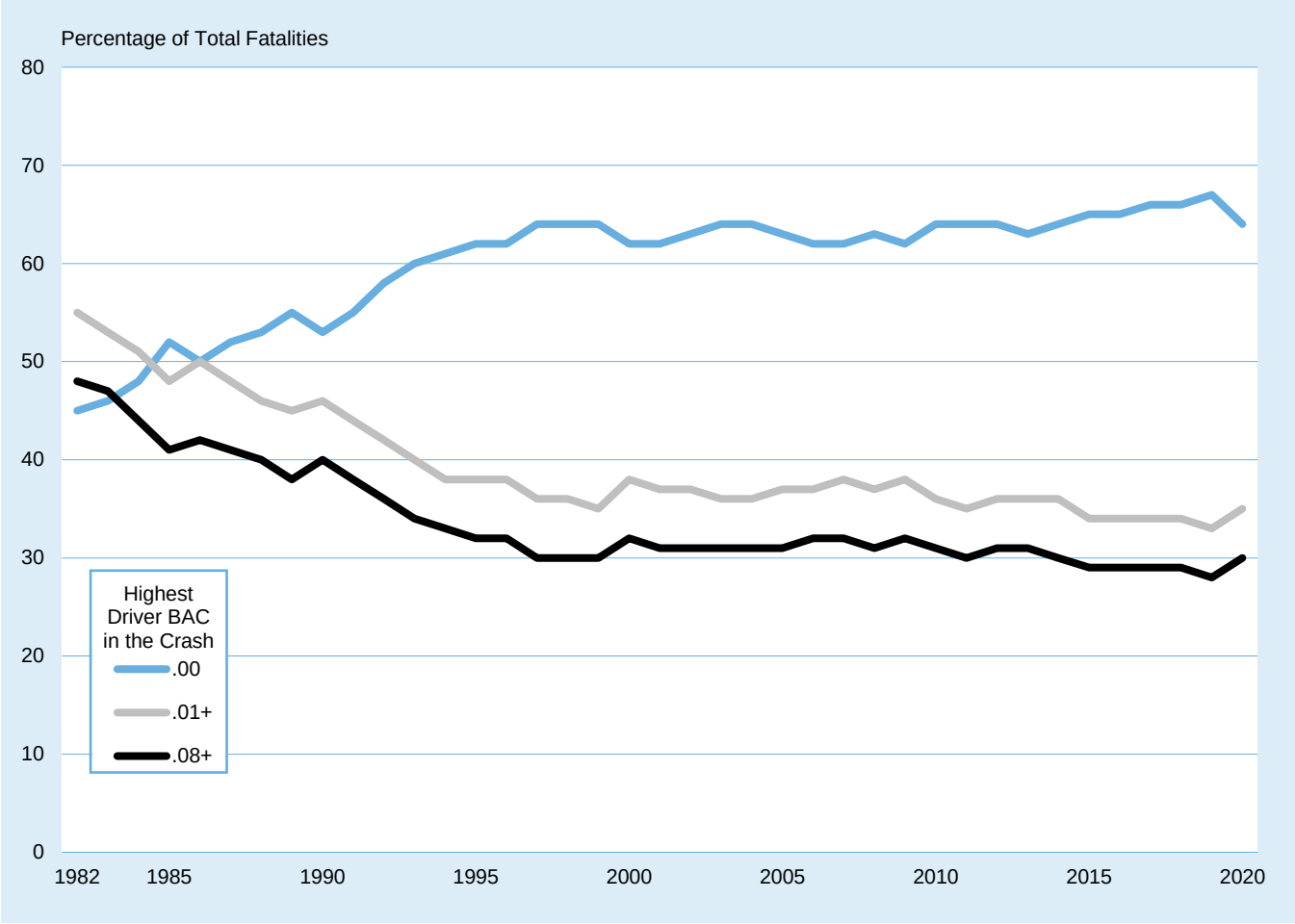


Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2020

Year	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
1982	***	***	498 (3)	58	600 (3)	59
1983	375 (3)	60	539 (3)	55	620 (3)	55
1984	346 (3)	55	527 (3)	57	223 (1)	55
1985	496 (4)	50	557 (3)	51	689 (4)	49
1986	223 (1)	53	616 (3)	52	611 (3)	55
1987	535 (4)	48	519 (3)	51	556 (3)	48
1988	407 (3)	49	529 (3)	51	631 (3)	51
1989	443 (3)	41	594 (3)	47	748 (4)	47
1990	421 (3)	44	589 (3)	50	268 (1)	55
1991	441 (4)	47	533 (3)	50	718 (4)	45
1992	164 (1)	55	438 (3)	46	535 (3)	45
1993	370 (3)	46	454 (3)	40	525 (3)	42
1994	372 (3)	47	482 (3)	41	519 (3)	44
1995	392 (3)	38	483 (3)	40	661 (4)	37
1996	420 (3)	40	514 (3)	43	629 (4)	36
1997	192 (1)	53	511 (3)	40	508 (3)	40
1998	545 (4)	39	393 (3)	40	479 (3)	43
1999	354 (3)	43	500 (3)	42	509 (3)	35
2000	469 (3)	47	466 (3)	46	717 (4)	39
2001	357 (3)	40	515 (3)	44	207 (1)	44
2002	575 (4)	41	494 (3)	37	685 (4)	36
2003	220 (1)	49	481 (3)	37	519 (3)	43
2004	563 (4)	40	514 (3)	38	524 (3)	40
2005	472 (3)	38	532 (3)	39	591 (3)	44
2006	456 (3)	42	511 (3)	40	659 (4)	37
2007	391 (3)	40	492 (3)	37	202 (1)	45
2008	424 (4)	41	425 (3)	41	494 (3)	44
2009	467 (4)	40	473 (3)	42	412 (3)	39
2010	297 (3)	48	399 (3)	40	393 (3)	38
2011	318 (3)	43	408 (3)	40	429 (3)	37
2012	356 (3)	39	379 (3)	44	180 (1)	45
2013	366 (4)	44	385 (3)	38	513 (4)	39
2014	153 (1)	51	376 (3)	37	401 (3)	41
2015	391 (4)	36	428 (3)	39	410 (3)	35
2016	332 (3)	37	449 (3)	37	457 (3)	42
2017	375 (3)	37	403 (3)	37	603 (4)	38
2018	331 (3)	39	439 (3)	38	194 (1)	41
2019	438 (4)	36	464 (3)	37	516 (4)	39
2020	153 (1)	49	406 (3)	41	493 (3)	41

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

**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 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2020 (Continued)

Year	Holiday Period**					
	Labor Day		Thanksgiving		Christmas	
	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*	Killed	Percentage Alcohol-Impaired Driving*
1982	628 (3)	55	601 (4)	51	458 (3)	50
1983	636 (3)	60	533 (4)	50	352 (3)	54
1984	609 (3)	53	558 (4)	51	643 (4)	54
1985	605 (3)	51	566 (4)	47	152 (1)	47
1986	663 (3)	52	598 (4)	48	508 (4)	48
1987	630 (3)	53	659 (4)	45	409 (3)	47
1988	592 (3)	52	601 (4)	47	511 (3)	48
1989	588 (3)	48	561 (4)	47	553 (3)	49
1990	599 (3)	52	563 (4)	44	567 (4)	42
1991	577 (3)	46	546 (4)	42	135 (1)	36
1992	460 (3)	42	403 (4)	47	410 (3)	39
1993	522 (3)	47	569 (4)	38	402 (3)	43
1994	494 (3)	46	575 (4)	40	455 (3)	40
1995	511 (3)	40	527 (4)	41	358 (3)	40
1996	525 (3)	43	588 (4)	38	167 (1)	37
1997	507 (3)	42	571 (4)	31	480 (4)	33
1998	464 (3)	40	602 (4)	38	364 (3)	41
1999	485 (3)	38	581 (4)	36	485 (3)	41
2000	529 (3)	43	509 (4)	41	442 (3)	40
2001	481 (3)	40	590 (4)	39	604 (4)	39
2002	543 (3)	45	551 (4)	36	131 (1)	40
2003	507 (3)	38	562 (4)	36	520 (4)	37
2004	502 (3)	38	574 (4)	30	389 (3)	38
2005	507 (3)	40	629 (4)	37	402 (3)	40
2006	508 (3)	37	635 (4)	34	395 (3)	42
2007	520 (3)	42	553 (4)	35	478 (4)	38
2008	493 (3)	40	507 (4)	35	426 (4)	32
2009	362 (3)	38	413 (4)	34	262 (3)	36
2010	406 (3)	35	431 (4)	40	264 (3)	35
2011	382 (3)	37	384 (4)	32	267 (3)	36
2012	394 (3)	38	421 (4)	41	374 (4)	35
2013	424 (3)	39	411 (4)	34	106 (1)	38
2014	403 (3)	42	467 (4)	34	406 (4)	34
2015	463 (3)	34	455 (4)	35	330 (3)	36
2016	438 (3)	37	497 (4)	36	365 (3)	35
2017	383 (3)	37	536 (4)	36	356 (3)	38
2018	448 (3)	36	442 (4)	31	435 (4)	35
2019	456 (3)	39	424 (4)	29	147 (1)	37
2020	530 (3)	38	515 (4)	36	336 (3)	39

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

**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 p.m. Friday to 5:59 a.m. Tuesday.
- If the holiday falls on Tuesday, the holiday period is from 6 p.m. Friday to 5:59 a.m. Wednesday.
- If the holiday falls on Wednesday, the holiday period is from 6 p.m. Tuesday to 5:59 a.m. Thursday.
- If the holiday falls on Thursday, the holiday period is from 6 p.m. Wednesday to 5:59 a.m. Monday.
- If the holiday falls on Friday, the holiday period is from 6 p.m. Thursday to 5:59 a.m. Monday.
- Number of days and number of hours incorporated: 1 day (36 hours), 2 days (60 hours), 3 days (84 hours), 4 days (108 hours).

***No data available.

Table 15. Drivers in Fatal Crashes, by BACs and Time of Day, 1982-2020

	Day			Night			Total Drivers*		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	**56,029**	**41**	**35**
1983	24,381	18	15	30,037	57	50	**54,656**	**39**	**34**
1984	26,415	17	14	30,775	55	47	**57,512**	**38**	**32**
1985	27,578	16	12	30,008	52	44	**57,883**	**35**	**29**
1986	28,434	16	13	31,543	53	45	**60,335**	**36**	**30**
1987	29,227	15	12	31,854	51	43	**61,442**	**34**	**28**
1988	30,196	14	11	31,715	50	43	**62,253**	**33**	**28**
1989	29,953	13	11	30,170	49	42	**60,435**	**31**	**27**
1990	28,797	14	11	29,778	51	44	**58,893**	**33**	**28**
1991	26,829	13	10	27,249	49	43	**54,391**	**31**	**27**
1992	26,236	12	10	25,380	47	40	**51,901**	**30**	**25**
1993	27,770	11	9	25,355	46	39	**53,401**	**28**	**24**
1994	29,134	11	9	25,112	44	38	**54,549**	**27**	**23**
1995	30,066	11	9	25,755	43	37	**56,164**	**26**	**22**
1996	30,802	11	8	25,864	43	37	**57,001**	**26**	**22**
1997	30,979	10	8	25,368	41	35	**56,688**	**24**	**20**
1998	31,389	10	8	24,879	42	36	**56,604**	**24**	**20**
1999	31,212	10	8	24,968	41	35	**56,502**	**24**	**20**
2000	31,236	11	8	25,710	43	37	**57,280**	**26**	**21**
2001	31,620	11	8	25,661	43	37	**57,586**	**25**	**21**
2002	31,135	11	8	26,653	42	36	**58,113**	**25**	**21**
2003	31,863	10	8	26,258	41	36	**58,517**	**24**	**21**
2004	31,686	11	8	26,360	41	35	**58,395**	**24**	**21**
2005	31,820	11	9	27,085	41	36	**59,220**	**25**	**21**
2006	30,566	12	9	26,949	42	36	**57,846**	**26**	**22**
2007	29,307	11	9	26,367	42	36	**56,019**	**26**	**22**
2008	26,377	11	9	23,760	42	36	**50,416**	**26**	**22**
2009	23,673	11	9	21,379	43	37	**45,337**	**26**	**22**
2010	23,840	11	9	20,541	42	36	**44,599**	**26**	**22**
2011	23,460	11	8	20,178	41	36	**43,840**	**25**	**21**
2012	24,068	12	9	21,346	40	34	**45,664**	**25**	**21**
2013	23,894	12	9	20,682	41	35	**44,803**	**25**	**21**
2014	23,514	12	9	20,925	40	34	**44,671**	**25**	**21**
2015	25,917	12	9	22,991	37	31	**49,163**	**24**	**20**
2016	27,305	11	9	24,825	37	32	**52,399**	**24**	**20**
2017	27,697	11	9	24,775	36	31	**52,752**	**23**	**20**
2018	27,035	12	9	24,629	36	31	**51,905**	**23**	**20**
2019	26,975	11	9	24,061	35	29	**51,302**	**22**	**19**
2020	26,920	13	10	26,630	36	31	**53,890**	**24**	**20**

Day – 6 a.m. to 5:59 p.m.

Night – 6 p.m. to 5:59 a.m.

*Includes drivers with time of day unknown.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 16. Drivers in Fatal Crashes, by BACs and Sex, 1982-2020

Year	Male			Female		
	Total	Percent		Total	Percent	
		BAC = .01+	BAC = .08+		BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,250	28	24	15,384	15	12
2005	43,282	28	24	15,059	16	13
2006	42,223	29	24	14,753	18	15
2007	41,053	29	24	14,184	16	13
2008	37,061	29	25	12,627	16	13
2009	32,882	30	25	11,864	16	13
2010	32,079	28	24	11,859	17	15
2011	31,918	28	24	11,265	16	14
2012	33,351	28	24	11,604	16	14
2013	32,608	28	23	11,429	18	14
2014	32,630	28	23	11,293	18	15
2015	35,850	26	22	12,382	17	14
2016	37,941	26	21	13,376	17	14
2017	38,028	25	21	13,673	17	14
2018	37,406	25	21	13,379	18	15
2019	37,196	24	20	13,000	17	14
2020	39,393	26	22	13,033	19	16

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 17. Drivers in Fatal Crashes, by BACs and Vehicle Type, 1982-2020

	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
		Percent			Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,568	27	23	22,367	25	21	4,837	2	1	4,116	34	27
2005	25,046	28	24	22,879	25	22	4,900	3	1	4,679	34	27
2006	24,162	27	23	22,307	28	24	4,729	2	1	4,961	34	26
2007	22,765	27	23	21,719	27	23	4,601	2	1	5,306	35	27
2008	20,379	27	23	19,095	26	23	4,040	3	2	5,405	36	29
2009	18,344	27	23	17,878	27	23	3,182	3	2	4,601	36	29
2010	17,710	27	24	17,385	25	22	3,456	2	1	4,647	36	28
2011	17,401	27	24	16,706	25	21	3,594	3	1	4,761	37	29
2012	18,171	26	23	17,230	25	21	3,774	3	2	5,108	35	28
2013	17,850	27	23	16,810	25	21	3,872	4	2	4,795	35	27
2014	17,802	26	22	17,040	25	22	3,702	3	2	4,703	37	29
2015	19,689	25	21	18,762	24	21	4,020	2	2	5,126	34	26
2016	20,965	25	21	19,802	23	20	4,503	4	2	5,460	33	26
2017	21,133	24	20	19,878	23	20	4,746	4	3	5,372	34	27
2018	20,433	25	22	19,789	22	19	4,832	4	3	5,164	33	25
2019	19,689	24	20	19,817	22	19	4,977	3	2	5,143	36	28
2020	20,742	26	23	20,402	23	19	4,778	4	3	5,711	34	27

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Figure 9. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Vehicle Type, 1982-2020

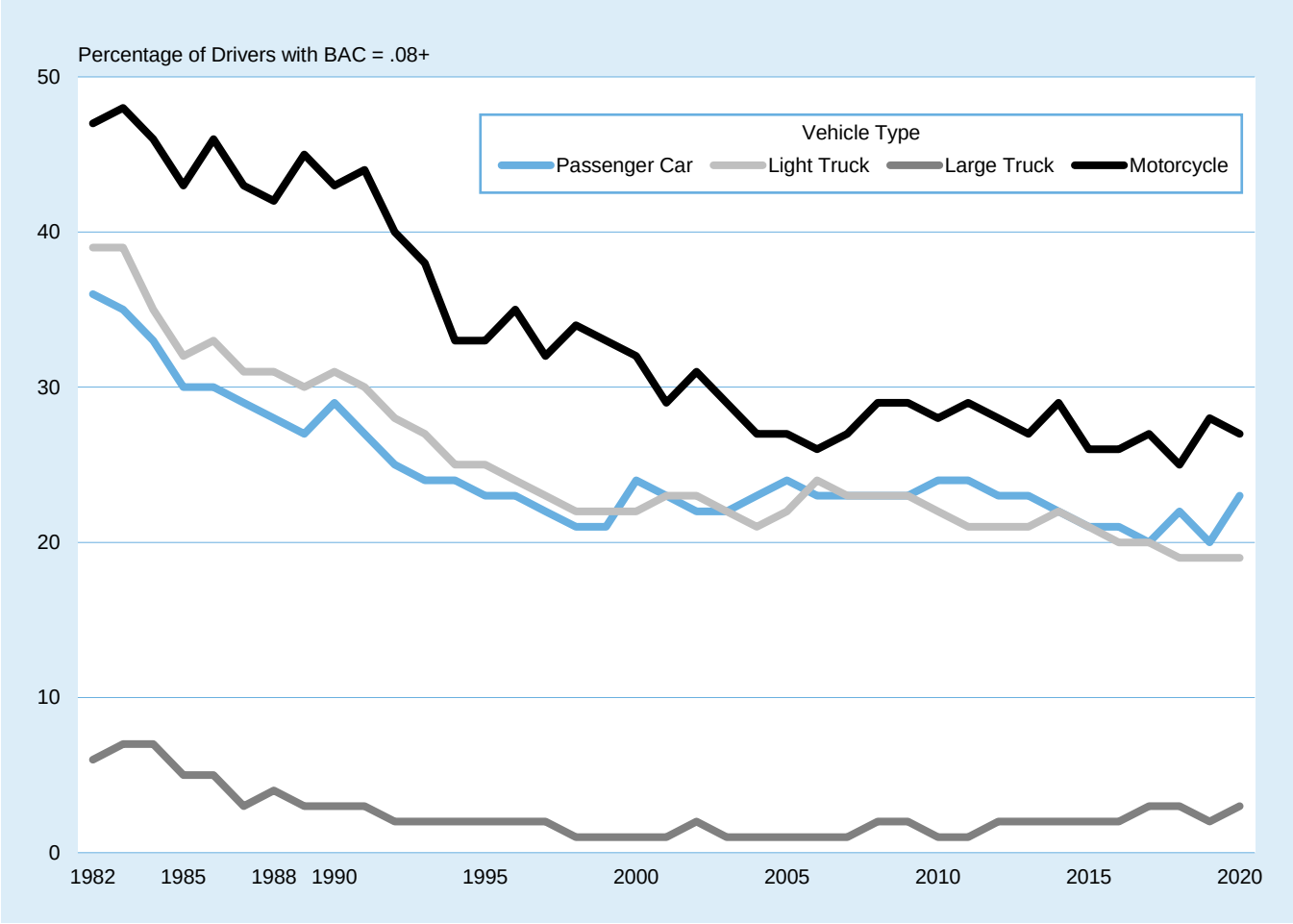


Table 18. Drivers in Fatal Crashes, by BACs and Age Group, 1982-2020

	Age Group								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	412	20	17	9,858	45	36	9,018	53	46
1983	416	19	16	9,334	43	35	8,432	53	46
1984	446	20	15	9,804	40	31	8,963	52	44
1985	479	21	15	9,386	35	26	9,046	47	40
1986	504	22	15	10,163	37	28	9,129	49	41
1987	469	20	14	9,910	33	25	8,808	47	39
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	345	14	10	7,755	23	18	6,413	39	33
2005	304	16	10	7,334	22	17	6,585	39	33
2006	277	16	12	7,315	24	19	6,480	39	33
2007	239	17	12	6,894	23	18	6,287	41	34
2008	215	12	9	5,750	22	17	5,342	40	34
2009	181	11	6	5,073	24	19	4,612	41	34
2010	159	7	6	4,505	22	18	4,608	40	34
2011	115	11	8	4,307	24	20	4,488	37	32
2012	121	11	8	4,241	22	18	4,765	38	32
2013	139	10	7	3,908	22	17	4,630	38	32
2014	137	7	6	3,815	22	17	4,664	36	30
2015	155	12	9	4,258	20	16	5,014	33	28
2016	178	14	11	4,453	19	15	5,284	32	27
2017	145	10	7	4,327	19	15	5,070	31	27
2018	127	9	7	4,092	19	15	4,832	33	28
2019	139	14	10	3,921	19	15	4,636	31	27
2020	209	15	12	4,440	22	17	4,884	31	26

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 18. Drivers in Fatal Crashes, by BACs and Age Group, 1982-2020 (Continued)

	Age Group								
	25-34 Years			35-44 Years			45-54 Years		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,242	32	27	10,743	27	23	9,148	22	19
2005	11,467	33	29	10,793	28	24	9,434	23	19
2006	11,279	34	29	10,379	29	25	9,234	23	19
2007	10,773	34	29	9,936	28	25	9,028	24	20
2008	9,800	36	31	8,806	29	25	8,355	24	20
2009	8,630	36	31	7,779	30	26	7,686	26	22
2010	8,567	35	30	7,333	29	25	7,517	25	21
2011	8,549	34	30	7,084	28	24	7,513	24	21
2012	9,019	34	29	7,365	28	24	7,660	24	21
2013	8,808	35	30	7,220	28	24	7,376	24	20
2014	8,992	33	29	6,910	28	24	7,370	24	20
2015	9,994	31	27	7,768	27	23	7,915	23	19
2016	10,913	32	27	8,179	26	22	8,023	23	19
2017	11,006	30	26	8,284	26	23	8,186	23	19
2018	10,853	31	26	8,188	25	21	7,939	22	19
2019	10,592	30	25	8,382	25	22	7,581	21	18
2020	11,933	31	26	8,896	26	23	7,731	23	19

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 18. Drivers in Fatal Crashes, by BACs and Age Group, 1982-2020 (Continued)

Year	Age Group								
	55-64 Years			65-74 Years			>74 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,612	15	12	3,070	10	8	3,169	7	5
2005	6,075	16	13	3,217	10	7	3,016	6	4
2006	5,894	17	13	3,029	11	8	2,967	7	5
2007	6,037	15	12	3,038	10	7	2,879	6	4
2008	5,717	16	12	2,927	9	6	2,672	6	4
2009	5,276	15	13	2,876	9	7	2,560	5	3
2010	5,577	17	14	2,902	10	8	2,688	6	4
2011	5,572	17	14	2,960	10	8	2,528	7	5
2012	5,930	16	13	3,239	11	8	2,554	7	5
2013	5,947	17	14	3,373	11	8	2,586	7	5
2014	6,004	19	16	3,316	12	10	2,650	7	5
2015	6,525	18	14	3,794	12	9	2,762	8	6
2016	7,037	18	14	4,155	12	9	3,014	7	6
2017	7,316	19	15	4,148	12	9	3,151	7	6
2018	7,319	19	15	4,250	13	10	3,120	9	7
2019	7,216	19	15	4,425	14	10	3,252	8	6
2020	7,294	19	16	4,116	15	12	2,810	9	7

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Figure 10. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Age Group, 1982-2020

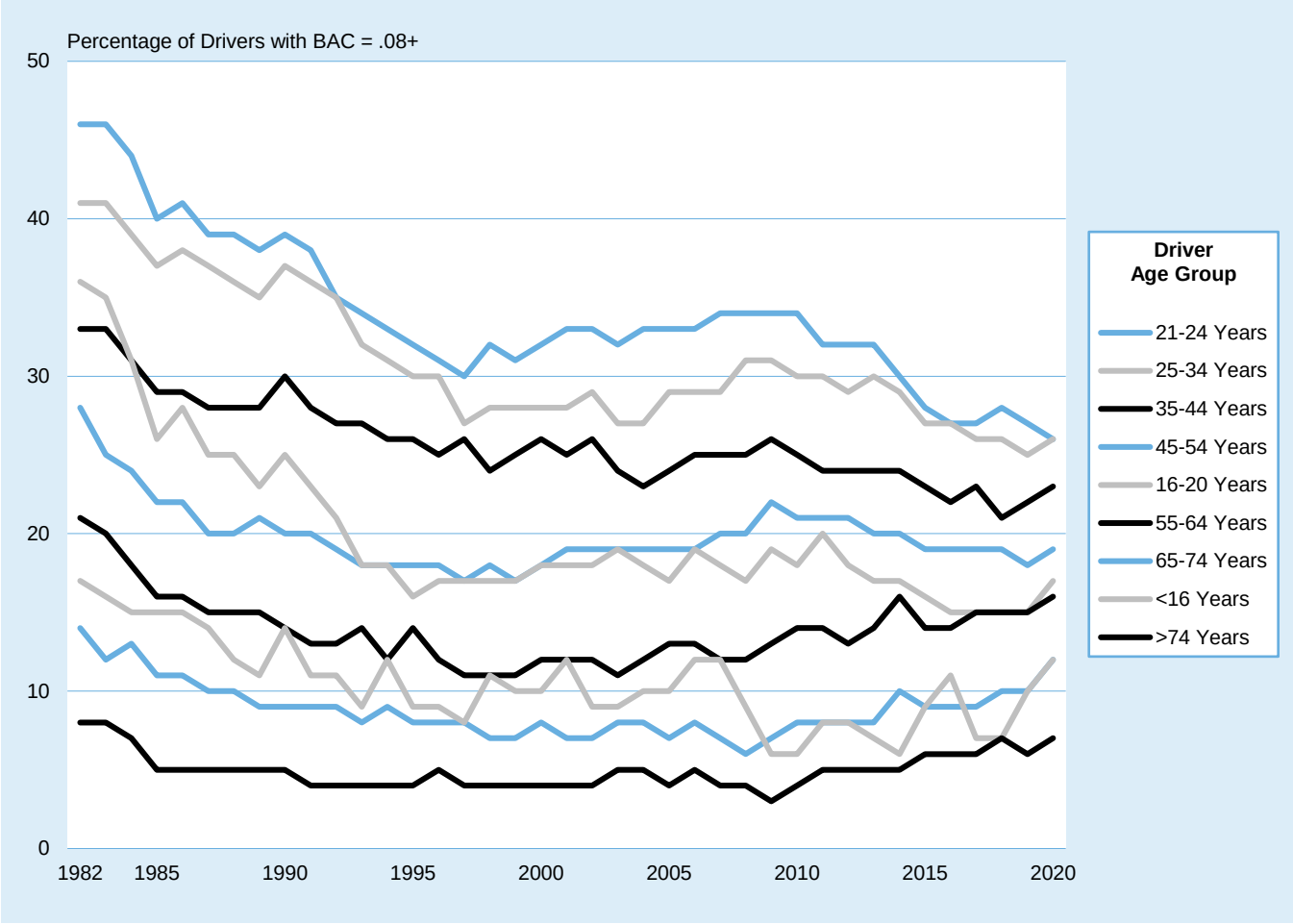


Table 19. Drivers in Fatal Crashes, by BACs and Survival Status, 1982-2020

	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
Year	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	**56,029**
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,075	2,816	18,765	**54,656**
1984	23,367	1,620	6,936	31,923	12,477	1,614	11,499	25,589	35,843	3,234	18,435	**57,512**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	**61,442**
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	**58,517**
2004	26,661	960	3,903	31,524	17,450	1,266	8,155	26,871	44,111	2,226	12,057	**58,395**
2005	26,650	998	4,082	31,729	17,628	1,374	8,489	27,491	44,278	2,371	12,571	**59,220**
2006	25,509	1,016	3,973	30,498	17,315	1,455	8,578	27,348	42,823	2,472	12,551	**57,846**
2007	24,831	1,136	3,483	29,449	16,591	1,361	8,617	26,570	41,422	2,497	12,100	**56,019**
2008	22,312	913	2,937	26,162	15,067	1,226	7,961	24,254	37,379	2,139	10,898	**50,416**
2009	19,803	883	2,816	23,502	13,520	1,102	7,213	21,835	33,324	1,985	10,029	**45,337**
2010	19,747	761	3,019	23,527	13,442	1,051	6,579	21,072	33,190	1,812	9,598	**44,599**
2011	19,615	647	2,762	23,025	13,290	1,001	6,524	20,815	32,906	1,648	9,287	**43,840**
2012	20,519	709	2,946	24,174	13,674	1,082	6,735	21,490	34,193	1,791	9,680	**45,664**
2013	20,106	825	2,929	23,860	13,372	1,025	6,546	20,943	33,478	1,850	9,475	**44,803**
2014	20,010	863	3,010	23,883	13,428	974	6,387	20,788	33,438	1,837	9,396	**44,671**
2015	22,627	877	3,310	26,813	14,903	1,087	6,360	22,350	37,529	1,964	9,670	**49,163**
2016	24,062	943	3,680	28,684	15,943	1,098	6,674	23,715	40,005	2,041	10,353	**52,399**
2017	24,521	809	3,665	28,995	15,975	1,128	6,654	23,757	40,497	1,937	10,318	**52,752**
2018	24,143	808	3,909	28,860	15,592	1,103	6,349	23,045	39,735	1,911	10,259	**51,905**
2019	24,530	791	3,233	28,555	15,232	1,120	6,396	22,747	39,762	1,911	9,629	**51,302**
2020	24,456	906	3,741	29,103	16,329	1,177	7,281	24,787	40,785	2,083	11,022	**53,890**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 20. Pedestrians Killed, 14 and Older, by BACs, 1982-2020

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	**6,154**	**100**
1983	2,905	51	297	5	2,508	44	**5,710**	**100**
1984	3,159	53	283	5	2,465	42	**5,907**	**100**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1986	3,104	54	334	6	2,264	40	**5,702**	**100**
1987	3,188	56	344	6	2,183	38	**5,715**	**100**
1988	3,364	58	287	5	2,173	37	**5,825**	**100**
1989	3,164	56	300	5	2,193	39	**5,658**	**100**
1990	3,185	57	260	5	2,150	38	**5,595**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,670	60	193	4	1,589	36	**4,451**	**100**
2003	2,621	60	192	4	1,570	36	**4,383**	**100**
2004	2,563	60	208	5	1,535	36	**4,306**	**100**
2005	2,778	61	197	4	1,566	34	**4,541**	**100**
2006	2,580	58	222	5	1,661	37	**4,463**	**100**
2007	2,585	59	207	5	1,594	36	**4,386**	**100**
2008	2,409	58	183	4	1,553	37	**4,145**	**100**
2009	2,290	59	174	5	1,404	36	**3,869**	**100**
2010	2,447	60	192	5	1,416	35	**4,055**	**100**
2011	2,498	59	198	5	1,546	36	**4,241**	**100**
2012	2,715	59	223	5	1,629	36	**4,568**	**100**
2013	2,743	61	193	4	1,591	35	**4,527**	**100**
2014	2,880	62	199	4	1,600	34	**4,679**	**100**
2015	3,241	62	236	5	1,767	34	**5,244**	**100**
2016	3,526	61	282	5	1,985	34	**5,793**	**100**
2017	3,662	63	267	5	1,884	32	**5,813**	**100**
2018	3,824	62	304	5	2,025	33	**6,153**	**100**
2019	3,831	63	331	5	1,921	32	**6,083**	**100**
2020	4,035	64	290	5	1,952	31	**6,276**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2020

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Drivers in Fatal Crashes							
1975	2,580	5.6	29,713	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,059	4.5	29,908	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,895	3.9	33,013	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,878	3.6	37,610	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	1,481	2.9	37,890	73.9	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	1,513	3.3	33,795	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,834	4.2	32,333	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,755	6.0	32,980	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,169	13.3	29,708	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	14,472	28.5	28,156	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,946	32.6	28,148	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,542	34.5	26,767	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	18,456	40.3	21,844	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,104	43.2	19,838	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,930	46.2	19,141	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,759	49.1	18,950	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,160	50.1	19,433	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,206	51.7	18,760	38.5	4,747	9.7	**48,713**	**100.0**
1997	25,313	52.3	18,286	37.8	4,799	9.9	**48,398**	**100.0**
1998	25,854	53.7	17,601	36.6	4,699	9.8	**48,154**	**100.0**
1999	25,498	53.4	17,693	37.1	4,552	9.5	**47,743**	**100.0**
2000	26,690	55.5	16,995	35.4	4,369	9.1	**48,054**	**100.0**
2001	27,222	56.5	16,528	34.3	4,398	9.1	**48,148**	**100.0**
2002	27,812	57.0	16,711	34.2	4,275	8.8	**48,798**	**100.0**
2003	28,822	59.3	15,491	31.9	4,281	8.8	**48,594**	**100.0**
2004	29,072	60.6	15,120	31.5	3,743	7.8	**47,935**	**100.0**
2005	29,263	61.1	14,985	31.3	3,677	7.7	**47,925**	**100.0**
2006	28,283	60.9	14,436	31.1	3,750	8.1	**46,469**	**100.0**
2007	27,622	62.1	13,215	29.7	3,647	8.2	**44,484**	**100.0**
2008	24,649	62.4	11,770	29.8	3,055	7.7	**39,474**	**100.0**
2009	22,963	63.4	10,486	28.9	2,773	7.7	**36,222**	**100.0**
2010	22,712	64.7	9,598	27.3	2,785	7.9	**35,095**	**100.0**
2011	22,183	65.0	9,321	27.3	2,603	7.6	**34,107**	**100.0**
2012	23,191	65.5	9,431	26.6	2,779	7.9	**35,401**	**100.0**
2013	23,089	66.6	8,729	25.2	2,842	8.2	**34,660**	**100.0**
2014	23,347	67.0	8,636	24.8	2,859	8.2	**34,842**	**100.0**
2015	26,084	67.8	9,162	23.8	3,205	8.3	**38,451**	**100.0**
2016	27,672	67.9	9,670	23.7	3,425	8.4	**40,767**	**100.0**
2017	28,040	68.4	9,567	23.3	3,404	8.3	**41,011**	**100.0**
2018	27,533	68.5	9,297	23.1	3,392	8.4	**40,222**	**100.0**
2019	26,954	68.2	9,112	23.1	3,440	8.7	**39,506**	**100.0**
2020	26,430	64.2	10,674	25.9	4,040	9.8	**41,144**	**100.0**

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

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2020 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Drivers in Injury Crashes							
1988	2,311,770	62.1	803,120	21.6	609,451	16.4	**3,724,341**	**100.0**
1989	2,266,079	62.8	749,657	20.8	591,739	16.4	**3,607,475**	**100.0**
1990	2,288,848	64.4	704,281	19.8	563,279	15.8	**3,556,408**	**100.0**
1991	2,302,823	67.8	586,326	17.3	505,231	14.9	**3,394,380**	**100.0**
1992	2,420,476	71.5	475,529	14.0	490,015	14.5	**3,386,020**	**100.0**
1993	2,556,857	73.8	435,400	12.6	474,536	13.7	**3,466,793**	**100.0**
1994	2,855,709	77.4	417,746	11.3	416,072	11.3	**3,689,526**	**100.0**
1995	3,117,826	79.3	387,775	9.9	425,369	10.8	**3,930,969**	**100.0**
1996	3,135,401	79.4	366,251	9.3	445,267	11.3	**3,946,919**	**100.0**
1997	3,002,767	79.1	339,223	8.9	452,258	11.9	**3,794,247**	**100.0**
1998	2,862,534	79.5	308,865	8.6	428,113	11.9	**3,599,512**	**100.0**
1999	2,896,157	80.5	293,005	8.1	408,806	11.4	**3,597,968**	**100.0**
2000	2,958,319	82.2	252,405	7.0	389,594	10.8	**3,600,319**	**100.0**
2001	2,881,534	82.5	234,222	6.7	375,605	10.8	**3,491,361**	**100.0**
2002	2,787,264	83.5	207,536	6.2	343,464	10.3	**3,338,265**	**100.0**
2003	2,843,425	84.7	180,490	5.4	332,221	9.9	**3,356,135**	**100.0**
2004	2,785,384	86.2	138,048	4.3	306,783	9.5	**3,230,216**	**100.0**
2005	2,666,275	86.1	140,967	4.6	290,194	9.4	**3,097,436**	**100.0**
2006	2,577,219	86.2	123,632	4.1	289,629	9.7	**2,990,480**	**100.0**
2007	2,475,044	86.4	115,804	4.0	274,237	9.6	**2,865,085**	**100.0**
2008	2,368,847	87.2	105,125	3.9	241,303	8.9	**2,715,275**	**100.0**
2009	2,257,066	87.8	86,961	3.4	226,324	8.8	**2,570,351**	**100.0**
2010	2,294,206	87.3	84,440	3.2	250,394	9.5	**2,629,040**	**100.0**
2011	2,274,697	87.7	79,664	3.1	238,313	9.2	**2,592,674**	**100.0**
2012	2,427,854	87.8	82,495	3.0	255,077	9.2	**2,765,427**	**100.0**
2013	2,424,714	88.6	71,599	2.6	239,445	8.8	**2,735,758**	**100.0**
2014	2,478,273	87.9	74,823	2.7	266,404	9.4	**2,819,499**	**100.0**
2015	2,633,863	88.4	72,203	2.4	272,809	9.2	**2,978,875**	**100.0**
2016	3,183,995	87.2	88,803	2.4	378,677	10.4	**3,651,474**	**100.0**
2017	2,894,589	88.1	84,620	2.6	306,018	9.3	**3,285,227**	**100.0**
2018	2,847,013	87.1	78,550	2.4	344,077	10.5	**3,269,640**	**100.0**
2019	2,868,031	86.1	81,986	2.5	379,567	11.4	**3,329,583**	**100.0**
2020	2,205,167	83.5	86,348	3.3	348,601	13.2	**2,640,116**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2020 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Property-Damage-Only Crashes								
1988	4,516,623	60.4	1,200,873	16.1	1,763,026	23.6	**7,480,522**	**100.0**
1989	4,530,165	62.6	1,015,243	14.0	1,691,491	23.4	**7,236,899**	**100.0**
1990	4,498,734	63.4	978,858	13.8	1,616,178	22.8	**7,093,771**	**100.0**
1991	4,513,490	67.2	714,558	10.6	1,490,369	22.2	**6,718,417**	**100.0**
1992	4,671,068	71.6	507,705	7.8	1,344,388	20.6	**6,523,161**	**100.0**
1993	4,986,437	75.0	450,824	6.8	1,208,528	18.2	**6,645,789**	**100.0**
1994	5,533,563	77.7	392,257	5.5	1,198,393	16.8	**7,124,213**	**100.0**
1995	5,914,114	79.3	355,548	4.8	1,184,200	15.9	**7,453,861**	**100.0**
1996	5,960,441	79.2	328,381	4.4	1,240,504	16.5	**7,529,326**	**100.0**
1997	5,841,056	78.9	310,533	4.2	1,254,544	16.9	**7,406,133**	**100.0**
1998	5,720,270	79.6	267,913	3.7	1,198,676	16.7	**7,186,860**	**100.0**
1999	5,636,080	81.3	237,572	3.4	1,058,407	15.3	**6,932,059**	**100.0**
2000	5,845,874	82.7	173,076	2.4	1,050,074	14.9	**7,069,025**	**100.0**
2001	5,896,967	83.6	161,026	2.3	999,507	14.2	**7,057,500**	**100.0**
2002	6,092,984	84.9	156,903	2.2	922,987	12.9	**7,172,875**	**100.0**
2003	6,042,495	84.7	134,994	1.9	959,518	13.4	**7,137,006**	**100.0**
2004	6,106,246	86.2	106,409	1.5	870,150	12.3	**7,082,804**	**100.0**
2005	6,086,932	86.1	104,241	1.5	879,641	12.4	**7,070,813**	**100.0**
2006	5,939,886	85.3	94,957	1.4	925,363	13.3	**6,960,205**	**100.0**
2007	6,010,985	85.8	91,363	1.3	900,251	12.9	**7,002,599**	**100.0**
2008	5,861,616	86.7	94,770	1.4	801,745	11.9	**6,758,132**	**100.0**
2009	5,708,185	87.4	70,967	1.1	751,413	11.5	**6,530,565**	**100.0**
2010	5,720,070	88.8	75,791	1.2	644,358	10.0	**6,440,219**	**100.0**
2011	5,598,833	88.8	54,880	0.9	652,045	10.3	**6,305,758**	**100.0**
2012	5,831,591	88.8	63,531	1.0	673,285	10.3	**6,568,407**	**100.0**
2013	6,018,170	89.2	56,624	0.8	674,641	10.0	**6,749,435**	**100.0**
2014	6,518,845	89.4	84,679	1.2	685,758	9.4	**7,289,282**	**100.0**
2015	6,842,929	89.8	66,949	0.9	709,909	9.3	**7,619,787**	**100.0**
2016	6,883,658	89.4	71,541	0.9	747,589	9.7	**7,702,787**	**100.0**
2017	6,720,770	89.3	65,549	0.9	739,998	9.8	**7,526,317**	**100.0**
2018	7,138,533	89.3	81,961	1.0	777,274	9.7	**7,997,768**	**100.0**
2019	7,180,783	89.6	86,719	1.1	749,253	9.3	**8,016,755**	**100.0**
2020	5,095,861	87.1	76,414	1.3	678,358	11.6	**5,850,633**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for drivers involved in injury and property-damage-only crashes from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2020

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Occupants Killed							
1975	984	3.2	21,078	68.5	8,723	28.3	**30,785**	**100.0**
1976	793	2.5	21,982	69.6	8,829	27.9	**31,604**	**100.0**
1977	777	2.4	23,594	72.0	8,387	25.6	**32,758**	**100.0**
1978	781	2.2	26,674	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	670	1.9	27,484	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	677	2.3	23,560	79.4	5,452	18.4	**29,689**	**100.0**
1983	825	2.8	23,082	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,207	4.0	23,300	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,389	8.0	22,133	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	6,209	18.2	24,360	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,544	19.5	23,615	70.3	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	7,331	23.8	20,489	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,698	26.1	19,054	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,677	28.8	18,555	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,641	31.2	18,637	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,152	31.7	19,130	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,713	33.0	18,851	58.1	2,873	8.9	**32,437**	**100.0**
1997	10,995	33.9	18,642	57.5	2,811	8.7	**32,448**	**100.0**
1998	11,213	35.2	18,022	56.5	2,664	8.4	**31,899**	**100.0**
1999	11,174	34.8	18,316	57.0	2,637	8.2	**32,127**	**100.0**
2000	11,787	36.6	17,810	55.3	2,628	8.2	**32,225**	**100.0**
2001	11,946	37.3	17,517	54.7	2,580	8.1	**32,043**	**100.0**
2002	12,532	38.2	17,798	54.2	2,513	7.7	**32,843**	**100.0**
2003	12,967	40.2	16,764	51.9	2,540	7.9	**32,271**	**100.0**
2004	13,250	41.6	16,432	51.6	2,184	6.9	**31,866**	**100.0**
2005	13,063	41.4	16,248	51.5	2,238	7.1	**31,549**	**100.0**
2006	12,710	41.4	15,635	51.0	2,341	7.6	**30,686**	**100.0**
2007	12,322	42.4	14,446	49.7	2,304	7.9	**29,072**	**100.0**
2008	10,691	42.0	12,925	50.8	1,846	7.3	**25,462**	**100.0**
2009	10,190	43.5	11,545	49.2	1,712	7.3	**23,447**	**100.0**
2010	9,969	44.8	10,590	47.5	1,714	7.7	**22,273**	**100.0**
2011	9,471	44.4	10,215	47.9	1,630	7.6	**21,316**	**100.0**
2012	9,746	44.7	10,370	47.6	1,663	7.6	**21,779**	**100.0**
2013	9,840	46.4	9,622	45.3	1,761	8.3	**21,223**	**100.0**
2014	9,961	47.3	9,410	44.7	1,679	8.0	**21,050**	**100.0**
2015	10,763	47.5	9,975	44.1	1,903	8.4	**22,641**	**100.0**
2016	11,343	47.7	10,463	44.0	1,981	8.3	**23,787**	**100.0**
2017	11,488	48.5	10,116	42.8	2,059	8.7	**23,663**	**100.0**
2018	11,055	48.4	9,845	43.1	1,945	8.5	**22,845**	**100.0**
2019	10,891	48.7	9,523	42.6	1,958	8.8	**22,372**	**100.0**
2020	10,483	44.0	10,893	45.7	2,448	10.3	**23,824**	**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, 1975-2020 (Continued)

Year	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
	Occupants Injured							
1988	1,754,456	57.1	920,389	30.0	396,916	12.9	**3,071,761**	**100.0**
1989	1,721,884	58.4	869,217	29.5	358,257	12.1	**2,949,358**	**100.0**
1990	1,740,366	60.1	830,023	28.7	324,766	11.2	**2,895,155**	**100.0**
1991	1,783,557	63.6	733,264	26.1	288,060	10.3	**2,804,881**	**100.0**
1992	1,857,064	66.7	628,048	22.5	300,276	10.8	**2,785,387**	**100.0**
1993	1,987,166	69.0	596,158	20.7	295,142	10.3	**2,878,465**	**100.0**
1994	2,210,330	73.6	568,661	18.9	223,399	7.4	**3,002,391**	**100.0**
1995	2,417,449	75.5	555,478	17.3	228,711	7.1	**3,201,639**	**100.0**
1996	2,470,618	76.8	524,766	16.3	220,383	6.9	**3,215,766**	**100.0**
1997	2,372,667	76.4	481,888	15.5	252,382	8.1	**3,106,937**	**100.0**
1998	2,300,308	77.4	440,781	14.8	229,548	7.7	**2,970,637**	**100.0**
1999	2,333,453	77.9	424,422	14.2	238,150	7.9	**2,996,025**	**100.0**
2000	2,370,172	80.5	371,545	12.6	201,570	6.8	**2,943,286**	**100.0**
2001	2,253,406	80.6	328,124	11.7	214,354	7.7	**2,795,883**	**100.0**
2002	2,200,921	81.6	288,485	10.7	206,477	7.7	**2,695,883**	**100.0**
2003	2,210,030	83.2	253,299	9.5	194,447	7.3	**2,657,775**	**100.0**
2004	2,163,030	84.7	210,849	8.3	181,300	7.1	**2,555,179**	**100.0**
2005	2,084,187	84.9	208,093	8.5	161,715	6.6	**2,453,994**	**100.0**
2006	1,997,500	85.4	184,808	7.9	156,288	6.7	**2,338,596**	**100.0**
2007	1,898,860	85.2	170,927	7.7	157,843	7.1	**2,227,630**	**100.0**
2008	1,790,626	86.1	143,552	6.9	146,610	7.0	**2,080,788**	**100.0**
2009	1,719,551	86.8	126,314	6.4	135,491	6.8	**1,981,355**	**100.0**
2010	1,703,048	85.4	117,160	5.9	173,046	8.7	**1,993,253**	**100.0**
2011	1,685,439	85.3	115,720	5.9	175,310	8.9	**1,976,469**	**100.0**
2012	1,761,503	84.0	113,980	5.4	221,062	10.5	**2,096,545**	**100.0**
2013	1,728,547	84.3	100,871	4.9	221,736	10.8	**2,051,154**	**100.0**
2014	1,782,049	85.8	105,634	5.1	190,253	9.2	**2,077,936**	**100.0**
2015	1,894,334	86.5	101,140	4.6	195,504	8.9	**2,190,979**	**100.0**
2016	2,323,523	85.3	119,603	4.4	282,195	10.4	**2,725,321**	**100.0**
2017	2,135,549	86.6	115,517	4.7	214,747	8.7	**2,465,813**	**100.0**
2018	2,090,243	85.9	98,086	4.0	243,794	10.0	**2,432,124**	**100.0**
2019	2,055,765	84.0	104,468	4.3	287,751	11.8	**2,447,985**	**100.0**
2020	1,646,242	80.9	106,893	5.3	281,710	13.8	**2,034,844**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Estimates for people injured from 1988-2015 and 2016 and later are not comparable because NASS GES and CRSS have different sample designs. For more details, see page 9 of this report.

Table 23. Passenger Car and Light-Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2020

	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total	Rollover		Total	Rollover		Total	Rollover		Total	Rollover		Total	Rollover	
Year	Killed	Number	Percent	Killed	Number	Percent	Killed	Number	Percent	Killed	Number	Percent	Killed	Number	Percent
1982	23,330	5,529	23.7	4,605	1,895	41.2	735	504	68.6	814	285	35.0	**29,689**	**8,298**	**27.9**
1983	22,979	5,434	23.6	4,496	1,903	42.3	769	527	68.5	712	267	37.5	**29,181**	**8,219**	**28.2**
1984	23,620	5,569	23.6	4,686	1,994	42.6	723	496	68.6	764	299	39.1	**30,116**	**8,497**	**28.2**
1985	23,212	5,290	22.8	4,640	1,972	42.5	855	567	66.3	791	314	39.7	**29,901**	**8,284**	**27.7**
1986	24,944	6,015	24.1	5,090	2,301	45.2	927	608	65.6	879	349	39.7	**32,261**	**9,474**	**29.4**
1987	25,132	6,028	24.0	5,502	2,497	45.4	1,050	688	65.5	1,025	384	37.5	**33,190**	**9,801**	**29.5**
1988	25,808	6,248	24.2	5,880	2,713	46.1	1,040	651	62.6	1,001	374	37.4	**34,114**	**10,138**	**29.7**
1989	25,063	5,707	22.8	5,870	2,660	45.3	1,135	722	63.6	1,214	463	38.1	**33,614**	**9,689**	**28.8**
1990	24,092	5,593	23.2	5,979	2,698	45.1	1,214	762	62.8	1,154	451	39.1	**32,693**	**9,619**	**29.4**
1991	22,385	5,328	23.8	5,671	2,543	44.8	1,476	882	59.8	1,143	472	41.3	**30,776**	**9,258**	**30.1**
1992	21,387	4,738	22.2	5,385	2,460	45.7	1,335	834	62.5	1,292	564	43.7	**29,485**	**8,636**	**29.3**
1993	21,566	4,648	21.6	5,538	2,403	43.4	1,521	934	61.4	1,365	541	39.6	**30,077**	**8,561**	**28.5**
1994	21,997	4,870	22.1	5,574	2,409	43.2	1,757	1,063	60.5	1,508	610	40.5	**30,901**	**8,981**	**29.1**
1995	22,423	5,076	22.6	5,938	2,571	43.3	1,935	1,210	62.5	1,639	650	39.7	**31,991**	**9,537**	**29.8**
1996	22,505	4,997	22.2	5,904	2,545	43.1	2,147	1,384	64.5	1,832	681	37.2	**32,437**	**9,624**	**29.7**
1997	22,199	4,765	21.5	5,887	2,479	42.1	2,380	1,489	62.6	1,914	768	40.1	**32,448**	**9,527**	**29.4**
1998	21,194	4,672	22.0	5,921	2,560	43.2	2,713	1,705	62.8	2,042	823	40.3	**31,899**	**9,773**	**30.6**
1999	20,862	4,718	22.6	6,127	2,724	44.5	3,026	1,902	62.9	2,088	784	37.5	**32,127**	**10,140**	**31.6**
2000	20,699	4,548	22.0	6,003	2,558	42.6	3,358	2,064	61.5	2,129	771	36.2	**32,225**	**9,959**	**30.9**
2001	20,320	4,559	22.4	6,139	2,651	43.2	3,530	2,149	60.9	2,019	786	38.9	**32,043**	**10,157**	**31.7**
2002	20,569	4,794	23.3	6,100	2,755	45.2	4,031	2,471	61.3	2,109	699	33.1	**32,843**	**10,729**	**32.7**
2003	19,725	4,464	22.6	5,957	2,580	43.3	4,483	2,661	59.4	2,080	728	35.0	**32,271**	**10,442**	**32.4**
2004	19,192	4,353	22.7	5,838	2,597	44.5	4,760	2,929	61.5	2,046	695	34.0	**31,866**	**10,590**	**33.2**
2005	18,512	4,371	23.6	6,067	2,796	46.1	4,831	2,895	59.9	2,112	794	37.6	**31,549**	**10,870**	**34.5**
2006	17,925	4,376	24.4	5,993	2,844	47.5	4,928	2,899	58.8	1,815	609	33.6	**30,686**	**10,742**	**35.0**
2007	16,614	4,055	24.4	5,847	2,748	47.0	4,834	2,861	59.2	1,764	572	32.4	**29,072**	**10,240**	**35.2**
2008	14,646	3,653	24.9	5,097	2,435	47.8	4,214	2,435	57.8	1,492	514	34.5	**25,462**	**9,043**	**35.5**
2009	13,135	3,230	24.6	4,801	2,295	47.8	4,104	2,303	56.1	1,396	457	32.7	**23,447**	**8,291**	**35.4**
2010	12,491	2,933	23.5	4,486	2,098	46.8	3,942	2,264	57.4	1,346	413	30.7	**22,273**	**7,710**	**34.6**
2011	12,014	2,849	23.7	4,270	1,993	46.7	3,884	2,172	55.9	1,128	375	33.2	**21,316**	**7,400**	**34.7**
2012	12,361	3,025	24.5	4,343	2,012	46.3	3,885	2,161	55.6	1,167	326	27.9	**21,779**	**7,527**	**34.6**
2013	12,037	2,823	23.5	4,175	1,903	45.6	3,831	1,966	51.3	1,142	326	28.5	**21,223**	**7,030**	**33.1**
2014	11,947	2,663	22.3	4,249	1,907	44.9	3,800	1,965	51.7	1,021	305	29.9	**21,050**	**6,849**	**32.5**
2015	12,763	2,878	22.5	4,471	1,942	43.4	4,213	2,073	49.2	1,128	308	27.3	**22,641**	**7,224**	**31.9**
2016	13,508	2,973	22.0	4,470	1,933	43.2	4,462	2,160	48.4	1,240	347	28.0	**23,787**	**7,466**	**31.4**
2017	13,477	2,891	21.5	4,335	1,831	42.2	4,610	2,122	46.0	1,175	326	27.7	**23,663**	**7,195**	**30.4**
2018	12,888	2,607	20.2	4,267	1,701	39.9	4,554	1,965	43.1	1,081	259	24.0	**22,845**	**6,566**	**28.7**
2019	12,355	2,517	20.4	4,213	1,603	38.0	4,727	1,917	40.6	1,025	255	24.9	**22,372**	**6,316**	**28.2**
2020	13,472	3,001	22.3	4,330	1,778	41.1	5,075	2,107	41.5	933	213	22.8	**23,824**	**7,107**	**29.8**

*Includes occupants of other and unknown light trucks.

Chapter 2

CRASHES

CHAPTER 2: CRASHES

This chapter presents statistics about police-reported motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **Injury** (Nonfatal), and **Property Damage** (No Injury). 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 5.2 million police-reported motor vehicle crashes occurred in the United States in 2020. Thirty percent of those crashes (1.6 million) resulted in an injury, and fewer than 1 percent (35,766) resulted in a death.
- Nine p.m. to 11:59 p.m. and 6 p.m. to 8:59 p.m. on Saturdays proved to be the deadliest 3-hour periods throughout 2020, with 1,158 and 1,122 fatal crashes, respectively.
- Fifty-eight percent of fatal crashes involved only one vehicle, as compared with 33 percent of injury crashes and 32 percent of property-damage-only crashes.
- 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 20 percent of all crashes, but they accounted for 39 percent of fatal crashes.
- Thirty percent of all fatal crashes involved alcohol-impaired driving, where the highest BAC among drivers involved in the crash was .08 g/dL or higher. For fatal crashes occurring from midnight to 2:59 a.m., 55 percent involved alcohol-impaired driving.

Table 24. Crashes and Crash Rates, by Month and Crash Severity

Month	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
January	2,485	0.95	151,435	58.05	399,018	152.97	**552,937**	**211.98**
February	2,450	1.01	144,308	59.46	373,463	153.88	**520,221**	**214.35**
March	2,369	1.05	122,680	54.13	281,929	124.40	**406,979**	**179.57**
April	2,127	1.27	77,292	46.11	172,002	102.62	**251,421**	**150.00**
May	2,865	1.30	111,468	50.44	245,900	111.26	**360,233**	**163.00**
June	3,374	1.35	134,253	53.63	269,907	107.82	**407,534**	**162.80**
July	3,483	1.31	143,377	53.99	284,106	106.99	**430,966**	**162.29**
August	3,523	1.33	143,499	54.14	303,764	114.60	**450,786**	**170.07**
September	3,426	1.33	146,065	56.72	297,793	115.63	**447,284**	**173.68**
October	3,522	1.32	157,641	59.13	363,617	136.39	**524,781**	**196.84**
November	3,168	1.33	138,342	58.05	324,068	135.99	**465,577**	**195.37**
December	2,974	1.23	123,031	50.95	306,113	126.78	**432,118**	**178.97**
Total	**35,766**	**1.23**	**1,593,390**	**54.88**	**3,621,681**	**124.73**	**5,250,837**	**180.84**

Source: VMT—FHWA, *Traffic Volume Trends*, December 2021 (monthly), and *2020 Highway Statistics* (VM-1) (annual)

*Crashes per 100 million VMT.

Note: Totals may not equal sum of components due to independent rounding.

Table 25. 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 2:59 a.m.	1,006	423	336	376	393	487	850	**3,871**
3 a.m. to 5:59 a.m.	573	364	330	364	336	394	523	**2,884**
6 a.m. to 8:59 a.m.	359	472	501	492	485	494	394	**3,197**
9 a.m. to 11:59 a.m.	377	465	441	450	444	471	494	**3,142**
Noon to 2:59 p.m.	656	563	590	620	674	654	690	**4,447**
3 p.m. to 5:59 p.m.	794	757	791	737	800	843	875	**5,597**
6 p.m. to 8:59 p.m.	959	751	849	870	868	1,104	1,122	**6,523**
9 p.m. to 11:59 p.m.	803	646	642	743	793	1,007	1,158	**5,792**
Unknown	64	33	41	37	34	48	56	**313**
Total	**5,591**	**4,474**	**4,521**	**4,689**	**4,827**	**5,502**	**6,162**	**35,766**
Injury Crashes								
Midnight to 2:59 a.m.	20,420	9,017	7,454	8,269	6,974	8,857	17,251	**78,242**
3 a.m. to 5:59 a.m.	11,542	7,860	7,369	7,771	7,490	8,793	8,744	**59,570**
6 a.m. to 8:59 a.m.	12,334	25,818	28,515	29,726	29,762	24,494	13,296	**163,946**
9 a.m. to 11:59 a.m.	21,064	28,428	30,751	29,535	32,136	33,904	29,367	**205,185**
Noon to 2:59 p.m.	35,422	42,762	42,659	44,895	40,333	46,481	42,278	**294,830**
3 p.m. to 5:59 p.m.	35,060	54,072	57,240	59,784	65,693	65,231	45,463	**382,542**
6 p.m. to 8:59 p.m.	35,255	34,075	37,047	39,958	35,496	44,962	37,743	**264,535**
9 p.m. to 11:59 p.m.	18,206	20,403	15,214	17,727	17,757	26,883	28,351	**144,541**
Total	**189,303**	**222,434**	**226,250**	**237,664**	**235,641**	**259,605**	**222,492**	**1,593,390**
Property-Damage-Only Crashes								
Midnight to 2:59 a.m.	36,822	18,977	15,494	19,695	17,845	21,278	29,094	**159,203**
3 a.m. to 5:59 a.m.	23,680	17,203	20,276	18,427	22,381	22,344	20,495	**144,805**
6 a.m. to 8:59 a.m.	24,457	69,139	77,483	75,393	76,140	69,338	32,292	**424,242**
9 a.m. to 11:59 a.m.	41,299	72,419	75,254	76,170	74,264	81,107	65,412	**485,924**
Noon to 2:59 p.m.	72,874	93,319	91,403	107,330	106,291	123,001	90,643	**684,861**
3 p.m. to 5:59 p.m.	79,262	125,304	141,832	141,490	151,885	156,374	90,112	**886,260**
6 p.m. to 8:59 p.m.	69,328	69,062	73,127	78,249	81,946	94,252	81,540	**547,503**
9 p.m. to 11:59 p.m.	36,539	32,839	29,976	34,867	48,612	51,431	54,617	**288,882**
Total	**384,261**	**498,262**	**524,844**	**551,621**	**579,364**	**619,124**	**464,205**	**3,621,681**
All Crashes								
Midnight to 2:59 a.m.	58,248	28,416	23,284	28,339	25,212	30,622	47,195	**241,316**
3 a.m. to 5:59 a.m.	35,795	25,426	27,975	26,562	30,208	31,531	29,762	**207,259**
6 a.m. to 8:59 a.m.	37,150	95,429	106,499	105,611	106,388	94,327	45,983	**591,385**
9 a.m. to 11:59 a.m.	62,740	101,312	106,446	106,155	106,843	115,482	95,273	**694,251**
Noon to 2:59 p.m.	108,951	136,645	134,652	152,845	147,298	170,136	133,612	**984,138**
3 p.m. to 5:59 p.m.	115,116	180,133	199,863	202,011	218,378	222,448	136,450	**1,274,399**
6 p.m. to 8:59 p.m.	105,543	103,887	111,023	119,077	118,310	140,317	120,405	**818,562**
9 p.m. to 11:59 p.m.	55,548	53,888	45,833	53,337	67,162	79,321	84,125	**439,214**
Unknown	64	33	41	37	34	48	56	**313**
Total	**579,155**	**725,170**	**755,615**	**793,974**	**819,832**	**884,231**	**692,859**	**5,250,837**

Note: Totals may not equal sum of components due to independent rounding.

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

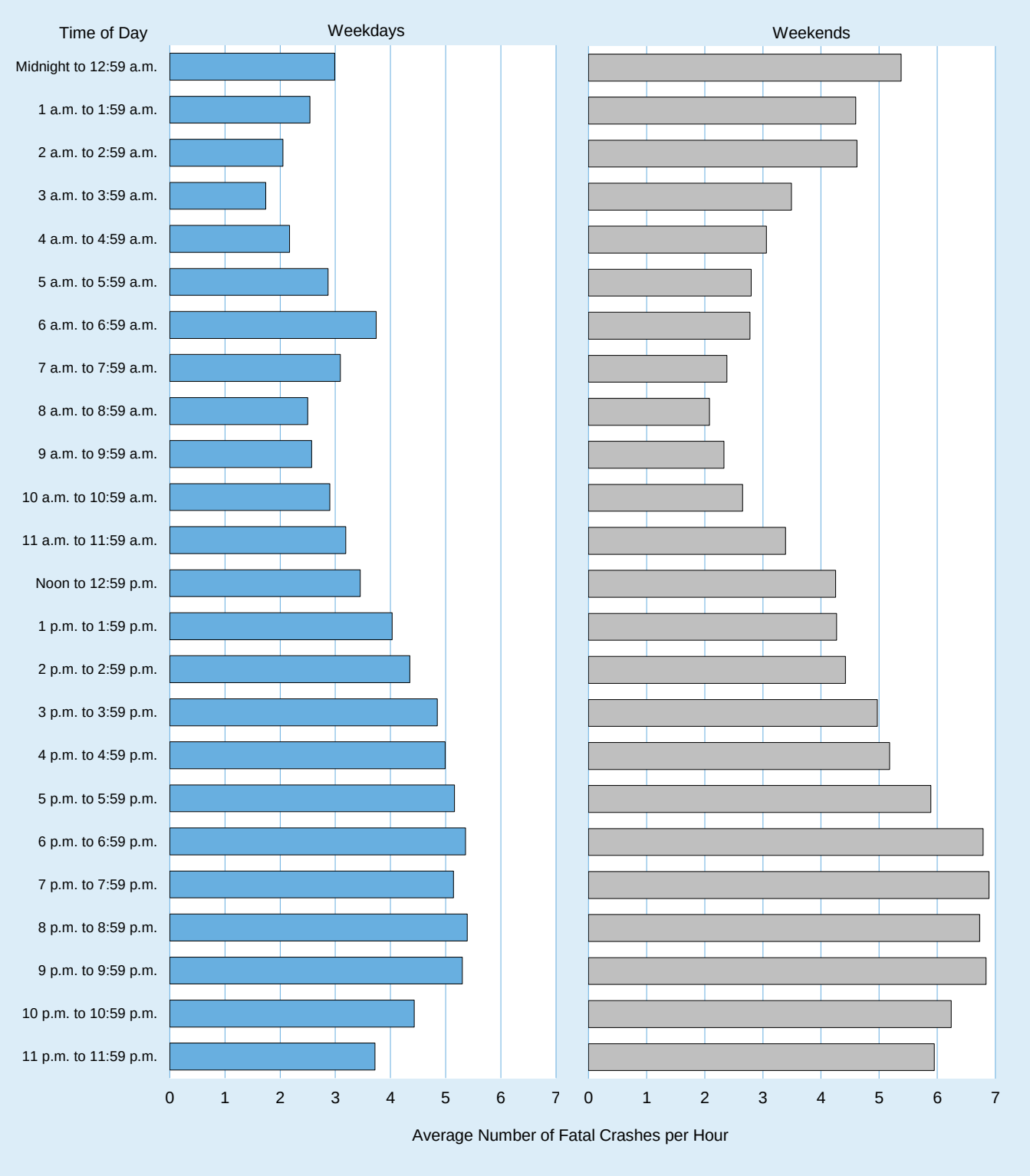


Table 26. Crashes, by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
Fatal Crashes						
Normal	13,728	6,182	8,277	1,316	12	**29,585**
Rain	1,089	586	832	120	3	**2,634**
Snow/Sleet	176	44	135	18	0	**374**
Other	114	66	222	47	0	**451**
Unknown	1,184	529	699	104	2	**2,722**
Total	**16,291**	**7,407**	**10,165**	**1,605**	**17**	**35,766**
Injury Crashes						
Normal	938,282	253,072	154,148	54,484	24	**1,400,008**
Rain	93,165	34,286	20,267	8,081	325	**156,124**
Snow/Sleet	13,976	3,559	6,298	1,564	0	**25,396**
Other	4,936	2,252	2,842	1,832	0	**11,861**
Total	**1,050,359**	**293,168**	**183,554**	**65,961**	349	**1,593,390**
Property-Damage-Only Crashes						
Normal	2,135,142	465,707	367,405	125,979	842	**3,095,075**
Rain	253,679	77,772	61,048	17,965	171	**410,634**
Snow/Sleet	49,521	17,764	20,994	5,479	0	**93,760**
Other	10,072	3,325	6,356	2,458	0	**22,212**
Total	**2,448,414**	**564,569**	**455,803**	**151,882**	**1,013**	**3,621,681**
All Crashes						
Normal	3,087,152	724,961	529,830	181,779	878	**4,524,669**
Rain	347,933	112,644	82,146	26,166	499	**569,393**
Snow/Sleet	63,673	21,367	27,427	7,062	0	**119,530**
Other	15,122	5,643	9,420	4,337	0	**34,524**
Unknown	1,184	529	699	104	2	**2,722**
Total	**3,515,064**	**865,144**	**649,522**	**219,448**	**1,379**	**5,250,837**

*Includes fatal crashes for which light conditions were unknown.

Note: Totals may not equal sum of components due to independent rounding.

Table 27. Fatal Crashes, by Emergency Medical Services Response Times Within Designated Minutes and Land Use

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Scene		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	5,179	87.9	3,330	48.4	126	4.4	36	1.3
11 to 20	442	7.5	2,517	36.6	333	11.6	101	3.7
21 to 30	122	2.1	673	9.8	576	20.0	261	9.5
31 to 40	36	0.6	218	3.2	574	20.0	398	14.5
41 to 50	17	0.3	64	0.9	482	16.8	475	17.3
51 to 60	25	0.4	35	0.5	321	11.2	459	16.7
61 to 120	71	1.2	38	0.6	463	16.1	1,022	37.1
Total*	**5,892**	**100.0**	**6,875**	**100.0**	**2,875**	**100.0**	**2,752**	**100.0**
Urban Fatal Crashes								
0 to 10	6,943	94.1	6,808	83.5	281	6.6	83	2.0
11 to 20	267	3.6	1,108	13.6	1,318	31.1	545	13.0
21 to 30	60	0.8	145	1.8	1,280	30.2	1,142	27.3
31 to 40	33	0.4	41	0.5	721	17.0	1,067	25.5
41 to 50	14	0.2	20	0.2	318	7.5	640	15.3
51 to 60	19	0.3	9	0.1	177	4.2	327	7.8
61 to 120	43	0.6	26	0.3	145	3.4	381	9.1
Total*	**7,379**	**100.0**	**8,157**	**100.0**	**4,240**	**100.0**	**4,185**	**100.0**

*Includes fatal crashes for which both times were known.

Table 28. Crashes, by Crash Type, Relation to Roadway, and Crash Severity

Crash Type	Relation to Roadway					Unknown	Total
	On Roadway	Off Roadway					
		Roadside	Shoulder	Median	Other/Unknown Location*		
Fatal Crashes							
Single Vehicle	7,556	10,468	416	1,126	1,064	123	**20,753**
Multiple Vehicle	14,347	316	90	212	35	13	**15,013**
Total	**21,903**	**10,784**	**506**	**1,338**	**1,099**	**136**	**35,766**
Injury Crashes							
Single Vehicle	194,374	259,797	7,873	34,405	24,158	348	**520,954**
Multiple Vehicle	1,061,264	5,342	744	4,537	365	183	**1,072,436**
Total	**1,255,638**	**265,139**	**8,617**	**38,942**	**24,523**	**531**	**1,593,390**
Property-Damage-Only Crashes							
Single Vehicle	503,064	510,059	13,482	89,656	52,572	95	**1,168,928**
Multiple Vehicle	2,439,422	5,461	2,064	5,306	500	0	**2,452,753**
Total	**2,942,486**	**515,520**	**15,546**	**94,962**	**53,072**	**95**	**3,621,681**
All Crashes							
Single Vehicle	704,994	780,324	21,771	125,187	77,793	566	**1,710,635**
Multiple Vehicle	3,515,033	11,119	2,899	10,055	901	196	**3,540,202**
Total	**4,220,027**	**791,443**	**24,669**	**135,242**	**78,694**	**762**	**5,250,837**

*Includes outside trafficway, gore, separator, pedestrian refuge island or traffic island, and off roadway - location unknown.

Note: Totals may not equal sum of components due to independent rounding.

Table 29. 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	6,432	18.0	467,073	29.3	766,103	21.2	**1,239,608**	**23.6**
Rear End	2,428	6.8	417,062	26.2	1,037,665	28.7	**1,457,155**	**27.8**
Sideswipe	950	2.7	108,741	6.8	512,531	14.2	**622,222**	**11.8**
Head On	3,631	10.2	56,013	3.5	53,085	1.5	**112,729**	**2.1**
Other/Unknown	181	0.5	6,883	0.4	45,972	1.3	**53,036**	**1.0**
Subtotal	*13,622*	*38.1*	*1,055,772*	*66.3*	*2,415,356*	*66.7*	***3,484,750***	***66.4***
Collision With Fixed Object:								
Pole/Post	1,595	4.5	54,208	3.4	137,828	3.8	**193,630**	**3.7**
Culvert/Curb/Ditch	2,741	7.7	73,445	4.6	141,512	3.9	**217,699**	**4.1**
Shrubbery/Tree	2,586	7.2	42,742	2.7	56,614	1.6	**101,942**	**1.9**
Guard Rail	932	2.6	27,055	1.7	66,275	1.8	**94,262**	**1.8**
Embankment	906	2.5	17,072	1.1	26,835	0.7	**44,813**	**0.9**
Bridge	181	0.5	2,883	0.2	11,566	0.3	**14,630**	**0.3**
Other/Unknown	2,008	5.6	72,363	4.5	175,905	4.9	**250,276**	**4.8**
Subtotal	*10,949*	*30.6*	*289,767*	*18.2*	*616,536*	*17.0*	***917,252***	***17.5***
Collision With Object Not Fixed:								
Parked Motor Vehicle	459	1.3	60,458	3.8	241,742	6.7	**302,659**	**5.8**
Animal	194	0.5	30,238	1.9	225,447	6.2	**255,879**	**4.9**
Pedestrian	5,982	16.7	49,098	3.1	1,141	0.0	**56,222**	**1.1**
Pedalcyclist	923	2.6	38,401	2.4	3,451	0.1	**42,774**	**0.8**
Train	79	0.2	264	0.0	436	0.0	**779**	**0.0**
Other/Unknown	430	1.2	14,245	0.9	59,754	1.6	**74,429**	**1.4**
Subtotal	*8,067*	*22.6*	*192,704*	*12.1*	*531,970*	*14.7*	***732,742***	***14.0***
Noncollision:								
Rollover	2,694	7.5	47,325	3.0	33,855	0.9	**83,874**	**1.6**
Other/Unknown	362	1.0	7,822	0.5	23,964	0.7	**32,148**	**0.6**
Subtotal	*3,056*	*8.5*	*55,147*	*3.5*	*57,819*	*1.6*	***116,022***	***2.2***
Total*	**35,766**	**100.0**	**1,593,390**	**100.0**	**3,621,681**	**100.0**	**5,250,837**	**100.0**

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

Table 30. 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 = 12,544)						
Passenger Car	1,741	3,509	1,237	1,104	38	152
Light Truck		1,513	1,104	1,310	27	188
Large Truck			116	236	5	39
Motorcycle				77	9	82
Bus					0	2
Other/Unknown						55
Injury Crashes (Total = 929,836)						
Passenger Car	277,827	387,545	35,581	21,135	2,659	1,923
Light Truck		148,480	27,712	15,837	2,423	1,508
Large Truck			3,721	854	148	551
Motorcycle				1,472	50	215
Property-Damage-Only Crashes (Total = 2,301,306)						
Passenger Car	619,026	989,160	108,176	7,998	9,222	3,133
Light Truck		434,085	94,758	6,696	8,093	3,563
Large Truck			15,444	0	1,314	522
Bus				0	116	0

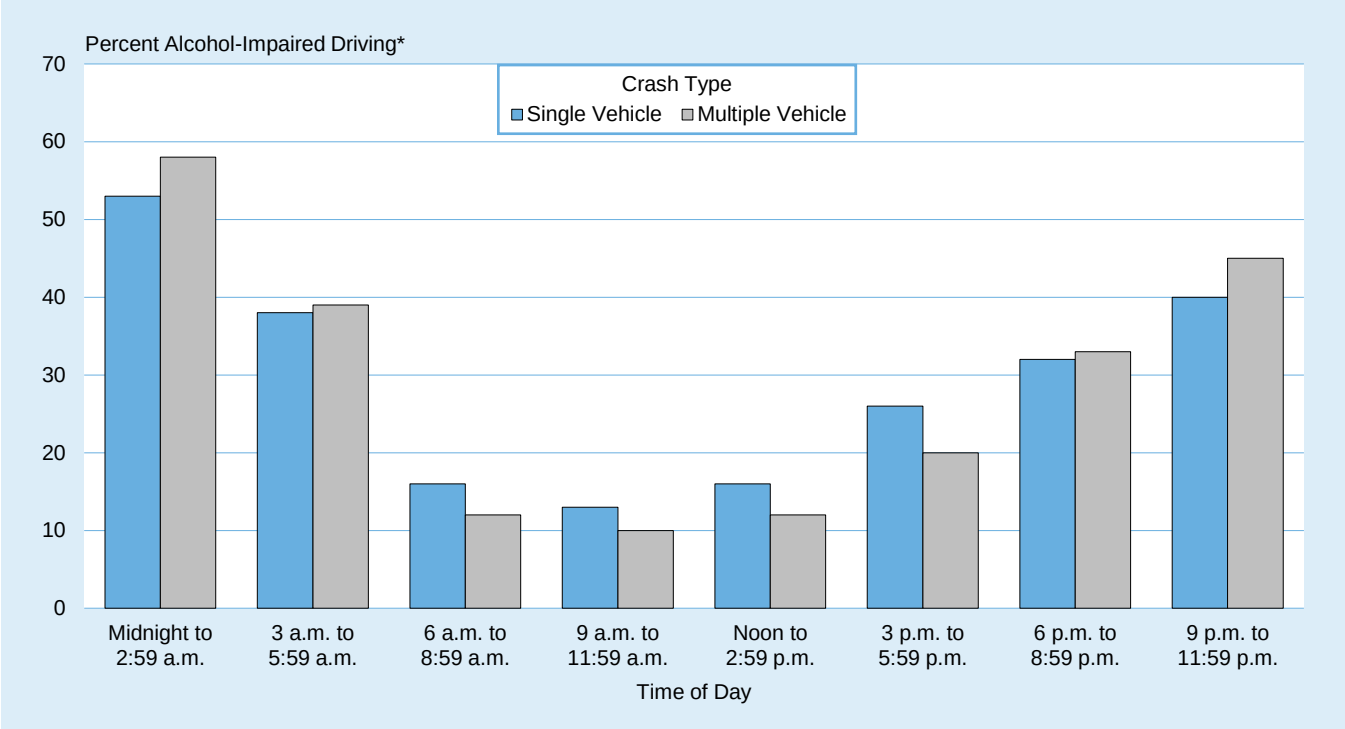
Note: Totals may not equal sum of components due to independent rounding.

Table 31. Fatal Crashes and Percentage Alcohol-Impaired Driving, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*	Number	Alcohol-Impaired Driving*	Percentage Alcohol-Impaired Driving*
Midnight to 2:59 a.m.	2,852	1,520	53	1,019	593	58	**3,871**	**2,113**	**55**
3 a.m. to 5:59 a.m.	1,993	755	38	891	349	39	**2,884**	**1,104**	**38**
6 a.m. to 8:59 a.m.	1,727	285	16	1,470	173	12	**3,197**	**457**	**14**
9 a.m. to 11:59 a.m.	1,437	181	13	1,705	166	10	**3,142**	**347**	**11**
Noon to 2:59 p.m.	2,006	314	16	2,441	293	12	**4,447**	**607**	**14**
3 p.m. to 5:59 p.m.	2,686	695	26	2,911	577	20	**5,597**	**1,272**	**23**
6 p.m. to 8:59 p.m.	3,921	1,272	32	2,602	855	33	**6,523**	**2,127**	**33**
9 p.m. to 11:59 p.m.	3,845	1,556	40	1,947	880	45	**5,792**	**2,435**	**42**
Unknown	286	129	45	27	7	25	**313**	**136**	**43**
Total	**20,753**	**6,706**	**32**	**15,013**	**3,892**	**26**	**35,766**	**10,598**	**30**

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

Figure 12. Percentage of Fatal Crashes Involving Alcohol-Impaired Driving, by Time of Day and Crash Type



*Highest BAC among drivers involved in the crash was .08 g/dL or greater.

Chapter 3

VEHICLES

CHAPTER 3: VEHICLES

Statistics about the vehicles involved in police-reported 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 GVWR 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 motor scooters), 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-three percent of the 9.1 million vehicles involved in motor vehicle crashes in 2020 were passenger cars or light trucks.
- Large trucks accounted for 8.9 percent of the vehicles in fatal crashes, but only 3.8 percent of the vehicles involved in injury crashes and 5.2 percent of the vehicles involved in property-damage-only crashes. Of the 4,842 large trucks involved in fatal crashes, 64.6 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (17.0%) was more than 3 times as high as the proportion in injury crashes (4.6%) and more than 13 times as high as the proportion in property-damage-only crashes (1.3%).
- Compared with passenger cars, utility vehicles, vans, large trucks, and buses, pickup trucks experienced the highest rollover rate in fatal crashes (22.2%). Large trucks experienced the highest rollover rate in injury crashes (8.8%) and property-damage-only crashes (2.9%).
- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2020. For fatal crashes, however, fires occurred in 3.5 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, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (24.6%), and buses in fatal crashes had the lowest proportion (2.6%).

Table 32. Vehicles Involved in 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	30,363	91	21	3,685	**34,160**
Junction:					
Intersection	4,375	4,297	2,308	598	**11,578**
Intersection-Related	1,696	1,758	440	214	**4,108**
Other/Unknown	3,655	93	79	599	**4,426**
Total	**40,089**	**6,239**	**2,848**	**5,096**	**54,272**
Injury Crashes					
Nonjunction	782,144	2,666	447	257,598	**1,042,855**
Junction:					
Intersection	211,135	427,701	162,345	92,441	**893,621**
Intersection-Related	119,211	325,493	48,292	67,152	**560,148**
Other/Unknown	250,684	11,707	8,417	77,936	**348,744**
Total	**1,363,173**	**767,567**	**219,501**	**495,126**	**2,845,368**
Property-Damage-Only Crashes					
Nonjunction	1,955,152	6,406	625	576,063	**2,538,246**
Junction:					
Intersection	338,006	576,408	262,424	143,330	**1,320,168**
Intersection-Related	322,633	870,726	151,698	177,199	**1,522,257**
Other/Unknown	645,062	27,907	26,113	165,235	**864,318**
Total	**3,260,854**	**1,481,448**	**440,861**	**1,061,827**	**6,244,989**
All Crashes					
Nonjunction	2,767,659	9,163	1,093	837,345	**3,615,261**
Junction:					
Intersection	553,516	1,008,406	427,077	236,369	**2,225,368**
Intersection-Related	443,540	1,197,977	200,431	244,565	**2,086,513**
Other/Unknown	899,401	39,708	34,609	243,770	**1,217,488**
Total	**4,664,116**	**2,255,254**	**663,210**	**1,562,049**	**9,144,629**

Note: Totals may not equal sum of components due to independent rounding.

Table 33. Vehicles Involved in Crashes, by Speed Limit, Crash Type, and Crash Severity

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
30 mph or less	2,805	13.5	2,507	7.5	**5,312**	**9.8**
35 or 40 mph	4,319	20.8	5,552	16.6	**9,871**	**18.2**
45 or 50 mph	3,929	18.9	7,077	21.1	**11,006**	**20.3**
55 mph	4,780	23.0	8,687	25.9	**13,467**	**24.8**
60 mph or higher	3,892	18.8	7,842	23.4	**11,734**	**21.6**
No Statutory Limit	98	0.5	386	1.2	**484**	**0.9**
Unknown	930	4.5	1,468	4.4	**2,398**	**4.4**
Total	**20,753**	**100.0**	**33,519**	**100.0**	**54,272**	**100.0**
Injury Crashes						
30 mph or less	112,013	21.5	319,132	13.7	**431,145**	**15.2**
35 or 40 mph	102,263	19.6	662,409	28.5	**764,672**	**26.9**
45 or 50 mph	69,821	13.4	542,485	23.3	**612,306**	**21.5**
55 mph	73,972	14.2	193,281	8.3	**267,253**	**9.4**
60 mph or higher	66,333	12.7	232,899	10.0	**299,233**	**10.5**
No Statutory Limit	9,397	1.8	52,888	2.3	**62,284**	**2.2**
Unknown	87,155	16.7	321,320	13.8	**408,475**	**14.4**
Total	**520,954**	**100.0**	**2,324,414**	**100.0**	**2,845,368**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	274,587	23.5	818,473	16.1	**1,093,060**	**17.5**
35 or 40 mph	166,263	14.2	1,426,098	28.1	**1,592,361**	**25.5**
45 or 50 mph	150,350	12.9	1,160,413	22.9	**1,310,763**	**21.0**
55 mph	185,773	15.9	341,108	6.7	**526,881**	**8.4**
60 mph or higher	158,161	13.5	488,035	9.6	**646,195**	**10.3**
No Statutory Limit	27,589	2.4	150,390	3.0	**177,979**	**2.8**
Unknown	206,206	17.6	691,545	13.6	**897,750**	**14.4**
Total	**1,168,928**	**100.0**	**5,076,061**	**100.0**	**6,244,989**	**100.0**
All Crashes						
30 mph or less	389,406	22.8	1,140,111	15.3	**1,529,517**	**16.7**
35 or 40 mph	272,845	15.9	2,094,059	28.2	**2,366,904**	**25.9**
45 or 50 mph	224,100	13.1	1,709,975	23.0	**1,934,074**	**21.1**
55 mph	264,525	15.5	543,076	7.3	**807,601**	**8.8**
60 mph or higher	228,386	13.4	728,776	9.8	**957,162**	**10.5**
No Statutory Limit	37,084	2.2	203,664	2.7	**240,747**	**2.6**
Unknown	294,291	17.2	1,014,333	13.6	**1,308,624**	**14.3**
Total	**1,710,635**	**100.0**	**7,433,994**	**100.0**	**9,144,629**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 34. Vehicles Involved in 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	751	14.1	4,424	83.3	137	2.6	**5,312**	**100.0**
35 or 40 mph	1,506	15.3	8,187	82.9	178	1.8	**9,871**	**100.0**
45 or 50 mph	3,377	30.7	7,448	67.7	181	1.6	**11,006**	**100.0**
55 mph	9,347	69.4	4,071	30.2	49	0.4	**13,467**	**100.0**
60 mph or higher	6,405	54.6	5,294	45.1	35	0.3	**11,734**	**100.0**
No Statutory Limit	166	34.3	300	62.0	18	3.7	**484**	**100.0**
Unknown	657	27.4	1,651	68.8	90	3.8	**2,398**	**100.0**
Total	**22,209**	**40.9**	**31,375**	**57.8**	**688**	**1.3**	**54,272**	**100.0**

Table 35. Vehicles Involved in Crashes, by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow					Total
	Not Divided	Divided	One-Way	Entrance/Exit Ramps	Unknown	
Fatal Crashes						
One Lane	30	189	138	444	5	**806**
Two Lanes	24,274	8,522	263	320	31	**33,410**
Three Lanes	1,846	5,041	217	54	7	**7,165**
Four Lanes	2,319	3,339	89	12	12	**5,771**
More Than Four	4,199	1,845	23	6	15	**6,088**
Unknown	195	73	7	9	319	**603**
Total*	**32,863**	**19,009**	**737**	**845**	**389**	**54,272**
Injury Crashes						
One Lane	1,944	9,298	9,303	24,186	1,252	**45,983**
Two Lanes	645,640	217,713	20,368	16,656	33,611	**933,989**
Three Lanes	106,447	250,464	13,741	4,146	7,166	**381,964**
Four Lanes	133,312	171,824	4,999	3,131	7,171	**320,436**
More Than Four	212,964	123,480	2,284	45	5,385	**344,157**
Unknown	192,338	136,598	6,822	15,571	405,882	**757,211**
Total*	**1,292,645**	**909,376**	**57,518**	**63,735**	**460,466**	**2,845,368**
Property-Damage-Only Crashes						
One Lane	6,381	20,853	20,813	55,722	2,416	**106,183**
Two Lanes	1,341,900	485,966	49,072	44,840	53,821	**1,975,599**
Three Lanes	240,021	473,982	29,879	11,957	11,639	**767,477**
Four Lanes	270,189	309,505	11,288	6,056	19,095	**616,133**
More Than Four	425,475	259,184	2,056	1,963	13,697	**702,376**
Unknown	431,119	381,852	21,493	35,648	1,030,733	**1,900,846**
Total*	**2,715,084**	**1,931,342**	**134,600**	**156,187**	**1,131,401**	**6,244,989**
All Crashes						
One Lane	8,355	30,340	30,254	80,352	3,672	**152,972**
Two Lanes	2,011,814	712,201	69,703	61,817	87,463	**2,942,997**
Three Lanes	348,314	729,486	43,837	16,157	18,812	**1,156,606**
Four Lanes	405,819	484,668	16,376	9,199	26,277	**942,340**
More Than Four	642,638	384,509	4,363	2,014	19,097	**1,052,621**
Unknown	623,652	518,523	28,322	51,228	1,436,934	**2,658,660**
Total*	**4,040,592**	**2,859,728**	**192,855**	**220,767**	**1,592,256**	**9,144,629**

*Includes vehicles in non-trafficway areas.

Note: Totals may not equal sum of components due to independent rounding.

Table 36. 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 Cars	20,868	38.5	1,514,640	53.2	3,212,089	51.4	**4,747,597**	**51.9**
Light Trucks	20,566	37.9	1,129,234	39.7	2,651,378	42.5	**3,801,178**	**41.6**
Large Trucks	4,842	8.9	106,902	3.8	327,463	5.2	**439,206**	**4.8**
Motorcycles	5,715	10.5	79,732	2.8	20,970	0.3	**106,417**	**1.2**
Buses	156	0.3	7,481	0.3	23,524	0.4	**31,161**	**0.3**
Other	751	1.4	7,379	0.3	9,565	0.2	**17,695**	**0.2**
Total*	**54,272**	**100.0**	**2,845,368**	**100.0**	**6,244,989**	**100.0**	**9,144,629**	**100.0**

*Includes vehicles of unknown type involved in fatal crashes.

Note: Totals may not equal sum of components due to independent rounding.

Figure 13. Proportion of Vehicles Involved in Traffic Crashes

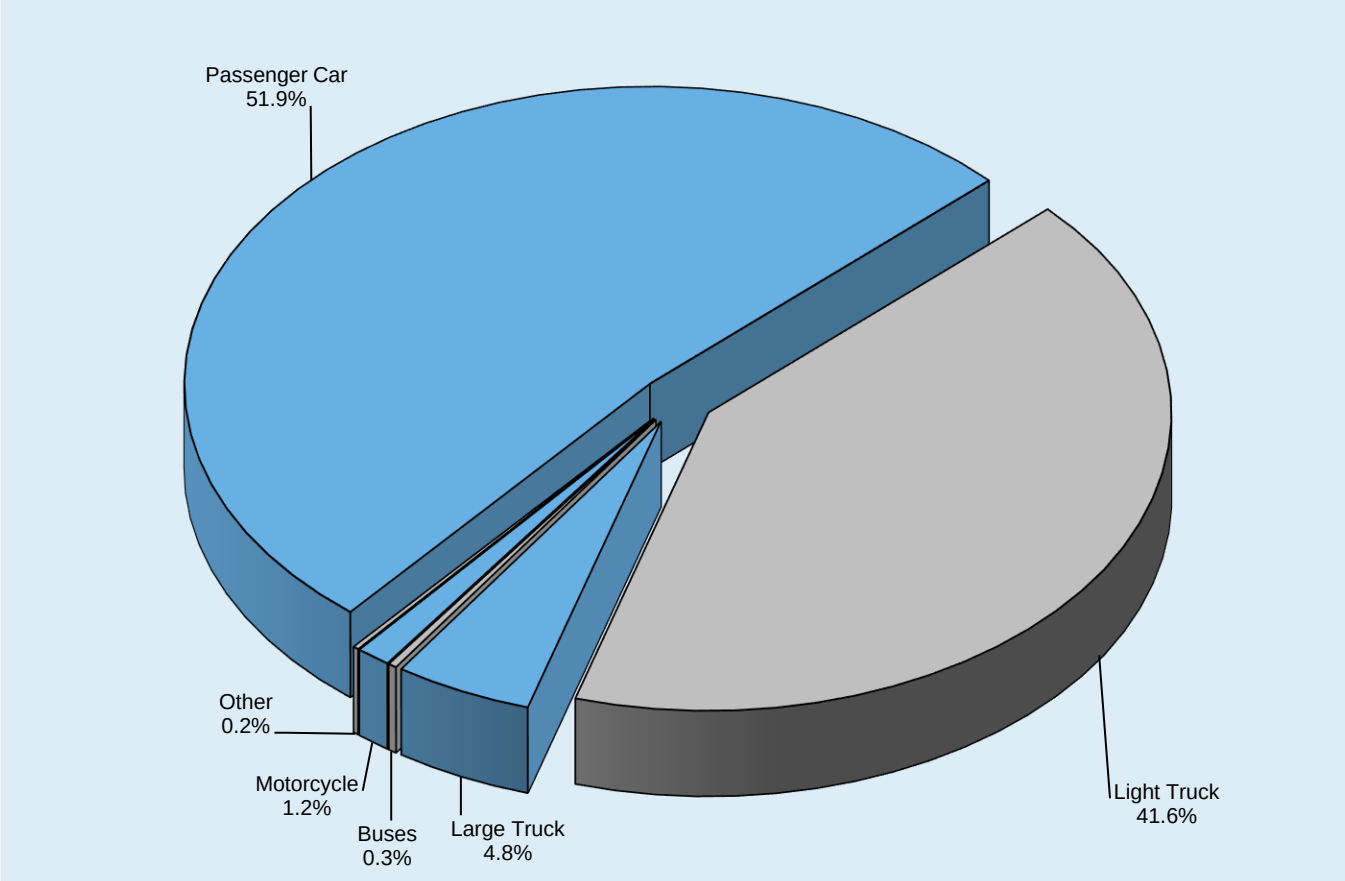


Table 37. Vehicles Involved in Fatal Crashes, by Body Type

Body Type	Number	Percent
Passenger Cars	**20,868**	**38.5**
Convertible	439	0.8
2-Door Sedan, Hardtop, Coupe	1,821	3.4
3-Door/2-Door Hatchback	496	0.9
4-Door Sedan, Hardtop	14,822	27.3
5-Door/4-Door Hatchback	1,020	1.9
Station Wagon	2,149	4.0
Sedan/Hardtop, Doors Unknown	22	0.0
Other or Unknown Automobile Type	78	0.1
Auto-Based Pickup	10	0.0
Auto-Based Panel	1	0.0
3-Door Coupe	10	0.0
Light Trucks	**20,566**	**37.9**
Compact Utility	7,134	13.1
Large Utility	2,517	4.6
Utility Station Wagon	258	0.5
Utility, Unknown Body Type	4	0.0
Minivan	1,283	2.4
Large Van (includes Van-Based Buses)	509	0.9
Step Van		
(GVWR less than or equal to 10,000 lbs)	4	0.0
Other Van Type	2	0.0
Unknown Van Type	2	0.0
Light Pickup	8,779	16.2
Unknown Pickup Style	10	0.0
Cab Chassis-Based Light Truck	7	0.0
Other Conventional Light Truck	1	0.0
Unknown Light Truck Type	4	0.0
Unknown Light Vehicle Type	50	0.1
Unknown Truck Type (Light, Medium, Heavy)		
With No Trailing Unit	2	0.0
Large Trucks	**4,842**	**8.9**
Step Van		
(GVWR greater than 10,000 lbs)	18	0.0
Single-Unit Truck		
(GVWR range 10,001 to 19,500 lbs)	543	1.0
Single-Unit Truck		
(GVWR range 19,501 to 26,000 lbs)	290	0.5
Single-Unit Heavy Truck		
(GVWR greater than 26,000 lbs)	629	1.2
Single-Unit Truck (GVWR unknown)	1	0.0
Truck Tractor	2,858	5.3
Medium/Heavy Pickup		
(GVWR greater than 10,000 lbs)	481	0.9
Unknown Medium Truck		
(GVWR range 10,001 to 26,000 lbs)	1	0.0
Unknown Medium/Heavy Truck Type	21	0.0

Body Type	Number	Percent
Motorcycles	**5,715**	**10.5**
2-Wheel Motorcycle (excluding Motor Scooters)	5,129	9.5
Moped or Motorized Bicycle	61	0.1
3-Wheel Motorcycle (2 Rear Wheels)	59	0.1
Off-Road Motorcycle	118	0.2
Motor Scooter	252	0.5
Unenclosed 3-Wheel Motorcycle/		
Unenclosed Autocycle (1 Rear Wheel)	38	0.1
Other Motored Cycle Type (Mini-Bikes, Pocket		
Motorcycles “Pocket Bikes”)	11	0.0
Unknown Motored Cycle Type	47	0.1
Buses	**156**	**0.3**
School Bus	46	0.1
Cross Country/Intercity Bus	9	0.0
Transit Bus	86	0.2
Van-Based Bus		
(GVWR greater than 10,000 lbs)		
Other Bus Type	3	0.0
Unknown Bus Type	11	0.0
Other Vehicles	**751**	**1.4**
Large Limousine	1	0.0
Light Truck-Based Motorhome	2	0.0
Medium/Heavy Truck-Based Motorhome	27	0.0
All-Terrain Vehicle/All-Terrain Cycle	344	0.6
Snowmobile	7	0.0
Farm Equipment Except Trucks	93	0.2
Construction Equipment Except Trucks	9	0.0
Low-Speed Vehicle/Neighborhood Electric	3	0.0
Vehicle		
Golf Cart	19	0.0
Recreational Off-Highway Vehicle	217	0.4
Other Vehicle Type	29	0.1
Unknown Body Type	**1,374**	**2.5**
Total	**54,272**	**100.0**

Table 38. 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 Cars	2,895	13.9	17,973	86.1	**20,868**	**100.0**
Light Trucks						
Pickup	1,953	22.2	6,836	77.8	**8,789**	**100.0**
Utility	2,165	21.8	7,748	78.2	**9,913**	**100.0**
Van	220	12.2	1,580	87.8	**1,800**	**100.0**
Other	8	12.5	56	87.5	**64**	**100.0**
Large Trucks	584	12.1	4,258	87.9	**4,842**	**100.0**
Buses	8	5.1	148	94.9	**156**	**100.0**
Other/Unknown	413	19.4	1,712	80.6	**2,125**	**100.0**
Total*	**8,246**	**17.0**	**40,311**	**83.0**	**48,557**	**100.0**
Injury Crashes						
Passenger Cars	50,735	3.3	1,463,905	96.7	**1,514,640**	**100.0**
Light Trucks						
Pickup	24,982	6.6	350,743	93.4	**375,726**	**100.0**
Utility	35,684	5.7	591,361	94.3	**627,045**	**100.0**
Van	3,796	3.1	119,531	96.9	**123,328**	**100.0**
Other	0	0.0	3,136	100.0	**3,136**	**100.0**
Large Trucks	9,403	8.8	97,499	91.2	**106,902**	**100.0**
Buses	113	1.5	7,369	98.5	**7,481**	**100.0**
Other/Unknown	2,481	33.6	4,898	66.4	**7,379**	**100.0**
Total*	**127,195**	**4.6**	**2,638,441**	**95.4**	**2,765,636**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	28,354	0.9	3,183,735	99.1	**3,212,089**	**100.0**
Light Trucks						
Pickup	19,564	2.1	929,361	97.9	**948,925**	**100.0**
Utility	21,116	1.5	1,393,855	98.5	**1,414,971**	**100.0**
Van	1,480	0.5	279,893	99.5	**281,373**	**100.0**
Other	0	0.0	6,110	100.0	**6,110**	**100.0**
Large Trucks	9,520	2.9	317,943	97.1	**327,463**	**100.0**
Buses	0	0.0	23,524	100.0	**23,524**	**100.0**
Other/Unknown	772	8.1	8,793	91.9	**9,565**	**100.0**
Total*	**80,805**	**1.3**	**6,143,214**	**98.7**	**6,224,019**	**100.0**
All Crashes						
Passenger Cars	81,984	1.7	4,665,613	98.3	**4,747,597**	**100.0**
Light Trucks						
Pickup	46,499	3.5	1,286,940	96.5	**1,333,440**	**100.0**
Utility	58,965	2.9	1,992,964	97.1	**2,051,929**	**100.0**
Van	5,496	1.4	401,004	98.6	**406,500**	**100.0**
Other	8	0.1	9,302	99.9	**9,310**	**100.0**
Large Trucks	19,507	4.4	419,699	95.6	**439,206**	**100.0**
Buses	121	0.4	31,041	99.6	**31,161**	**100.0**
Other/Unknown	3,667	19.2	15,402	80.8	**19,069**	**100.0**
Total*	**216,246**	**2.4**	**8,821,966**	**97.6**	**9,038,212**	**100.0**

*Excludes motorcycles.

Note: Totals may not equal sum of components due to independent rounding.

Figure 14. Percentage Rollover Occurrence, by Vehicle Type and Crash Severity

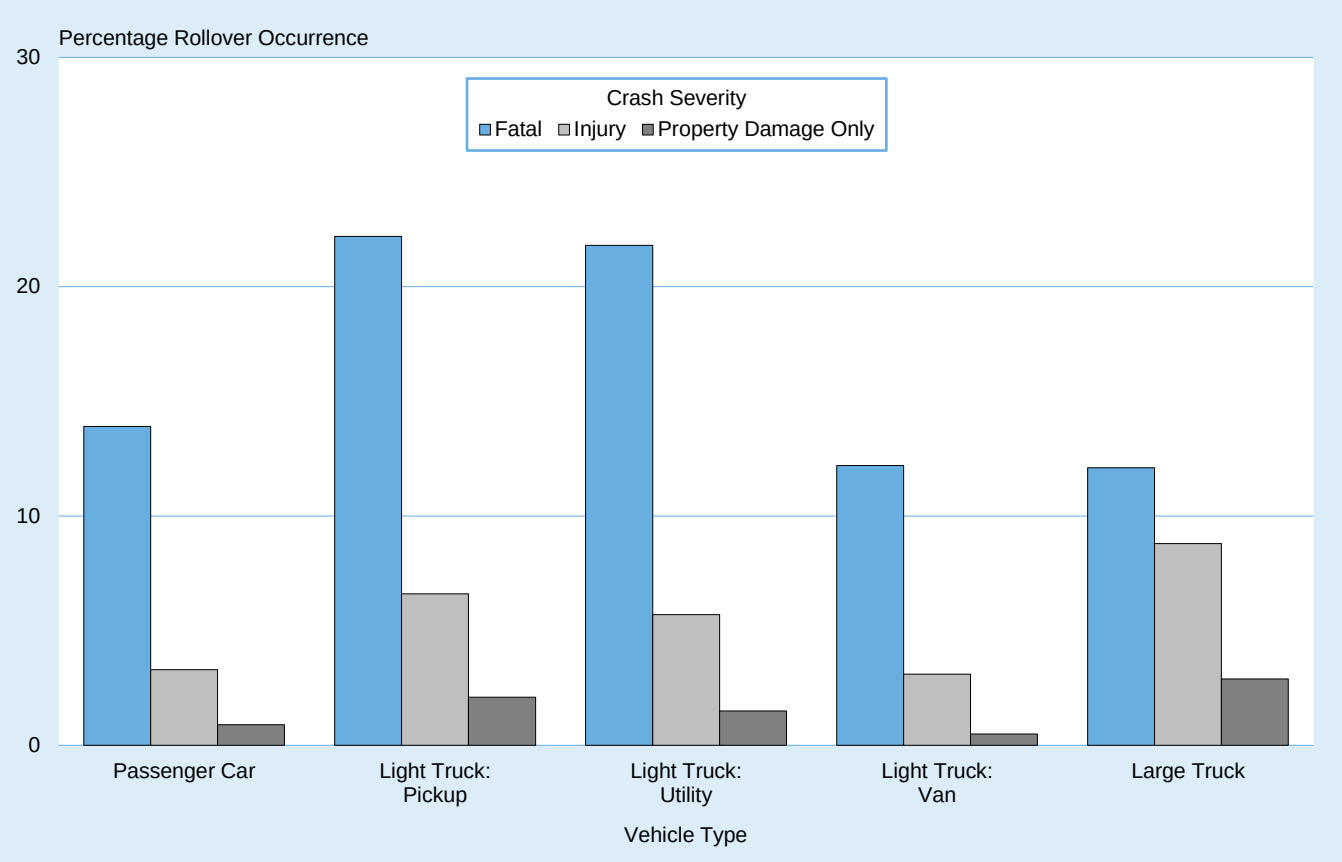


Table 39. Vehicles Involved in Crashes, by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	830	4.0	20,038	96.0	**20,868**	**100.0**
Light Trucks	696	3.4	19,870	96.6	**20,566**	**100.0**
Large Trucks	250	5.2	4,592	94.8	**4,842**	**100.0**
Motorcycles	123	2.2	5,592	97.8	**5,715**	**100.0**
Buses	1	0.6	155	99.4	**156**	**100.0**
Other/Unknown	18	0.8	2,107	99.2	**2,125**	**100.0**
Total	**1,918**	**3.5**	**52,354**	**96.5**	**54,272**	**100.0**
Injury Crashes						
Passenger Cars	2,819	0.2	1,511,821	99.8	**1,514,640**	**100.0**
Light Trucks	1,478	0.1	1,127,756	99.9	**1,129,234**	**100.0**
Large Trucks	184	0.2	106,717	99.8	**106,902**	**100.0**
Motorcycles	259	0.3	79,473	99.7	**79,732**	**100.0**
Buses	0	0.0	7,481	100.0	**7,481**	**100.0**
Other/Unknown	0	0.0	7,379	100.0	**7,379**	**100.0**
Total	**4,740**	**0.2**	**2,840,628**	**99.8**	**2,845,368**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	3,708	0.1	3,208,381	99.9	**3,212,089**	**100.0**
Light Trucks	3,987	0.2	2,647,391	99.8	**2,651,378**	**100.0**
Large Trucks	2,039	0.6	325,424	99.4	**327,463**	**100.0**
Motorcycles	0	0.0	20,970	100.0	**20,970**	**100.0**
Buses	133	0.6	23,391	99.4	**23,524**	**100.0**
Other/Unknown	112	1.2	9,453	98.8	**9,565**	**100.0**
Total	**9,979**	**0.2**	**6,235,010**	**99.8**	**6,244,989**	**100.0**
All Crashes						
Passenger Cars	7,357	0.2	4,740,240	99.8	**4,747,597**	**100.0**
Light Trucks	6,161	0.2	3,795,017	99.8	**3,801,178**	**100.0**
Large Trucks	2,473	0.6	436,733	99.4	**439,206**	**100.0**
Motorcycles	382	0.4	106,035	99.6	**106,417**	**100.0**
Buses	134	0.4	31,027	99.6	**31,161**	**100.0**
Other/Unknown	130	0.7	18,939	99.3	**19,069**	**100.0**
Total	**16,637**	**0.2**	**9,127,992**	**99.8**	**9,144,629**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 40. Vehicles Involved in Single-Vehicle and Two-Vehicle Crashes, by Vehicle Maneuver and Crash Severity

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	28,800	63.2	1,370,430	57.7	2,994,930	52.0	**4,394,159**	**53.7**
Turning Left	3,291	7.2	294,251	12.4	546,768	9.5	**844,310**	**10.3**
Stopped in Roadway	636	1.4	207,339	8.7	668,128	11.6	**876,102**	**10.7**
Turning Right	379	0.8	80,385	3.4	255,958	4.4	**336,721**	**4.1**
Decelerating in Road	360	0.8	84,213	3.5	246,962	4.3	**331,535**	**4.1**
Merging/Changing Lanes	788	1.7	79,844	3.4	351,795	6.1	**432,427**	**5.3**
Negotiating a Curve	8,496	18.6	162,768	6.8	320,238	5.6	**491,502**	**6.0**
Backing Up (Other Than for Parking Position)	125	0.3	16,817	0.7	136,223	2.4	**153,165**	**1.9**
Passing or Overtaking Another Vehicle	862	1.9	22,975	1.0	73,927	1.3	**97,763**	**1.2**
Starting in Road	234	0.5	26,275	1.1	63,075	1.1	**89,584**	**1.1**
Leaving a Parking Position	27	0.1	4,195	0.2	24,582	0.4	**28,804**	**0.4**
Making a U-Turn	212	0.5	16,405	0.7	38,817	0.7	**55,434**	**0.7**
Entering a Parking Position	5	0.0	2,893	0.1	14,745	0.3	**17,644**	**0.2**
Disabled or “Parked” in Travel Lane	58	0.1	2,146	0.1	2,850	0.0	**5,054**	**0.1**
Other Maneuver	467	1.0	6,152	0.3	19,517	0.3	**26,136**	**0.3**
Total*	**45,585**	**100.0**	**2,377,087**	**100.0**	**5,758,515**	**100.0**	**8,181,186**	**100.0**

*Includes vehicles involved in fatal crashes with unknown vehicle maneuver.

Note: Totals may not equal sum of components due to independent rounding.

Table 41. 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	9	928	6	1,665	**15**	**2,593**
Freeway/Expressway	0	146	5	255	**5**	**401**
Other	2	1,396	17	4,074	**19**	**5,470**
Minor Arterial	1	1,566	11	3,226	**12**	**4,792**
Major Collector	5	2,101	9	2,610	**14**	**4,711**
Minor Collector	1	725	2	468	**3**	**1,193**
Local Road or Street	0	1,981	1	729	**1**	**2,710**
Unknown	0	140	0	199	**0**	**339**
Total	**18**	**8,983**	**51**	**13,226**	**69**	**22,209**
Urban Fatal Crashes						
Principal Arterial						
Interstate	5	1,557	11	3,148	**16**	**4,705**
Freeway/Expressway	1	685	1	1,264	**2**	**1,949**
Other	5	3,567	16	7,777	**21**	**11,344**
Minor Arterial	0	2,487	7	4,713	**7**	**7,200**
Major Collector	0	1,310	3	1,572	**3**	**2,882**
Minor Collector	0	178	0	169	**0**	**347**
Local Road or Street	0	1,580	1	1,185	**1**	**2,765**
Unknown	0	74	0	109	**0**	**183**
Total	**11**	**11,438**	**39**	**19,937**	**50**	**31,375**
All Fatal Crashes*						
Principal Arterial						
Interstate	14	2,493	17	4,815	**31**	**7,308**
Freeway/Expressway	1	833	6	1,519	**7**	**2,352**
Other	7	4,964	33	11,855	**40**	**16,819**
Minor Arterial	1	4,053	18	7,946	**19**	**11,999**
Major Collector	5	3,411	12	4,182	**17**	**7,593**
Minor Collector	1	903	2	637	**3**	**1,540**
Local Road or Street	0	3,571	2	1,918	**2**	**5,489**
Unknown	0	525	0	647	**0**	**1,172**
Total	**29**	**20,753**	**90**	**33,519**	**119**	**54,272**

*Includes unknown rural or urban.

Figure 15. Percentage of Vehicles in Crashes, by Most Harmful Event and Vehicle Type

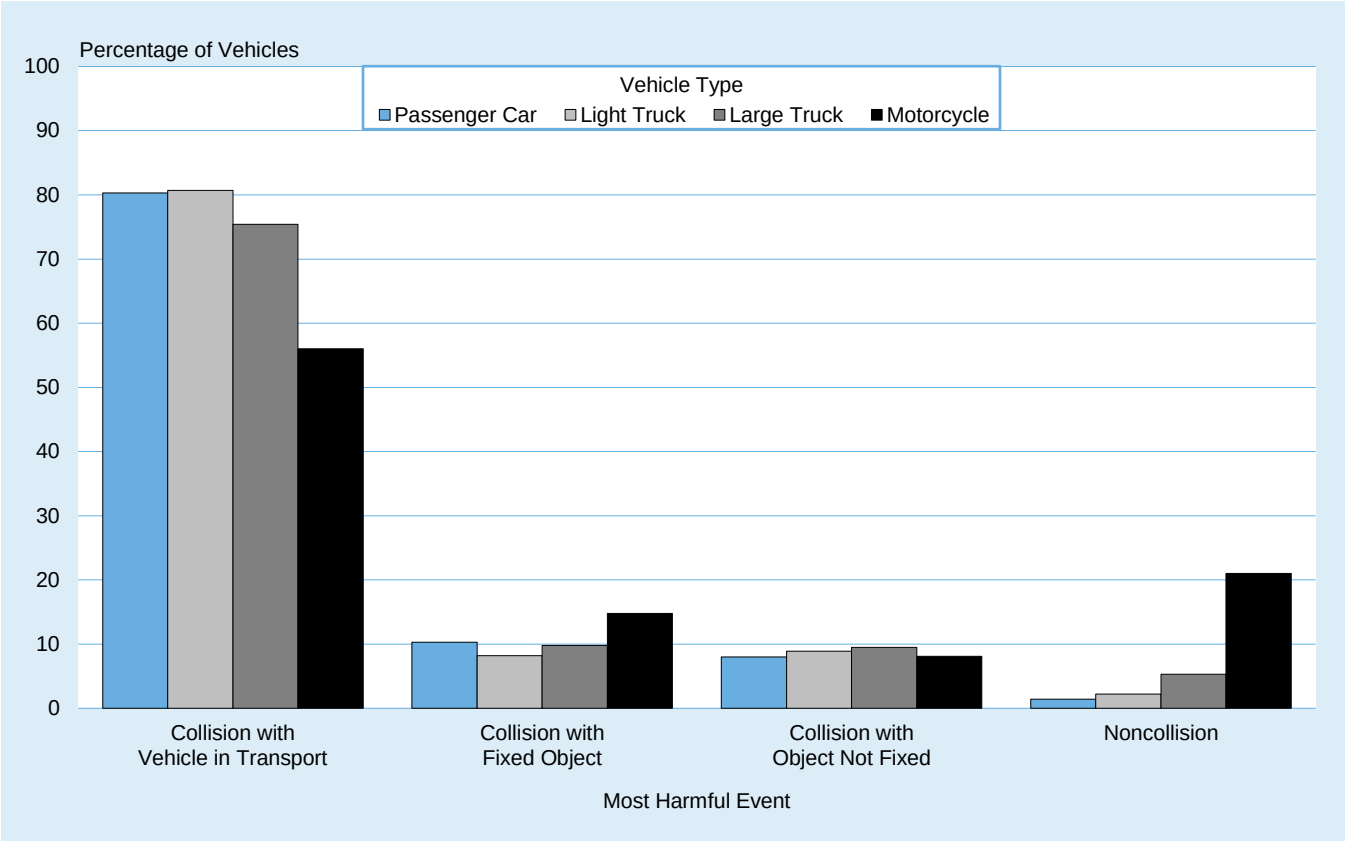
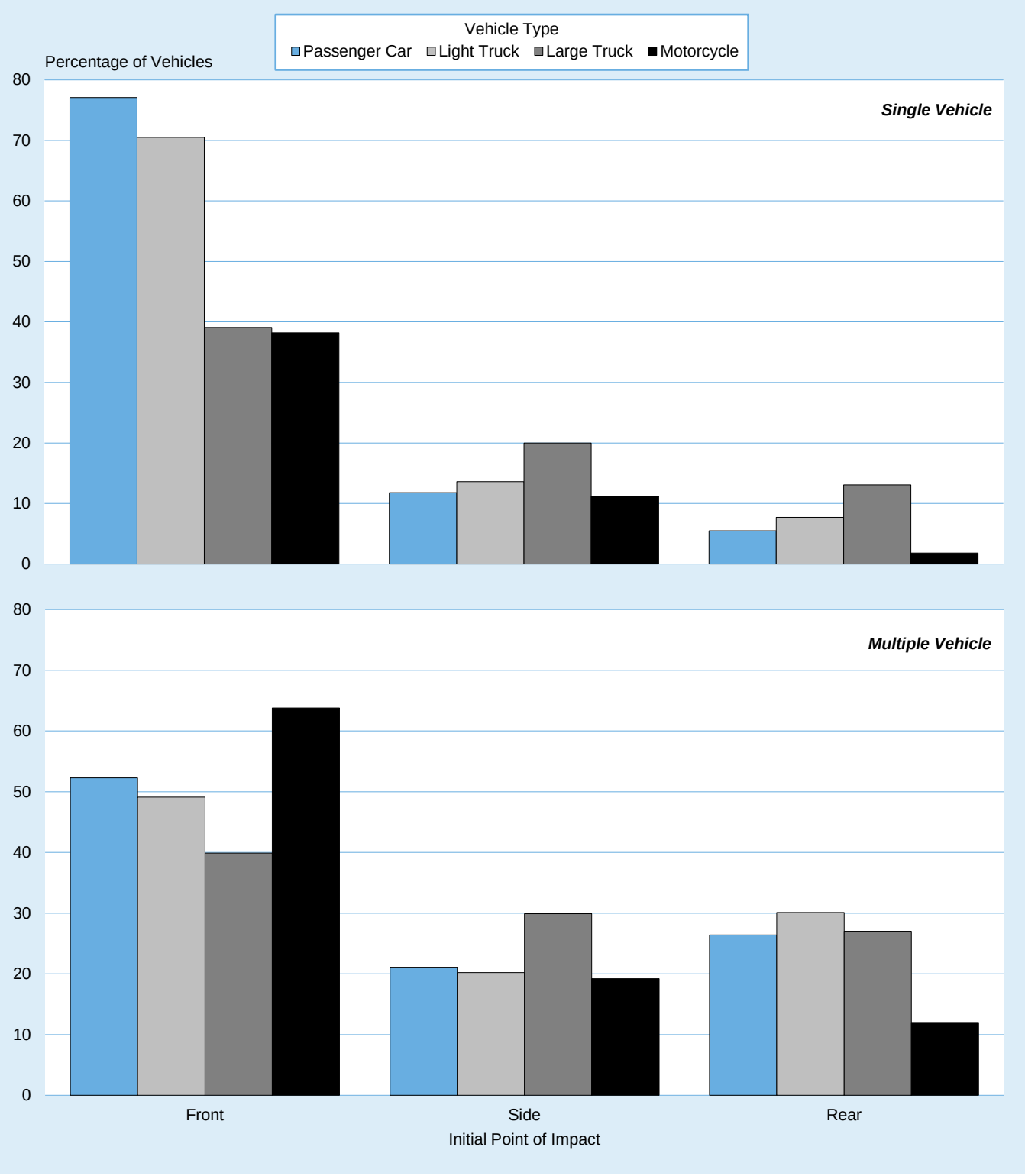


Figure 16. Percentage of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type



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

Table 42. Passenger Cars Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	6,932	33.2	673,810	44.5	1,313,837	40.9	**1,994,579**	**42.0**
Left Side	1,693	8.1	130,443	8.6	294,482	9.2	**426,619**	**9.0**
Right Side	1,476	7.1	115,999	7.7	259,606	8.1	**377,081**	**7.9**
Rear	1,243	6.0	308,282	20.4	704,882	21.9	**1,014,408**	**21.4**
Other/Unknown	191	0.9	358	0.0	641	0.0	**1,190**	**0.0**
Subtotal	*11,535*	*55.3*	*1,228,892*	*81.1*	*2,573,449*	*80.1*	***3,813,876***	***80.3***
Collision With Fixed Object	*3,652*	*17.5*	*145,841*	*9.6*	*340,012*	*10.6*	***489,504***	***10.3***
Collision With Object Not Fixed:								
Nonoccupant	3,129	15.0	52,101	3.4	3,686	0.1	**58,916**	**1.2**
Other	567	2.7	52,404	3.5	266,485	8.3	**319,456**	**6.7**
Subtotal	*3,696*	*17.7*	*104,506*	*6.9*	*270,170*	*8.4*	***378,372***	***8.0***
Noncollision	*1,977*	*9.5*	*35,401*	*2.3*	*28,458*	*0.9*	***65,837***	***1.4***
Total*	**20,868**	**100.0**	**1,514,640**	**100.0**	**3,212,089**	**100.0**	**4,747,597**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

Table 43. Passenger Cars Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,527	69.3	214,932	80.3	459,490	75.8	**679,949**	**77.1**
Left Side	513	6.4	11,387	4.3	30,423	5.0	**42,323**	**4.8**
Right Side	499	6.3	16,434	6.1	44,829	7.4	**61,763**	**7.0**
Rear	128	1.6	9,186	3.4	39,387	6.5	**48,702**	**5.5**
Noncollision	522	6.5	10,973	4.1	17,926	3.0	**29,421**	**3.3**
Other/Unknown	789	9.9	4,719	1.8	14,202	2.3	**19,711**	**2.2**
Total	**7,978**	**100.0**	**267,632**	**100.0**	**606,258**	**100.0**	**881,868**	**100.0**
Multiple-Vehicle Crashes								
Front	7,739	60.0	683,404	54.8	1,330,469	51.1	**2,021,612**	**52.3**
Left Side	1,802	14.0	133,287	10.7	298,879	11.5	**433,968**	**11.2**
Right Side	1,569	12.2	117,563	9.4	262,164	10.1	**381,296**	**9.9**
Rear	1,366	10.6	311,146	25.0	708,541	27.2	**1,021,054**	**26.4**
Noncollision	27	0.2	223	0.0	632	0.0	**883**	**0.0**
Other/Unknown	387	3.0	1,384	0.1	5,145	0.2	**6,917**	**0.2**
Total	**12,890**	**100.0**	**1,247,008**	**100.0**	**2,605,831**	**100.0**	**3,865,729**	**100.0**
All Crashes								
Front	13,266	63.6	898,336	59.3	1,789,959	55.7	**2,701,561**	**56.9**
Left Side	2,315	11.1	144,674	9.6	329,303	10.3	**476,292**	**10.0**
Right Side	2,068	9.9	133,997	8.8	306,993	9.6	**443,058**	**9.3**
Rear	1,494	7.2	320,333	21.1	747,929	23.3	**1,069,755**	**22.5**
Noncollision	549	2.6	11,196	0.7	18,558	0.6	**30,303**	**0.6**
Other/Unknown	1,176	5.6	6,104	0.4	19,347	0.6	**26,627**	**0.6**
Total	**20,868**	**100.0**	**1,514,640**	**100.0**	**3,212,089**	**100.0**	**4,747,597**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 44. Light Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	7,546	36.7	490,753	43.5	1,013,342	38.2	**1,511,641**	**39.8**
Left Side	1,270	6.2	87,912	7.8	221,506	8.4	**310,687**	**8.2**
Right Side	967	4.7	85,060	7.5	222,910	8.4	**308,937**	**8.1**
Rear	1,257	6.1	247,421	21.9	686,104	25.9	**934,782**	**24.6**
Other/Unknown	134	0.7	410	0.0	1,054	0.0	**1,598**	**0.0**
Subtotal	*11,174*	*54.3*	*911,556*	*80.7*	*2,144,916*	*80.9*	***3,067,645***	***80.7***
Collision With Fixed Object	*2,828*	*13.8*	*91,112*	*8.1*	*217,324*	*8.2*	***311,265***	***8.2***
Collision With Object Not Fixed:								
Nonoccupant	3,125	15.2	39,241	3.5	1,673	0.1	**44,039**	**1.2**
Other	483	2.3	44,512	3.9	249,483	9.4	**294,478**	**7.7**
Subtotal	*3,608*	*17.5*	*83,753*	*7.4*	*251,156*	*9.5*	***338,517***	***8.9***
Noncollision	*2,952*	*14.4*	*42,813*	*3.8*	*37,982*	*1.4*	***83,747***	***2.2***
Total*	**20,566**	**100.0**	**1,129,234**	**100.0**	**2,651,378**	**100.0**	**3,801,178**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

Table 45. Light Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,356	66.6	143,868	72.8	332,423	69.7	**481,648**	**70.5**
Left Side	377	4.7	10,573	5.3	23,894	5.0	**34,844**	**5.1**
Right Side	387	4.8	17,361	8.8	40,454	8.5	**58,202**	**8.5**
Rear	94	1.2	7,148	3.6	45,528	9.5	**52,771**	**7.7**
Noncollision	1,192	14.8	16,264	8.2	22,972	4.8	**40,428**	**5.9**
Other/Unknown	641	8.0	2,438	1.2	11,789	2.5	**14,869**	**2.2**
Total	**8,047**	**100.0**	**197,653**	**100.0**	**477,061**	**100.0**	**682,761**	**100.0**
Multiple-Vehicle Crashes								
Front	8,248	65.9	499,944	53.7	1,024,450	47.1	**1,532,642**	**49.1**
Left Side	1,419	11.3	90,898	9.8	223,756	10.3	**316,073**	**10.1**
Right Side	1,080	8.6	88,693	9.5	224,806	10.3	**314,579**	**10.1**
Rear	1,406	11.2	250,164	26.9	687,093	31.6	**938,663**	**30.1**
Noncollision	49	0.4	479	0.1	1,842	0.1	**2,370**	**0.1**
Other/Unknown	317	2.5	1,403	0.2	12,370	0.6	**14,090**	**0.5**
Total	**12,519**	**100.0**	**931,581**	**100.0**	**2,174,318**	**100.0**	**3,118,417**	**100.0**
All Crashes								
Front	13,604	66.1	643,813	57.0	1,356,873	51.2	**2,014,289**	**53.0**
Left Side	1,796	8.7	101,471	9.0	247,650	9.3	**350,917**	**9.2**
Right Side	1,467	7.1	106,054	9.4	265,261	10.0	**372,781**	**9.8**
Rear	1,500	7.3	257,313	22.8	732,622	27.6	**991,434**	**26.1**
Noncollision	1,241	6.0	16,743	1.5	24,814	0.9	**42,798**	**1.1**
Other/Unknown	958	4.7	3,841	0.3	24,160	0.9	**28,959**	**0.8**
Total	**20,566**	**100.0**	**1,129,234**	**100.0**	**2,651,378**	**100.0**	**3,801,178**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 46. Large Trucks Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,094	43.2	39,772	37.2	92,517	28.3	**134,383**	**30.6**
Left Side	377	7.8	12,256	11.5	39,209	12.0	**51,842**	**11.8**
Right Side	206	4.3	10,254	9.6	40,122	12.3	**50,582**	**11.5**
Rear	825	17.0	24,180	22.6	69,208	21.1	**94,214**	**21.5**
Other/Unknown	47	1.0	0	0.0	114	0.0	**161**	**0.0**
Subtotal	*3,549*	*73.3*	*86,463*	*80.9*	*241,170*	*73.6*	***331,181***	***75.4***
Collision With Fixed Object	*239*	*4.9*	*6,637*	*6.2*	*36,330*	*11.1*	***43,207***	***9.8***
Collision With Object Not Fixed:								
Nonoccupant	539	11.1	1,234	1.2	0	0.0	**1,773**	**0.4**
Other	104	2.1	4,213	3.9	35,450	10.8	**39,767**	**9.1**
Subtotal	*643*	*13.3*	*5,447*	*5.1*	*35,450*	*10.8*	***41,540***	***9.5***
Noncollision	*411*	*8.5*	*8,355*	*7.8*	*14,513*	*4.4*	***23,278***	***5.3***
Total*	**4,842**	**100.0**	**106,902**	**100.0**	**327,463**	**100.0**	**439,206**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

Table 47. Large Trucks Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	608	62.0	7,867	48.4	26,824	36.8	**35,300**	**39.1**
Left Side	34	3.5	698	4.3	3,991	5.5	**4,723**	**5.2**
Right Side	71	7.2	1,240	7.6	12,034	16.5	**13,345**	**14.8**
Rear	35	3.6	847	5.2	10,918	15.0	**11,801**	**13.1**
Noncollision	137	14.0	4,865	29.9	10,031	13.7	**15,033**	**16.7**
Other/Unknown	96	9.8	733	4.5	9,186	12.6	**10,015**	**11.1**
Total	**981**	**100.0**	**16,250**	**100.0**	**72,985**	**100.0**	**90,216**	**100.0**
Multiple-Vehicle Crashes								
Front	2,291	59.3	41,888	46.2	94,909	37.3	**139,089**	**39.9**
Left Side	404	10.5	12,555	13.9	39,660	15.6	**52,619**	**15.1**
Right Side	225	5.8	10,831	11.9	40,529	15.9	**51,585**	**14.8**
Rear	849	22.0	24,235	26.7	69,208	27.2	**94,293**	**27.0**
Noncollision	26	0.7	275	0.3	1,882	0.7	**2,184**	**0.6**
Other/Unknown	66	1.7	866	1.0	8,289	3.3	**9,221**	**2.6**
Total	**3,861**	**100.0**	**90,651**	**100.0**	**254,478**	**100.0**	**348,990**	**100.0**
All Crashes								
Front	2,899	59.9	49,756	46.5	121,734	37.2	**174,389**	**39.7**
Left Side	438	9.0	13,254	12.4	43,651	13.3	**57,342**	**13.1**
Right Side	296	6.1	12,071	11.3	52,563	16.1	**64,930**	**14.8**
Rear	884	18.3	25,082	23.5	80,127	24.5	**106,093**	**24.2**
Noncollision	163	3.4	5,140	4.8	11,914	3.6	**17,217**	**3.9**
Other/Unknown	162	3.3	1,598	1.5	17,475	5.3	**19,235**	**4.4**
Total	**4,842**	**100.0**	**106,902**	**100.0**	**327,463**	**100.0**	**439,206**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 48. 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	256	14.9	1,459	85.1	**1,715**	**100.0**
Combination Truck	328	10.5	2,799	89.5	**3,127**	**100.0**
Total	**584**	**12.1**	**4,258**	**87.9**	**4,842**	**100.0**
Injury Crashes						
Single-Unit Truck	4,035	7.8	47,610	92.2	**51,645**	**100.0**
Combination Truck	5,368	9.7	49,888	90.3	**55,257**	**100.0**
Total	**9,403**	**8.8**	**97,499**	**91.2**	**106,902**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	3,842	2.5	147,425	97.5	**151,266**	**100.0**
Combination Truck	5,678	3.2	170,518	96.8	**176,196**	**100.0**
Total	**9,520**	**2.9**	**317,943**	**97.1**	**327,463**	**100.0**
All Crashes						
Single-Unit Truck	8,133	4.0	196,494	96.0	**204,627**	**100.0**
Combination Truck	11,374	4.8	223,206	95.2	**234,580**	**100.0**
Total	**19,507**	**4.4**	**419,699**	**95.6**	**439,206**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 49. Truck Tractors With Trailers Involved in Crashes, by Number of Trailers, Jackknife Occurrence, and Crash Severity

Number of Trailers	Jackknife Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
One	141	5.5	2,436	94.5	**2,577**	**100.0**
Two or More	11	8.8	114	91.2	**125**	**100.0**
Total	**152**	**5.6**	**2,550**	**94.4**	**2,702**	**100.0**
Injury Crashes						
One	722	1.7	41,770	98.3	**42,492**	**100.0**
Two or More	221	9.6	2,093	90.4	**2,314**	**100.0**
Total	**943**	**2.1**	**43,863**	**97.9**	**44,806**	**100.0**
Property-Damage-Only Crashes						
One	3,559	2.6	132,875	97.4	**136,434**	**100.0**
Two or More	111	2.6	4,220	97.4	**4,331**	**100.0**
Unknown Number	0	0.0	147	100.0	**147**	**100.0**
Total	**3,670**	**2.6**	**137,242**	**97.4**	**140,912**	**100.0**
All Crashes						
One	4,421	2.4	177,082	97.6	**181,503**	**100.0**
Two or More	344	5.1	6,426	94.9	**6,770**	**100.0**
Unknown Number	0	0.0	147	100.0	**147**	**100.0**
Total	**4,765**	**2.5**	**183,655**	**97.5**	**188,420**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 50. Motorcycles Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	2,335	40.9	27,080	34.0	9,561	45.6	**38,977**	**36.6**
Left Side	201	3.5	5,111	6.4	1,581	7.5	**6,893**	**6.5**
Right Side	155	2.7	3,773	4.7	908	4.3	**4,835**	**4.5**
Rear	243	4.3	4,554	5.7	2,579	12.3	**7,376**	**6.9**
Other/Unknown	204	3.6	1,223	1.5	95	0.5	**1,522**	**1.4**
Subtotal	*3,138*	*54.9*	*41,741*	*52.4*	*14,724*	*70.2*	***59,603***	***56.0***
Collision With Fixed Object	*1,406*	*24.6*	*11,676*	*14.6*	*2,710*	*12.9*	***15,792***	***14.8***
Collision With Object Not Fixed:								
Nonoccupant	62	1.1	1,129	1.4	0	0.0	**1,191**	**1.1**
Other	250	4.4	5,152	6.5	2,021	9.6	**7,423**	**7.0**
Subtotal	*312*	*5.5*	*6,280*	*7.9*	*2,021*	*9.6*	***8,614***	***8.1***
Noncollision	*842*	*14.7*	*20,034*	*25.1*	*1,514*	*7.2*	***22,391***	***21.0***
Total*	**5,715**	**100.0**	**79,732**	**100.0**	**20,970**	**100.0**	**106,417**	**100.0**

*Includes vehicles in fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

Table 51. Motorcycles Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	1,073	46.7	13,131	36.4	2,699	45.9	**16,903**	**38.2**
Left Side	96	4.2	1,304	3.6	379	6.4	**1,779**	**4.0**
Right Side	106	4.6	2,008	5.6	1,059	18.0	**3,173**	**7.2**
Rear	12	0.5	369	1.0	429	7.3	**810**	**1.8**
Noncollision	657	28.6	19,004	52.7	1,148	19.5	**20,809**	**47.0**
Other/Unknown	356	15.5	271	0.8	166	2.8	**793**	**1.8**
Total	**2,300**	**100.0**	**36,088**	**100.0**	**5,879**	**100.0**	**44,267**	**100.0**
Multiple-Vehicle Crashes								
Front	2,432	71.2	27,674	63.4	9,561	63.4	**39,667**	**63.8**
Left Side	223	6.5	5,141	11.8	1,581	10.5	**6,944**	**11.2**
Right Side	164	4.8	3,894	8.9	908	6.0	**4,965**	**8.0**
Rear	255	7.5	4,617	10.6	2,579	17.1	**7,451**	**12.0**
Noncollision	214	6.3	2,290	5.2	462	3.1	**2,965**	**4.8**
Other/Unknown	127	3.7	29	0.1	0	0.0	**156**	**0.3**
Total	**3,415**	**100.0**	**43,644**	**100.0**	**15,091**	**100.0**	**62,150**	**100.0**
All Crashes								
Front	3,505	61.3	40,805	51.2	12,260	58.5	**56,571**	**53.2**
Left Side	319	5.6	6,445	8.1	1,959	9.3	**8,723**	**8.2**
Right Side	270	4.7	5,902	7.4	1,967	9.4	**8,139**	**7.6**
Rear	267	4.7	4,986	6.3	3,008	14.3	**8,261**	**7.8**
Noncollision	871	15.2	21,293	26.7	1,610	7.7	**23,774**	**22.3**
Other/Unknown	483	8.5	301	0.4	166	0.8	**949**	**0.9**
Total	**5,715**	**100.0**	**79,732**	**100.0**	**20,970**	**100.0**	**106,417**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 52. Buses Involved in Crashes, by Most Harmful Event and Crash Severity

Most Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision With Motor Vehicle in Transport by Initial Point of Impact:								
Front	50	32.1	3,416	45.7	7,357	31.3	**10,822**	**34.7**
Left Side	9	5.8	935	12.5	4,023	17.1	**4,967**	**15.9**
Right Side	9	5.8	584	7.8	3,194	13.6	**3,788**	**12.2**
Rear	21	13.5	1,707	22.8	4,439	18.9	**6,167**	**19.8**
Other/Unknown	1	0.6	0	0.0	0	0.0	**1**	**0.0**
Subtotal	*90*	*57.7*	*6,642*	*88.8*	*19,013*	*80.8*	***25,744***	***82.6***
Collision With Fixed Object	*4*	*2.6*	*114*	*1.5*	*1,065*	*4.5*	***1,182***	***3.8***
Collision With Object Not Fixed:								
Nonoccupant	55	35.3	497	6.6	0	0.0	**552**	**1.8**
Other	1	0.6	229	3.1	3,199	13.6	**3,428**	**11.0**
Subtotal	*56*	*35.9*	*726*	*9.7*	*3,199*	*13.6*	***3,981***	***12.8***
Noncollision	*6*	*3.8*	*0*	*0.0*	*248*	*1.1*	***254***	***0.8***
Total	**156**	**100.0**	**7,481**	**100.0**	**23,524**	**100.0**	**31,161**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 53. Buses Involved in Crashes, by Initial Point of Impact, Crash Severity, and Crash Type

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	30	56.6	391	55.8	1,006	22.9	**1,427**	**27.7**
Left Side	4	7.5	163	23.2	115	2.6	**281**	**5.5**
Right Side	5	9.4	95	13.6	1,292	29.4	**1,392**	**27.0**
Rear	3	5.7	34	4.9	1,596	36.3	**1,634**	**31.7**
Noncollision	2	3.8	0	0.0	133	3.0	**135**	**2.6**
Other/Unknown	9	17.0	17	2.5	255	5.8	**281**	**5.5**
Total	**53**	**100.0**	**700**	**100.0**	**4,397**	**100.0**	**5,150**	**100.0**
Multiple-Vehicle Crashes								
Front	58	56.3	3,530	52.1	7,357	38.5	**10,944**	**42.1**
Left Side	10	9.7	935	13.8	4,023	21.0	**4,968**	**19.1**
Right Side	9	8.7	584	8.6	3,194	16.7	**3,788**	**14.6**
Rear	21	20.4	1,732	25.5	4,439	23.2	**6,192**	**23.8**
Noncollision	0	0.0	0	0.0	115	0.6	**115**	**0.4**
Other/Unknown	5	4.9	0	0.0	0	0.0	**5**	**0.0**
Total	**103**	**100.0**	**6,781**	**100.0**	**19,127**	**100.0**	**26,012**	**100.0**
All Crashes								
Front	88	56.4	3,920	52.4	8,363	35.6	**12,371**	**39.7**
Left Side	14	9.0	1,098	14.7	4,137	17.6	**5,250**	**16.8**
Right Side	14	9.0	679	9.1	4,486	19.1	**5,179**	**16.6**
Rear	24	15.4	1,766	23.6	6,035	25.7	**7,825**	**25.1**
Noncollision	2	1.3	0	0.0	248	1.1	**250**	**0.8**
Other/Unknown	14	9.0	17	0.2	255	1.1	**286**	**0.9**
Total	**156**	**100.0**	**7,481**	**100.0**	**23,524**	**100.0**	**31,161**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Chapter 4

PEOPLE

CHAPTER 4: PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2020. The tables and figures are presented in nine groups: all killed and injured people, 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 38,824 people lost their lives in motor vehicle crashes in 2020. Another 2.3 million people were injured.
- The majority of people killed and injured in traffic crashes were drivers (67%), followed by passengers (24%), motorcyclists (4%), pedestrians (3%), and pedalcyclists (2%).
- Per 100,000 population, people 21 to 24 years old had the highest fatality rate and the highest injury rate. Children 5 to 9 years old had the lowest fatality rate, and children under 5 years old had the lowest injury rate per 100,000 population.
- The fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was higher for females in the younger age groups, but higher for males in the older age groups.
- Of the people who were killed in 2020 in traffic crashes, 30 percent died in alcohol-impaired-driving crashes.

Table 54. People Killed and Injured, by Person Type and Injury Severity

Person Type	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Vehicle Occupants						
Drivers	19,519	105,017	494,391	946,281	1,545,689	**1,565,208**
Passengers	5,966	36,671	159,552	350,600	546,822	**552,788**
Unknown	51	141	322	272	735	**786**
Subtotal	*25,536*	*141,829*	*654,264*	*1,297,153*	*2,093,246*	***2,118,782***
Motorcyclists	*5,579*	*23,144*	*38,154*	*21,230*	*82,528*	***88,107***
Nonoccupants						
Pedestrians	6,516	12,623	21,972	20,175	54,769	**61,285**
Pedalcyclists	938	5,500	18,767	14,619	38,886	**39,824**
Other/Unknown	255	1,571	3,904	7,111	12,586	**12,841**
Subtotal	*7,709*	*19,693*	*44,643*	*41,904*	*106,241*	***113,950***
Total	**38,824**	**184,666**	**737,062**	**1,360,287**	**2,282,015**	**2,320,839**

Note: Totals may not equal sum of components due to independent rounding.

Table 55. People Killed and Injured, by Age Group and Injury Severity

Age Group	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
<5	313	1,767	10,326	25,896	37,989	**38,302**
5-9	307	2,797	13,065	27,919	43,781	**44,088**
10-15	673	6,125	23,680	45,820	75,624	**76,297**
16-20	3,121	21,941	95,978	162,363	280,283	**283,404**
21-24	3,313	18,498	74,715	136,115	229,329	**232,642**
25-34	7,713	41,847	161,258	286,899	490,004	**497,717**
35-44	5,836	31,808	107,328	202,220	341,356	**347,192**
45-54	5,222	21,586	95,166	177,071	293,823	**299,045**
55-64	5,605	19,446	79,735	157,143	256,324	**261,929**
65-74	3,533	12,031	47,367	90,505	149,904	**153,437**
>74	3,016	6,736	28,368	48,227	83,331	**86,347**
Total*	**38,824**	**184,666**	**737,062**	**1,360,287**	**2,282,015**	**2,320,839**

*Includes people killed and injured of unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Table 56. People Killed and Injured, by Sex and Injury Severity

Sex	People Killed	People Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Male	28,033	114,992	398,120	645,918	1,159,030	**1,187,063**
Female	10,690	69,657	338,914	714,313	1,122,884	**1,133,574**
Total*	**38,824**	**184,666**	**737,062**	**1,360,287**	**2,282,015**	**2,320,839**

*Includes people killed and injured of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

Figure 17. Percentage of People Killed and Injured, by Age Group

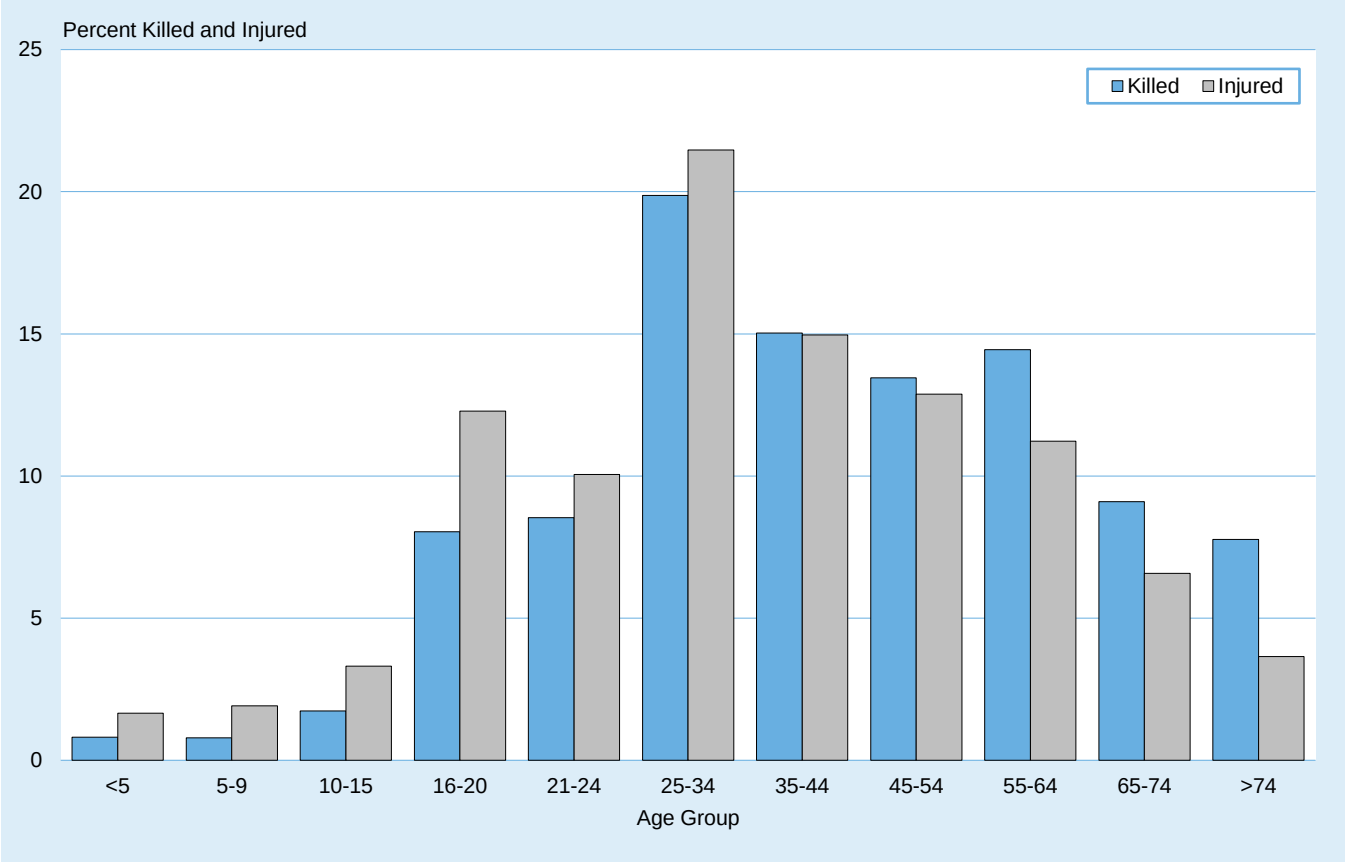


Table 57. People Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	179	9,861,157	1.82	133	9,440,135	1.41	**313**	**19,301,292**	**1.62**
5-9	162	10,346,753	1.57	144	9,890,958	1.46	**307**	**20,237,711**	**1.52**
10-15	420	12,726,352	3.30	250	12,203,991	2.05	**673**	**24,930,343**	**2.70**
16-20	2,174	10,784,645	20.16	942	10,344,936	9.11	**3,121**	**21,129,581**	**14.77**
21-24	2,420	8,811,414	27.46	891	8,438,769	10.56	**3,313**	**17,250,183**	**19.21**
25-34	5,741	23,444,379	24.49	1,964	22,625,267	8.68	**7,713**	**46,069,646**	**16.74**
35-44	4,322	21,045,868	20.54	1,498	21,090,324	7.10	**5,836**	**42,136,192**	**13.85**
45-54	3,876	19,924,692	19.45	1,336	20,441,441	6.54	**5,222**	**40,366,133**	**12.94**
55-64	4,227	20,489,434	20.63	1,365	21,914,243	6.23	**5,605**	**42,403,677**	**13.22**
65-74	2,499	15,183,540	16.46	1,027	17,365,858	5.91	**3,533**	**32,549,398**	**10.85**
>74	1,899	9,637,968	19.70	1,108	13,471,999	8.22	**3,016**	**23,109,967**	**13.05**
Unknown	114	**	**	32	**	**	**172**	****	****
Total	**28,033**	**162,256,202**	**17.28**	**10,690**	**167,227,921**	**6.39**	**38,824**	**329,484,123**	**11.78**

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	17,964	9,861,157	182	20,016	9,440,135	212	**37,989**	**19,301,292**	**197**
5-9	22,175	10,346,753	214	21,606	9,890,958	218	**43,781**	**20,237,711**	**216**
10-15	36,726	12,726,352	289	38,894	12,203,991	319	**75,624**	**24,930,343**	**303**
16-20	139,502	10,784,645	1,294	140,778	10,344,936	1,361	**280,283**	**21,129,581**	**1,326**
21-24	118,671	8,811,414	1,347	110,655	8,438,769	1,311	**229,329**	**17,250,183**	**1,329**
25-34	248,401	23,444,379	1,060	241,595	22,625,267	1,068	**490,004**	**46,069,646**	**1,064**
35-44	175,321	21,045,868	833	166,031	21,090,324	787	**341,356**	**42,136,192**	**810**
45-54	152,146	19,924,692	764	141,675	20,441,441	693	**293,823**	**40,366,133**	**728**
55-64	135,405	20,489,434	661	120,918	21,914,243	552	**256,324**	**42,403,677**	**604**
65-74	73,349	15,183,540	483	76,555	17,365,858	441	**149,904**	**32,549,398**	**461**
>74	39,257	9,637,968	407	44,073	13,471,999	327	**83,331**	**23,109,967**	**361**
Total* **	**1,159,030**	**162,256,202**	**714**	**1,122,884**	**167,227,921**	**671**	**2,282,015**	**329,484,123**	**693**

Source: Population—Census Bureau

*Includes people killed and injured of unknown sex.

**Not applicable.

***Includes people injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Figure 18. Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

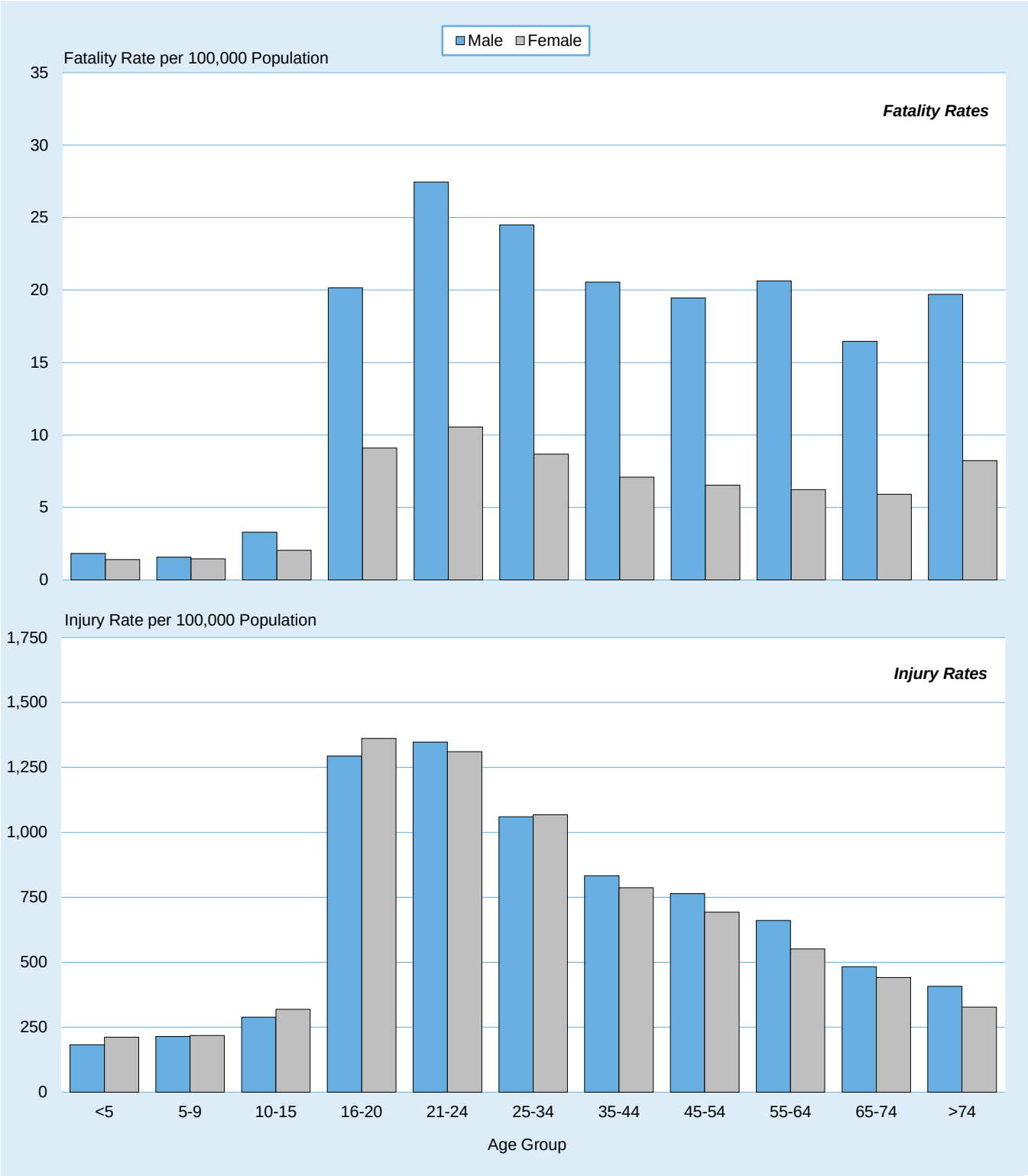


Table 58. People Killed and Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
People Killed						
Normal	14,897	6,668	9,034	1,426	12	**32,110**
Rain	1,211	617	920	127	3	**2,882**
Snow/Sleet	197	48	148	18	0	**412**
Other	131	74	240	55	0	**502**
Unknown	1,278	558	752	110	2	**2,918**
Total	**17,714**	**7,965**	**11,094**	**1,736**	**17**	**38,824**
People Injured						
Normal	1,360,478	365,312	212,281	74,652	77	**2,012,819**
Rain	131,825	47,180	27,878	11,747	328	**218,958**
Snow/Sleet	18,319	4,066	8,303	1,817	0	**32,505**
Other	7,685	2,687	3,435	2,325	0	**16,132**
Total**	**1,519,172**	**419,546**	**252,221**	**90,597**	**405**	**2,282,015**

*Includes people killed and injured in crashes with unknown light conditions.

**Includes people injured in fatal crashes from FARS with unknown weather condition.

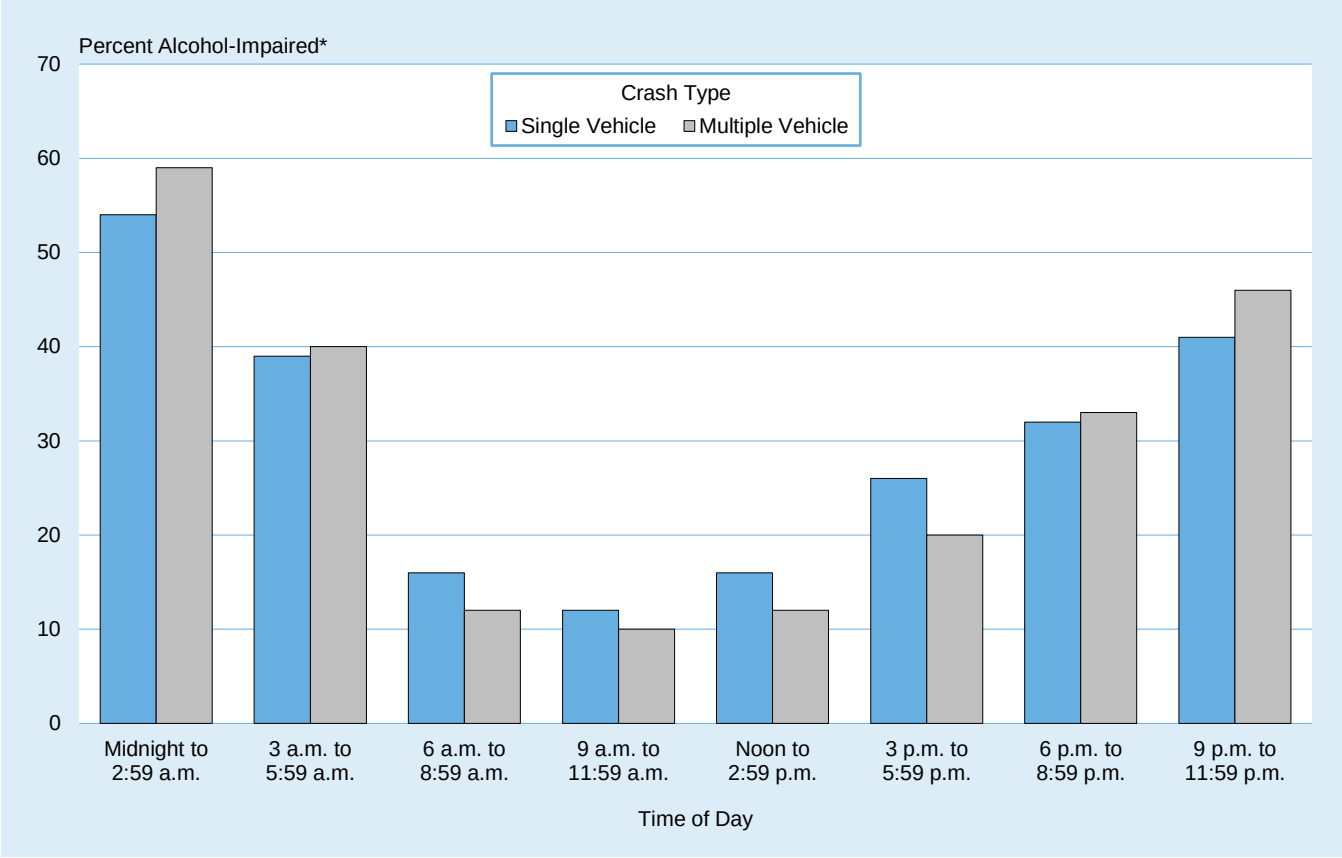
Note: Totals may not equal sum of components due to independent rounding.

Table 59. People Killed in Crashes and Percentage Alcohol-Impaired-Driving Fatalities, by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*		Number	Alcohol-Impaired Driving*	
		Number	Percent		Number	Percent		Number	Percent
Midnight to 2:59 a.m.	3,061	1,645	54	1,206	707	59	**4,267**	**2,352**	**55**
3 a.m. to 5:59 a.m.	2,114	820	39	1,044	420	40	**3,158**	**1,239**	**39**
6 a.m. to 8:59 a.m.	1,793	294	16	1,661	202	12	**3,454**	**496**	**14**
9 a.m. to 11:59 a.m.	1,501	185	12	1,912	191	10	**3,413**	**376**	**11**
Noon to 2:59 p.m.	2,078	324	16	2,735	337	12	**4,813**	**661**	**14**
3 p.m. to 5:59 p.m.	2,811	731	26	3,273	658	20	**6,084**	**1,389**	**23**
6 p.m. to 8:59 p.m.	4,070	1,319	32	2,943	983	33	**7,013**	**2,303**	**33**
9 p.m. to 11:59 p.m.	4,014	1,639	41	2,277	1,054	46	**6,291**	**2,693**	**43**
Unknown	299	138	46	32	7	23	**331**	**145**	**44**
Total	**21,741**	**7,093**	**33**	**17,083**	**4,560**	**27**	**38,824**	**11,654**	**30**

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Figure 19. Percentage of People Killed in Alcohol-Impaired-Driving Crashes, by Time of Day and Crash Type



*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 60. People Killed in Work Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Drivers	Passengers	Pedestrians	Pedalcyclists	Other Nonoccupants	
Principal Arterial						
Interstate	202	72	63	0	3	**340**
Freeway/Expressway	55	16	7	1	0	**79**
Other	137	35	48	11	1	**232**
Minor Arterial	61	15	19	2	0	**97**
Collector	45	8	13	0	0	**66**
Local Road or Street	13	5	5	0	0	**23**
Unknown	17	2	1	0	0	**20**
Total	**530**	**153**	**156**	**14**	**4**	**857**

Table 61. People 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 Drivers	0	0	0	0	**0**	**0**
Ambulance Passengers	2	2	2	0	**4**	**2**
Occupants of Other Vehicle	0	0	21	9	**21**	**9**
Pedestrians	3	0	1	1	**4**	**1**
Pedalcyclists	2	2	0	0	**2**	**2**
Other Nonoccupants	0	0	0	0	**0**	**0**
Total	**7**	**4**	**24**	**10**	**31**	**14**
Fire Truck						
Fire Truck Drivers	2	0	0	0	**2**	**0**
Fire Truck Passengers	0	0	0	0	**0**	**0**
Occupants of Other Vehicle	0	0	12	10	**12**	**10**
Pedestrians	1	1	2	1	**3**	**2**
Pedalcyclists	0	0	0	0	**0**	**0**
Other Nonoccupants	0	0	0	0	**0**	**0**
Total	**3**	**1**	**14**	**11**	**17**	**12**
Police Vehicle						
Police Vehicle Drivers	6	4	12	5	**18**	**9**
Police Vehicle Passengers	2	1	2	1	**4**	**2**
Occupants of Other Vehicle	0	0	65	32	**65**	**32**
Pedestrians	29	6	7	5	**36**	**11**
Pedalcyclists	4	1	0	0	**4**	**1**
Other Nonoccupants	0	0	0	0	**0**	**0**
Total	**41**	**12**	**86**	**43**	**127**	**55**

*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

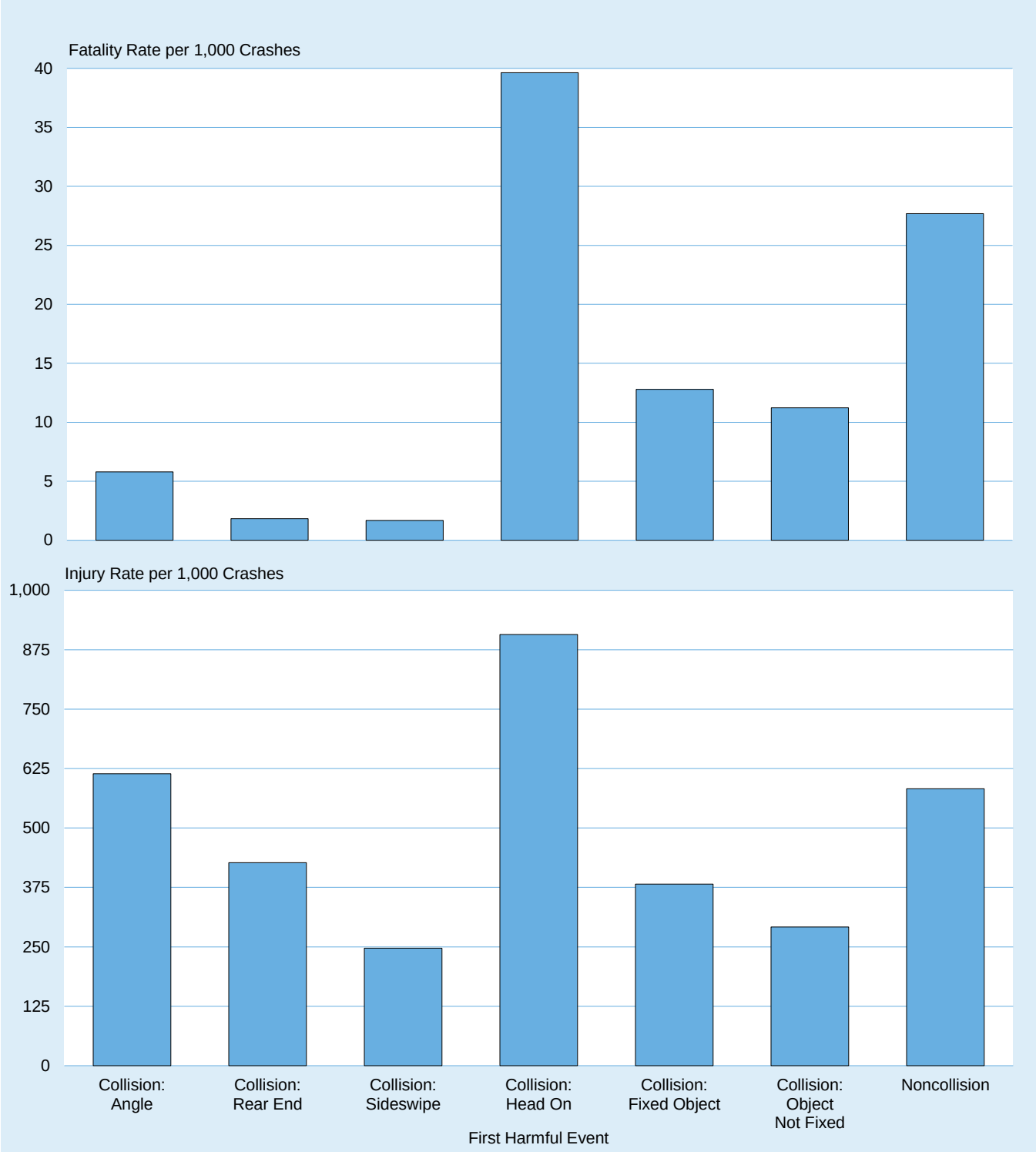


Figure 21. Fatality and Injury Rates per 1,000 Crashes, by Time of Day

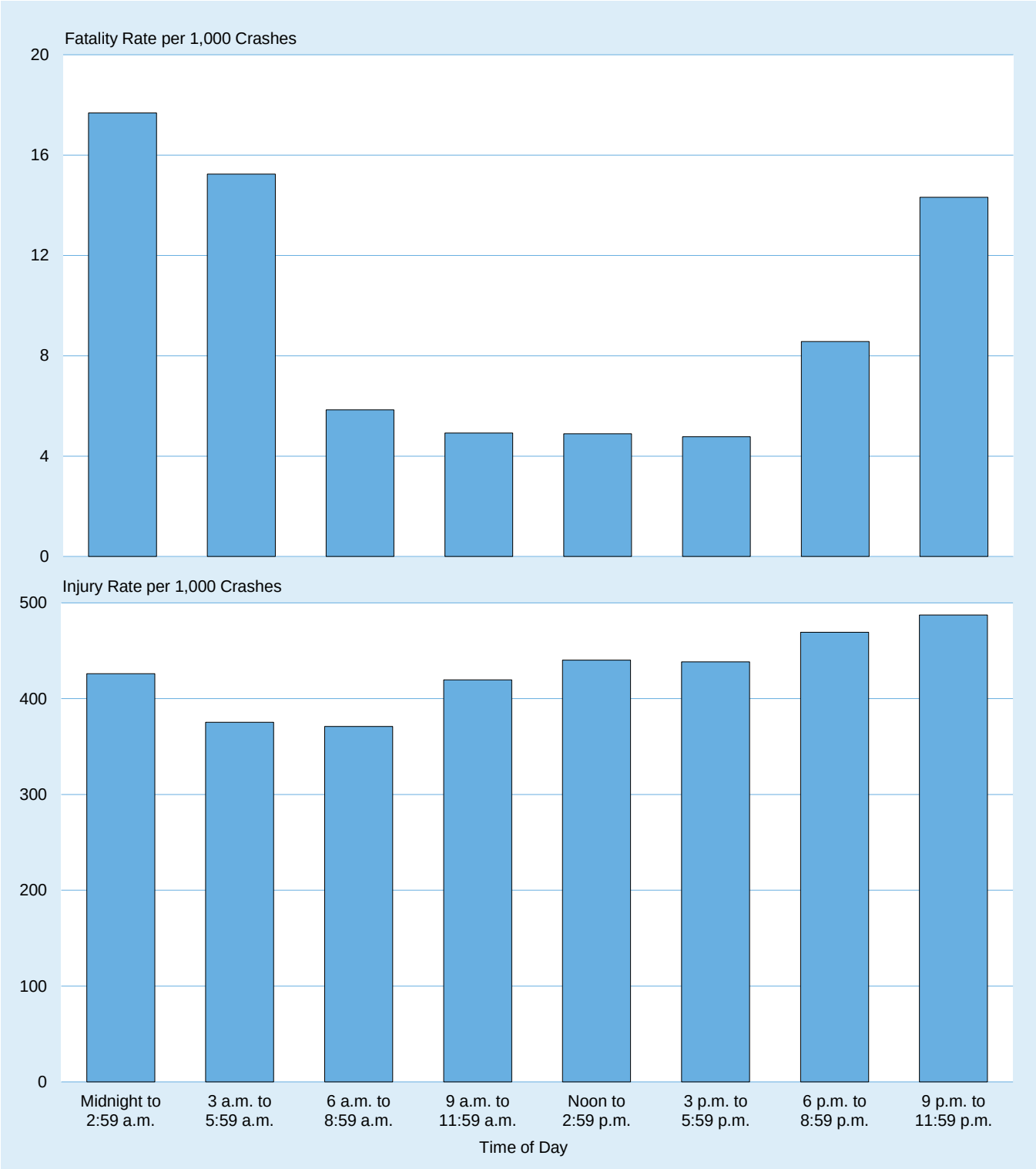


Table 62. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

Age Group	Sex				Total*	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	146	**	62	**	**209**	**
16-20	3,246	55.52	1,190	20.95	**4,440**	**38.52**
21-24	3,606	50.62	1,274	18.42	**4,884**	**34.78**
25-34	8,930	44.83	2,988	14.95	**11,933**	**29.91**
35-44	6,702	35.41	2,184	11.33	**8,896**	**23.28**
45-54	5,937	32.05	1,785	9.47	**7,731**	**20.69**
55-64	5,614	29.04	1,674	8.33	**7,294**	**18.50**
65-74	3,049	21.12	1,064	6.89	**4,116**	**13.78**
>74	2,028	23.98	779	8.34	**2,810**	**15.79**
Unknown	135	**	33	**	**1,577**	**
Total	**39,393**	**34.99**	**13,033**	**11.27**	**53,890**	**23.62**
Drivers in Injury Crashes						
<16	9,212	**	5,060	**	**14,271**	**
16-20	180,644	3,090	146,584	2,581	**327,227**	**2,839**
21-24	173,274	2,432	133,152	1,925	**306,426**	**2,182**
25-34	380,509	1,910	289,164	1,447	**669,673**	**1,678**
35-44	279,314	1,476	201,757	1,046	**481,071**	**1,259**
45-54	241,600	1,304	163,001	865	**404,601**	**1,083**
55-64	212,627	1,100	134,845	671	**347,472**	**882**
65-74	114,672	794	80,440	521	**195,112**	**653**
>74	54,864	649	40,170	430	**95,035**	**534**
Total	**1,646,716**	**1,463**	**1,194,171**	**1,033**	**2,840,887**	**1,245**
Drivers in Property-Damage-Only Crashes						
<16	16,621	**	11,076	**	**27,696**	**
16-20	415,528	7,107	327,042	5,758	**742,570**	**6,442**
21-24	373,910	5,249	283,711	4,101	**657,621**	**4,683**
25-34	839,709	4,216	592,367	2,964	**1,432,076**	**3,589**
35-44	652,810	3,449	423,144	2,194	**1,075,954**	**2,816**
45-54	557,168	3,008	331,492	1,759	**888,659**	**2,378**
55-64	473,592	2,450	288,161	1,435	**761,753**	**1,933**
65-74	254,827	1,765	175,138	1,135	**429,965**	**1,439**
>74	124,923	1,477	89,461	958	**214,385**	**1,205**
Total	**3,709,088**	**3,294**	**2,521,591**	**2,181**	**6,230,679**	**2,730**
Drivers in All Crashes						
<16	25,979	**	16,197	**	**42,177**	**
16-20	599,418	10,252	474,816	8,360	**1,074,237**	**9,320**
21-24	550,790	7,732	418,137	6,045	**968,931**	**6,901**
25-34	1,229,148	6,171	884,518	4,426	**2,113,682**	**5,297**
35-44	938,826	4,961	627,085	3,252	**1,565,920**	**4,098**
45-54	804,705	4,344	496,277	2,633	**1,300,991**	**3,481**
55-64	691,833	3,579	424,679	2,114	**1,116,519**	**2,833**
65-74	372,548	2,580	256,642	1,663	**629,193**	**2,106**
>74	181,816	2,149	130,411	1,397	**312,229**	**1,755**
Unknown	135	**	33	**	**1,577**	**
Total	**5,395,197**	**4,792**	**3,728,795**	**3,226**	**9,125,456**	**3,999**

Source: Licensed Drivers—FHWA

*Includes drivers in fatal crashes of unknown sex.

**Not applicable.

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Totals may not equal sum of components due to independent rounding.

Figure 22. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

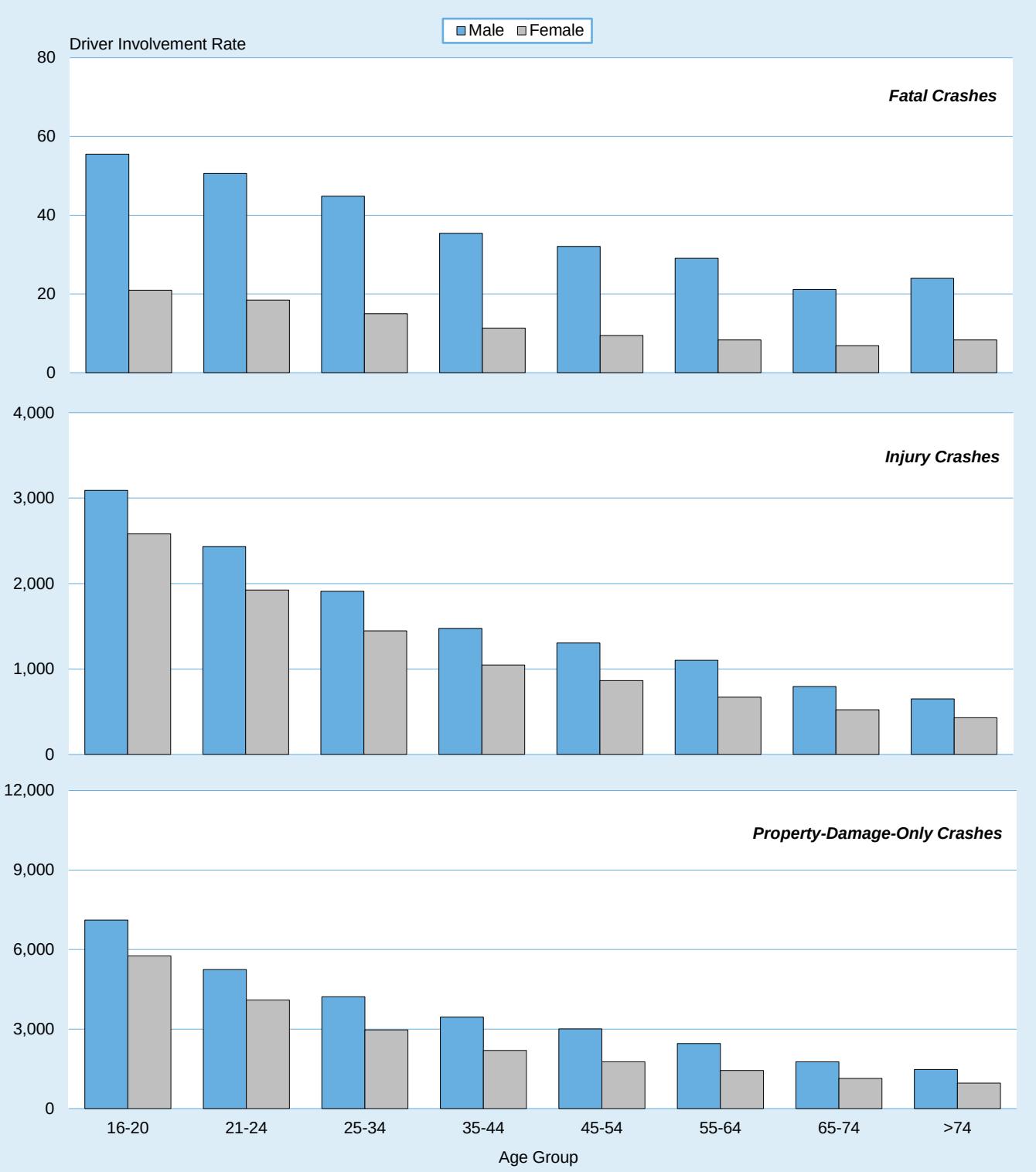


Table 63. Drivers Involved in Fatal Crashes, by Previous Driving Record and License Compliance

Previous Convictions	Valid License (41,365)		Invalid License (9,559)		Total (50,924)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,381	17.8	1,689	17.7	**9,070**	**17.8**
Previous Recorded Suspensions or Revocations	3,754	9.1	3,424	35.8	**7,178**	**14.1**
Previous DWI Convictions	841	2.0	897	9.4	**1,738**	**3.4**
Previous Speeding Convictions	7,750	18.7	1,705	17.8	**9,455**	**18.6**
Previous Other Harmful Moving Convictions	7,084	17.1	2,331	24.4	**9,415**	**18.5**
Drivers with No Previous Convictions	22,595	54.6	3,978	41.6	**26,573**	**52.2**

Notes: Table does not include drivers with unknown license compliance. FARS records prior driving records (convictions only, not violations) for events occurring within 5 years of the date of the crash. The same driver can have one or more of these convictions. License compliance refers to the type of driver license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 64. Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Driving too fast for conditions or in excess of posted speed limit	10,295	19.1
Under the influence of alcohol, drugs, or medication	6,246	11.6
Operating vehicle in a careless manner	3,958	7.3
Failure to yield right-of-way	3,663	6.8
Failure to keep in proper lane	3,337	6.2
Distracted (phone, talking, eating, object, etc.)	2,968	5.5
Operating vehicle in erratic, reckless or negligent manner	2,356	4.4
Failure to obey traffic signs, signals, or officer	2,250	4.2
Overcorrecting/oversteering	1,744	3.2
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,533	2.8
Drowsy, asleep, fatigued, ill, or blackout	1,165	2.2
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc	1,138	2.1
Driving wrong way on one-way trafficway or wrong side of road	1,060	2.0
Making improper turn	368	0.7
Other factors	5,921	11.0
None reported	8,659	16.1
Unknown	16,885	31.3
Total Drivers	**53,890**	**100.0**

Notes: 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 65. Vehicle Occupants Killed and Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity				Total Killed and Injured
		Incapacitating	Nonincapacitating	Other	Total Injured	
Passenger Car						
Drivers	10,175	59,470	290,903	559,588	909,962	**920,137**
Passengers	3,279	19,788	91,020	200,257	311,065	**314,344**
Unknown	18	88	167	53	308	**326**
Subtotal	*13,472*	*79,347*	*382,090*	*759,898*	*1,221,335*	***1,234,807***
Light Truck						
Drivers	7,935	40,383	190,360	364,364	595,107	**603,042**
Passengers	2,388	15,426	64,006	138,695	218,126	**220,514**
Unknown	29	50	6	219	276	**305**
Subtotal	*10,352*	*55,859*	*254,372*	*503,278*	*813,509*	***823,861***
Large Truck						
Drivers	724	3,554	11,471	19,089	34,114	**34,838**
Passengers	107	426	3,521	6,723	10,670	**10,777**
Unknown	0	0	149	0	149	**149**
Subtotal	*831*	*3,981*	*15,141*	*25,812*	*44,934*	***45,765***
Bus	16	273	745	5,601	6,620	**6,636**
Other/Unknown	865	2,370	1,916	2,563	6,849	**7,714**
Subtotal*	***25,536***	***141,829***	***654,264***	***1,297,153***	***2,093,246***	***2,118,782***
Motorcycle						
Riders	5,268	21,294	35,482	19,860	76,635	**81,903**
Passengers	309	1,850	2,672	1,370	5,892	**6,201**
Unknown	2	0	0	0	0	**2**
Subtotal	***5,579***	***23,144***	***38,154***	***21,230***	***82,528***	***88,107***
Total	**31,115**	**164,973**	**692,418**	**1,318,383**	**2,175,774**	**2,206,889**

*Excludes motorcycles.

Note: Totals may not equal sum of components due to independent rounding.

Table 66. Vehicle Occupants Killed and Injured in Crashes, by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Occupants Killed						
30 mph or less	1,721	11.6	1,239	7.6	**2,960**	**9.5**
35 or 40 mph	2,530	17.0	2,588	15.9	**5,118**	**16.4**
45 or 50 mph	2,549	17.2	3,374	20.7	**5,923**	**19.0**
55 mph	4,157	28.0	4,405	27.1	**8,562**	**27.5**
60 mph or higher	3,242	21.8	3,628	22.3	**6,870**	**22.1**
No Statutory Limit	47	0.3	212	1.3	**259**	**0.8**
Unknown	602	4.1	821	5.0	**1,423**	**4.6**
Total	**14,848**	**100.0**	**16,267**	**100.0**	**31,115**	**100.0**
Occupants Injured						
30 mph or less	94,042	18.7	226,927	13.6	**320,969**	**14.8**
35 or 40 mph	94,151	18.7	482,518	28.9	**576,669**	**26.5**
45 or 50 mph	72,290	14.3	386,858	23.1	**459,148**	**21.1**
55 mph	85,877	17.0	148,107	8.9	**233,984**	**10.8**
60 mph or higher	83,185	16.5	156,588	9.4	**239,773**	**11.0**
No Statutory Limit	3,927	0.8	29,869	1.8	**33,796**	**1.6**
Unknown	70,449	14.0	240,986	14.4	**311,435**	**14.3**
Total	**503,922**	**100.0**	**1,671,852**	**100.0**	**2,175,774**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 67. Vehicle Occupants Killed in 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	570	19.3	2,314	78.2	76	2.6	**2,960**	**100.0**
35 or 40 mph	1,120	21.9	3,905	76.3	93	1.8	**5,118**	**100.0**
45 or 50 mph	2,398	40.5	3,440	58.1	85	1.4	**5,923**	**100.0**
55 mph	6,419	75.0	2,116	24.7	27	0.3	**8,562**	**100.0**
60 mph or higher	4,114	59.9	2,732	39.8	24	0.3	**6,870**	**100.0**
No Statutory Limit	119	45.9	135	52.1	5	1.9	**259**	**100.0**
Unknown	534	37.5	835	58.7	54	3.8	**1,423**	**100.0**
Total	**15,274**	**49.1**	**15,477**	**49.7**	**364**	**1.2**	**31,115**	**100.0**

Figure 23. Percentage of Vehicle Occupants Killed, by Speed Limit and Land Use

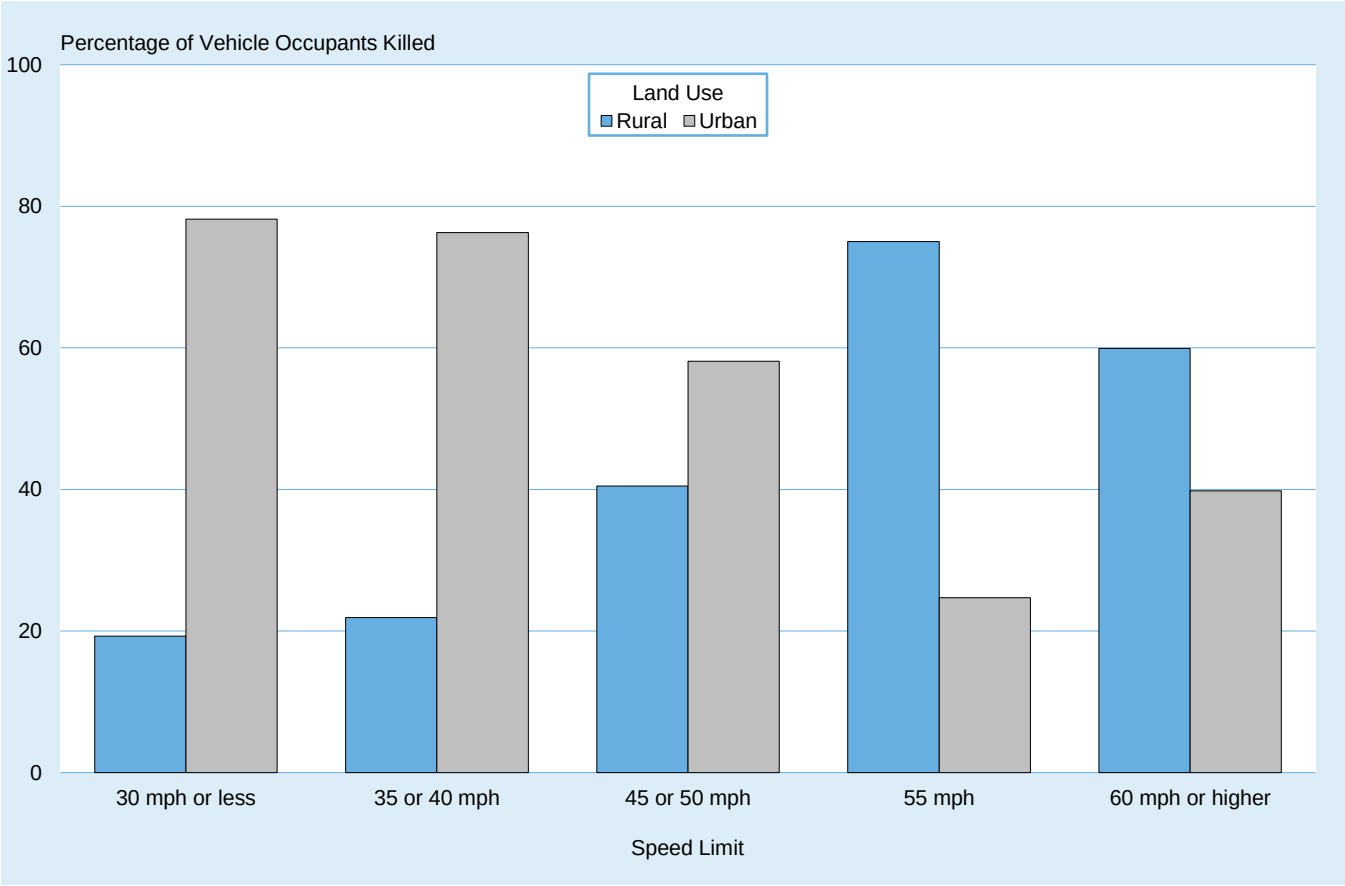


Table 68. Vehicle Occupants Killed and Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Male	8,501	7,362	780	7	677	17,327	5,112	**22,439**
Female	4,954	2,980	50	9	185	8,178	460	**8,638**
Unknown	17	10	1	0	3	31	7	**38**
Total	**13,472**	**10,352**	**831**	**16**	**865**	**25,536**	**5,579**	**31,115**
Occupants Injured								
Male	550,233	417,955	38,256	3,393	5,071	1,014,908	71,747	**1,086,655**
Female	671,085	395,527	6,675	3,211	1,747	1,078,244	10,780	**1,089,024**
Total*	**1,221,335**	**813,509**	**44,934**	**6,620**	**6,849**	**2,093,246**	**82,528**	**2,175,774**

*Includes people injured in fatal crashes from FARS with unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

Table 69. Vehicle Occupants Killed and Injured, by Age Group and Vehicle Type

Age Group	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
<5	147	89	0	0	4	240	0	**240**
5-9	118	109	3	2	7	239	4	**243**
10-15	228	197	7	0	70	502	29	**531**
16-20	1,715	777	14	0	71	2,577	230	**2,807**
21-24	1,599	735	39	3	70	2,446	506	**2,952**
25-34	2,983	1,800	137	1	170	5,091	1,396	**6,487**
35-44	1,800	1,568	169	2	129	3,668	928	**4,596**
45-54	1,359	1,355	170	2	101	2,987	995	**3,982**
55-64	1,281	1,529	192	3	113	3,118	956	**4,074**
65-74	992	1,133	73	3	61	2,262	420	**2,682**
>74	1,208	1,038	26	0	61	2,333	110	**2,443**
Unknown	42	22	1	0	8	73	5	**78**
Total	**13,472**	**10,352**	**831**	**16**	**865**	**25,536**	**5,579**	**31,115**
Occupants Injured								
<5	21,523	13,927	117	3	411	35,981	96	**36,077**
5-9	21,115	18,854	473	23	178	40,645	162	**40,807**
10-15	38,027	26,243	1,074	155	965	66,463	1,184	**67,647**
16-20	181,469	80,336	1,818	695	352	264,669	6,366	**271,035**
21-24	149,746	59,192	2,956	157	267	212,319	9,182	**221,501**
25-34	283,689	155,735	7,982	746	633	448,784	20,958	**469,742**
35-44	169,240	128,308	9,983	790	1,440	309,761	14,656	**324,417**
45-54	136,598	118,743	8,778	1,772	823	266,714	13,095	**279,808**
55-64	110,906	109,770	8,330	1,197	737	230,940	11,735	**242,675**
65-74	67,212	66,231	2,734	784	463	137,425	4,407	**141,832**
>74	41,739	36,072	681	268	547	79,307	680	**79,987**
Total*	**1,221,335**	**813,509**	**44,934**	**6,620**	**6,849**	**2,093,246**	**82,528**	**2,175,774**

*Includes people injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Table 70. Vehicle Occupants Killed and Injured, by Age Group, Person Type, and Sex

Age Group	Person Type											
	Drivers						Passengers					
	Sex						Sex					
	Male		Female		Total*		Male		Female		Total**	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**0.0**	138	57.5	101	42.1	**240**	**100.0**
5-9	4	80.0	1	20.0	**5**	**100.0**	122	51.3	115	48.3	**238**	**100.0**
10-15	74	71.8	29	28.2	**103**	**100.0**	238	55.6	189	44.2	**428**	**100.0**
16-20	1,429	78.0	403	22.0	**1,833**	**100.0**	527	54.1	444	45.6	**974**	**100.0**
21-24	1,796	79.3	469	20.7	**2,265**	**100.0**	374	54.4	312	45.4	**687**	**100.0**
25-34	4,276	79.0	1,131	20.9	**5,411**	**100.0**	589	54.7	486	45.2	**1,076**	**100.0**
35-44	3,106	79.1	815	20.8	**3,926**	**100.0**	304	45.4	365	54.5	**670**	**100.0**
45-54	2,684	78.8	719	21.1	**3,406**	**100.0**	238	41.3	338	58.7	**576**	**100.0**
55-64	2,833	79.6	724	20.3	**3,560**	**100.0**	224	43.6	290	56.4	**514**	**100.0**
65-74	1,754	76.2	546	23.7	**2,302**	**100.0**	132	34.7	248	65.3	**380**	**100.0**
>74	1,397	72.3	531	27.5	**1,931**	**100.0**	146	28.5	365	71.3	**512**	**100.0**
Unknown	34	75.6	6	13.3	**45**	**100.0**	20	60.6	11	33.3	**33**	**100.0**
Total	**19,387**	**78.2**	**5,374**	**21.7**	**24,787**	**100.0**	**3,052**	**48.2**	**3,264**	**51.6**	**6,328**	**100.0**
Occupants Injured												
<5	0	0.0	0	0.0	**0**	**0.0**	16,954	47.0	19,115	53.0	**36,077**	**100.0**
5-9	97	85.8	16	14.2	**113**	**100.0**	20,073	49.3	20,621	50.7	**40,693**	**100.0**
10-15	5,797	62.8	3,428	37.2	**9,226**	**100.0**	25,529	43.7	32,889	56.3	**58,421**	**100.0**
16-20	95,903	52.1	88,239	47.9	**184,143**	**100.0**	37,210	42.8	49,679	57.2	**86,893**	**100.0**
21-24	91,189	52.8	81,594	47.2	**172,784**	**100.0**	22,191	45.6	26,524	54.4	**48,717**	**100.0**
25-34	199,590	52.4	181,625	47.6	**381,223**	**100.0**	34,713	39.2	53,807	60.8	**88,520**	**100.0**
35-44	143,898	53.2	126,512	46.8	**270,413**	**100.0**	20,050	37.1	33,954	62.9	**54,004**	**100.0**
45-54	125,275	54.3	105,304	45.7	**230,580**	**100.0**	17,132	34.8	32,097	65.2	**49,229**	**100.0**
55-64	111,352	56.0	87,476	44.0	**198,828**	**100.0**	14,287	32.6	29,559	67.4	**43,847**	**100.0**
65-74	61,382	53.7	52,962	46.3	**114,344**	**100.0**	6,793	24.7	20,695	75.3	**27,488**	**100.0**
>74	32,500	53.6	28,116	46.4	**60,616**	**100.0**	4,634	23.9	14,735	76.1	**19,370**	**100.0**
Unknown	18	33.3	6	11.1	**54**	**100.0**	86	45.0	72	37.7	**191**	**100.0**
Total	**867,002**	**53.4**	**755,278**	**46.6**	**1,622,324**	**100.0**	**219,653**	**39.7**	**333,746**	**60.3**	**553,450**	**100.0**

*Includes drivers of unknown sex.

**Includes passengers of unknown sex.

Note: Totals may not equal sum of components due to independent rounding.

Table 71. Vehicle Occupants Killed and Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event								Total*	
	Collision With						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	7,116	52.8	324	2.4	3,928	29.2	2,096	15.6	**13,472**	**100.0**
Light Truck	4,189	40.5	196	1.9	2,933	28.3	3,031	29.3	**10,352**	**100.0**
Large Truck	222	26.7	27	3.2	234	28.2	348	41.9	**831**	**100.0**
Bus	6	37.5	0	0.0	4	25.0	6	37.5	**16**	**100.0**
Other/Unknown	248	28.7	24	2.8	155	17.9	402	46.5	**865**	**100.0**
Subtotal	*11,781*	*46.1*	*571*	*2.2*	*7,254*	*28.4*	*5,883*	*23.0*	***25,536***	***100.0***
Motorcycle	3,067	55.0	247	4.4	1,417	25.4	829	14.9	**5,579**	**100.0**
Total	**14,848**	**47.7**	**818**	**2.6**	**8,671**	**27.9**	**6,712**	**21.6**	**31,115**	**100.0**
Occupants Injured										
Passenger Car	948,653	77.7	55,986	4.6	171,108	14.0	45,585	3.7	**1,221,335**	**100.0**
Light Truck	605,919	74.5	44,253	5.4	105,917	13.0	57,415	7.1	**813,509**	**100.0**
Large Truck	26,605	59.2	3,025	6.7	6,980	15.5	8,323	18.5	**44,934**	**100.0**
Bus	5,627	85.0	199	3.0	766	11.6	27	0.4	**6,620**	**100.0**
Other/Unknown	3,350	48.9	221	3.2	393	5.7	2,884	42.1	**6,849**	**100.0**
Subtotal	*1,590,155*	*76.0*	*103,685*	*5.0*	*285,165*	*13.6*	*114,234*	*5.5*	***2,093,246***	***100.0***
Motorcycle	42,280	51.2	6,248	7.6	12,225	14.8	21,773	26.4	**82,528**	**100.0**
Total	**1,632,435**	**75.0**	**109,933**	**5.1**	**297,389**	**13.7**	**136,007**	**6.3**	**2,175,774**	**100.0**

*Includes people killed and injured where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Note: Totals may not equal sum of components due to independent rounding.

Table 72. Vehicle Occupants Killed and Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Front	7,724	5,997	523	6	273	14,523	3,444	**17,967**
Left Side	1,849	1,129	35	1	53	3,067	300	**3,367**
Right Side	1,633	840	50	0	52	2,575	259	**2,834**
Rear	822	474	24	1	70	1,391	242	**1,633**
Other	160	106	16	2	12	296	32	**328**
Noncollision	581	1,309	146	2	280	2,318	858	**3,176**
Unknown	703	497	37	4	125	1,366	444	**1,810**
Total	**13,472**	**10,352**	**831**	**16**	**865**	**25,536**	**5,579**	**31,115**
Occupants Injured								
Front	696,221	440,711	21,175	1,958	3,023	1,163,087	41,952	**1,205,039**
Left Side	121,449	74,875	4,058	2,623	596	203,600	6,623	**210,222**
Right Side	109,313	77,510	4,429	920	447	192,620	5,863	**198,483**
Rear	273,123	194,857	9,136	1,096	698	478,909	4,765	**483,675**
Other	5,600	3,584	1,228	0	38	10,451	289	**10,740**
Noncollision	15,248	21,698	4,895	1	2,012	43,854	23,010	**66,864**
Unknown	381	274	13	23	34	725	26	**751**
Total	**1,221,335**	**813,509**	**44,934**	**6,620**	**6,849**	**2,093,246**	**82,528**	**2,175,774**

Note: Totals may not equal sum of components due to independent rounding.

Table 73. Vehicle Occupants Killed and 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	2,418	17.9	10,985	81.5	69	0.5	**13,472**	**100.0**
Light Truck	3,001	29.0	7,299	70.5	52	0.5	**10,352**	**100.0**
Large Truck	218	26.2	606	72.9	7	0.8	**831**	**100.0**
Bus	7	43.8	9	56.3	0	0.0	**16**	**100.0**
Other/Unknown	475	54.9	294	34.0	96	11.1	**865**	**100.0**
Total**	**6,119**	**24.0**	**19,193**	**75.2**	**224**	**0.9**	**25,536**	**100.0**
Occupants Injured								
Passenger Car	6,060	0.5	1,215,212	99.5	63	0.0	**1,221,335**	**100.0**
Light Truck	8,756	1.1	804,668	98.9	85	0.0	**813,509**	**100.0**
Large Truck	481	1.1	44,448	98.9	4	0.0	**44,934**	**100.0**
Bus	7	0.1	6,609	99.8	4	0.1	**6,620**	**100.0**
Other/Unknown	3,162	46.2	3,650	53.3	36	0.5	**6,849**	**100.0**
Total**	**18,467**	**0.9**	**2,074,587**	**99.1**	**192**	**0.0**	**2,093,246**	**100.0**

*Includes total and partial ejection.

**Excludes motorcyclists.

Note: Totals may not equal sum of components due to independent rounding.

Table 74. Occupants Killed and Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**1,896**
Passenger Car	2,914	Light Truck	962	**3,876**
Passenger Car	1,327	Large Truck	37	**1,364**
Passenger Car	11	Motorcycle	1,127	**1,138**
Passenger Car	42	Bus	1	**43**
Passenger Car	52	Other/Unknown	71	**123**
Light Truck	—	Light Truck	—	**1,700**
Light Truck	1,159	Large Truck	58	**1,217**
Light Truck	11	Motorcycle	1,349	**1,360**
Light Truck	27	Bus	0	**27**
Light Truck	61	Other/Unknown	110	**171**
Large Truck	—	Large Truck	—	**125**
Large Truck	0	Motorcycle	241	**241**
Large Truck	3	Bus	3	**6**
Large Truck	5	Other/Unknown	29	**34**
Motorcycle	—	Motorcycle	—	**80**
Motorcycle	9	Bus	0	**9**
Motorcycle	80	Other/Unknown	5	**85**
Bus	—	Bus	—	**0**
Bus	0	Other/Unknown	2	**2**
Other/Unknown	—	Other/Unknown	—	**43**
Total Occupants Killed				**13,540**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**426,292**
Passenger Car	332,651	Light Truck	255,269	**587,921**
Passenger Car	41,572	Large Truck	8,738	**50,310**
Passenger Car	3,631	Motorcycle	21,991	**25,622**
Passenger Car	1,827	Bus	2,501	**4,327**
Passenger Car	1,285	Other/Unknown	1,145	**2,429**
Light Truck	—	Light Truck	—	**228,443**
Light Truck	29,005	Large Truck	10,772	**39,776**
Light Truck	2,842	Motorcycle	16,341	**19,183**
Light Truck	2,250	Bus	1,683	**3,932**
Light Truck	790	Other/Unknown	1,669	**2,459**
Large Truck	—	Large Truck	—	**5,675**
Large Truck	22	Motorcycle	879	**901**
Large Truck	2	Bus	948	**950**
Large Truck	583	Other/Unknown	435	**1,018**
Total Occupants Injured				**1,399,239**

Note: Totals may not equal sum of components due to independent rounding.

Table 75. Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Vehicle Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**30,940**	**40.0**	**13,472**	**43.3**
Convertible	614	0.8	333	1.1
2-Door Sedan, Hardtop, Coupe	2,538	3.3	1,265	4.1
3-Door/2-Door Hatchback	681	0.9	390	1.3
4-Door Sedan, Hardtop	22,159	28.6	9,655	31.0
5-Door/4-Door Hatchback	1,463	1.9	649	2.1
Station Wagon	3,330	4.3	1,117	3.6
Sedan/Hardtop, Doors Unknown	24	0.0	8	0.0
Other or Unknown Automobile Type	103	0.1	45	0.1
Auto-Based Pickup	11	0.0	3	0.0
Auto-Based Panel	2	0.0	0	0.0
3-Door Coupe	15	0.0	7	0.0
Light Trucks	**31,303**	**40.5**	**10,352**	**33.3**
Compact Utility	10,802	14.0	3,837	12.3
Large Utility	4,363	5.6	1,077	3.5
Utility Station Wagon	478	0.6	161	0.5
Utility, Unknown Body Type	4	0.0	0	0.0
Minivan	2,303	3.0	718	2.3
Large Van (includes Van-Based Buses)	842	1.1	214	0.7
Step Van (GVWR less than or equal to 10,000 lbs)	7	0.0	1	0.0
Other Van Type	4	0.0	0	0.0
Unknown Van Type	2	0.0	0	0.0
Light Pickup	12,413	16.0	4,327	13.9
Unknown Pickup Style	12	0.0	3	0.0
Cab Chassis-Based Light Truck	9	0.0	2	0.0
Other Conventional Light Truck	1	0.0	0	0.0
Unknown Light Truck Type	4	0.0	0	0.0
Unknown Light Vehicle Type	56	0.1	11	0.0
Unknown Truck Type (Light, Medium, Heavy) With No Trailing Unit	3	0.0	1	0.0
Large Trucks	**5,740**	**7.4**	**831**	**2.7**
Step Van (GVWR greater than 10,000 lbs)	20	0.0	4	0.0
Single-Unit Truck (GVWR range 10,001 to 19,500 lbs)	742	1.0	111	0.4
Single-Unit Truck (GVWR range 19,501 to 26,000 lbs)	371	0.5	60	0.2
Single-Unit Heavy Truck (GVWR greater than 26,000 lbs)	700	0.9	126	0.4
Single-Unit Truck (GVWR unknown)	1	0.0	0	0.0
Truck Tractor	3,147	4.1	411	1.3
Medium/Heavy Pickup (GVWR greater than 10,000 lbs)	737	1.0	119	0.4
Unknown Medium Truck (GVWR range 10,001 to 26,000 lbs)	1	0.0	0	0.0
Unknown Medium/Heavy Truck Type	21	0.0	0	0.0
Motorcycles	**6,288**	**8.1**	**5,579**	**17.9**
2-Wheel Motorcycle (excluding Motor Scooters)	5,660	7.3	5,006	16.1
Moped or Motorized Bicycle	62	0.1	61	0.2
3-Wheel Motorcycle (2 Rear Wheels)	70	0.1	63	0.2
Off-Road Motorcycle	123	0.2	112	0.4
Motor Scooter	263	0.3	247	0.8
Unenclosed 3-Wheel Motorcycle/ Unenclosed Autocycle (1 Rear Wheel)	48	0.1	37	0.1
Other Motored Cycle Type (Mini-Bikes, Pocket Motorcycles “Pocket Bikes”)	13	0.0	11	0.0
Unknown Motored Cycle Type	49	0.1	42	0.1
Buses*	**465**	**0.6**	**16**	**0.1**
School Bus	158	0.2	4	0.0
Cross Country/Intercity Bus	101	0.1	5	0.0
Transit Bus	153	0.2	4	0.0
Van-Based Bus (GVWR greater than 10,000 lbs)	3	0.0	0	0.0
Other Bus Type	49	0.1	3	0.0
Unknown Bus Type	1	0.0	0	0.0
Other Vehicles	**1,147**	**1.5**	**668**	**2.1**
Large Limousine	10	0.0	2	0.0
Light Truck-Based Motorhome	3	0.0	0	0.0
Medium/Heavy Truck-Based Motorhome	44	0.1	12	0.0
All-Terrain Vehicle/All-Terrain Cycle	458	0.6	339	1.1
Snowmobile	7	0.0	7	0.0
Farm Equipment Except Trucks	113	0.1	43	0.1
Construction Equipment Except Trucks	9	0.0	3	0.0
Low-Speed Vehicle/Neighborhood Electric Vehicle	5	0.0	3	0.0
Golf Cart	41	0.1	20	0.1
Recreational Off-Highway Vehicle	419	0.5	217	0.7
Other Vehicle	38	0.0	22	0.1
Unknown Body Type	**1,464**	**1.9**	**197**	**0.6**
Total	**77,347**	**100.0**	**31,115**	**100.0**

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

Table 76. Passenger Car and Light-Truck Occupants Involved in Fatal Crashes and Occupants Killed, by Vehicle Age and Vehicle Type

Vehicle Age (Years)	Passenger Cars			Light Trucks								
				Pickup			Utility			Van		
	Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed		Occupants Involved	Occupants Killed	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent
0-3	4,756	1,712	36.0	1,943	432	22.2	3,447	869	25.2	503	103	20.5
4-7	6,864	2,521	36.7	1,807	413	22.9	2,894	727	25.1	563	126	22.4
8-11	5,632	2,275	40.4	1,375	357	26.0	1,584	477	30.1	363	94	25.9
12-15	6,640	3,135	47.2	2,383	870	36.5	2,813	916	32.6	779	237	30.4
16-19	3,977	2,090	52.6	2,456	1,030	41.9	3,273	1,343	41.0	588	225	38.3
20+	3,011	1,729	57.4	2,443	1,222	50.0	1,603	737	46.0	360	148	41.1
Unknown	60	10	16.7	18	6	33.3	33	6	18.2	2	0	0.0
Total	**30,940**	**13,472**	**43.5**	**12,425**	**4,330**	**34.8**	**15,647**	**5,075**	**32.4**	**3,158**	**933**	**29.5**

Notes: Vehicle age = crash year – model year. Vehicle age 0 includes model years 2020 and newer.

Table 77. People Killed and Alcohol-Impaired-Driving Fatalities, by Person Type

Person Type	Total Killed	Alcohol-Impaired-Driving Fatalities*	
		Number	Percent
Vehicle Occupants			
Drivers	19,519	6,756	35
Passengers	5,966	1,866	31
Unknown	51	3	7
Subtotal	*25,536*	*8,626*	*34*
Motorcyclists	*5,579*	*1,803*	*32*
Nonoccupants			
Pedestrians	6,516	1,048	16
Pedalcyclists	938	126	13
Other/Unknown	255	51	20
Subtotal	*7,709*	*1,225*	*16*
Total	**38,824**	**11,654**	**30**

*Fatalities in crashes involving a driver with a BAC of .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 78. Drivers Involved in Fatal Crashes, by Age Group and BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	177	85	7	3	25	12	32	15	**209**	**100**
16-20	3,473	78	195	4	772	17	967	22	**4,440**	**100**
21-24	3,363	69	233	5	1,288	26	1,521	31	**4,884**	**100**
25-34	8,289	69	544	5	3,100	26	3,644	31	**11,933**	**100**
35-44	6,562	74	330	4	2,004	23	2,334	26	**8,896**	**100**
45-54	5,985	77	240	3	1,506	19	1,746	23	**7,731**	**100**
55-64	5,892	81	245	3	1,157	16	1,402	19	**7,294**	**100**
65-74	3,502	85	118	3	496	12	614	15	**4,116**	**100**
>74	2,563	91	48	2	199	7	247	9	**2,810**	**100**
Unknown	980	62	123	8	475	30	597	38	**1,577**	**100**
Total	**40,785**	**76**	**2,083**	**4**	**11,022**	**20**	**13,105**	**24**	**53,890**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Figure 24. Percentage Alcohol Impairment (BAC = .08+ g/dL) for Drivers Involved in Fatal Crashes, by Age Group

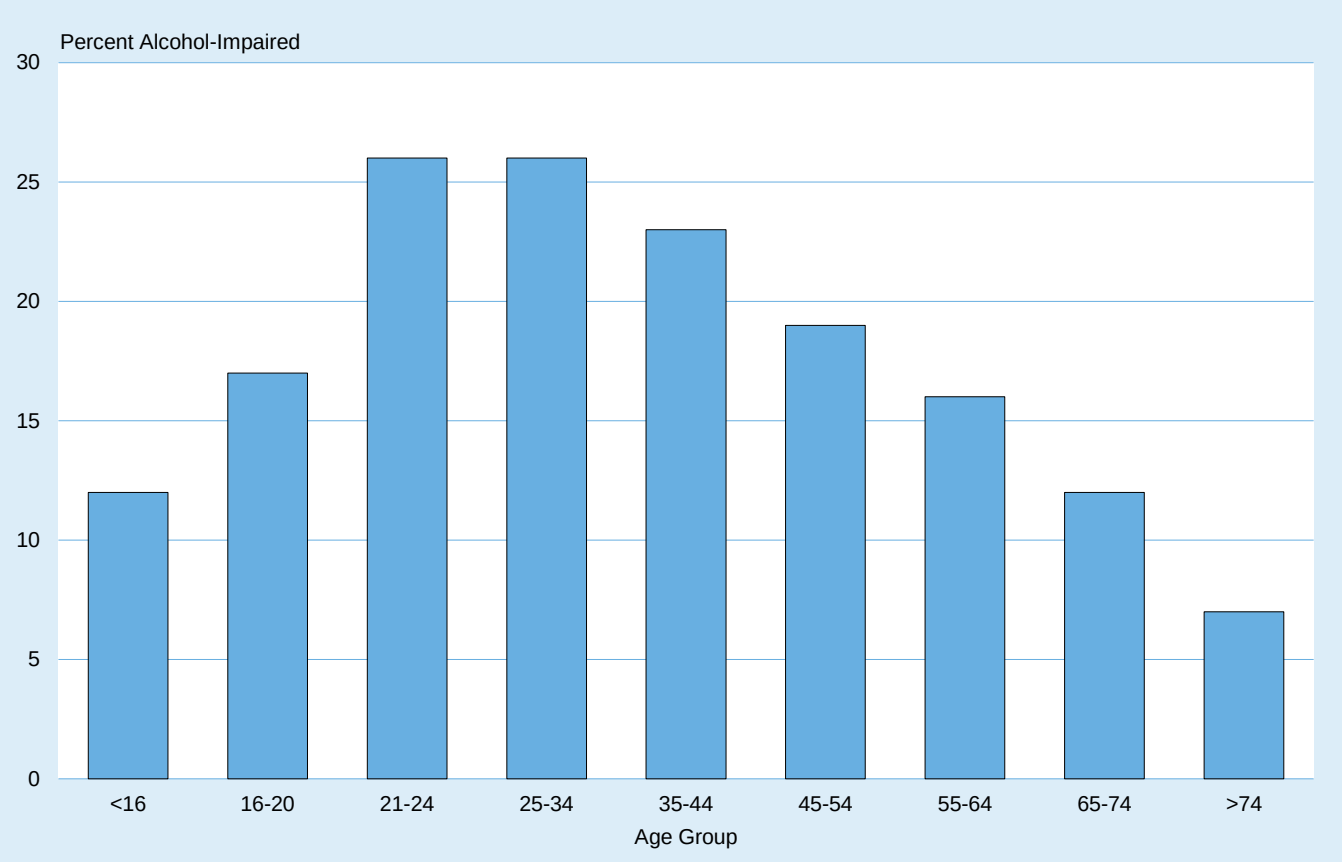


Table 79. Drivers Killed in Crashes, by Time of Day, Day of Week, Age Group, Alcohol Impairment, and Crash Type

Time of Day and Day of Week	Under 21		21 and Older	
	Number Killed	Percent Alcohol-Impaired*	Number Killed	Percent Alcohol-Impaired*
Single-Vehicle Crashes				
Daytime	385	13	4,677	24
Weekday	237	14	3,105	22
Weekend	148	12	1,572	29
Nighttime	698	40	5,945	57
Weekday	325	33	2,677	52
Weekend	373	45	3,268	62
Multiple-Vehicle Crashes				
Daytime	461	6	7,062	10
Weekday	344	5	5,301	9
Weekend	117	10	1,761	12
Nighttime	378	23	4,899	30
Weekday	173	19	2,409	26
Weekend	205	26	2,490	34

*Highest BAC among drivers involved in the crash was .08 g/dL or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 80. Drivers Killed in Crashes, by Age Group and BACs

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	91	84	2	2	16	14	17	16	**108**	**100**
16-20	1,301	71	96	5	436	24	532	29	**1,833**	**100**
21-24	1,312	58	125	6	829	37	953	42	**2,265**	**100**
25-34	3,027	56	311	6	2,073	38	2,385	44	**5,411**	**100**
35-44	2,341	60	198	5	1,388	35	1,586	40	**3,926**	**100**
45-54	2,164	64	154	5	1,088	32	1,242	36	**3,406**	**100**
55-64	2,500	70	167	5	893	25	1,060	30	**3,560**	**100**
65-74	1,823	79	89	4	390	17	479	21	**2,302**	**100**
>74	1,741	90	34	2	156	8	190	10	**1,931**	**100**
Unknown	30	66	2	4	13	30	15	34	**45**	**100**
Total	**16,329**	**66**	**1,177**	**5**	**7,281**	**29**	**8,458**	**34**	**24,787**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Figure 25. Percentage of Drivers Killed Who Were Alcohol-Impaired (BAC = .08+ g/dL), by Age Group, Crash Type, Time of Day, and Day of Week

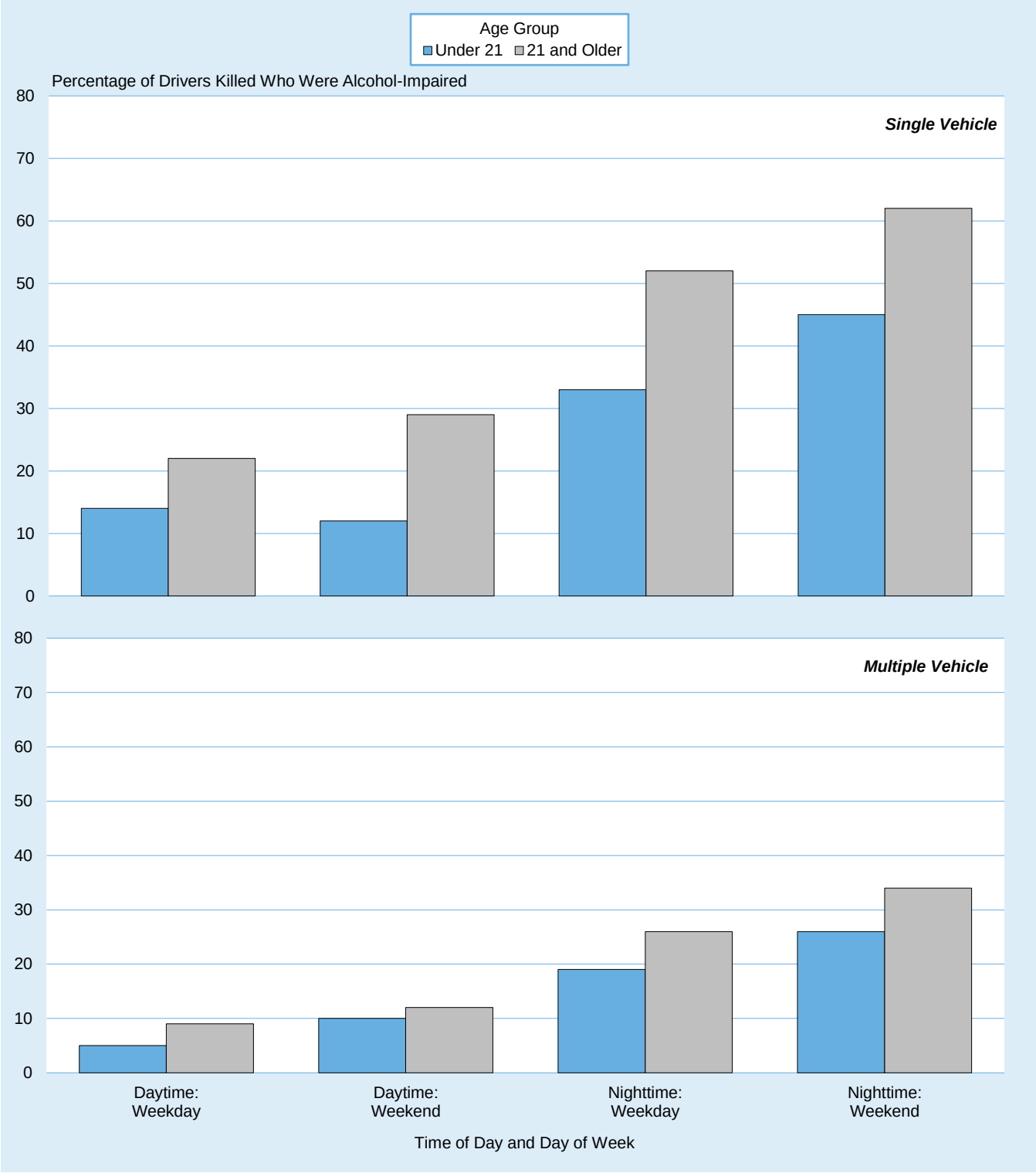


Table 81. Drivers Involved in Fatal Crashes, by Vehicle Type and BACs

Vehicle Type	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	15,276	74	740	4	4,726	23	5,467	26	**20,742**	**100**
Light Truck	15,784	77	701	3	3,917	19	4,618	23	**20,402**	**100**
Large Truck	4,594	96	53	1	132	3	184	4	**4,778**	**100**
Bus	137	89	5	3	13	9	18	11	**155**	**100**
Other/Unknown	1,216	58	178	8	708	34	886	42	**2,102**	**100**
Subtotal	*37,007*	*77*	*1,676*	*3*	*9,496*	*20*	*11,172*	*23*	***48,179***	***100***
Motorcycle	3,778	66	407	7	1,526	27	1,933	34	**5,711**	**100**
Total	**40,785**	**76**	**2,083**	**4**	**11,022**	**20**	**13,105**	**24**	**53,890**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 82. People Killed, by Age Group and Highest Driver BAC in the Crash

Age Group	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+		Total*	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	223	71	13	4	76	24	89	28	**313**	**100**
5-9	220	72	16	5	68	22	83	27	**307**	**100**
10-15	509	76	26	4	137	20	163	24	**673**	**100**
16-20	2,037	65	223	7	854	27	1,077	35	**3,121**	**100**
21-24	1,783	54	223	7	1,298	39	1,522	46	**3,313**	**100**
25-34	4,237	55	454	6	3,002	39	3,456	45	**7,713**	**100**
35-44	3,476	60	307	5	2,048	35	2,355	40	**5,836**	**100**
45-54	3,301	63	269	5	1,638	31	1,907	37	**5,222**	**100**
55-64	3,863	69	278	5	1,450	26	1,728	31	**5,605**	**100**
65-74	2,677	76	153	4	693	20	846	24	**3,533**	**100**
>74	2,586	86	75	2	350	12	425	14	**3,016**	**100**
Unknown	126	73	7	4	40	23	46	27	**172**	**100**
Total	**25,038**	**64**	**2,041**	**5**	**11,654**	**30**	**13,695**	**35**	**38,824**	**100**

*Includes people killed in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 83. Pedestrians Killed, by Pedestrian and Driver BAC

Pedestrian's BAC	Driver's BAC						Total	
	.00		.01-.07		.08+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	3,449	54	145	2	581	9	**4,175**	**65**
.01-.07	217	3	12	0	61	1	**291**	**5**
.08+	1,551	24	79	1	330	5	**1,961**	**31**
Total*	**5,218**	**81**	**237**	**4**	**972**	**15**	**6,427**	**100**

*Includes pedestrians struck by motorcycles. Does not include pedestrians killed in hit-and-run crashes.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 84. Drivers Involved in Crashes, by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	13,235	63.8	5,334	25.7	2,173	10.5	**20,742**	**100.0**
Light Truck	13,195	64.7	5,340	26.2	1,867	9.2	**20,402**	**100.0**
Large Truck	3,938	82.4	533	11.2	307	6.4	**4,778**	**100.0**
Bus	137	88.4	8	5.2	10	6.5	**155**	**100.0**
Other/Unknown	127	6.0	781	37.2	1,194	56.8	**2,102**	**100.0**
Total*	**30,632**	**63.6**	**11,996**	**24.9**	**5,551**	**11.5**	**48,179**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,267,532	83.8	48,425	3.2	196,828	13.0	**1,512,786**	**100.0**
Light Truck	937,635	83.2	37,922	3.4	151,773	13.5	**1,127,330**	**100.0**
Large Truck	90,362	85.0	2,333	2.2	13,599	12.8	**106,294**	**100.0**
Bus	6,811	92.5	37	0.5	518	7.0	**7,367**	**100.0**
Other/Unknown	1,114	15.1	5,537	75.0	728	9.9	**7,379**	**100.0**
Total*	**2,303,454**	**83.4**	**94,254**	**3.4**	**363,447**	**13.2**	**2,761,155**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	2,785,961	86.9	42,097	1.3	377,890	11.8	**3,205,947**	**100.0**
Light Truck	2,309,901	87.3	34,317	1.3	300,468	11.4	**2,644,686**	**100.0**
Large Truck	286,546	87.9	4,523	1.4	34,918	10.7	**325,986**	**100.0**
Bus	21,777	92.6	282	1.2	1,465	6.2	**23,524**	**100.0**
Other/Unknown	4,078	42.6	3,820	39.9	1,667	17.4	**9,565**	**100.0**
Total*	**5,408,262**	**87.1**	**85,040**	**1.4**	**716,407**	**11.5**	**6,209,709**	**100.0**
All Crashes								
Passenger Car	4,066,728	85.8	95,856	2.0	576,891	12.2	**4,739,475**	**100.0**
Light Truck	3,260,730	86.0	77,580	2.0	454,108	12.0	**3,792,418**	**100.0**
Large Truck	380,846	87.1	7,389	1.7	48,824	11.2	**437,058**	**100.0**
Bus	28,725	92.5	327	1.1	1,993	6.4	**31,046**	**100.0**
Other/Unknown	5,319	27.9	10,138	53.2	3,589	18.8	**19,046**	**100.0**
Total*	**7,742,349**	**85.8**	**191,290**	**2.1**	**1,085,405**	**12.0**	**9,019,043**	**100.0**

*Excludes motorcycle riders.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 85. Passenger Car and Light-Truck Occupants Killed and Injured, by Age Group and Restraint Use

Age Group	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	148	62.7	69	29.2	19	8.1	**236**	**100.0**
5-9	109	48.0	91	40.1	27	11.9	**227**	**100.0**
10-15	184	43.3	193	45.4	48	11.3	**425**	**100.0**
16-20	955	38.3	1,258	50.5	279	11.2	**2,492**	**100.0**
21-24	807	34.6	1,215	52.1	312	13.4	**2,334**	**100.0**
25-34	1,629	34.1	2,553	53.4	601	12.6	**4,783**	**100.0**
35-44	1,283	38.1	1,748	51.9	337	10.0	**3,368**	**100.0**
45-54	1,196	44.1	1,233	45.4	285	10.5	**2,714**	**100.0**
55-64	1,378	49.0	1,199	42.7	233	8.3	**2,810**	**100.0**
65-74	1,271	59.8	706	33.2	148	7.0	**2,125**	**100.0**
>74	1,502	66.9	601	26.8	143	6.4	**2,246**	**100.0**
Unknown	21	32.8	27	42.2	16	25.0	**64**	**100.0**
Total	**10,483**	**44.0**	**10,893**	**45.7**	**2,448**	**10.3**	**23,824**	**100.0**
Occupants Injured								
<5	31,344	88.4	1,867	5.3	2,239	6.3	**35,451**	**100.0**
5-9	34,215	85.6	2,655	6.6	3,100	7.8	**39,970**	**100.0**
10-15	51,928	80.8	4,715	7.3	7,627	11.9	**64,270**	**100.0**
16-20	203,627	77.8	18,261	7.0	39,916	15.2	**261,804**	**100.0**
21-24	162,601	77.8	15,468	7.4	30,869	14.8	**208,938**	**100.0**
25-34	344,069	78.3	28,614	6.5	66,742	15.2	**439,424**	**100.0**
35-44	238,459	80.1	14,231	4.8	44,858	15.1	**297,548**	**100.0**
45-54	210,883	82.6	8,485	3.3	35,974	14.1	**255,341**	**100.0**
55-64	184,454	83.6	6,885	3.1	29,337	13.3	**220,676**	**100.0**
65-74	113,351	84.9	4,079	3.1	16,013	12.0	**133,443**	**100.0**
>74	71,230	91.5	1,601	2.1	4,980	6.4	**77,811**	**100.0**
Total*	**1,646,242**	**80.9**	**106,893**	**5.3**	**281,710**	**13.8**	**2,034,844**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown age.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 86. Passenger Car and Light-Truck Occupant Survivors of Fatal Crashes, by Age Group and Restraint Use

	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
Age Group	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,172	84.2	129	9.3	91	6.5	**1,392**	**100.0**
5-9	1,010	78.6	172	13.4	103	8.0	**1,285**	**100.0**
10-15	1,347	73.8	357	19.6	122	6.7	**1,826**	**100.0**
16-20	3,414	66.9	1,149	22.5	537	10.5	**5,100**	**100.0**
21-24	2,729	70.0	724	18.6	448	11.5	**3,901**	**100.0**
25-34	5,742	71.9	1,387	17.4	852	10.7	**7,981**	**100.0**
35-44	4,110	78.2	653	12.4	495	9.4	**5,258**	**100.0**
45-54	3,422	83.4	384	9.4	296	7.2	**4,102**	**100.0**
55-64	2,978	86.8	268	7.8	183	5.3	**3,429**	**100.0**
65-74	1,832	89.1	122	5.9	101	4.9	**2,055**	**100.0**
>74	1,013	89.6	61	5.4	57	5.0	**1,131**	**100.0**
Unknown	249	26.0	82	8.6	628	65.5	**959**	**100.0**
Total	**29,018**	**75.5**	**5,488**	**14.3**	**3,913**	**10.2**	**38,419**	**100.0**

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

Table 87. Passenger Car Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	***5,981***	***48.4***	***5,092***	***41.2***	***1,293***	***10.5***	***12,366***	***100.0***
Left	4,841	47.5	4,277	42.0	1,068	10.5	**10,186**	**100.0**
Middle	4	44.4	3	33.3	2	22.2	**9**	**100.0**
Right	1,135	52.4	809	37.4	220	10.2	**2,164**	**100.0**
Other/Unknown	1	14.3	3	42.9	3	42.9	**7**	**100.0**
Second Seat	***356***	***37.2***	***483***	***50.4***	***119***	***12.4***	***958***	***100.0***
Left	153	38.2	198	49.4	50	12.5	**401**	**100.0**
Middle	31	29.8	65	62.5	8	7.7	**104**	**100.0**
Right	166	40.0	194	46.7	55	13.3	**415**	**100.0**
Other/Unknown	6	15.8	26	68.4	6	15.8	**38**	**100.0**
Other	***4***	***10.5***	***23***	***60.5***	***11***	***28.9***	***38***	***100.0***
Unknown	***5***	***4.5***	***54***	***49.1***	***51***	***46.4***	***110***	***100.0***
Total	**6,346**	**47.1**	**5,652**	**42.0**	**1,474**	**10.9**	**13,472**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***912,893***	***82.0***	***52,144***	***4.7***	***147,716***	***13.3***	***1,112,753***	***100.0***
Left	741,251	81.4	41,086	4.5	127,775	14.0	**910,112**	**100.0**
Middle	1,868	65.8	344	12.1	628	22.1	**2,839**	**100.0**
Right	169,578	85.0	10,713	5.4	19,279	9.7	**199,570**	**100.0**
Other/Unknown	196	84.1	2	0.9	35	15.1	**233**	**100.0**
Second Seat	***87,262***	***81.1***	***8,532***	***7.9***	***11,831***	***11.0***	***107,624***	***100.0***
Left	34,370	79.3	4,123	9.5	4,821	11.1	**43,315**	**100.0**
Middle	8,077	78.5	738	7.2	1,469	14.3	**10,283**	**100.0**
Right	44,682	83.1	3,558	6.6	5,534	10.3	**53,774**	**100.0**
Other/Unknown	133	52.8	112	44.4	7	2.8	**252**	**100.0**
Other	***242***	***29.6***	***570***	***69.8***	***5***	***0.6***	***817***	***100.0***
Total*	**1,000,422**	**81.9**	**61,297**	**5.0**	**159,616**	**13.1**	**1,221,335**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown seating position.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 88. Light-Truck Occupants Killed and Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light-Truck Occupants Killed								
Front Seat	***3,874***	***41.0***	***4,701***	***49.8***	***866***	***9.2***	***9,441***	***100.0***
Left	3,197	40.3	4,016	50.6	722	9.1	**7,935**	**100.0**
Middle	5	22.7	12	54.5	5	22.7	**22**	**100.0**
Right	672	45.5	666	45.1	138	9.3	**1,476**	**100.0**
Other/Unknown	0	0.0	7	87.5	1	12.5	**8**	**100.0**
Second Seat	***231***	***34.6***	***374***	***56.1***	***62***	***9.3***	***667***	***100.0***
Left	103	37.5	148	53.8	24	8.7	**275**	**100.0**
Middle	21	23.9	62	70.5	5	5.7	**88**	**100.0**
Right	105	36.3	154	53.3	30	10.4	**289**	**100.0**
Other/Unknown	2	13.3	10	66.7	3	20.0	**15**	**100.0**
Other	***17***	***13.9***	***95***	***77.9***	***10***	***8.2***	***122***	***100.0***
Unknown	***15***	***12.3***	***71***	***58.2***	***36***	***29.5***	***122***	***100.0***
Total	**4,137**	**40.0**	**5,241**	**50.6**	**974**	**9.4**	**10,352**	**100.0**
Light-Truck Occupants Injured								
Front Seat	***583,187***	***79.3***	***38,172***	***5.2***	***113,681***	***15.5***	***735,039***	***100.0***
Left	467,627	78.6	31,139	5.2	96,411	16.2	**595,177**	**100.0**
Middle	1,728	81.8	146	6.9	240	11.4	**2,114**	**100.0**
Right	113,828	82.7	6,828	5.0	17,029	12.4	**137,684**	**100.0**
Other/Unknown	4	6.2	59	92.2	1	1.6	**64**	**100.0**
Second Seat	***57,152***	***80.2***	***6,129***	***8.6***	***7,957***	***11.2***	***71,238***	***100.0***
Left	21,111	81.3	1,814	7.0	3,038	11.7	**25,963**	**100.0**
Middle	7,209	77.5	1,218	13.1	881	9.5	**9,307**	**100.0**
Right	28,735	80.2	3,080	8.6	4,036	11.3	**35,851**	**100.0**
Other/Unknown	97	82.8	17	14.6	3	2.6	**117**	**100.0**
Other	***5,445***	***77.0***	***1,211***	***17.1***	***414***	***5.9***	***7,070***	***100.0***
Total*	**645,820**	**79.4**	**45,596**	**5.6**	**122,094**	**15.0**	**813,509**	**100.0**

*Includes people injured in fatal crashes from FARS with unknown seating position.

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 89. 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 Cars		Light Trucks	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	1,330	9.9	1,240	12.0
Lap Belt	24	0.2	17	0.2
Shoulder Belt	15	0.1	5	0.0
Child Safety Seat	43	0.3	38	0.4
Other/Type Unknown	21	0.2	27	0.3
Restraint Used, Air Bag Deployed	4,767	35.4	2,723	26.3
Safety Belt Used Improperly	118	0.9	72	0.7
Child Safety Seat Used Improperly	28	0.2	15	0.1
Subtotal	*6,346*	*47.1*	*4,137*	*40.0*
No Restraint Used	1,585	11.8	2,641	25.5
No Restraint Used, Air Bag Deployed	4,067	30.2	2,600	25.1
Restraint Use Unknown	1,474	10.9	974	9.4
Total	**13,472**	**100.0**	**10,352**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	528,059	43.2	376,208	46.2
Lap Belt	6,857	0.6	2,871	0.4
Shoulder Belt	3,868	0.3	2,824	0.3
Child Safety Seat	16,476	1.3	12,902	1.6
Other/Type Unknown	1,882	0.2	1,234	0.2
Restraint Used, Air Bag Deployed	433,272	35.5	242,247	29.8
Safety Belt Used Improperly	8,862	0.7	6,283	0.8
Child Safety Seat Used Improperly	1,147	0.1	1,250	0.2
Subtotal	*1,000,422*	*81.9*	*645,820*	*79.4*
No Restraint Used	25,462	2.1	26,274	3.2
No Restraint Used, Air Bag Deployed	35,835	2.9	19,322	2.4
Restraint Use Unknown	159,616	13.1	122,094	15.0
Total	**1,221,335**	**100.0**	**813,509**	**100.0**

Notes: Restraint use is determined by police and may be overreported for survivors. Totals may not equal sum of components due to independent rounding.

Table 90. Passenger Car and Light-Truck Occupants Killed, by Crash Type, Vehicle Type, and Rollover Occurrence

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes						
Passenger Cars	2,401	41.1	3,438	58.9	**5,839**	**100.0**
Light Trucks						
Pickup	1,420	55.9	1,120	44.1	**2,540**	**100.0**
Utility	1,595	58.4	1,136	41.6	**2,731**	**100.0**
Van	139	41.2	198	58.8	**337**	**100.0**
Other	3	42.9	4	57.1	**7**	**100.0**
Total	**5,558**	**48.5**	**5,896**	**51.5**	**11,454**	**100.0**
Multiple-Vehicle Crashes						
Passenger Cars	600	7.9	7,033	92.1	**7,633**	**100.0**
Light Trucks						
Pickup	358	20.0	1,432	80.0	**1,790**	**100.0**
Utility	512	21.8	1,832	78.2	**2,344**	**100.0**
Van	74	12.4	522	87.6	**596**	**100.0**
Other	5	71.4	2	28.6	**7**	**100.0**
Total	**1,549**	**12.5**	**10,821**	**87.5**	**12,370**	**100.0**
All Crashes						
Passenger Cars	3,001	22.3	10,471	77.7	**13,472**	**100.0**
Light Trucks						
Pickup	1,778	41.1	2,552	58.9	**4,330**	**100.0**
Utility	2,107	41.5	2,968	58.5	**5,075**	**100.0**
Van	213	22.8	720	77.2	**933**	**100.0**
Other	8	57.1	6	42.9	**14**	**100.0**
Total	**7,107**	**29.8**	**16,717**	**70.2**	**23,824**	**100.0**

Table 91. Motorcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcyclists Killed						
Midnight to 2:59 a.m.	151	5.5	278	9.9	**429**	**7.7**
3 a.m. to 5:59 a.m.	79	2.9	115	4.1	**194**	**3.5**
6 a.m. to 8:59 a.m.	166	6.0	66	2.4	**232**	**4.2**
9 a.m. to 11:59 a.m.	221	8.0	205	7.3	**426**	**7.6**
Noon to 2:59 p.m.	478	17.3	418	14.9	**896**	**16.1**
3 p.m. to 5:59 p.m.	716	25.9	547	19.5	**1,263**	**22.6**
6 p.m. to 8:59 p.m.	547	19.8	676	24.1	**1,223**	**21.9**
9 p.m. to 11:59 p.m.	391	14.1	483	17.2	**874**	**15.7**
Unknown	16	0.6	18	0.6	**42**	**0.8**
Total	**2,765**	**100.0**	**2,806**	**100.0**	**5,579**	**100.0**
Motorcyclists Injured						
Midnight to 2:59 a.m.	941	2.1	1,741	4.7	**2,683**	**3.3**
3 a.m. to 5:59 a.m.	1,002	2.2	691	1.9	**1,693**	**2.1**
6 a.m. to 8:59 a.m.	4,427	9.7	739	2.0	**5,166**	**6.3**
9 a.m. to 11:59 a.m.	4,498	9.9	4,101	11.1	**8,600**	**10.4**
Noon to 2:59 p.m.	8,674	19.0	7,809	21.1	**16,483**	**20.0**
3 p.m. to 5:59 p.m.	12,929	28.4	8,136	22.0	**21,065**	**25.5**
6 p.m. to 8:59 p.m.	8,809	19.3	9,439	25.5	**18,248**	**22.1**
9 p.m. to 11:59 p.m.	4,255	9.3	4,335	11.7	**8,590**	**10.4**
Total	**45,537**	**100.0**	**36,991**	**100.0**	**82,528**	**100.0**

*Includes motorcyclists killed on unknown day of week.

Note: Totals may not equal sum of components due to independent rounding.

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

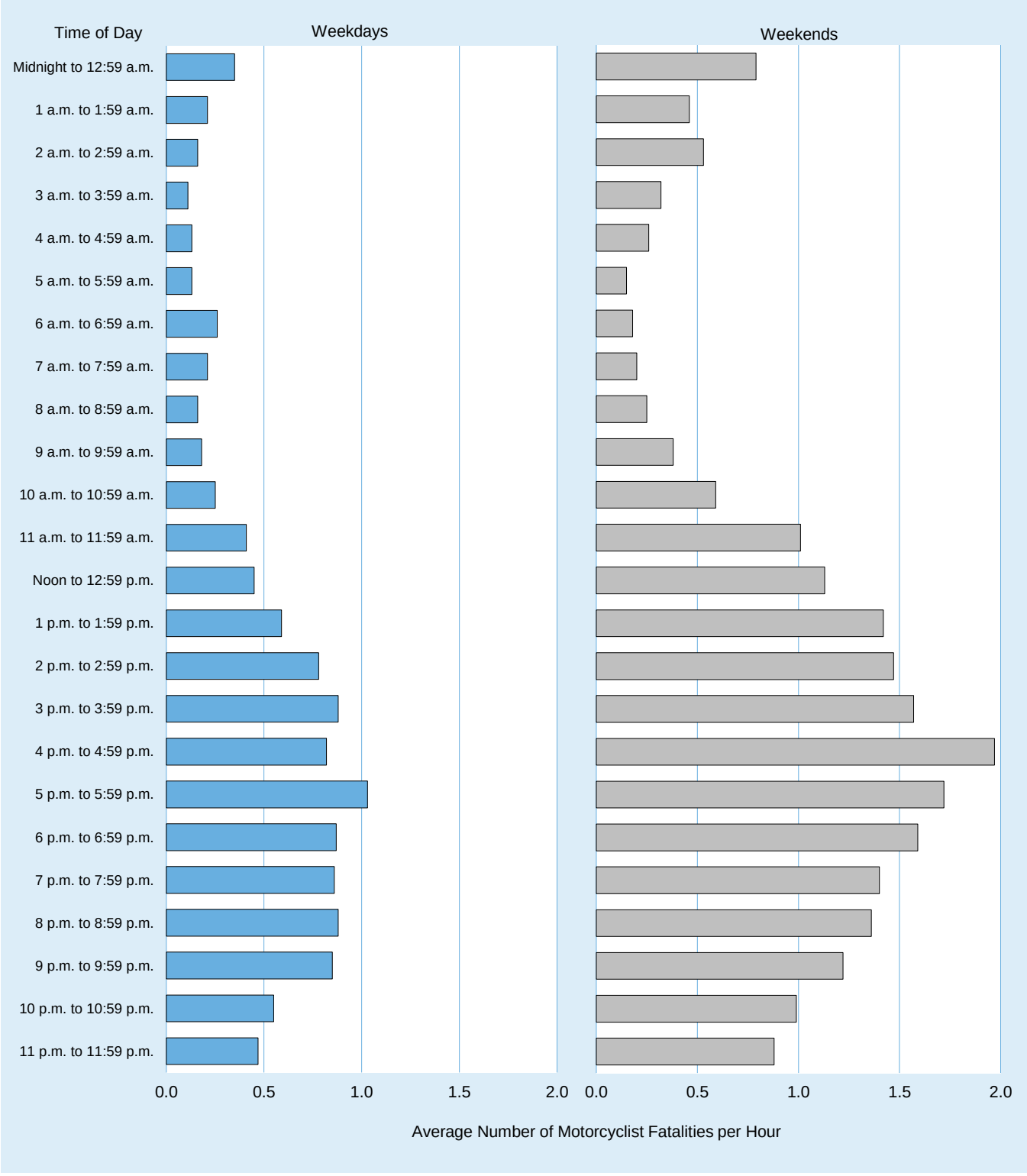


Table 92. Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	3,121	59.2	1,982	37.6	165	3.1	**5,268**	**100.0**
Passengers	139	44.7	161	51.8	11	3.5	**311**	**100.0**
Total	**3,260**	**58.4**	**2,143**	**38.4**	**176**	**3.2**	**5,579**	**100.0**

Table 93. Motorcycle Riders Involved in Fatal Crashes, by Age Group and License Compliance

Age Group	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	20	2	0	0	1	**23**
16-20	32	3	73	111	12	**231**
21-24	49	10	200	249	9	**517**
25-34	91	19	549	735	38	**1,432**
35-44	55	5	365	510	24	**959**
45-54	47	5	257	676	29	**1,014**
55-64	23	8	209	708	23	**971**
65-74	11	2	48	369	8	**438**
>74	1	1	12	91	4	**109**
Unknown	1	0	2	3	11	**17**
Total	**330**	**55**	**1,715**	**3,452**	**159**	**5,711**

Table 94. Pedestrians Killed in School-Bus-Related Crashes, by Age Group and Striking Vehicle

Age Group	Vehicle Type		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	1	2	**3**
10-15	1	0	**1**
>15	2	0	**2**
Total	**4**	**2**	**6**

Table 95. People Killed and Injured in School-Bus-Related Crashes, by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Drivers	1	1.9	566	11.6
School Bus Passengers	2	3.7	714	14.6
Pedestrians	6	11.1	117	2.4
Pedalcyclists	2	3.7	42	0.9
Occupants of Other Vehicle	41	75.9	3,393	69.6
Other Nonoccupants	2	3.7	43	0.9
Total	**54**	**100.0**	**4,876**	**100.0**

Note: Totals may not equal sum of components due to independent rounding.

Table 96. Pedestrians Killed and Injured, by Age Group and Location

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed								
<5	7	11.1	41	65.1	13	20.6	**63**	**100.0**
5-9	8	15.7	32	62.7	8	15.7	**51**	**100.0**
10-15	17	22.1	43	55.8	14	18.2	**77**	**100.0**
16-20	26	10.1	190	73.9	32	12.5	**257**	**100.0**
21-24	24	7.5	257	80.6	35	11.0	**319**	**100.0**
25-34	101	9.1	883	80.0	105	9.5	**1,104**	**100.0**
35-44	111	10.1	848	77.4	113	10.3	**1,095**	**100.0**
45-54	146	13.9	776	74.0	105	10.0	**1,049**	**100.0**
55-64	222	18.0	875	71.1	105	8.5	**1,230**	**100.0**
65-74	172	24.3	457	64.5	59	8.3	**709**	**100.0**
>74	139	28.9	285	59.3	47	9.8	**481**	**100.0**
Unknown	7	8.6	65	80.2	7	8.6	**81**	**100.0**
Total	**980**	**15.0**	**4,752**	**72.9**	**643**	**9.9**	**6,516**	**100.0**
Pedestrians Injured								
<5	260	19.0	844	61.8	262	19.2	**1,366**	**100.0**
5-9	384	27.7	852	61.4	128	9.2	**1,388**	**100.0**
10-15	943	32.7	1,698	58.8	220	7.6	**2,887**	**100.0**
16-20	1,739	39.8	1,912	43.8	550	12.6	**4,367**	**100.0**
21-24	2,078	51.7	1,437	35.8	376	9.4	**4,017**	**100.0**
25-34	3,610	34.8	4,967	47.9	1,470	14.2	**10,373**	**100.0**
35-44	3,387	37.4	4,333	47.8	1,120	12.4	**9,064**	**100.0**
45-54	2,921	39.4	3,463	46.7	795	10.7	**7,413**	**100.0**
55-64	3,266	47.7	2,648	38.7	646	9.4	**6,844**	**100.0**
65-74	2,174	47.5	1,748	38.2	549	12.0	**4,576**	**100.0**
>74	1,179	48.0	966	39.3	236	9.6	**2,455**	**100.0**
Total* **	**21,943**	**40.1**	**24,883**	**45.4**	**6,354**	**11.6**	**54,769**	**100.0**

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, “At Intersection” and “Not At Intersection” do not include those in the “Other” category that were at intersection or not at intersection.

**Includes pedestrians killed and injured at unknown locations.

***Includes pedestrians injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Table 97. Pedestrians Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	36	9,861,157	0.37	27	9,440,135	0.29	**63**	**19,301,292**	**0.33**
5-9	27	10,346,753	0.26	24	9,890,958	0.24	**51**	**20,237,711**	**0.25**
10-15	53	12,726,352	0.42	22	12,203,991	0.18	**77**	**24,930,343**	**0.31**
16-20	170	10,784,645	1.58	86	10,344,936	0.83	**257**	**21,129,581**	**1.22**
21-24	213	8,811,414	2.42	105	8,438,769	1.24	**319**	**17,250,183**	**1.85**
25-34	786	23,444,379	3.35	316	22,625,267	1.40	**1,104**	**46,069,646**	**2.40**
35-44	793	21,045,868	3.77	294	21,090,324	1.39	**1,095**	**42,136,192**	**2.60**
45-54	780	19,924,692	3.91	263	20,441,441	1.29	**1,049**	**40,366,133**	**2.60**
55-64	909	20,489,434	4.44	314	21,914,243	1.43	**1,230**	**42,403,677**	**2.90**
65-74	495	15,183,540	3.26	210	17,365,858	1.21	**709**	**32,549,398**	**2.18**
>74	283	9,637,968	2.94	195	13,471,999	1.45	**481**	**23,109,967**	**2.08**
Unknown	50	**	**	15	**	**	**81**	******	******
Total	**4,595**	**162,256,202**	**2.83**	**1,871**	**167,227,921**	**1.12**	**6,516**	**329,484,123**	**1.98**

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	758	9,861,157	8	607	9,440,135	6	**1,366**	**19,301,292**	**7**
5-9	795	10,346,753	8	593	9,890,958	6	**1,388**	**20,237,711**	**7**
10-15	1,647	12,726,352	13	1,241	12,203,991	10	**2,887**	**24,930,343**	**12**
16-20	2,318	10,784,645	21	2,049	10,344,936	20	**4,367**	**21,129,581**	**21**
21-24	2,401	8,811,414	27	1,616	8,438,769	19	**4,017**	**17,250,183**	**23**
25-34	6,423	23,444,379	27	3,950	22,625,267	17	**10,373**	**46,069,646**	**23**
35-44	5,464	21,045,868	26	3,601	21,090,324	17	**9,064**	**42,136,192**	**22**
45-54	4,396	19,924,692	22	3,016	20,441,441	15	**7,413**	**40,366,133**	**18**
55-64	4,022	20,489,434	20	2,821	21,914,243	13	**6,844**	**42,403,677**	**16**
65-74	2,455	15,183,540	16	2,122	17,365,858	12	**4,576**	**32,549,398**	**14**
>74	1,378	9,637,968	14	1,077	13,471,999	8	**2,455**	**23,109,967**	**11**
Total* **	**32,063**	**162,256,202**	**20**	**22,703**	**167,227,921**	**14**	**54,769**	**329,484,123**	**17**

Source: Population—Census Bureau

*Includes pedestrians killed and injured of unknown sex.

**Not applicable.

***Includes pedestrians injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Table 98. Pedestrians Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 2:59 a.m.	317	8.3	431	16.2	**748**	**11.5**
3 a.m. to 5:59 a.m.	413	10.8	303	11.4	**716**	**11.0**
6 a.m. to 8:59 a.m.	416	10.9	95	3.6	**511**	**7.8**
9 a.m. to 11:59 a.m.	214	5.6	64	2.4	**278**	**4.3**
Noon to 2:59 p.m.	231	6.0	70	2.6	**301**	**4.6**
3 p.m. to 5:59 p.m.	448	11.7	130	4.9	**578**	**8.9**
6 p.m. to 8:59 p.m.	939	24.5	760	28.5	**1,699**	**26.1**
9 p.m. to 11:59 p.m.	835	21.8	797	29.9	**1,632**	**25.0**
Unknown	21	0.5	15	0.6	**53**	**0.8**
Total	**3,834**	**100.0**	**2,665**	**100.0**	**6,516**	**100.0**
Pedestrians Injured						
Midnight to 2:59 a.m.	1,154	3.1	1,435	8.4	**2,589**	**4.7**
3 a.m. to 5:59 a.m.	1,230	3.3	973	5.7	**2,203**	**4.0**
6 a.m. to 8:59 a.m.	5,063	13.4	593	3.5	**5,656**	**10.3**
9 a.m. to 11:59 a.m.	4,834	12.8	1,208	7.1	**6,042**	**11.0**
Noon to 2:59 p.m.	6,264	16.6	1,403	8.2	**7,667**	**14.0**
3 p.m. to 5:59 p.m.	8,507	22.5	2,419	14.2	**10,926**	**19.9**
6 p.m. to 8:59 p.m.	7,497	19.9	5,560	32.7	**13,057**	**23.8**
9 p.m. to 11:59 p.m.	3,205	8.5	3,424	20.1	**6,629**	**12.1**
Total	**37,755**	**100.0**	**17,015**	**100.0**	**54,769**	**100.0**

*Includes pedestrians killed at unknown time of day and day of week.

Note: Totals may not equal sum of components due to independent rounding.

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

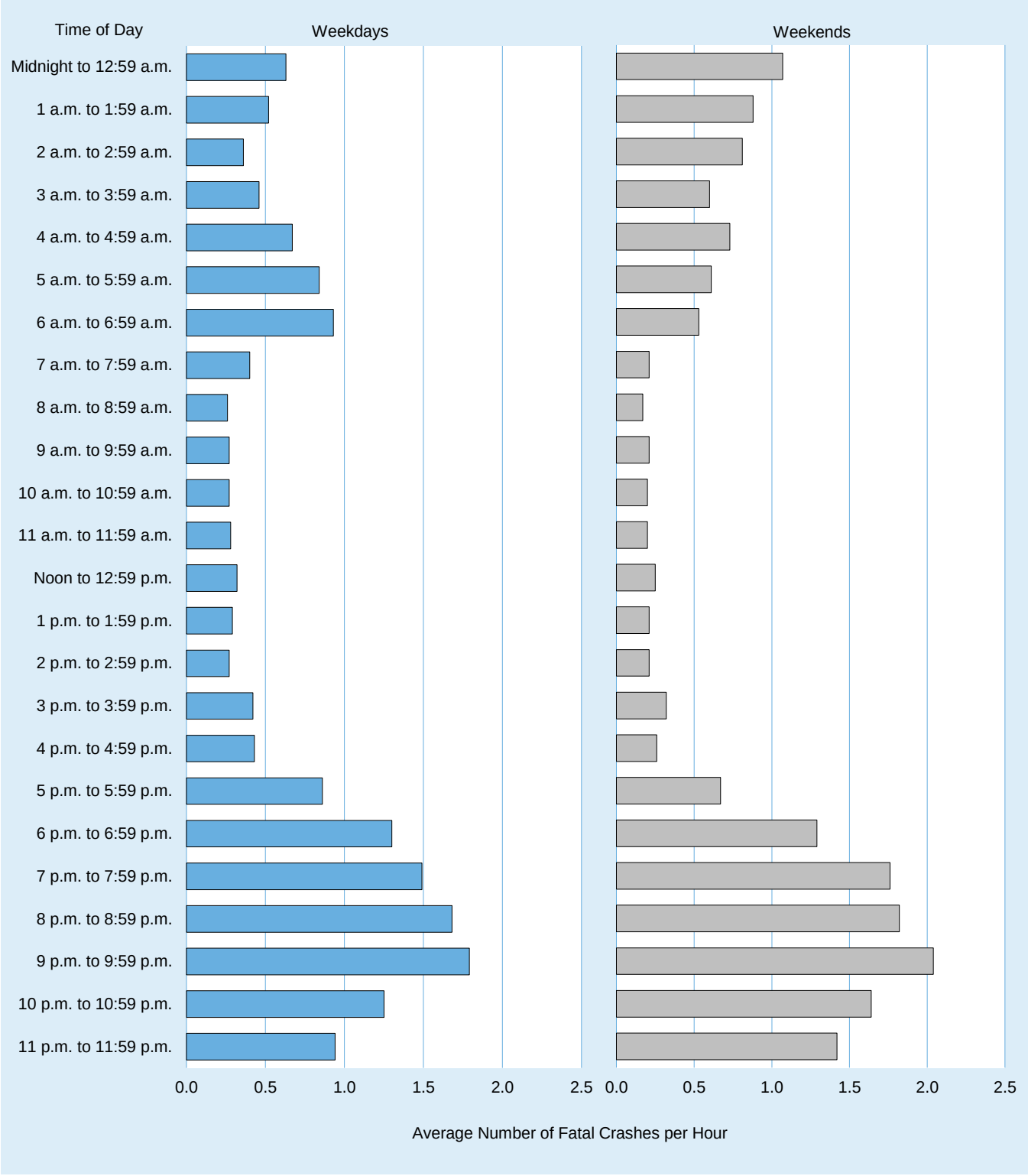


Table 99. Pedestrians Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,972	91.3	45	2.1	35	1.6	9	0.4	99	4.6	**2,160**	**100.0**
Light Truck	1,969	89.5	55	2.5	28	1.3	30	1.4	117	5.3	**2,199**	**100.0**
Large Truck	274	72.3	31	8.2	11	2.9	24	6.3	39	10.3	**379**	**100.0**
Bus	21	55.3	5	13.2	3	7.9	3	7.9	6	15.8	**38**	**100.0**
Other/Unknown	386	50.8	11	1.4	1	0.1	4	0.5	358	47.1	**760**	**100.0**
Total	**4,622**	**83.5**	**147**	**2.7**	**78**	**1.4**	**70**	**1.3**	**619**	**11.2**	**5,536**	**100.0**
Pedestrians Injured												
Passenger Car	23,158	81.9	1,952	6.9	1,581	5.6	1,283	4.5	297	1.0	**28,270**	**100.0**
Light Truck	15,803	76.0	2,524	12.1	1,250	6.0	1,189	5.7	33	0.2	**20,800**	**100.0**
Other/Unknown	959	72.2	216	16.3	0	0.0	145	10.9	8	0.6	**1,328**	**100.0**
Total	**39,921**	**79.2**	**4,692**	**9.3**	**2,831**	**5.6**	**2,616**	**5.2**	**338**	**0.7**	**50,397**	**100.0**

Notes: Only includes crashes where the first harmful event was a collision with a pedestrian. Totals may not equal sum of components due to independent rounding.

Table 100. Pedestrians Killed, by Related Factors

Factors	Number	Percent
Failure to yield right-of-way	3,262	50.1
Improper crossing of roadway or intersection	1,182	18.1
Not visible (dark clothing, no lighting, etc.)	798	12.2
In roadway improperly (standing, lying, working, playing)	732	11.2
Under the influence of alcohol, drugs, or medication	684	10.5
Darting or running into road	501	7.7
Wrong-way walking	475	7.3
Failure to obey traffic signs, signals, or officer	235	3.6
Inattentive (talking, eating, etc.)	204	3.1
Traveling on prohibited trafficway	165	2.5
Physical impairment	119	1.8
Emotional (e.g., depression, angry, disturbed)	38	0.6
Entering/exiting parked or stopped vehicle	29	0.4
Portable electronics	25	0.4
Ill, blackout	22	0.3
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	19	0.3
Asleep or fatigued	7	0.1
Non-motorist pushing vehicle	3	0.0
Other factors	239	3.7
None reported	435	6.7
Unknown	1,100	16.9
Total Pedestrians	**6,516**	**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 101. Pedalcyclists Killed and Injured, by Age Group and Location

Age Group	Location						Total**	
	At Intersection		Not At Intersection		Other*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed								
<5	2	40.0	3	60.0	0	0.0	**5**	**100.0**
5-9	1	14.3	5	71.4	1	14.3	**7**	**100.0**
10-15	21	42.0	26	52.0	3	6.0	**50**	**100.0**
16-20	12	27.9	29	67.4	2	4.7	**43**	**100.0**
21-24	14	42.4	15	45.5	4	12.1	**33**	**100.0**
25-34	21	22.8	57	62.0	13	14.1	**92**	**100.0**
35-44	28	21.9	84	65.6	13	10.2	**128**	**100.0**
45-54	35	21.7	114	70.8	11	6.8	**161**	**100.0**
55-64	67	28.5	137	58.3	26	11.1	**235**	**100.0**
65-74	27	25.0	68	63.0	10	9.3	**108**	**100.0**
>74	14	21.9	41	64.1	8	12.5	**64**	**100.0**
Unknown	2	16.7	10	83.3	0	0.0	**12**	**100.0**
Total	**244**	**26.0**	**589**	**62.8**	**91**	**9.7**	**938**	**100.0**
Pedalcyclists Injured								
<5	74	55.2	60	44.8	0	0.0	**134**	**100.0**
5-9	650	45.4	629	44.0	137	9.6	**1,431**	**100.0**
10-15	2,944	67.5	1,000	22.9	418	9.6	**4,361**	**100.0**
16-20	2,330	58.4	1,010	25.3	589	14.8	**3,990**	**100.0**
21-24	1,630	61.4	539	20.3	405	15.2	**2,655**	**100.0**
25-34	3,719	54.2	1,816	26.5	1,212	17.7	**6,860**	**100.0**
35-44	3,078	55.1	1,551	27.8	880	15.8	**5,584**	**100.0**
45-54	2,541	51.5	1,562	31.7	812	16.4	**4,934**	**100.0**
55-64	2,948	52.5	1,945	34.6	618	11.0	**5,617**	**100.0**
65-74	1,289	49.2	1,041	39.8	289	11.0	**2,619**	**100.0**
>74	382	54.7	236	33.8	80	11.5	**698**	**100.0**
Total* **	**21,584**	**55.5**	**11,388**	**29.3**	**5,440**	**14.0**	**38,886**	**100.0**

*Includes sidewalk, bicycle lane, median/crossing island, parking lane/zone, shoulder/roadside, driveway access, shared-use path, and non-traffic area, which may or may not have been at intersection, but were not distinguished by collected data. Thus, “At Intersection” and “Not At Intersection” do not include those in the “Other” category that were at intersection or not at intersection.

**Includes pedalcyclists killed and injured at unknown locations.

***Includes pedalcyclists injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Table 102. Pedalcyclists Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	4	9,861,157	0.04	1	9,440,135	0.01	**5**	**19,301,292**	**0.03**
5-9	6	10,346,753	0.06	1	9,890,958	0.01	**7**	**20,237,711**	**0.03**
10-15	42	12,726,352	0.33	8	12,203,991	0.07	**50**	**24,930,343**	**0.20**
16-20	38	10,784,645	0.35	5	10,344,936	0.05	**43**	**21,129,581**	**0.20**
21-24	28	8,811,414	0.32	5	8,438,769	0.06	**33**	**17,250,183**	**0.19**
25-34	70	23,444,379	0.30	22	22,625,267	0.10	**92**	**46,069,646**	**0.20**
35-44	110	21,045,868	0.52	16	21,090,324	0.08	**128**	**42,136,192**	**0.30**
45-54	150	19,924,692	0.75	10	20,441,441	0.05	**161**	**40,366,133**	**0.40**
55-64	208	20,489,434	1.02	24	21,914,243	0.11	**235**	**42,403,677**	**0.55**
65-74	92	15,183,540	0.61	16	17,365,858	0.09	**108**	**32,549,398**	**0.33**
>74	55	9,637,968	0.57	9	13,471,999	0.07	**64**	**23,109,967**	**0.28**
Unknown	9	**	**	0	**	**	**12**	****	****
Total	**812**	**162,256,202**	**0.50**	**117**	**167,227,921**	**0.07**	**938**	**329,484,123**	**0.28**
	Male			**Female**			**Total***		
Age Group	**Injured**	**Population**	**Rate**	**Injured**	**Population**	**Rate**	**Injured**	**Population**	**Rate**
<5	77	9,861,157	1	57	9,440,135	1	**134**	**19,301,292**	**1**
5-9	1,150	10,346,753	11	281	9,890,958	3	**1,431**	**20,237,711**	**7**
10-15	3,360	12,726,352	26	1,002	12,203,991	8	**4,361**	**24,930,343**	**17**
16-20	3,281	10,784,645	30	709	10,344,936	7	**3,990**	**21,129,581**	**19**
21-24	2,030	8,811,414	23	625	8,438,769	7	**2,655**	**17,250,183**	**15**
25-34	5,295	23,444,379	23	1,566	22,625,267	7	**6,860**	**46,069,646**	**15**
35-44	4,459	21,045,868	21	1,125	21,090,324	5	**5,584**	**42,136,192**	**13**
45-54	4,238	19,924,692	21	697	20,441,441	3	**4,934**	**40,366,133**	**12**
55-64	4,785	20,489,434	23	833	21,914,243	4	**5,617**	**42,403,677**	**13**
65-74	2,218	15,183,540	15	402	17,365,858	2	**2,619**	**32,549,398**	**8**
>74	682	9,637,968	7	15	13,471,999	0	**698**	**23,109,967**	**3**
Total* **	**31,573**	**162,256,202**	**19**	**7,311**	**167,227,921**	**4**	**38,886**	**329,484,123**	**12**

Source: Population—Census Bureau

*Includes pedalcyclists killed and injured of unknown sex.

**Not applicable.

***Includes pedalcyclists injured in fatal crashes from FARS with unknown age.

Note: Totals may not equal sum of components due to independent rounding.

Table 103. Pedalcyclists Killed and Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total*	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 2:59 a.m.	19	3.3	28	7.7	**47**	**5.0**
3 a.m. to 5:59 a.m.	26	4.5	28	7.7	**54**	**5.8**
6 a.m. to 8:59 a.m.	80	13.9	26	7.2	**106**	**11.3**
9 a.m. to 11:59 a.m.	71	12.4	31	8.5	**102**	**10.9**
Noon to 2:59 p.m.	86	15.0	37	10.2	**123**	**13.1**
3 p.m. to 5:59 p.m.	86	15.0	42	11.6	**128**	**13.6**
6 p.m. to 8:59 p.m.	115	20.0	91	25.1	**206**	**22.0**
9 p.m. to 11:59 p.m.	90	15.7	79	21.8	**169**	**18.0**
Unknown	1	0.2	1	0.3	**3**	**0.3**
Total	**574**	**100.0**	**363**	**100.0**	**938**	**100.0**
Pedalcyclists Injured						
Midnight to 2:59 a.m.	370	1.3	510	4.7	**880**	**2.3**
3 a.m. to 5:59 a.m.	451	1.6	200	1.8	**650**	**1.7**
6 a.m. to 8:59 a.m.	3,744	13.3	383	3.5	**4,127**	**10.6**
9 a.m. to 11:59 a.m.	3,799	13.5	1,277	11.8	**5,076**	**13.1**
Noon to 2:59 p.m.	5,120	18.2	1,718	15.9	**6,838**	**17.6**
3 p.m. to 5:59 p.m.	8,019	28.6	2,233	20.6	**10,252**	**26.4**
6 p.m. to 8:59 p.m.	5,088	18.1	3,092	28.6	**8,181**	**21.0**
9 p.m. to 11:59 p.m.	1,466	5.2	1,415	13.1	**2,881**	**7.4**
Total	**28,058**	**100.0**	**10,828**	**100.0**	**38,886**	**100.0**

*Includes pedalcyclists killed of unknown day of week.

Note: Totals may not equal sum of components due to independent rounding.

Table 104. Pedalcyclists Killed and 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	304	89.9	19	5.6	6	1.8	0	0.0	9	2.7	**338**	**100.0**
Light Truck	320	88.6	16	4.4	8	2.2	5	1.4	12	3.3	**361**	**100.0**
Large Truck	47	61.0	10	13.0	8	10.4	5	6.5	7	9.1	**77**	**100.0**
Bus	5	83.3	0	0.0	1	16.7	0	0.0	0	0.0	**6**	**100.0**
Other/Unknown	48	54.5	3	3.4	0	0.0	1	1.1	36	40.9	**88**	**100.0**
Total	**724**	**83.2**	**48**	**5.5**	**23**	**2.6**	**11**	**1.3**	**64**	**7.4**	**870**	**100.0**
Pedalcyclists Injured												
Passenger Car	14,901	72.3	2,947	14.3	1,697	8.2	1,024	5.0	33	0.2	**20,602**	**100.0**
Light Truck	12,573	75.8	2,350	14.2	1,047	6.3	601	3.6	17	0.1	**16,589**	**100.0**
Other/Unknown	886	68.3	163	12.5	109	8.4	120	9.3	19	1.5	**1,298**	**100.0**
Total	**28,361**	**73.7**	**5,459**	**14.2**	**2,854**	**7.4**	**1,745**	**4.5**	**69**	**0.2**	**38,489**	**100.0**

Notes: Only includes crashes where the first harmful event was a collision with a pedalcyclist. Totals may not equal sum of components due to independent rounding.

Table 105. Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right-of-way	270	28.8
Failure to obey traffic signs, signals, or officer	103	11.0
Not visible (dark clothing, no lighting, etc.)	91	9.7
Wrong-way riding	64	6.8
Making improper turn	59	6.3
Under the influence of alcohol, drugs, or medication	53	5.7
Inattentive (talking, eating, etc.)	33	3.5
Operating without required equipment	28	3.0
Riding on wrong side of the road	26	2.8
Making improper entry or exit from trafficway	22	2.3
Improper lane usage	19	2.0
Failing to have lights on when required	13	1.4
Improper or erratic lane changing	11	1.2
Physical impairment	10	1.1
Erratic, reckless, careless, or negligent operation	6	0.6
Vision obscured (reflected glare, parked vehicle, sign, etc.)	5	0.5
Darting or running into road	3	0.3
Improper passing	3	0.3
Traveling on prohibited trafficways	3	0.3
Portable electronics	3	0.3
In roadway improperly (standing, lying, working, playing)	2	0.2
Passing with insufficient distance	2	0.2
Emotional (e.g., depression, angry, disturbed)	1	0.1
Other factors	35	3.7
None reported	89	9.5
Unknown	274	29.2
Total Pedalcyclists	**938**	**100.0**

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

Chapter 5

STATES

CHAPTER 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 page describes the States' occupant restraint and motorcycle helmet laws. Below are some of the State statistics you will find in this chapter:

- Traffic fatalities increased by 7 percent from 2019 to 2020 for the Nation as a whole. Seven States and Puerto Rico showed decreases, ranging from 4 percent to as much as 21 percent.
- The pedestrian fatality rate per 100,000 population was 1.98 for the Nation. New Mexico had the highest rate (3.75), and Maine had the lowest rate (0.67).
- About 2.4 percent of all traffic crash fatalities in 2020 were pedalcyclists. Montana and South Dakota reported no pedalcyclists killed.
- In 2020 there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect and 15 States had secondary seat belt laws. Only one State (New Hampshire) has no seat belt law for adults.
- All 50 States, the District of Columbia, and Puerto Rico have laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 19 States, the District of Columbia, and Puerto Rico in 2020. Twenty-eight States had helmet requirements with exceptions (age, rider type, roadway type), and 3 States (Illinois, Iowa, and New Hampshire) did not require helmets at all.
- In 2020 it was a criminal offense to operate a motor vehicle at a BAC of .08 g/dL or above in all 50 States, the District of Columbia, and Puerto Rico. Note: Utah set a lower threshold of .05 g/dL or higher that went into effect on December 30, 2018.

Table 106. 2020 Traffic Fatalities, by State and Percentage Change From 2019

State	Fatalities			State	Fatalities		
	2019	2020	Percentage Change		2019	2020	Percentage Change
AL	930	934	+0	NE	248	233	-6
AK	67	64	-4	NV	304	317	+4
AZ	979	1,054	+8	NH	101	104	+3
AR	511	638	+25	NJ	558	584	+5
CA	3,719	3,847	+3	NM	425	398	-6
CO	597	622	+4	NY	934	1,046	+12
CT	249	295	+18	NC	1,457	1,538	+6
DE	132	116	-12	ND	100	100	0
DC	23	36	+57	OH	1,153	1,230	+7
FL	3,185	3,331	+5	OK	640	652	+2
GA	1,492	1,664	+12	OR	493	508	+3
HI	108	85	-21	PA	1,059	1,129	+7
ID	224	214	-4	RI	57	67	+18
IL	1,009	1,194	+18	SC	1,006	1,064	+6
IN	810	897	+11	SD	102	141	+38
IA	336	337	+0	TN	1,136	1,217	+7
KS	410	426	+4	TX	3,619	3,874	+7
KY	732	780	+7	UT	248	276	+11
LA	727	828	+14	VT	47	62	+32
ME	157	164	+4	VA	831	850	+2
MD	535	567	+6	WA	538	560	+4
MA	336	343	+2	WV	260	267	+3
MI	986	1,084	+10	WI	567	614	+8
MN	364	394	+8	WY	147	127	-14
MS	642	752	+17	**USA**	**36,355**	**38,824**	**+7**
MO	881	987	+12				
MT	184	213	+16	PR	289	242	-16

Figure 28. 2020 Traffic Fatalities, by State and Percentage Change From 2019

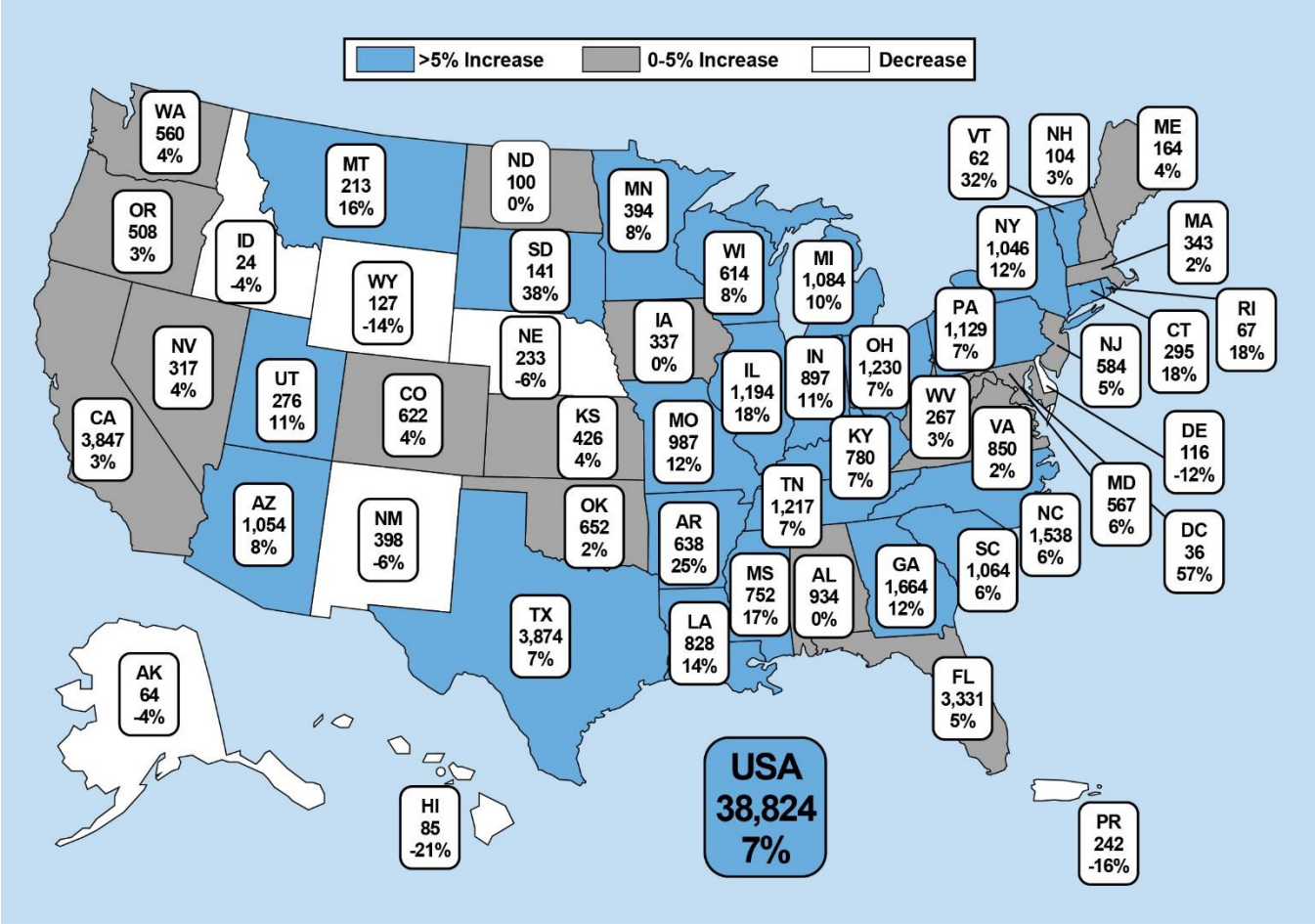


Table 107. Fatal Crashes, by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes*	
	Collision With								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	350	41.1	107	12.6	332	39.0	18	2.1	40	4.7	5	0.6	**852**	**100.0**
AK	23	43.4	14	26.4	6	11.3	1	1.9	9	17.0	0	0.0	**53**	**100.0**
AZ	372	38.5	245	25.3	174	18.0	24	2.5	79	8.2	23	2.4	**967**	**100.0**
AR	211	36.1	80	13.7	223	38.1	13	2.2	49	8.4	9	1.5	**585**	**100.0**
CA	1,148	32.3	1,073	30.2	970	27.3	100	2.8	246	6.9	19	0.5	**3,558**	**100.0**
CO	194	33.8	102	17.8	156	27.2	20	3.5	98	17.1	4	0.7	**574**	**100.0**
CT	104	37.3	56	20.1	100	35.8	6	2.2	10	3.6	3	1.1	**279**	**100.0**
DE	47	45.2	25	24.0	30	28.8	2	1.9	0	0.0	0	0.0	**104**	**100.0**
DC	13	38.2	9	26.5	9	26.5	0	0.0	0	0.0	3	8.8	**34**	**100.0**
FL	1,257	40.6	843	27.2	731	23.6	58	1.9	174	5.6	35	1.1	**3,098**	**100.0**
GA	624	41.0	288	18.9	472	31.0	33	2.2	92	6.0	13	0.9	**1,522**	**100.0**
HI	26	32.1	25	30.9	24	29.6	2	2.5	3	3.7	1	1.2	**81**	**100.0**
ID	82	43.6	16	8.5	45	23.9	1	0.5	43	22.9	1	0.5	**188**	**100.0**
IL	433	39.8	191	17.6	333	30.6	47	4.3	75	6.9	7	0.6	**1,087**	**100.0**
IN	341	41.8	108	13.3	268	32.9	40	4.9	50	6.1	8	1.0	**815**	**100.0**
IA	143	47.0	35	11.5	98	32.2	8	2.6	17	5.6	2	0.7	**304**	**100.0**
KS	161	42.1	42	11.0	105	27.5	12	3.1	58	15.2	4	1.0	**382**	**100.0**
KY	266	37.5	92	13.0	291	41.0	19	2.7	36	5.1	5	0.7	**709**	**100.0**
LA	271	35.6	166	21.8	263	34.5	15	2.0	32	4.2	15	2.0	**762**	**100.0**
ME	46	30.5	11	7.3	72	47.7	6	4.0	13	8.6	3	2.0	**151**	**100.0**
MD	201	37.2	135	25.0	167	30.9	15	2.8	15	2.8	6	1.1	**540**	**100.0**
MA	117	35.8	61	18.7	123	37.6	14	4.3	10	3.1	2	0.6	**327**	**100.0**
MI	424	41.9	195	19.3	277	27.4	28	2.8	81	8.0	6	0.6	**1,011**	**100.0**
MN	143	38.8	52	14.1	96	26.0	10	2.7	62	16.8	6	1.6	**369**	**100.0**
MS	250	36.4	108	15.7	256	37.3	15	2.2	55	8.0	3	0.4	**687**	**100.0**
MO	332	36.3	127	13.9	348	38.1	24	2.6	74	8.1	9	1.0	**914**	**100.0**
MT	45	23.7	12	6.3	62	32.6	17	8.9	52	27.4	2	1.1	**190**	**100.0**

Table 107. Fatal Crashes, by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes*	
	Collision With								Non-Collision					
	Motor Vehicle in Transport		Nonoccupant		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	99	45.6	17	7.8	64	29.5	7	3.2	29	13.4	1	0.5	**217**	**100.0**
NV	98	33.4	81	27.6	68	23.2	6	2.0	38	13.0	2	0.7	**293**	**100.0**
NH	36	36.7	17	17.3	32	32.7	2	2.0	8	8.2	2	2.0	**98**	**100.0**
NJ	181	33.1	184	33.6	144	26.3	20	3.7	12	2.2	6	1.1	**547**	**100.0**
NM	119	32.6	86	23.6	84	23.0	6	1.6	65	17.8	3	0.8	**365**	**100.0**
NY	348	36.1	277	28.8	286	29.7	24	2.5	20	2.1	8	0.8	**963**	**100.0**
NC	564	39.9	237	16.8	505	35.8	26	1.8	76	5.4	4	0.3	**1,412**	**100.0**
ND	35	36.5	9	9.4	13	13.5	3	3.1	34	35.4	2	2.1	**96**	**100.0**
OH	446	38.6	162	14.0	425	36.8	47	4.1	64	5.5	8	0.7	**1,154**	**100.0**
OK	249	41.6	93	15.5	173	28.9	13	2.2	65	10.9	6	1.0	**599**	**100.0**
OR	172	37.3	90	19.5	143	31.0	10	2.2	37	8.0	8	1.7	**461**	**100.0**
PA	403	38.0	155	14.6	381	35.9	45	4.2	58	5.5	17	1.6	**1,060**	**100.0**
RI	16	24.2	18	27.3	30	45.5	1	1.5	0	0.0	0	0.0	**66**	**100.0**
SC	364	37.8	184	19.1	336	34.9	19	2.0	54	5.6	5	0.5	**962**	**100.0**
SD	52	39.4	13	9.8	25	18.9	5	3.8	34	25.8	3	2.3	**132**	**100.0**
TN	461	41.2	172	15.4	380	34.0	29	2.6	64	5.7	13	1.2	**1,119**	**100.0**
TX	1,383	39.3	719	20.4	962	27.3	94	2.7	306	8.7	49	1.4	**3,520**	**100.0**
UT	110	43.0	41	16.0	54	21.1	9	3.5	39	15.2	3	1.2	**256**	**100.0**
VT	17	29.3	9	15.5	26	44.8	0	0.0	6	10.3	0	0.0	**58**	**100.0**
VA	295	37.1	106	13.3	341	42.8	18	2.3	25	3.1	10	1.3	**796**	**100.0**
WA	200	38.1	109	20.8	134	25.5	16	3.0	63	12.0	2	0.4	**525**	**100.0**
WV	98	39.4	21	8.4	99	39.8	6	2.4	24	9.6	1	0.4	**249**	**100.0**
WI	211	37.6	54	9.6	185	33.0	31	5.5	69	12.3	11	2.0	**561**	**100.0**
WY	41	36.0	6	5.3	28	24.6	4	3.5	31	27.2	4	3.5	**114**	**100.0**
USA	**13,622**	**38.1**	**7,078**	**19.8**	**10,949**	**30.6**	**989**	**2.8**	**2,694**	**7.5**	**362**	**1.0**	**35,766**	**100.0**
PR	82	35.8	67	29.3	61	26.6	4	1.7	5	2.2	10	4.4	**229**	**100.0**

*Includes fatal crashes where the most harmful event was unknown or there was a harmful event, but the details were not reported.

Table 108. Fatal Crashes, by State and Roadway Function Class

State	Roadway Function Class																Total Fatal Crashes	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	41	4.8	73	8.6	5	0.6	232	27.2	200	23.5	225	26.4	75	8.8	1	0.1	**852**	**100.0**
AK	12	22.6	7	13.2	0	0.0	11	20.8	8	15.1	9	17.0	6	11.3	0	0.0	**53**	**100.0**
AZ	70	7.2	41	4.2	38	3.9	312	32.3	228	23.6	148	15.3	21	2.2	109	11.3	**967**	**100.0**
AR	47	8.0	32	5.5	8	1.4	34	5.8	37	6.3	13	2.2	128	21.9	286	48.9	**585**	**100.0**
CA	123	3.5	360	10.1	380	10.7	1,103	31.0	807	22.7	534	15.0	251	7.1	0	0.0	**3,558**	**100.0**
CO	25	4.4	54	9.4	27	4.7	233	40.6	113	19.7	77	13.4	44	7.7	1	0.2	**574**	**100.0**
CT	5	1.8	41	14.7	28	10.0	57	20.4	94	33.7	32	11.5	21	7.5	1	0.4	**279**	**100.0**
DE	1	1.0	11	10.6	8	7.7	36	34.6	11	10.6	30	28.8	7	6.7	0	0.0	**104**	**100.0**
DC	0	0.0	3	8.8	2	5.9	11	32.4	11	32.4	3	8.8	4	11.8	0	0.0	**34**	**100.0**
FL	101	3.3	207	6.7	100	3.2	1,136	36.7	558	18.0	356	11.5	323	10.4	317	10.2	**3,098**	**100.0**
GA	45	3.0	143	9.4	52	3.4	388	25.5	401	26.3	273	17.9	218	14.3	2	0.1	**1,522**	**100.0**
HI	0	0.0	9	11.1	1	1.2	41	50.6	30	37.0	0	0.0	0	0.0	0	0.0	**81**	**100.0**
ID	17	9.0	5	2.7	6	3.2	64	34.0	37	19.7	38	20.2	21	11.2	0	0.0	**188**	**100.0**
IL	41	3.8	115	10.6	2	0.2	288	26.5	253	23.3	211	19.4	150	13.8	27	2.5	**1,087**	**100.0**
IN	49	6.0	40	4.9	8	1.0	242	29.7	173	21.2	182	22.3	121	14.8	0	0.0	**815**	**100.0**
IA	20	6.6	12	3.9	0	0.0	97	31.9	52	17.1	77	25.3	46	15.1	0	0.0	**304**	**100.0**
KS	19	5.0	23	6.0	23	6.0	77	20.2	84	22.0	88	23.0	68	17.8	0	0.0	**382**	**100.0**
KY	46	6.5	39	5.5	10	1.4	163	23.0	168	23.7	183	25.8	97	13.7	3	0.4	**709**	**100.0**
LA	33	4.3	66	8.7	12	1.6	190	24.9	156	20.5	142	18.6	160	21.0	3	0.4	**762**	**100.0**
ME	6	4.0	4	2.6	0	0.0	23	15.2	28	18.5	61	40.4	28	18.5	1	0.7	**151**	**100.0**
MD	4	0.7	52	9.6	30	5.6	196	36.3	125	23.1	91	16.9	40	7.4	2	0.4	**540**	**100.0**
MA	3	0.9	55	16.8	14	4.3	100	30.6	93	28.4	35	10.7	27	8.3	0	0.0	**327**	**100.0**
MI	21	2.1	73	7.2	42	4.2	276	27.3	243	24.0	191	18.9	162	16.0	3	0.3	**1,011**	**100.0**
MN	13	3.5	18	4.9	11	3.0	77	20.9	105	28.5	102	27.6	41	11.1	2	0.5	**369**	**100.0**
MS	47	6.8	34	4.9	6	0.9	195	28.4	148	21.5	225	32.8	32	4.7	0	0.0	**687**	**100.0**
MO	35	3.8	92	10.1	67	7.3	218	23.9	196	21.4	182	19.9	124	13.6	0	0.0	**914**	**100.0**
MT	32	16.8	3	1.6	0	0.0	57	30.0	26	13.7	38	20.0	33	17.4	1	0.5	**190**	**100.0**

Table 108. Fatal Crashes, by State and Roadway Function Class (Continued)

State	Roadway Function Class																Total Fatal Crashes	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	19	8.8	7	3.2	11	5.1	60	27.6	59	27.2	29	13.4	32	14.7	0	0.0	**217**	**100.0**
NV	19	6.5	26	8.9	2	0.7	111	37.9	49	16.7	3	1.0	83	28.3	0	0.0	**293**	**100.0**
NH	0	0.0	1	1.0	3	3.1	26	26.5	29	29.6	25	25.5	12	12.2	2	2.0	**98**	**100.0**
NJ	6	1.1	53	9.7	70	12.8	193	35.3	120	21.9	61	11.2	40	7.3	4	0.7	**547**	**100.0**
NM	50	13.7	34	9.3	0	0.0	126	34.5	58	15.9	54	14.8	40	11.0	3	0.8	**365**	**100.0**
NY	10	1.0	70	7.3	72	7.5	290	30.1	142	14.7	104	10.8	275	28.6	0	0.0	**963**	**100.0**
NC	35	2.5	98	6.9	49	3.5	270	19.1	270	19.1	376	26.6	307	21.7	7	0.5	**1,412**	**100.0**
ND	10	10.4	1	1.0	0	0.0	28	29.2	15	15.6	24	25.0	18	18.8	0	0.0	**96**	**100.0**
OH	27	2.3	112	9.7	41	3.6	221	19.2	251	21.8	306	26.5	165	14.3	31	2.7	**1,154**	**100.0**
OK	47	7.8	57	9.5	3	0.5	155	25.9	99	16.5	148	24.7	90	15.0	0	0.0	**599**	**100.0**
OR	11	2.4	23	5.0	0	0.0	191	41.4	93	20.2	102	22.1	41	8.9	0	0.0	**461**	**100.0**
PA	48	4.5	56	5.3	44	4.2	297	28.0	218	20.6	181	17.1	211	19.9	5	0.5	**1,060**	**100.0**
RI	4	6.1	10	15.2	5	7.6	21	31.8	14	21.2	7	10.6	5	7.6	0	0.0	**66**	**100.0**
SC	71	7.4	32	3.3	10	1.0	354	36.8	382	39.7	49	5.1	64	6.7	0	0.0	**962**	**100.0**
SD	13	9.8	4	3.0	3	2.3	40	30.3	35	26.5	19	14.4	18	13.6	0	0.0	**132**	**100.0**
TN	66	5.9	110	9.8	15	1.3	323	28.9	268	23.9	213	19.0	123	11.0	1	0.1	**1,119**	**100.0**
TX	153	4.3	343	9.7	177	5.0	1,054	29.9	730	20.7	758	21.5	297	8.4	8	0.2	**3,520**	**100.0**
UT	26	10.2	17	6.6	3	1.2	98	38.3	38	14.8	48	18.8	26	10.2	0	0.0	**256**	**100.0**
VT	4	6.9	1	1.7	0	0.0	14	24.1	14	24.1	13	22.4	12	20.7	0	0.0	**58**	**100.0**
VA	51	6.4	73	9.2	14	1.8	228	28.6	180	22.6	169	21.2	80	10.1	1	0.1	**796**	**100.0**
WA	15	2.9	40	7.6	45	8.6	88	16.8	59	11.2	112	21.3	159	30.3	7	1.3	**525**	**100.0**
WV	10	4.0	15	6.0	0	0.0	56	22.5	48	19.3	78	31.3	35	14.1	7	2.8	**249**	**100.0**
WI	18	3.2	14	2.5	11	2.0	159	28.3	122	21.7	130	23.2	103	18.4	4	0.7	**561**	**100.0**
WY	23	20.2	4	3.5	0	0.0	37	32.5	7	6.1	35	30.7	7	6.1	1	0.9	**114**	**100.0**
USA	**1,592**	**4.5**	**2,813**	**7.9**	**1,458**	**4.1**	**10,297**	**28.8**	**7,685**	**21.5**	**6,590**	**18.4**	**4,491**	**12.6**	**840**	**2.3**	**35,766**	**100.0**
PR	11	4.8	18	7.9	0	0.0	77	33.6	58	25.3	61	26.6	4	1.7	0	0.0	**229**	**100.0**

Table 109. People Killed, by State and Roadway Function Class

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	44	4.7	76	8.1	5	0.5	263	28.2	227	24.3	243	26.0	75	8.0	1	0.1	**934**	**100.0**
AK	16	25.0	8	12.5	0	0.0	12	18.8	8	12.5	11	17.2	9	14.1	0	0.0	**64**	**100.0**
AZ	80	7.6	48	4.6	42	4.0	328	31.1	254	24.1	169	16.0	22	2.1	111	10.5	**1,054**	**100.0**
AR	54	8.5	33	5.2	9	1.4	36	5.6	42	6.6	13	2.0	134	21.0	317	49.7	**638**	**100.0**
CA	140	3.6	399	10.4	401	10.4	1,194	31.0	872	22.7	574	14.9	267	6.9	0	0.0	**3,847**	**100.0**
CO	27	4.3	60	9.6	29	4.7	259	41.6	119	19.1	81	13.0	46	7.4	1	0.2	**622**	**100.0**
CT	5	1.7	43	14.6	34	11.5	59	20.0	98	33.2	33	11.2	22	7.5	1	0.3	**295**	**100.0**
DE	1	0.9	12	10.3	8	6.9	40	34.5	14	12.1	34	29.3	7	6.0	0	0.0	**116**	**100.0**
DC	0	0.0	3	8.3	2	5.6	12	33.3	12	33.3	3	8.3	4	11.1	0	0.0	**36**	**100.0**
FL	112	3.4	231	6.9	110	3.3	1,245	37.4	594	17.8	376	11.3	339	10.2	324	9.7	**3,331**	**100.0**
GA	53	3.2	162	9.7	55	3.3	421	25.3	433	26.0	306	18.4	232	13.9	2	0.1	**1,664**	**100.0**
HI	0	0.0	9	10.6	1	1.2	44	51.8	31	36.5	0	0.0	0	0.0	0	0.0	**85**	**100.0**
ID	21	9.8	5	2.3	8	3.7	71	33.2	45	21.0	42	19.6	22	10.3	0	0.0	**214**	**100.0**
IL	50	4.2	126	10.6	2	0.2	326	27.3	272	22.8	227	19.0	162	13.6	29	2.4	**1,194**	**100.0**
IN	57	6.4	44	4.9	9	1.0	270	30.1	191	21.3	195	21.7	131	14.6	0	0.0	**897**	**100.0**
IA	23	6.8	14	4.2	0	0.0	108	32.0	56	16.6	85	25.2	51	15.1	0	0.0	**337**	**100.0**
KS	24	5.6	23	5.4	24	5.6	89	20.9	100	23.5	97	22.8	69	16.2	0	0.0	**426**	**100.0**
KY	54	6.9	43	5.5	11	1.4	185	23.7	186	23.8	194	24.9	104	13.3	3	0.4	**780**	**100.0**
LA	41	5.0	72	8.7	12	1.4	202	24.4	171	20.7	155	18.7	172	20.8	3	0.4	**828**	**100.0**
ME	8	4.9	4	2.4	0	0.0	25	15.2	32	19.5	66	40.2	28	17.1	1	0.6	**164**	**100.0**
MD	4	0.7	54	9.5	30	5.3	206	36.3	136	24.0	94	16.6	41	7.2	2	0.4	**567**	**100.0**
MA	3	0.9	57	16.6	14	4.1	107	31.2	97	28.3	36	10.5	29	8.5	0	0.0	**343**	**100.0**
MI	27	2.5	81	7.5	44	4.1	291	26.8	261	24.1	198	18.3	179	16.5	3	0.3	**1,084**	**100.0**
MN	14	3.6	21	5.3	11	2.8	82	20.8	115	29.2	106	26.9	43	10.9	2	0.5	**394**	**100.0**
MS	57	7.6	36	4.8	6	0.8	216	28.7	162	21.5	239	31.8	36	4.8	0	0.0	**752**	**100.0**
MO	36	3.6	97	9.8	71	7.2	233	23.6	218	22.1	202	20.5	130	13.2	0	0.0	**987**	**100.0**
MT	36	16.9	3	1.4	0	0.0	65	30.5	27	12.7	44	20.7	37	17.4	1	0.5	**213**	**100.0**

Table 109. People Killed, by State and Roadway Function Class (Continued)

State	Roadway Function Class																Total Killed	
	Principal Arterial								Minor Arterial		Collector		Local		Unknown			
	Interstate				Freeway and Expressway		Other											
	Rural		Urban															
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NE	23	9.9	9	3.9	12	5.2	64	27.5	61	26.2	32	13.7	32	13.7	0	0.0	**233**	**100.0**
NV	21	6.6	28	8.8	3	0.9	126	39.7	50	15.8	3	0.9	86	27.1	0	0.0	**317**	**100.0**
NH	0	0.0	1	1.0	3	2.9	27	26.0	31	29.8	28	26.9	12	11.5	2	1.9	**104**	**100.0**
NJ	6	1.0	57	9.8	78	13.4	206	35.3	126	21.6	66	11.3	41	7.0	4	0.7	**584**	**100.0**
NM	56	14.1	37	9.3	0	0.0	136	34.2	66	16.6	56	14.1	44	11.1	3	0.8	**398**	**100.0**
NY	14	1.3	79	7.6	82	7.8	320	30.6	153	14.6	113	10.8	285	27.2	0	0.0	**1,046**	**100.0**
NC	39	2.5	115	7.5	54	3.5	294	19.1	293	19.1	415	27.0	321	20.9	7	0.5	**1,538**	**100.0**
ND	10	10.0	1	1.0	0	0.0	29	29.0	17	17.0	25	25.0	18	18.0	0	0.0	**100**	**100.0**
OH	31	2.5	123	10.0	46	3.7	236	19.2	265	21.5	325	26.4	173	14.1	31	2.5	**1,230**	**100.0**
OK	48	7.4	62	9.5	3	0.5	170	26.1	107	16.4	162	24.8	100	15.3	0	0.0	**652**	**100.0**
OR	13	2.6	25	4.9	0	0.0	211	41.5	100	19.7	112	22.0	47	9.3	0	0.0	**508**	**100.0**
PA	56	5.0	60	5.3	48	4.3	315	27.9	233	20.6	188	16.7	224	19.8	5	0.4	**1,129**	**100.0**
RI	4	6.0	10	14.9	5	7.5	22	32.8	14	20.9	7	10.4	5	7.5	0	0.0	**67**	**100.0**
SC	83	7.8	34	3.2	10	0.9	396	37.2	422	39.7	51	4.8	68	6.4	0	0.0	**1,064**	**100.0**
SD	15	10.6	5	3.5	4	2.8	42	29.8	38	27.0	19	13.5	18	12.8	0	0.0	**141**	**100.0**
TN	75	6.2	125	10.3	15	1.2	358	29.4	291	23.9	227	18.7	125	10.3	1	0.1	**1,217**	**100.0**
TX	169	4.4	370	9.6	199	5.1	1,177	30.4	820	21.2	811	20.9	319	8.2	9	0.2	**3,874**	**100.0**
UT	28	10.1	19	6.9	3	1.1	105	38.0	42	15.2	51	18.5	28	10.1	0	0.0	**276**	**100.0**
VT	4	6.5	1	1.6	0	0.0	15	24.2	16	25.8	14	22.6	12	19.4	0	0.0	**62**	**100.0**
VA	65	7.6	73	8.6	14	1.6	239	28.1	196	23.1	179	21.1	83	9.8	1	0.1	**850**	**100.0**
WA	17	3.0	42	7.5	50	8.9	95	17.0	61	10.9	118	21.1	170	30.4	7	1.3	**560**	**100.0**
WV	10	3.7	17	6.4	0	0.0	61	22.8	53	19.9	82	30.7	37	13.9	7	2.6	**267**	**100.0**
WI	24	3.9	16	2.6	11	1.8	178	29.0	133	21.7	141	23.0	107	17.4	4	0.7	**614**	**100.0**
WY	23	18.1	5	3.9	0	0.0	45	35.4	9	7.1	37	29.1	7	5.5	1	0.8	**127**	**100.0**
USA	**1,821**	**4.7**	**3,078**	**7.9**	**1,578**	**4.1**	**11,256**	**29.0**	**8,370**	**21.6**	**7,085**	**18.2**	**4,753**	**12.2**	**883**	**2.3**	**38,824**	**100.0**
PR	12	5.0	18	7.4	0	0.0	83	34.3	62	25.6	63	26.0	4	1.7	0	0.0	**242**	**100.0**

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, and Fatality Rates, by State

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
AL	**934**	4,921,532	18.98	4,042,900	23.10	5,320,340	17.56	67,921	1.38
AK	**64**	731,158	8.75	518,872	12.33	792,826	8.07	5,306	1.21
AZ	**1,054**	7,421,401	14.20	5,681,495	18.55	6,053,781	17.41	65,758	1.60
AR	**638**	3,030,522	21.05	2,153,929	29.62	2,913,369	21.90	33,919	1.88
CA	**3,847**	39,368,078	9.77	27,005,302	14.25	30,398,249	12.66	299,812	1.28
CO	**622**	5,807,719	10.71	4,299,447	14.47	5,350,708	11.62	48,642	1.28
CT	**295**	3,557,006	8.29	2,508,670	11.76	2,867,554	10.29	29,845	0.99
DE	**116**	986,809	11.76	829,226	13.99	1,006,135	11.53	8,345	1.39
DC	**36**	712,816	5.05	520,865	6.91	356,537	10.10	3,030	1.19
FL	**3,331**	21,733,312	15.33	15,715,373	21.20	18,464,506	18.04	208,076	1.60
GA	**1,664**	10,710,017	15.54	7,521,750	22.12	8,829,596	18.85	115,967	1.43
HI	**85**	1,407,006	6.04	921,547	9.22	1,256,140	6.77	8,785	0.97
ID	**214**	1,826,913	11.71	1,285,331	16.65	1,917,677	11.16	17,406	1.23
IL	**1,194**	12,587,530	9.49	8,225,298	14.52	10,587,725	11.28	94,121	1.27
IN	**897**	6,754,953	13.28	4,532,708	19.79	6,199,901	14.47	76,608	1.17
IA	**337**	3,163,561	10.65	2,268,916	14.85	3,787,224	8.90	29,751	1.13
KS	**426**	2,913,805	14.62	2,004,302	21.25	2,603,543	16.36	27,854	1.53
KY	**780**	4,477,251	17.42	2,905,632	26.84	4,459,685	17.49	46,536	1.68
LA	**828**	4,645,318	17.82	3,416,648	24.23	3,861,204	21.44	48,374	1.71
ME	**164**	1,350,141	12.15	1,047,893	15.65	1,121,106	14.63	13,086	1.25
MD	**567**	6,055,802	9.36	4,454,266	12.73	4,211,377	13.46	50,885	1.11
MA	**343**	6,893,574	4.98	4,940,373	6.94	5,036,686	6.81	54,127	0.63
MI	**1,084**	9,966,555	10.88	7,026,650	15.43	8,453,239	12.82	86,547	1.25
MN	**394**	5,657,342	6.96	4,090,264	9.63	5,690,749	6.92	51,619	0.76
MS	**752**	2,966,786	25.35	2,017,111	37.28	2,058,975	36.52	39,665	1.90
MO	**987**	6,151,548	16.04	4,259,672	23.17	5,587,022	17.67	72,797	1.36
MT	**213**	1,080,577	19.71	826,754	25.76	1,952,553	10.91	12,104	1.76

Table 110. People Killed, Population, Licensed Drivers, Registered Vehicles, VMT, and Fatality Rates, by State (Continued)

State	Total Killed	Population	Fatality Rate per 100,000 Population	Licensed Drivers	Fatality Rate per 100,000 Licensed Drivers	Registered Vehicles	Fatality Rate per 100,000 Registered Vehicles	VMT (millions)	Fatality Rate per 100 Million VMT
NE	**233**	1,937,552	12.03	1,438,821	16.19	1,935,357	12.04	19,432	1.20
NV	**317**	3,138,259	10.10	2,056,394	15.42	2,549,357	12.43	25,231	1.26
NH	**104**	1,366,275	7.61	1,060,381	9.81	1,357,535	7.66	11,956	0.87
NJ	**584**	8,882,371	6.57	6,230,912	9.37	6,006,247	9.72	66,341	0.88
NM	**398**	2,106,319	18.90	1,473,219	27.02	1,783,151	22.32	23,756	1.68
NY	**1,046**	19,336,776	5.41	12,194,360	8.58	11,324,755	9.24	102,477	1.02
NC	**1,538**	10,600,823	14.51	7,637,400	20.14	8,739,280	17.60	106,342	1.45
ND	**100**	765,309	13.07	539,006	18.55	899,083	11.12	8,768	1.14
OH	**1,230**	11,693,217	10.52	8,100,273	15.18	10,592,317	11.61	103,115	1.19
OK	**652**	3,980,783	16.38	2,550,560	25.56	3,730,247	17.48	42,000	1.55
OR	**508**	4,241,507	11.98	2,944,828	17.25	4,095,442	12.40	32,298	1.57
PA	**1,129**	12,783,254	8.83	8,930,677	12.64	10,690,187	10.56	87,982	1.28
RI	**67**	1,057,125	6.34	731,715	9.16	866,625	7.73	6,864	0.98
SC	**1,064**	5,218,040	20.39	3,905,911	27.24	4,561,299	23.33	53,972	1.97
SD	**141**	892,717	15.79	658,091	21.43	1,294,282	10.89	9,743	1.45
TN	**1,217**	6,886,834	17.67	4,877,268	24.95	5,855,373	20.78	76,392	1.59
TX	**3,874**	29,360,759	13.19	17,667,039	21.93	22,419,490	17.28	260,582	1.49
UT	**276**	3,249,879	8.49	2,149,766	12.84	2,479,604	11.13	30,251	0.91
VT	**62**	623,347	9.95	460,871	13.45	607,890	10.20	6,007	1.03
VA	**850**	8,590,563	9.89	5,909,716	14.38	7,606,452	11.17	76,110	1.12
WA	**560**	7,693,612	7.28	5,812,500	9.63	7,257,401	7.72	53,658	1.04
WV	**267**	1,784,787	14.96	1,101,775	24.23	1,657,362	16.11	16,054	1.66
WI	**614**	5,832,655	10.53	4,315,892	14.23	5,616,271	10.93	57,600	1.07
WY	**127**	582,328	21.81	427,233	29.73	861,028	14.75	9,800	1.30
USA	**38,824**	**329,484,123**	**11.78**	**228,195,802**	**17.01**	**297,644,334**	**13.04**	**2,903,622**	**1.34**
PR	**242**	3,159,343	7.66	NA	NA	NA	NA	13,762	1.76

Sources: Fatalities—FARS; Licensed Drivers (estimated)—FHWA; Registered Vehicles for States—FHWA; Registered Vehicles for USA—FHWA and Polk data from R. L. Polk & Co., a foundation of IHS Markit automotive solutions; Population—Census Bureau

NA= not available.

Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

Table 111. People Killed, by State and Person Type

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	578	61.9	164	17.6	78	8.4	101	10.8	10	1.1	3	0.3	**934**	**100.0**
AK	32	50.0	13	20.3	4	6.3	13	20.3	2	3.1	0	0.0	**64**	**100.0**
AZ	460	43.6	164	15.6	161	15.3	222	21.1	33	3.1	14	1.3	**1,054**	**100.0**
AR	368	57.7	102	16.0	80	12.5	81	12.7	6	0.9	1	0.2	**638**	**100.0**
CA	1,604	41.7	533	13.9	539	14.0	986	25.6	129	3.4	56	1.5	**3,847**	**100.0**
CO	269	43.2	105	16.9	140	22.5	87	14.0	15	2.4	6	1.0	**622**	**100.0**
CT	136	46.1	38	12.9	58	19.7	56	19.0	5	1.7	2	0.7	**295**	**100.0**
DE	61	52.6	12	10.3	15	12.9	25	21.6	3	2.6	0	0.0	**116**	**100.0**
DC	12	33.3	6	16.7	7	19.4	10	27.8	1	2.8	0	0.0	**36**	**100.0**
FL	1,371	41.2	468	14.0	600	18.0	696	20.9	170	5.1	26	0.8	**3,331**	**100.0**
GA	872	52.4	288	17.3	192	11.5	279	16.8	32	1.9	1	0.1	**1,664**	**100.0**
HI	31	36.5	11	12.9	18	21.2	21	24.7	4	4.7	0	0.0	**85**	**100.0**
ID	131	61.2	38	17.8	27	12.6	14	6.5	3	1.4	1	0.5	**214**	**100.0**
IL	623	52.2	207	17.3	153	12.8	176	14.7	30	2.5	5	0.4	**1,194**	**100.0**
IN	471	52.5	155	17.3	151	16.8	93	10.4	20	2.2	7	0.8	**897**	**100.0**
IA	179	53.1	56	16.6	64	19.0	27	8.0	10	3.0	1	0.3	**337**	**100.0**
KS	242	56.8	62	14.6	65	15.3	46	10.8	4	0.9	7	1.6	**426**	**100.0**
KY	452	57.9	135	17.3	92	11.8	91	11.7	5	0.6	5	0.6	**780**	**100.0**
LA	450	54.3	115	13.9	78	9.4	144	17.4	34	4.1	7	0.8	**828**	**100.0**
ME	102	62.2	21	12.8	29	17.7	9	5.5	2	1.2	1	0.6	**164**	**100.0**
MD	267	47.1	66	11.6	85	15.0	130	22.9	15	2.6	4	0.7	**567**	**100.0**
MA	192	56.0	33	9.6	52	15.2	52	15.2	10	2.9	4	1.2	**343**	**100.0**
MI	523	48.2	172	15.9	170	15.7	171	15.8	38	3.5	10	0.9	**1,084**	**100.0**
MN	217	55.1	54	13.7	66	16.8	45	11.4	10	2.5	2	0.5	**394**	**100.0**
MS	439	58.4	136	18.1	62	8.2	106	14.1	9	1.2	0	0.0	**752**	**100.0**
MO	569	57.6	154	15.6	123	12.5	128	13.0	8	0.8	5	0.5	**987**	**100.0**
MT	124	58.2	42	19.7	29	13.6	17	8.0	0	0.0	1	0.5	**213**	**100.0**

Table 111. People Killed, by State and Person Type (Continued)

State	Person Type												Total Killed	
	Drivers		Passengers		Motorcyclists		Pedestrians		Pedalcyclists		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	148	63.5	30	12.9	34	14.6	18	7.7	1	0.4	2	0.9	**233**	**100.0**
NV	128	40.4	36	11.4	58	18.3	79	24.9	11	3.5	5	1.6	**317**	**100.0**
NH	48	46.2	13	12.5	25	24.0	16	15.4	2	1.9	0	0.0	**104**	**100.0**
NJ	226	38.7	85	14.6	78	13.4	173	29.6	18	3.1	4	0.7	**584**	**100.0**
NM	205	51.5	58	14.6	46	11.6	79	19.8	8	2.0	2	0.5	**398**	**100.0**
NY	401	38.3	155	14.8	200	19.1	231	22.1	47	4.5	12	1.1	**1,046**	**100.0**
NC	855	55.6	229	14.9	192	12.5	228	14.8	26	1.7	8	0.5	**1,538**	**100.0**
ND	63	63.0	11	11.0	17	17.0	8	8.0	1	1.0	0	0.0	**100**	**100.0**
OH	644	52.4	190	15.4	211	17.2	159	12.9	18	1.5	8	0.7	**1,230**	**100.0**
OK	365	56.0	123	18.9	63	9.7	85	13.0	12	1.8	4	0.6	**652**	**100.0**
OR	263	51.8	84	16.5	68	13.4	71	14.0	14	2.8	8	1.6	**508**	**100.0**
PA	584	51.7	147	13.0	219	19.4	143	12.7	20	1.8	16	1.4	**1,129**	**100.0**
RI	30	44.8	5	7.5	13	19.4	17	25.4	2	3.0	0	0.0	**67**	**100.0**
SC	569	53.5	154	14.5	137	12.9	187	17.6	14	1.3	3	0.3	**1,064**	**100.0**
SD	81	57.4	18	12.8	27	19.1	14	9.9	0	0.0	1	0.7	**141**	**100.0**
TN	673	55.3	203	16.7	151	12.4	172	14.1	13	1.1	5	0.4	**1,217**	**100.0**
TX	1,944	50.2	644	16.6	483	12.5	687	17.7	79	2.0	37	1.0	**3,874**	**100.0**
UT	135	48.9	53	19.2	44	15.9	33	12.0	8	2.9	3	1.1	**276**	**100.0**
VT	31	50.0	12	19.4	10	16.1	8	12.9	1	1.6	0	0.0	**62**	**100.0**
VA	511	60.1	115	13.5	101	11.9	111	13.1	7	0.8	5	0.6	**850**	**100.0**
WA	268	47.9	81	14.5	91	16.3	97	17.3	12	2.1	11	2.0	**560**	**100.0**
WV	170	63.7	37	13.9	38	14.2	18	6.7	3	1.1	1	0.4	**267**	**100.0**
WI	325	52.9	109	17.8	116	18.9	50	8.1	12	2.0	2	0.3	**614**	**100.0**
WY	77	60.6	24	18.9	19	15.0	6	4.7	1	0.8	0	0.0	**127**	**100.0**
USA	**19,519**	**50.3**	**5,966**	**15.4**	**5,579**	**14.4**	**6,516**	**16.8**	**938**	**2.4**	**306**	**0.8**	38,824	100.0
PR	98	40.5	22	9.1	50	20.7	63	26.0	9	3.7	0	0.0	**242**	**100.0**

Table 112. People Killed, by State and Age Group

State	Age Group												Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
AL	10	10	9	85	91	180	143	130	135	79	59	3	**934**
AK	0	3	2	6	5	11	14	3	9	8	3	0	**64**
AZ	11	12	24	84	79	190	166	106	192	99	81	10	**1,054**
AR	8	5	17	52	40	118	108	89	100	59	41	1	**638**
CA	23	23	73	292	351	876	597	500	570	317	219	6	**3,847**
CO	2	6	18	50	68	122	96	92	77	57	34	0	**622**
CT	0	1	3	26	27	72	36	37	43	23	25	2	**295**
DE	0	0	0	13	11	25	12	15	10	16	14	0	**116**
DC	0	0	0	3	2	9	13	5	1	1	2	0	**36**
FL	23	21	61	243	270	615	493	438	505	309	316	37	**3,331**
GA	21	12	29	136	113	334	250	221	249	143	130	26	**1,664**
HI	0	0	1	5	13	17	7	11	15	8	8	0	**85**
ID	2	0	5	28	25	26	39	29	27	19	14	0	**214**
IL	11	10	22	106	103	241	158	159	152	113	103	16	**1,194**
IN	8	9	17	85	70	161	114	134	132	82	66	19	**897**
IA	3	6	10	26	40	51	35	57	46	32	30	1	**337**
KS	4	4	13	27	32	70	54	58	68	44	51	1	**426**
KY	3	4	11	60	80	155	125	100	103	72	66	1	**780**
LA	5	10	19	57	57	180	121	141	112	70	55	1	**828**
ME	0	1	6	12	9	29	18	29	25	20	15	0	**164**
MD	3	4	2	45	56	112	88	91	80	44	42	0	**567**
MA	0	1	1	33	28	74	45	35	43	46	36	1	**343**
MI	11	10	10	76	99	214	139	146	151	110	118	0	**1,084**
MN	4	0	11	38	22	68	50	64	66	35	35	1	**394**
MS	10	7	15	70	61	146	128	107	99	70	31	8	**752**
MO	7	7	18	81	80	202	167	129	115	93	86	2	**987**
MT	0	5	6	21	16	40	32	34	26	18	14	1	**213**

Table 112. People Killed, by State and Age Group (Continued)

State	Age Group												Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
NE	2	0	5	23	21	44	33	21	38	28	18	0	**233**
NV	1	1	8	24	21	68	49	36	50	33	22	4	**317**
NH	1	0	0	5	6	22	10	14	19	12	15	0	**104**
NJ	5	3	7	44	50	108	77	66	105	52	66	1	**584**
NM	2	1	7	31	33	71	67	59	70	26	31	0	**398**
NY	4	10	18	76	106	217	145	110	141	107	107	5	**1,046**
NC	6	16	18	144	156	302	238	196	224	118	116	4	**1,538**
ND	2	0	3	8	7	23	12	13	13	9	10	0	**100**
OH	11	10	21	82	94	244	197	171	180	119	100	1	**1,230**
OK	11	9	13	58	49	110	110	89	106	59	38	0	**652**
OR	6	3	9	44	28	87	74	74	78	59	46	0	**508**
PA	11	7	14	80	91	204	164	154	182	93	129	0	**1,129**
RI	0	0	0	7	8	11	5	10	7	8	11	0	**67**
SC	9	6	11	79	85	239	161	168	140	91	75	0	**1,064**
SD	1	0	2	9	12	16	27	16	30	19	9	0	**141**
TN	12	6	10	108	103	232	201	186	167	98	94	0	**1,217**
TX	47	51	73	341	354	841	610	524	486	335	199	13	**3,874**
UT	2	1	10	25	25	47	41	29	34	33	29	0	**276**
VT	0	1	0	5	5	8	8	8	12	12	3	0	**62**
VA	4	6	9	62	71	178	112	110	134	88	73	3	**850**
WA	3	1	16	44	41	104	98	67	91	44	47	4	**560**
WV	2	1	3	16	26	46	49	37	32	29	26	0	**267**
WI	2	3	11	38	66	126	80	89	92	62	45	0	**614**
WY	0	0	2	8	7	27	20	15	23	12	13	0	**127**
USA	**313**	**307**	**673**	**3,121**	**3,313**	**7,713**	**5,836**	**5,222**	**5,605**	**3,533**	**3,016**	**172**	**38,824**
PR	0	0	3	14	24	48	30	34	27	28	23	11	**242**

Table 113. Occupants Killed, by State and Vehicle Type

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		*Subtotal*					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	*No.*	*%*	No.	%	No.	%
AL	395	48.1	310	37.8	30	3.7	0	0.0	8	1.0	0	0.0	*743*	*90.5*	78	9.5	**821**	**100.0**
AK	16	32.7	23	46.9	2	4.1	0	0.0	4	8.2	0	0.0	*45*	*91.8*	4	8.2	**49**	**100.0**
AZ	293	37.2	214	27.2	18	2.3	0	0.0	25	3.2	76	9.7	*626*	*79.5*	161	20.5	**787**	**100.0**
AR	198	36.0	231	42.0	23	4.2	0	0.0	17	3.1	1	0.2	*470*	*85.5*	80	14.5	**550**	**100.0**
CA	1,368	51.0	693	25.9	40	1.5	3	0.1	31	1.2	6	0.2	*2,141*	*79.9*	539	20.1	**2,680**	**100.0**
CO	153	29.8	198	38.5	22	4.3	0	0.0	1	0.2	0	0.0	*374*	*72.8*	140	27.2	**514**	**100.0**
CT	116	50.0	52	22.4	3	1.3	0	0.0	3	1.3	0	0.0	*174*	*75.0*	58	25.0	**232**	**100.0**
DE	39	44.3	34	38.6	0	0.0	0	0.0	0	0.0	0	0.0	*73*	*83.0*	15	17.0	**88**	**100.0**
DC	13	52.0	4	16.0	1	4.0	0	0.0	0	0.0	0	0.0	*18*	*72.0*	7	28.0	**25**	**100.0**
FL	1,041	42.6	704	28.8	45	1.8	0	0.0	37	1.5	14	0.6	*1,841*	*75.4*	600	24.6	**2,441**	**100.0**
GA	602	44.5	470	34.8	40	3.0	0	0.0	45	3.3	3	0.2	*1,160*	*85.8*	192	14.2	**1,352**	**100.0**
HI	24	40.0	16	26.7	2	3.3	0	0.0	0	0.0	0	0.0	*42*	*70.0*	18	30.0	**60**	**100.0**
ID	78	39.8	78	39.8	10	5.1	0	0.0	3	1.5	0	0.0	*169*	*86.2*	27	13.8	**196**	**100.0**
IL	481	48.9	295	30.0	28	2.8	0	0.0	24	2.4	3	0.3	*831*	*84.5*	153	15.5	**984**	**100.0**
IN	335	43.1	254	32.7	23	3.0	0	0.0	13	1.7	1	0.1	*626*	*80.6*	151	19.4	**777**	**100.0**
IA	107	35.8	98	32.8	15	5.0	1	0.3	14	4.7	0	0.0	*235*	*78.6*	64	21.4	**299**	**100.0**
KS	138	36.7	150	39.9	12	3.2	0	0.0	11	2.9	0	0.0	*311*	*82.7*	65	17.3	**376**	**100.0**
KY	314	46.2	227	33.4	21	3.1	0	0.0	25	3.7	0	0.0	*587*	*86.5*	92	13.5	**679**	**100.0**
LA	267	41.3	267	41.3	12	1.9	1	0.2	17	2.6	4	0.6	*568*	*87.9*	78	12.1	**646**	**100.0**
ME	57	37.5	57	37.5	7	4.6	0	0.0	2	1.3	0	0.0	*123*	*80.9*	29	19.1	**152**	**100.0**
MD	219	52.4	103	24.6	6	1.4	0	0.0	5	1.2	0	0.0	*333*	*79.7*	85	20.3	**418**	**100.0**
MA	145	52.3	68	24.5	3	1.1	0	0.0	1	0.4	8	2.9	*225*	*81.2*	52	18.8	**277**	**100.0**
MI	327	37.8	343	39.7	7	0.8	0	0.0	17	2.0	1	0.1	*695*	*80.3*	170	19.7	**865**	**100.0**
MN	122	36.0	123	36.3	11	3.2	0	0.0	17	5.0	0	0.0	*273*	*80.5*	66	19.5	**339**	**100.0**
MS	304	47.7	233	36.6	12	1.9	0	0.0	10	1.6	16	2.5	*575*	*90.3*	62	9.7	**637**	**100.0**
MO	396	46.6	283	33.3	24	2.8	0	0.0	24	2.8	0	0.0	*727*	*85.5*	123	14.5	**850**	**100.0**
MT	71	36.4	80	41.0	9	4.6	0	0.0	6	3.1	0	0.0	*166*	*85.1*	29	14.9	**195**	**100.0**

Table 113. Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		*Subtotal*					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	*No.*	*%*	No.	%	No.	%
NE	84	39.4	74	34.7	13	6.1	0	0.0	8	3.8	0	0.0	*179*	*84.0*	34	16.0	**213**	**100.0**
NV	85	38.1	68	30.5	10	4.5	0	0.0	1	0.4	1	0.4	*165*	*74.0*	58	26.0	**223**	**100.0**
NH	40	46.5	16	18.6	5	5.8	0	0.0	0	0.0	0	0.0	*61*	*70.9*	25	29.1	**86**	**100.0**
NJ	207	53.2	95	24.4	6	1.5	0	0.0	2	0.5	1	0.3	*311*	*79.9*	78	20.1	**389**	**100.0**
NM	99	32.0	141	45.6	13	4.2	0	0.0	9	2.9	1	0.3	*263*	*85.1*	46	14.9	**309**	**100.0**
NY	331	43.7	187	24.7	18	2.4	1	0.1	18	2.4	3	0.4	*558*	*73.6*	200	26.4	**758**	**100.0**
NC	630	49.3	408	31.9	24	1.9	0	0.0	22	1.7	1	0.1	*1,085*	*85.0*	192	15.0	**1,277**	**100.0**
ND	22	24.2	39	42.9	2	2.2	0	0.0	7	7.7	4	4.4	*74*	*81.3*	17	18.7	**91**	**100.0**
OH	478	45.7	313	29.9	22	2.1	1	0.1	17	1.6	4	0.4	*835*	*79.8*	211	20.2	**1,046**	**100.0**
OK	195	35.3	258	46.7	13	2.4	0	0.0	24	4.3	0	0.0	*490*	*88.6*	63	11.4	**553**	**100.0**
OR	161	38.8	134	32.3	13	3.1	0	0.0	5	1.2	34	8.2	*347*	*83.6*	68	16.4	**415**	**100.0**
PA	417	43.7	252	26.4	26	2.7	3	0.3	38	4.0	0	0.0	*736*	*77.1*	219	22.9	**955**	**100.0**
RI	30	62.5	4	8.3	1	2.1	0	0.0	0	0.0	0	0.0	*35*	*72.9*	13	27.1	**48**	**100.0**
SC	400	46.3	300	34.8	16	1.9	1	0.1	8	0.9	1	0.1	*726*	*84.1*	137	15.9	**863**	**100.0**
SD	27	21.3	64	50.4	4	3.1	0	0.0	4	3.1	1	0.8	*100*	*78.7*	27	21.3	**127**	**100.0**
TN	462	45.0	352	34.3	36	3.5	2	0.2	20	1.9	4	0.4	*876*	*85.3*	151	14.7	**1,027**	**100.0**
TX	1,233	40.0	1,197	38.9	116	3.8	3	0.1	39	1.3	8	0.3	*2,596*	*84.3*	483	15.7	**3,079**	**100.0**
UT	95	40.9	80	34.5	5	2.2	0	0.0	7	3.0	1	0.4	*188*	*81.0*	44	19.0	**232**	**100.0**
VT	24	45.3	14	26.4	1	1.9	0	0.0	4	7.5	0	0.0	*43*	*81.1*	10	18.9	**53**	**100.0**
VA	322	44.3	260	35.8	32	4.4	0	0.0	12	1.7	0	0.0	*626*	*86.1*	101	13.9	**727**	**100.0**
WA	195	44.3	138	31.4	5	1.1	0	0.0	11	2.5	0	0.0	*349*	*79.3*	91	20.7	**440**	**100.0**
WV	75	30.6	102	41.6	10	4.1	0	0.0	20	8.2	0	0.0	*207*	*84.5*	38	15.5	**245**	**100.0**
WI	216	39.3	183	33.3	6	1.1	0	0.0	29	5.3	0	0.0	*434*	*78.9*	116	21.1	**550**	**100.0**
WY	25	20.8	65	54.2	8	6.7	0	0.0	3	2.5	0	0.0	*101*	*84.2*	19	15.8	**120**	**100.0**
USA	**13,472**	**43.3**	**10,352**	**33.3**	**831**	**2.7**	**16**	**0.1**	**668**	**2.1**	**197**	**0.6**	***25,536***	***82.1***	**5,579**	**17.9**	**31,115**	**100.0**
PR	90	52.9	25	14.7	1	0.6	0	0.0	4	2.4	0	0.0	*120*	*70.6*	50	29.4	**170**	**100.0**

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	263	37.3	384	54.5	58	8.2	**705**	**100.0**
AK	18	46.2	14	35.9	7	17.9	**39**	**100.0**
AZ	209	41.2	234	46.2	64	12.6	**507**	**100.0**
AR	178	41.5	204	47.6	47	11.0	**429**	**100.0**
CA	1,105	53.6	756	36.7	200	9.7	**2,061**	**100.0**
CO	142	40.5	190	54.1	19	5.4	**351**	**100.0**
CT	65	38.7	65	38.7	38	22.6	**168**	**100.0**
DE	32	43.8	34	46.6	7	9.6	**73**	**100.0**
DC	7	41.2	5	29.4	5	29.4	**17**	**100.0**
FL	895	51.3	816	46.8	34	1.9	**1,745**	**100.0**
GA	505	47.1	465	43.4	102	9.5	**1,072**	**100.0**
HI	11	27.5	13	32.5	16	40.0	**40**	**100.0**
ID	56	35.9	85	54.5	15	9.6	**156**	**100.0**
IL	300	38.7	293	37.8	183	23.6	**776**	**100.0**
IN	272	46.2	226	38.4	91	15.4	**589**	**100.0**
IA	91	44.4	91	44.4	23	11.2	**205**	**100.0**
KS	125	43.4	134	46.5	29	10.1	**288**	**100.0**
KY	247	45.7	294	54.3	0	0.0	**541**	**100.0**
LA	200	37.5	298	55.8	36	6.7	**534**	**100.0**
ME	50	43.9	64	56.1	0	0.0	**114**	**100.0**
MD	134	41.6	133	41.3	55	17.1	**322**	**100.0**
MA	60	28.2	98	46.0	55	25.8	**213**	**100.0**
MI	294	43.9	221	33.0	155	23.1	**670**	**100.0**
MN	110	44.9	100	40.8	35	14.3	**245**	**100.0**
MS	221	41.2	229	42.6	87	16.2	**537**	**100.0**
MO	197	29.0	425	62.6	57	8.4	**679**	**100.0**
MT	56	37.1	94	62.3	1	0.7	**151**	**100.0**

Table 114. Passenger Car and Light-Truck Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Use						Total Occupants Killed	
	Restrained		Unrestrained		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	37	23.4	100	63.3	21	13.3	**158**	**100.0**
NV	63	41.2	73	47.7	17	11.1	**153**	**100.0**
NH	15	26.8	36	64.3	5	8.9	**56**	**100.0**
NJ	148	49.0	126	41.7	28	9.3	**302**	**100.0**
NM	98	40.8	131	54.6	11	4.6	**240**	**100.0**
NY	286	55.2	176	34.0	56	10.8	**518**	**100.0**
NC	501	48.3	501	48.3	36	3.5	**1,038**	**100.0**
ND	17	27.9	39	63.9	5	8.2	**61**	**100.0**
OH	304	38.4	395	49.9	92	11.6	**791**	**100.0**
OK	189	41.7	220	48.6	44	9.7	**453**	**100.0**
OR	159	53.9	94	31.9	42	14.2	**295**	**100.0**
PA	219	32.7	336	50.2	114	17.0	**669**	**100.0**
RI	11	32.4	17	50.0	6	17.6	**34**	**100.0**
SC	296	42.3	372	53.1	32	4.6	**700**	**100.0**
SD	28	30.8	57	62.6	6	6.6	**91**	**100.0**
TN	351	43.1	391	48.0	72	8.8	**814**	**100.0**
TX	1,156	47.6	1,018	41.9	256	10.5	**2,430**	**100.0**
UT	84	48.0	65	37.1	26	14.9	**175**	**100.0**
VT	15	39.5	23	60.5	0	0.0	**38**	**100.0**
VA	240	41.2	340	58.4	2	0.3	**582**	**100.0**
WA	166	49.8	111	33.3	56	16.8	**333**	**100.0**
WV	64	36.2	84	47.5	29	16.4	**177**	**100.0**
WI	150	37.6	179	44.9	70	17.5	**399**	**100.0**
WY	43	47.8	44	48.9	3	3.3	**90**	**100.0**
USA	**10,483**	**44.0**	**10,893**	**45.7**	**2,448**	**10.3**	**23,824**	**100.0**
PR	38	33.0	77	67.0	0	0.0	**115**	**100.0**

Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
AL	395	101	25.6	152	53	34.9	142	55	38.7	16	5	31.3	**705**	**214**	**30.4**
AK	16	3	18.8	6	3	50.0	17	9	52.9	0	0	0.0	**39**	**15**	**38.5**
AZ	293	61	20.8	73	40	54.8	105	47	44.8	34	11	32.4	**507**	**161**	**31.8**
AR	198	54	27.3	107	47	43.9	110	45	40.9	14	2	14.3	**429**	**148**	**34.5**
CA	1,368	373	27.3	288	132	45.8	339	187	55.2	66	20	30.3	**2,061**	**712**	**34.5**
CO	153	43	28.1	74	41	55.4	107	56	52.3	17	7	41.2	**351**	**147**	**41.9**
CT	116	21	18.1	14	6	42.9	33	10	30.3	5	2	40.0	**168**	**39**	**23.2**
DE	39	8	20.5	9	1	11.1	23	7	30.4	2	0	0.0	**73**	**16**	**21.9**
DC	13	2	15.4	0	0	0.0	3	1	33.3	1	0	0.0	**17**	**3**	**17.6**
FL	1,041	189	18.2	256	118	46.1	383	137	35.8	62	11	17.7	**1,745**	**456**	**26.1**
GA	602	155	25.7	230	92	40.0	214	76	35.5	25	4	16.0	**1,072**	**328**	**30.6**
HI	24	7	29.2	7	3	42.9	9	2	22.2	0	0	0.0	**40**	**12**	**30.0**
ID	78	25	32.1	37	22	59.5	31	19	61.3	10	2	20.0	**156**	**68**	**43.6**
IL	481	108	22.5	77	32	41.6	182	62	34.1	36	6	16.7	**776**	**208**	**26.8**
IN	335	70	20.9	101	30	29.7	114	38	33.3	39	6	15.4	**589**	**144**	**24.4**
IA	107	17	15.9	40	19	47.5	40	14	35.0	18	4	22.2	**205**	**54**	**26.3**
KS	138	17	12.3	68	32	47.1	64	34	53.1	18	2	11.1	**288**	**85**	**29.5**
KY	314	64	20.4	92	40	43.5	108	40	37.0	27	10	37.0	**541**	**154**	**28.5**
LA	267	57	21.3	161	56	34.8	92	30	32.6	13	3	23.1	**534**	**147**	**27.5**
ME	57	13	22.8	27	9	33.3	27	9	33.3	3	2	66.7	**114**	**33**	**28.9**
MD	219	32	14.6	38	13	34.2	57	18	31.6	8	2	25.0	**322**	**65**	**20.2**
MA	145	19	13.1	11	1	9.1	51	14	27.5	6	3	50.0	**213**	**37**	**17.4**
MI	327	66	20.2	96	32	33.3	201	78	38.8	46	7	15.2	**670**	**183**	**27.3**
MN	122	29	23.8	46	26	56.5	61	27	44.3	16	6	37.5	**245**	**88**	**35.9**
MS	304	63	20.7	124	44	35.5	97	55	56.7	12	3	25.0	**537**	**165**	**30.7**
MO	396	122	30.8	122	48	39.3	138	79	57.2	23	7	30.4	**679**	**256**	**37.7**
MT	71	31	43.7	48	34	70.8	23	18	78.3	9	6	66.7	**151**	**89**	**58.9**

Table 115. Passenger Car and Light-Truck Occupants Killed, by State, Vehicle Type, and Rollover Occurrence (Continued)

Year	Passenger Cars			Light Trucks									Total*		
				Pickup			Utility			Van					
	Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover		Total Killed	Rollover	
		Number	Percent		Number	Percent		Number	Percent		Number	Percent		Number	Percent
NE	84	20	23.8	44	23	52.3	28	11	39.3	2	1	50.0	**158**	**55**	**34.8**
NV	85	34	40.0	28	18	64.3	36	19	52.8	4	3	75.0	**153**	**74**	**48.4**
NH	40	10	25.0	2	0	0.0	12	6	50.0	2	0	0.0	**56**	**16**	**28.6**
NJ	207	35	16.9	16	4	25.0	61	15	24.6	18	4	22.2	**302**	**58**	**19.2**
NM	99	26	26.3	63	32	50.8	70	47	67.1	8	3	37.5	**240**	**108**	**45.0**
NY	331	46	13.9	34	11	32.4	118	33	28.0	33	5	15.2	**518**	**95**	**18.3**
NC	630	153	24.3	182	77	42.3	184	79	42.9	41	6	14.6	**1,038**	**315**	**30.3**
ND	22	9	40.9	18	10	55.6	19	12	63.2	2	0	0.0	**61**	**31**	**50.8**
OH	478	81	16.9	110	32	29.1	181	73	40.3	21	3	14.3	**791**	**189**	**23.9**
OK	195	47	24.1	147	66	44.9	95	39	41.1	15	1	6.7	**453**	**154**	**34.0**
OR	161	41	25.5	56	24	42.9	63	20	31.7	15	4	26.7	**295**	**89**	**30.2**
PA	417	89	21.3	70	22	31.4	149	45	30.2	32	3	9.4	**669**	**160**	**23.9**
RI	30	5	16.7	2	1	50.0	2	1	50.0	0	0	0.0	**34**	**7**	**20.6**
SC	400	99	24.8	121	37	30.6	146	63	43.2	33	12	36.4	**700**	**211**	**30.1**
SD	27	9	33.3	34	22	64.7	22	14	63.6	8	2	25.0	**91**	**47**	**51.6**
TN	462	90	19.5	165	52	31.5	160	63	39.4	27	3	11.1	**814**	**208**	**25.6**
TX	1,233	245	19.9	603	225	37.3	525	225	42.9	69	12	17.4	**2,430**	**707**	**29.1**
UT	95	24	25.3	30	22	73.3	42	17	40.5	8	6	75.0	**175**	**69**	**39.4**
VT	24	8	33.3	1	0	0.0	10	8	80.0	3	1	33.3	**38**	**17**	**44.7**
VA	322	65	20.2	117	43	36.8	121	40	33.1	22	4	18.2	**582**	**152**	**26.1**
WA	195	51	26.2	59	27	45.8	65	26	40.0	13	2	15.4	**333**	**107**	**32.1**
WV	75	15	20.0	49	17	34.7	47	13	27.7	6	0	0.0	**177**	**45**	**25.4**
WI	216	44	20.4	50	19	38.0	114	49	43.0	19	3	15.8	**399**	**115**	**28.8**
WY	25	5	20.0	25	20	80.0	34	22	64.7	6	4	66.7	**90**	**51**	**56.7**
USA	**13,472**	**3,001**	**22.3**	**4,330**	**1,778**	**41.1**	**5,075**	**2,107**	**41.5**	**933**	**213**	**22.8**	**23,824**	**7,107**	**29.8**
PR	90	8	8.9	4	1	25.0	20	6	30.0	1	0	0.0	**115**	**15**	**13.0**

*Includes occupants of other and unknown light trucks.

Table 116. 2020 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	79	2,106,319	3.75
2	South Carolina	187	5,218,040	3.58
3	Mississippi	106	2,966,786	3.57
4	Florida	696	21,733,312	3.20
5	Louisiana	144	4,645,318	3.10
6	Arizona	222	7,421,401	2.99
7	Arkansas	81	3,030,522	2.67
8	Georgia	279	10,710,017	2.61
9	Delaware	25	986,809	2.53
10	Nevada	79	3,138,259	2.52
11	California	986	39,368,078	2.50
12	Tennessee	172	6,886,834	2.50
13	Texas	687	29,360,759	2.34
14	North Carolina	228	10,600,823	2.15
15	Maryland	130	6,055,802	2.15
16	Oklahoma	85	3,980,783	2.14
17	Missouri	128	6,151,548	2.08
18	Alabama	101	4,921,532	2.05
19	Kentucky	91	4,477,251	2.03
20	New Jersey	173	8,882,371	1.95
21	Alaska	13	731,158	1.78
22	Michigan	171	9,966,555	1.72
23	Oregon	71	4,241,507	1.67
24	Rhode Island	17	1,057,125	1.61
25	Kansas	46	2,913,805	1.58
26	Connecticut	56	3,557,006	1.57
27	Montana	17	1,080,577	1.57

Table 116. 2020 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
28	South Dakota	14	892,717	1.57
29	Colorado	87	5,807,719	1.50
30	Hawaii	21	1,407,006	1.49
31	District of Columbia	10	712,816	1.40
32	Illinois	176	12,587,530	1.40
33	Indiana	93	6,754,953	1.38
34	Ohio	159	11,693,217	1.36
35	Virginia	111	8,590,563	1.29
36	Vermont	8	623,347	1.28
37	Washington	97	7,693,612	1.26
38	New York	231	19,336,776	1.19
39	New Hampshire	16	1,366,275	1.17
40	Pennsylvania	143	12,783,254	1.12
41	North Dakota	8	765,309	1.05
42	Wyoming	6	582,328	1.03
43	Utah	33	3,249,879	1.02
44	West Virginia	18	1,784,787	1.01
45	Nebraska	18	1,937,552	0.93
46	Wisconsin	50	5,832,655	0.86
47	Iowa	27	3,163,561	0.85
48	Minnesota	45	5,657,342	0.80
49	Idaho	14	1,826,913	0.77
50	Massachusetts	52	6,893,574	0.75
51	Maine	9	1,350,141	0.67
	USA	**6,516**	**329,484,123**	**1.98**
	Puerto Rico	63	3,159,343	1.99

Source: Population—Census Bureau

Table 117. People Killed, by State and Highest Driver BAC in the Crash

State	Highest Driver BAC in the Crash								Total Killed*	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	641	69	54	6	236	25	290	31	**934**	**100**
AK	45	70	5	8	14	22	19	30	**64**	**100**
AZ	711	67	48	5	293	28	341	32	**1,054**	**100**
AR	432	68	40	6	166	26	206	32	**638**	**100**
CA	2,474	64	209	5	1,159	30	1,367	36	**3,847**	**100**
CO	406	65	28	5	186	30	214	34	**622**	**100**
CT	161	54	17	6	118	40	135	46	**295**	**100**
DE	81	70	3	3	27	23	30	26	**116**	**100**
DC	25	69	4	11	7	21	11	31	**36**	**100**
FL	2,291	69	166	5	871	26	1,037	31	**3,331**	**100**
GA	1,178	71	78	5	402	24	481	29	**1,664**	**100**
HI	51	60	8	9	27	31	34	40	**85**	**100**
ID	138	64	15	7	61	29	76	36	**214**	**100**
IL	752	63	61	5	379	32	441	37	**1,194**	**100**
IN	612	68	36	4	249	28	285	32	**897**	**100**
IA	203	60	21	6	113	34	134	40	**337**	**100**
KS	317	74	12	3	96	23	108	25	**426**	**100**
KY	546	70	34	4	199	26	233	30	**780**	**100**
LA	536	65	53	6	233	28	286	35	**828**	**100**
ME	93	56	8	5	64	39	72	44	**164**	**100**
MD	356	63	28	5	183	32	211	37	**567**	**100**
MA	226	66	17	5	98	29	115	34	**343**	**100**
MI	719	66	58	5	306	28	364	34	**1,084**	**100**
MN	260	66	25	6	107	27	132	34	**394**	**100**
MS	566	75	25	3	162	21	186	25	**752**	**100**
MO	616	62	51	5	312	32	362	37	**987**	**100**
MT	105	49	13	6	96	45	108	51	**213**	**100**

Table 117. People Killed, by State and Highest Driver BAC in the Crash (Continued)

State	Highest Driver BAC in the Crash								Total Killed*	
	BAC = .00		BAC = .01-.07		Alcohol-Impaired-Driving-Fatalities (BAC = .08+)		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	147	63	13	6	73	31	86	37	**233**	**100**
NV	214	68	17	5	83	26	101	32	**317**	**100**
NH	62	59	5	5	37	36	43	41	**104**	**100**
NJ	402	69	32	5	151	26	182	31	**584**	**100**
NM	253	64	14	4	130	33	144	36	**398**	**100**
NY	695	66	63	6	286	27	349	33	**1,046**	**100**
NC	1,001	65	81	5	454	30	536	35	**1,538**	**100**
ND	59	59	5	5	35	35	40	40	**100**	**100**
OH	706	57	70	6	448	36	518	42	**1,230**	**100**
OK	438	67	30	5	179	27	209	32	**652**	**100**
OR	287	56	30	6	191	38	221	44	**508**	**100**
PA	750	66	50	4	322	29	371	33	**1,129**	**100**
RI	34	51	5	7	28	42	33	49	**67**	**100**
SC	680	64	69	6	315	30	384	36	**1,064**	**100**
SD	84	60	7	5	49	35	56	40	**141**	**100**
TN	838	69	53	4	326	27	379	31	**1,217**	**100**
TX	2,138	55	232	6	1,495	39	1,727	45	**3,874**	**100**
UT	206	75	12	4	58	21	70	25	**276**	**100**
VT	40	64	4	6	18	28	21	34	**62**	**100**
VA	520	61	42	5	286	34	328	39	**850**	**100**
WA	321	57	39	7	199	35	238	43	**560**	**100**
WV	177	66	14	5	76	29	90	34	**267**	**100**
WI	372	61	32	5	210	34	242	39	**614**	**100**
WY	76	60	7	5	44	34	50	39	**127**	**100**
USA	**25,038**	**64**	**2,041**	**5**	**11,654**	**30**	**13,695**	**35**	**38,824**	**100**
PR	148	61	15	6	77	32	92	38	**242**	**100**

*Includes people killed in crashes in which there was no driver present.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 118. Drivers Involved in Fatal Crashes, by State and BACs

State	BAC of Driver								Total Drivers Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,028	79	49	4	221	17	269	21	**1,297**	**100**
AK	65	81	4	5	11	14	15	19	**80**	**100**
AZ	1,137	78	49	3	276	19	326	22	**1,463**	**100**
AR	646	77	42	5	155	18	197	23	**843**	**100**
CA	3,923	75	213	4	1,081	21	1,294	25	**5,217**	**100**
CO	674	77	31	3	173	20	204	23	**878**	**100**
CT	278	67	18	4	118	28	136	33	**414**	**100**
DE	129	83	3	2	22	14	26	17	**154**	**100**
DC	38	78	4	8	7	13	11	22	**49**	**100**
FL	3,829	79	163	3	825	17	988	21	**4,817**	**100**
GA	1,892	80	83	4	390	16	473	20	**2,365**	**100**
HI	81	71	8	7	25	22	33	29	**114**	**100**
ID	233	78	14	5	52	17	66	22	**299**	**100**
IL	1,257	75	59	4	350	21	409	25	**1,666**	**100**
IN	981	78	41	3	230	18	272	22	**1,252**	**100**
IA	342	73	23	5	101	22	124	27	**466**	**100**
KS	476	83	13	2	85	15	98	17	**574**	**100**
KY	860	80	30	3	180	17	210	20	**1,070**	**100**
LA	844	76	55	5	219	20	274	24	**1,118**	**100**
ME	147	68	8	4	61	28	69	32	**216**	**100**
MD	608	75	28	3	178	22	206	25	**814**	**100**
MA	370	77	17	4	95	20	112	23	**482**	**100**
MI	1,198	77	64	4	293	19	357	23	**1,555**	**100**
MN	421	77	24	4	100	18	123	23	**544**	**100**
MS	792	82	24	2	150	16	174	18	**966**	**100**
MO	1,002	74	52	4	301	22	354	26	**1,355**	**100**
MT	143	59	13	6	86	35	99	41	**242**	**100**

Table 118. Drivers Involved in Fatal Crashes, by State and BACs (Continued)

State	BAC of Driver								Total Drivers Involved in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	246	74	14	4	72	22	86	26	**332**	**100**
NV	343	77	19	4	85	19	104	23	**447**	**100**
NH	110	74	5	3	34	23	38	26	**148**	**100**
NJ	636	78	35	4	141	17	176	22	**812**	**100**
NM	399	74	15	3	123	23	138	26	**537**	**100**
NY	1,099	77	63	4	267	19	330	23	**1,429**	**100**
NC	1,643	76	81	4	425	20	506	24	**2,149**	**100**
ND	97	72	5	4	33	24	38	28	**135**	**100**
OH	1,228	70	79	4	451	26	530	30	**1,758**	**100**
OK	715	79	31	3	165	18	196	21	**911**	**100**
OR	476	69	32	5	180	26	212	31	**688**	**100**
PA	1,221	77	53	3	305	19	358	23	**1,579**	**100**
RI	57	62	6	6	29	32	34	38	**91**	**100**
SC	1,075	75	59	4	296	21	355	25	**1,430**	**100**
SD	134	71	9	5	46	25	55	29	**189**	**100**
TN	1,358	79	52	3	309	18	361	21	**1,719**	**100**
TX	3,719	69	241	4	1,433	27	1,674	31	**5,393**	**100**
UT	328	83	12	3	57	14	69	17	**397**	**100**
VT	59	75	4	5	16	21	20	25	**79**	**100**
VA	887	74	43	4	273	23	316	26	**1,202**	**100**
WA	553	70	42	5	197	25	239	30	**791**	**100**
WV	285	77	14	4	71	19	85	23	**370**	**100**
WI	594	72	33	4	194	24	227	28	**821**	**100**
WY	129	75	7	4	37	22	44	25	**173**	**100**
USA	**40,785**	**76**	**2,083**	**4**	**11,022**	**20**	**13,105**	**24**	**53,890**	**100**
PR	228	71	16	5	75	24	91	29	**319**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 119. Drivers Killed in Crashes, by State and BACs

State	BAC of Driver								Total Drivers Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	456	70	29	4	165	25	194	30	**650**	**100**
AK	27	75	0	0	9	25	9	25	**36**	**100**
AZ	428	70	27	4	158	26	186	30	**614**	**100**
AR	309	70	22	5	113	25	135	30	**444**	**100**
CA	1,360	64	111	5	658	31	769	36	**2,129**	**100**
CO	260	65	20	5	122	30	142	35	**402**	**100**
CT	106	56	10	5	75	39	85	44	**191**	**100**
DE	57	74	1	2	18	24	19	26	**76**	**100**
DC	14	72	1	5	4	23	5	28	**19**	**100**
FL	1,304	67	100	5	531	27	631	33	**1,935**	**100**
GA	744	71	54	5	257	24	311	29	**1,054**	**100**
HI	33	67	4	8	12	25	16	33	**49**	**100**
ID	107	68	10	6	40	25	50	32	**157**	**100**
IL	503	66	33	4	230	30	263	34	**766**	**100**
IN	421	69	23	4	167	27	191	31	**612**	**100**
IA	149	63	15	6	72	31	87	37	**236**	**100**
KS	229	76	9	3	63	21	72	24	**300**	**100**
KY	380	71	23	4	135	25	158	29	**538**	**100**
LA	347	66	24	5	153	29	177	34	**524**	**100**
ME	74	57	5	4	51	39	55	43	**129**	**100**
MD	211	60	12	4	125	36	138	40	**348**	**100**
MA	159	66	12	5	70	29	82	34	**241**	**100**
MI	484	71	26	4	176	26	202	29	**686**	**100**
MN	190	69	13	5	74	27	87	31	**277**	**100**
MS	382	77	14	3	99	20	113	23	**495**	**100**
MO	432	63	31	5	222	32	253	37	**685**	**100**
MT	72	48	9	6	69	46	79	52	**150**	**100**

Table 119. Drivers Killed in Crashes, by State and BACs (Continued)

State	BAC of Driver								Total Drivers Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	115	63	9	5	57	32	66	37	**181**	**100**
NV	121	66	13	7	50	27	63	34	**184**	**100**
NH	39	57	2	3	28	40	30	43	**69**	**100**
NJ	203	67	17	6	82	27	99	33	**302**	**100**
NM	152	61	7	3	90	36	97	39	**249**	**100**
NY	408	69	35	6	146	25	181	31	**589**	**100**
NC	699	67	47	5	295	28	342	33	**1,041**	**100**
ND	47	60	3	4	29	37	32	40	**79**	**100**
OH	515	61	42	5	281	34	323	39	**838**	**100**
OK	292	69	12	3	122	29	134	31	**426**	**100**
OR	206	63	17	5	105	32	122	37	**328**	**100**
PA	538	68	37	5	215	27	252	32	**790**	**100**
RI	21	48	3	8	19	44	22	52	**43**	**100**
SC	433	62	42	6	219	32	262	38	**695**	**100**
SD	68	64	5	5	32	30	38	36	**106**	**100**
TN	581	71	31	4	206	25	238	29	**818**	**100**
TX	1,434	60	121	5	846	35	967	40	**2,401**	**100**
UT	137	77	8	4	34	19	41	23	**178**	**100**
VT	25	63	2	6	13	32	15	38	**40**	**100**
VA	379	62	30	5	199	33	229	38	**608**	**100**
WA	213	60	22	6	118	34	140	40	**353**	**100**
WV	144	70	10	5	51	25	61	30	**205**	**100**
WI	266	62	19	4	144	34	163	38	**429**	**100**
WY	58	63	4	4	31	33	34	37	**92**	**100**
USA	**16,329**	**66**	**1,177**	**5**	**7,281**	**29**	**8,458**	**34**	24,787	**100**
PR	92	64	7	5	46	31	53	36	**145**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and BACs

State	BAC of Driver								Total Surviving Drivers in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	572	88	20	3	56	9	76	12	**647**	**100**
AK	38	86	4	9	2	5	6	14	**44**	**100**
AZ	709	83	22	3	118	14	140	17	**849**	**100**
AR	337	84	20	5	42	10	62	16	**399**	**100**
CA	2,563	83	102	3	423	14	525	17	**3,088**	**100**
CO	414	87	11	2	51	11	62	13	**476**	**100**
CT	172	77	8	4	43	19	51	23	**223**	**100**
DE	72	92	2	2	4	5	6	8	**78**	**100**
DC	25	82	3	10	2	8	5	18	**30**	**100**
FL	2,525	88	63	2	294	10	357	12	**2,882**	**100**
GA	1,149	88	29	2	133	10	162	12	**1,311**	**100**
HI	49	75	4	6	13	19	17	25	**65**	**100**
ID	126	88	4	3	13	9	16	12	**142**	**100**
IL	754	84	26	3	120	13	146	16	**900**	**100**
IN	559	87	18	3	63	10	81	13	**640**	**100**
IA	193	84	8	3	29	13	37	16	**230**	**100**
KS	247	90	4	2	22	8	27	10	**274**	**100**
KY	479	90	8	1	45	8	53	10	**532**	**100**
LA	498	84	30	5	66	11	97	16	**594**	**100**
ME	73	84	3	4	11	12	14	16	**87**	**100**
MD	398	85	15	3	53	11	68	15	**466**	**100**
MA	211	88	5	2	25	10	30	12	**241**	**100**
MI	714	82	37	4	118	14	155	18	**869**	**100**
MN	231	86	11	4	26	10	36	14	**267**	**100**
MS	410	87	10	2	51	11	61	13	**471**	**100**
MO	569	85	21	3	79	12	101	15	**670**	**100**
MT	71	78	4	4	17	18	21	22	**92**	**100**

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and BACs (Continued)

State	BAC of Driver								Total Surviving Drivers in Fatal Crashes	
	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NE	132	87	5	3	15	10	20	13	**151**	**100**
NV	223	85	6	2	34	13	41	15	**263**	**100**
NH	71	89	2	3	6	8	8	11	**79**	**100**
NJ	434	85	18	3	59	11	76	15	**510**	**100**
NM	247	86	8	3	33	11	41	14	**288**	**100**
NY	691	82	29	3	120	14	149	18	**840**	**100**
NC	945	85	34	3	130	12	164	15	**1,108**	**100**
ND	50	89	2	4	4	7	6	11	**56**	**100**
OH	713	78	37	4	170	18	207	22	**920**	**100**
OK	423	87	19	4	43	9	62	13	**485**	**100**
OR	270	75	15	4	75	21	90	25	**360**	**100**
PA	683	87	16	2	90	11	106	13	**789**	**100**
RI	36	75	2	4	10	20	12	25	**48**	**100**
SC	642	87	17	2	77	10	93	13	**735**	**100**
SD	66	79	3	4	14	17	18	21	**83**	**100**
TN	778	86	21	2	103	11	123	14	**901**	**100**
TX	2,285	76	120	4	587	20	707	24	**2,992**	**100**
UT	191	87	5	2	23	10	28	13	**219**	**100**
VT	34	87	1	3	4	10	5	13	**39**	**100**
VA	508	85	13	2	73	12	86	15	**594**	**100**
WA	340	78	20	4	79	18	98	22	**438**	**100**
WV	141	86	3	2	21	12	24	14	**165**	**100**
WI	328	84	14	4	51	13	64	16	**392**	**100**
WY	71	88	3	4	7	8	10	12	**81**	**100**
USA	**24,456**	**84**	**906**	**3**	**3,741**	**13**	**4,647**	**16**	**29,103**	**100**
PR	136	78	9	5	30	17	39	22	**174**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 9 of this report.

Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total*	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
AL	934	**265**	15	19	1	53	54	95	28
AK	64	**23**	1	3	0	3	5	6	5
AZ	1,054	**353**	32	16	21	97	71	68	16
AR	638	**164**	12	6	1	10	7	4	52
CA	3,847	**1,228**	44	146	121	352	301	164	100
CO	622	**287**	10	32	17	105	47	48	27
CT	295	**96**	3	13	4	17	36	14	9
DE	116	**33**	0	8	1	11	1	10	2
DC	36	**16**	0	0	0	7	5	2	2
FL	3,331	**285**	9	11	7	75	65	44	40
GA	1,664	**380**	11	29	13	70	91	83	82
HI	85	**37**	0	2	1	21	13	0	0
ID	214	**62**	3	0	3	19	16	15	6
IL	1,194	**460**	22	64	0	122	94	84	65
IN	897	**238**	21	10	1	66	51	46	43
IA	337	**61**	4	2	0	20	4	18	13
KS	426	**102**	2	4	2	7	34	29	24
KY	780	**162**	5	11	1	32	40	45	27
LA	828	**189**	8	21	4	40	32	40	42
ME	164	**47**	2	1	0	7	5	21	11
MD	567	**163**	0	19	11	54	36	26	16
MA	343	**97**	0	19	7	24	26	14	7
MI	1,084	**292**	5	33	17	64	58	52	61
MN	394	**122**	4	9	5	19	29	33	21
MS	752	**126**	9	7	1	25	18	60	6
MO	987	**421**	13	38	24	95	104	83	64
MT	213	**83**	16	2	0	24	9	13	19

Table 121. Speeding-Related Traffic Fatalities, by State and Roadway Function Class (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Roadway Function Class							
			Interstate		Non-Interstate				
		Total*	Rural	Urban	Freeway and Expressway	Other Principal Arterial	Minor Arterial	Collector	Local
NE	233	**39**	4	1	1	11	12	5	5
NV	317	**93**	4	7	2	42	9	1	28
NH	104	**37**	0	0	0	6	10	17	4
NJ	584	**142**	2	13	18	42	36	21	9
NM	398	**160**	16	11	0	44	35	34	19
NY	1,046	**378**	6	27	49	118	41	32	105
NC	1,538	**489**	6	40	17	80	92	137	116
ND	100	**26**	3	0	0	9	7	3	4
OH	1,230	**340**	6	25	12	49	79	93	63
OK	652	**156**	11	12	0	32	27	32	42
OR	508	**124**	4	7	0	48	24	32	9
PA	1,129	**459**	29	33	25	100	86	86	99
RI	67	**20**	1	2	1	7	6	1	2
SC	1,064	**494**	37	22	5	153	205	26	46
SD	141	**42**	7	2	0	14	10	3	6
TN	1,217	**187**	6	20	2	51	42	40	26
TX	3,874	**1,446**	68	128	89	381	295	310	171
UT	276	**72**	6	5	1	31	10	13	6
VT	62	**17**	2	0	0	3	5	4	3
VA	850	**260**	18	26	4	71	47	64	29
WA	560	**167**	3	19	10	18	17	40	58
WV	267	**60**	1	5	0	14	11	14	11
WI	614	**216**	5	5	2	60	42	48	53
WY	127	**42**	7	0	0	13	4	16	2
USA	**38,824**	**11,258**	**503**	**935**	**501**	**2,836**	**2,404**	**2,189**	**1,704**
PR	242	**73**	4	5	0	24	21	19	0

*Includes speeding-related fatalities that occurred on roadways for which the function class was unknown or unknown whether rural or urban interstate.

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	6.89	30.4	15.09	23.9	40.99	74.2	63.68	75.3	**457**
AK	6.14	51.7	17.05	31.0	54.85	55.2	62.73	62.1	**29**
AZ	2.98	25.8	15.40	19.1	46.18	84.9	56.05	85.6	**298**
AR	5.37	12.7	12.99	11.0	34.23	88.3	50.87	88.5	**401**
CA	6.39	89.9	18.75	89.3	NA	NA	NA	NA	**1,048**
CO	5.91	67.6	12.66	66.2	42.81	84.5	53.84	85.0	**207**
CT	2.09	45.2	10.36	47.6	34.29	83.3	49.86	83.3	**42**
DE	1.88	17.1	7.78	9.8	33.61	43.9	42.68	46.3	**41**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**NA**
FL	3.34	94.2	10.20	93.0	NA	NA	NA	NA	**658**
GA	5.05	23.6	11.06	8.3	43.37	55.3	54.56	57.3	**588**
HI	2.00	11.1	10.00	0.0	36.67	33.3	47.00	33.3	**9**
ID	4.55	15.2	14.89	4.1	NA	NA	NA	NA	**145**
IL	3.89	32.0	11.22	28.9	NA	NA	NA	NA	**322**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**476**
IA	5.91	75.8	14.49	73.1	34.96	77.2	54.78	77.2	**219**
KS	6.98	22.6	13.42	13.5	40.77	51.7	57.16	54.3	**230**
KY	5.44	20.3	12.22	1.7	36.83	42.4	51.85	45.0	**458**
LA	6.49	20.1	14.98	10.5	45.54	47.8	64.68	49.3	**343**
ME	4.81	38.8	11.65	27.3	41.69	57.0	57.54	58.7	**121**
MD	3.00	98.7	11.00	98.7	NA	NA	NA	NA	**79**
MA	1.95	19.2	9.81	0.0	32.23	50.0	42.38	50.0	**26**
MI	3.59	39.7	9.91	35.9	NA	NA	NA	NA	**398**
MN	3.05	8.0	11.38	6.3	41.06	55.4	53.40	56.3	**224**
MS	4.07	67.5	7.32	66.5	19.37	81.3	30.10	81.5	**465**
MO	9.12	54.7	16.48	49.7	45.93	62.9	68.15	65.8	**453**
MT	9.32	21.6	16.09	9.6	41.25	52.1	58.43	54.5	**167**

Table 122. Rural Fatal Crashes, by State and Average Emergency Medical Services 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	6.02	46.1	12.11	37.0	32.34	52.6	48.77	57.8	**154**
NV	NA	NA	NA	NA	NA	NA	NA	NA	**82**
NH	1.79	9.4	10.38	11.3	34.17	66.0	45.00	66.0	**53**
NJ	6.71	30.6	12.93	12.2	46.00	67.3	58.69	67.3	**49**
NM	10.79	77.7	19.14	68.6	28.50	97.9	48.75	97.9	**188**
NY	3.70	14.1	11.27	11.7	48.58	69.5	58.08	69.9	**256**
NC	NA	NA	NA	NA	NA	NA	NA	NA	**737**
ND	7.35	28.8	16.00	9.6	37.72	50.7	59.44	53.4	**73**
OH	6.18	30.0	9.96	11.9	34.86	48.1	47.86	50.1	**437**
OK	6.37	74.7	18.45	61.0	52.14	74.4	71.46	77.7	**359**
OR	4.11	37.6	13.66	28.7	77.00	99.6	97.00	99.6	**258**
PA	6.59	73.6	12.69	49.6	41.43	75.8	54.26	76.0	**466**
RI	1.75	0.0	8.08	0.0	25.67	50.0	33.00	50.0	**12**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**699**
SD	8.54	20.6	15.74	16.7	38.33	60.8	58.38	60.8	**102**
TN	7.14	48.7	11.72	4.3	42.13	46.2	53.20	48.3	**468**
TX	8.03	97.6	17.03	97.3	48.79	97.5	70.70	97.5	**1,311**
UT	4.52	8.1	22.59	6.1	49.56	54.5	57.64	60.6	**99**
VT	3.27	26.7	11.07	2.2	37.67	40.0	48.54	42.2	**45**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**453**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**228**
WV	6.77	62.3	13.44	60.4	37.90	73.6	51.59	74.2	**159**
WI	4.27	27.1	12.05	30.9	38.28	75.1	53.18	74.6	**350**
WY	5.00	35.2	20.61	20.9	54.96	70.3	61.14	75.8	**91**
USA	**5.45**	**60.8**	**13.05**	**54.3**	**40.63**	**80.9**	**55.33**	**81.7**	**15,033**
PR	NA	NA	NA	NA	NA	NA	NA	NA	**108**

*Includes fatal crashes for which both times were known.

NA = not available or not applicable.

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
AL	2.84	19.8	9.41	11.7	28.96	72.3	42.54	72.3	**394**
AK	3.23	8.3	7.33	0.0	25.55	54.2	37.50	58.3	**24**
AZ	1.41	33.8	6.08	32.5	23.59	60.2	30.37	59.2	**610**
AR	5.19	15.8	6.01	14.1	24.18	88.0	34.24	88.6	**184**
CA	7.40	92.5	14.47	92.9	NA	NA	28.75	99.8	**2,504**
CO	1.38	23.2	5.47	22.7	19.46	55.2	24.85	55.5	**366**
CT	1.03	61.4	6.14	58.1	21.43	80.5	28.39	81.4	**236**
DE	1.64	7.9	4.77	3.2	22.14	30.2	28.36	30.2	**63**
DC	3.30	41.2	6.00	55.9	25.75	76.5	32.00	79.4	**34**
FL	3.15	96.1	7.57	95.3	3.00	100.0	10.00	100.0	**2,122**
GA	4.89	30.6	8.35	18.9	35.03	50.3	44.89	51.7	**931**
HI	3.77	15.3	8.35	1.4	32.00	44.4	42.28	44.4	**72**
ID	5.65	7.0	7.22	4.7	9.00	97.7	16.00	97.7	**43**
IL	2.51	34.7	6.54	33.0	NA	NA	NA	NA	**740**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**339**
IA	2.15	61.2	5.15	52.9	19.86	57.6	25.00	57.6	**85**
KS	4.12	13.8	6.86	9.2	26.53	42.1	37.05	42.8	**152**
KY	2.78	9.6	6.46	0.4	28.26	35.9	36.53	36.7	**251**
LA	4.69	25.4	8.78	15.1	33.18	51.1	44.10	52.8	**417**
ME	4.82	24.1	6.00	24.1	28.92	55.2	37.38	55.2	**29**
MD	0.00	99.8	NA	NA	NA	NA	NA	NA	**459**
MA	4.38	22.6	6.36	3.7	26.40	36.2	34.55	39.9	**301**
MI	2.02	58.7	5.94	56.9	0.00	99.8	8.00	99.8	**610**
MN	1.82	9.0	6.31	8.3	26.52	49.3	34.03	49.3	**144**
MS	2.60	61.7	8.51	63.1	15.61	77.0	24.67	77.0	**222**
MO	4.17	38.2	8.29	26.7	25.93	40.3	36.09	41.4	**461**
MT	1.45	9.1	8.86	4.5	21.42	45.5	28.33	45.5	**22**

Table 123. Urban Fatal Crashes, by State and Average Emergency Medical Services 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	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	Average	Percentage Unknown	
NE	1.55	19.0	5.36	15.9	22.34	44.4	28.60	44.4	**63**
NV	1.88	75.8	5.53	74.9	19.08	76.3	26.22	76.3	**211**
NH	0.63	7.0	6.91	18.6	26.94	58.1	34.41	60.5	**43**
NJ	3.87	30.5	7.79	20.2	30.46	48.1	40.72	48.6	**486**
NM	4.66	66.7	5.87	63.8	22.67	93.1	30.67	93.1	**174**
NY	3.60	42.0	7.23	46.8	26.58	72.0	33.83	72.4	**707**
NC	NA	NA	NA	NA	NA	NA	NA	NA	**669**
ND	3.65	26.1	5.61	21.7	21.71	39.1	30.86	39.1	**23**
OH	4.39	20.3	6.37	10.5	23.07	36.2	32.14	36.6	**685**
OK	4.65	60.8	8.78	50.0	28.42	59.2	40.13	60.4	**240**
OR	1.45	54.2	5.09	52.2	NA	NA	NA	NA	**203**
PA	3.61	62.6	7.56	49.9	29.48	67.4	38.85	66.6	**589**
RI	4.95	24.1	5.42	3.7	26.53	37.0	33.09	37.0	**54**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**263**
SD	1.40	16.7	7.19	10.0	21.06	40.0	29.78	40.0	**30**
TN	4.18	36.3	7.67	10.9	29.91	43.0	38.23	45.0	**651**
TX	2.84	97.4	8.44	97.1	29.89	97.9	43.47	97.8	**2,206**
UT	1.77	6.4	7.19	0.0	24.10	40.8	32.47	41.4	**157**
VT	2.00	7.7	7.85	0.0	34.88	38.5	45.13	38.5	**13**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**343**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**295**
WV	8.61	62.7	10.63	61.4	28.81	74.7	44.10	74.7	**83**
WI	3.97	31.4	6.29	34.8	29.40	62.8	37.60	63.8	**207**
WY	1.23	43.5	5.33	34.8	39.88	65.2	46.13	65.2	**23**
USA	**3.50**	**63.5**	**7.34**	**59.7**	**27.41**	**79.0**	**36.35**	**79.3**	**20,233**
PR	15.00	99.2	0.00	99.2	NA	NA	NA	NA	**121**

*Includes crashes for which both times were known.

NA = not available.

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
New York	NY	235	90	38.3	8,253,213	2.85	1.09
Los Angeles	CA	282	116	41.1	3,970,219	7.10	2.92
Chicago	IL	190	54	28.4	2,677,643	7.10	2.02
Houston	TX	266	76	28.6	2,316,120	11.48	3.28
Phoenix	AZ	224	73	32.6	1,708,127	13.11	4.27
Philadelphia	PA	166	48	28.9	1,578,487	10.52	3.04
San Antonio	TX	157	59	37.6	1,567,118	10.02	3.76
San Diego	CA	104	33	31.7	1,422,420	7.31	2.32
Dallas	TX	222	66	29.7	1,343,266	16.53	4.91
San Jose	CA	56	21	37.5	1,013,616	5.52	2.07
Austin	TX	94	33	35.1	995,484	9.44	3.31
Fort Worth	TX	110	36	32.7	927,720	11.86	3.88
Jacksonville	FL	178	45	25.3	920,570	19.34	4.89
Columbus	OH	81	18	22.2	903,852	8.96	1.99
Charlotte	NC	101	24	23.8	900,350	11.22	2.67
Indianapolis	IN	134	39	29.1	877,903	15.26	4.44
San Francisco	CA	31	12	38.7	866,606	3.58	1.38
Seattle	WA	26	12	46.2	769,714	3.38	1.56
Denver	CO	51	15	29.4	735,538	6.93	2.04
Washington	DC	36	10	27.8	712,816	5.05	1.40
Boston	MA	18	4	22.2	691,531	2.60	0.58
El Paso	TX	64	12	18.8	681,534	9.39	1.76
Nashville-Davidson	TN	104	37	35.6	671,295	15.49	5.51
Detroit	MI	191	41	21.5	665,369	28.71	6.16
Las Vegas	NV	32	12	37.5	662,368	4.83	1.81
Oklahoma City	OK	81	25	30.9	662,314	12.23	3.77
Portland	OR	56	18	32.1	656,751	8.53	2.74
Memphis	TN	223	63	28.3	649,705	34.32	9.70
Louisville-Jefferson Co.	KY	113	31	27.4	618,338	18.27	5.01
Milwaukee	WI	87	15	17.2	589,067	14.77	2.55
Baltimore	MD	62	16	25.8	586,131	10.58	2.73
Albuquerque	NM	105	30	28.6	562,540	18.67	5.33
Tucson	AZ	125	37	29.6	553,571	22.58	6.68
Fresno	CA	71	29	40.8	530,267	13.39	5.47
Mesa	AZ	47	17	36.2	528,159	8.90	3.22
Sacramento	CA	43	21	48.8	512,838	8.38	4.09
Atlanta	GA	81	25	30.9	512,550	15.80	4.88
Kansas City	MO	88	16	18.2	497,159	17.70	3.22
Colorado Springs	CO	50	10	20.0	482,131	10.37	2.07

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Omaha	NE	42	8	19.0	478,393	8.78	1.67
Raleigh	NC	18	10	55.6	474,414	3.79	2.11
Miami	FL	60	21	35.0	471,525	12.72	4.45
Long Beach	CA	30	18	60.0	454,681	6.60	3.96
Virginia Beach	VA	26	7	26.9	451,231	5.76	1.55
Minneapolis	MN	17	4	23.5	433,111	3.93	0.92
Oakland	CA	27	15	55.6	424,891	6.35	3.53
Tampa	FL	64	14	21.9	407,599	15.70	3.43
Tulsa	OK	59	16	27.1	403,166	14.63	3.97
Arlington	TX	33	7	21.2	398,864	8.27	1.75
Wichita	KS	48	5	10.4	391,731	12.25	1.28
New Orleans	LA	51	10	19.6	389,476	13.09	2.57
Aurora	CO	36	10	27.8	387,377	9.29	2.58
Bakersfield	CA	51	14	27.5	385,725	13.22	3.63
Cleveland	OH	75	10	13.3	378,589	19.81	2.64
Anaheim	CA	31	11	35.5	353,676	8.77	3.11
Honolulu	HI	8	4	50.0	341,555	2.34	1.17
Santa Ana	CA	21	10	47.6	331,301	6.34	3.02
Riverside	CA	37	8	21.6	330,786	11.19	2.42
Henderson	NV	8	3	37.5	329,172	2.43	0.91
Corpus Christi	TX	31	11	35.5	327,248	9.47	3.36
Lexington-Fayette	KY	26	6	23.1	324,735	8.01	1.85
Stockton	CA	31	8	25.8	312,716	9.91	2.56
St. Paul	MN	13	3	23.1	306,717	4.24	0.98
Cincinnati	OH	36	8	22.2	304,548	11.82	2.63
Pittsburgh	PA	22	4	18.2	299,226	7.35	1.34
Greensboro	NC	35	9	25.7	297,878	11.75	3.02
St. Louis	MO	81	20	24.7	297,645	27.21	6.72
Plano	TX	19	2	10.5	291,296	6.52	0.69
Lincoln	NE	12	2	16.7	290,505	4.13	0.69
Orlando	FL	45	11	24.4	289,457	15.55	3.80
Anchorage	AK	15	9	60.0	287,095	5.22	3.13
Durham	NC	28	7	25.0	285,897	9.79	2.45
Irvine	CA	8	2	25.0	283,700	2.82	0.70
Newark	NJ	31	7	22.6	282,520	10.97	2.48
Chula Vista	CA	8	3	37.5	272,979	2.93	1.10
Fort Wayne	IN	18	0	0.0	272,398	6.61	0.00
Toledo	OH	35	6	17.1	271,455	12.89	2.21
St. Petersburg	FL	34	6	17.6	267,802	12.70	2.24

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Chandler	AZ	20	2	10.0	265,398	7.54	0.75
Laredo	TX	11	2	18.2	263,640	4.17	0.76
Madison	WI	14	2	14.3	263,094	5.32	0.76
Jersey City	NJ	9	4	44.4	262,664	3.43	1.52
Scottsdale	AZ	29	4	13.8	262,647	11.04	1.52
Lubbock	TX	26	4	15.4	262,611	9.90	1.52
North Las Vegas	NV	7	2	28.6	260,098	2.69	0.77
Reno	NV	23	6	26.1	259,290	8.87	2.31
Gilbert	AZ	6	1	16.7	257,658	2.33	0.39
Glendale	AZ	49	15	30.6	255,307	19.19	5.88
Buffalo	NY	16	3	18.8	254,479	6.29	1.18
Winston-Salem	NC	20	1	5.0	248,112	8.06	0.40
Chesapeake	VA	12	3	25.0	247,011	4.86	1.21
Norfolk	VA	25	3	12.0	242,803	10.30	1.24
Irving	TX	14	3	21.4	240,916	5.81	1.25
Garland	TX	18	7	38.9	238,139	7.56	2.94
Fremont	CA	7	2	28.6	234,569	2.98	0.85
Richmond	VA	27	10	37.0	232,226	11.63	4.31
Hialeah	FL	25	6	24.0	232,027	10.77	2.59
Boise City	ID	11	1	9.1	229,776	4.79	0.44
Spokane	WA	18	7	38.9	222,050	8.11	3.15
Tacoma	WA	18	1	5.6	219,945	8.18	0.45
Baton Rouge	LA	58	20	34.5	219,052	26.48	9.13
San Bernardino	CA	45	12	26.7	217,491	20.69	5.52
Fontana	CA	19	7	36.8	216,173	8.79	3.24
Modesto	CA	15	9	60.0	215,666	6.96	4.17
Moreno Valley	CA	14	5	35.7	212,349	6.59	2.35
Des Moines	IA	23	5	21.7	212,312	10.83	2.36
Fayetteville	NC	31	13	41.9	211,705	14.64	6.14
Santa Clarita	CA	7	0	0.0	209,990	3.33	0.00
Frisco	TX	5	0	0.0	209,980	2.38	0.00
Port St. Lucie	FL	15	2	13.3	209,715	7.15	0.95
McKinney	TX	11	3	27.3	208,272	5.28	1.44
Oxnard	CA	5	3	60.0	207,945	2.40	1.44
Birmingham	AL	44	9	20.5	206,950	21.26	4.35
Rochester	NY	16	3	18.8	205,225	7.80	1.46
Salt Lake City	UT	25	4	16.0	204,087	12.25	1.96
Huntsville	AL	26	8	30.8	202,964	12.81	3.94
Cape Coral	FL	18	3	16.7	200,972	8.96	1.49

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Tempe	AZ	17	5	29.4	200,402	8.48	2.49
Yonkers	NY	10	2	20.0	200,040	5.00	1.00
Grand Rapids	MI	14	5	35.7	200,031	7.00	2.50
Amarillo	TX	24	4	16.7	199,654	12.02	2.00
Huntington Beach	CA	15	7	46.7	198,246	7.57	3.53
Little Rock	AR	43	20	46.5	197,866	21.73	10.11
Glendale	CA	3	2	66.7	197,747	1.52	1.01
Augusta-Richmond Co.	GA	27	10	37.0	197,468	13.67	5.06
Overland Park	KS	7	3	42.9	197,381	3.55	1.52
Columbus	GA	17	7	41.2	196,442	8.65	3.56
Aurora	IL	12	2	16.7	196,383	6.11	1.02
Tallahassee	FL	24	7	29.2	196,326	12.22	3.57
Montgomery	AL	25	8	32.0	196,268	12.74	4.08
Akron	OH	29	4	13.8	195,994	14.80	2.04
Grand Prairie	TX	17	3	17.6	195,272	8.71	1.54
Knoxville	TN	30	5	16.7	190,223	15.77	2.63
Sioux Falls	SD	16	4	25.0	187,809	8.52	2.13
Mobile	AL	28	5	17.9	187,746	14.91	2.66
Vancouver	WA	15	7	46.7	186,192	8.06	3.76
Shreveport	LA	31	8	25.8	184,786	16.78	4.33
Chattanooga	TN	34	2	5.9	184,742	18.40	1.08
Worchester	MA	6	2	33.3	184,570	3.25	1.08
Fort Lauderdale	FL	34	10	29.4	184,245	18.45	5.43
Brownsville	TX	8	3	37.5	183,428	4.36	1.64
Ontario	CA	20	6	30.0	183,393	10.91	3.27
Peoria	AZ	12	3	25.0	179,872	6.67	1.67
Providence	RI	12	3	25.0	179,270	6.69	1.67
Newport News	VA	22	3	13.6	179,062	12.29	1.68
Rancho Cucamonga	CA	17	3	17.6	178,849	9.51	1.68
Elk Grove	CA	5	1	20.0	177,302	2.82	0.56
Salem	OR	12	3	25.0	175,891	6.82	1.71
Oceanside	CA	15	7	46.7	174,648	8.59	4.01
Santa Rosa	CA	7	1	14.3	174,613	4.01	0.57
Pembroke Pines	FL	12	3	25.0	174,414	6.88	1.72
Cary	NC	2	0	0.0	173,587	1.15	0.00
Eugene	OR	5	3	60.0	173,236	2.89	1.73
Garden Grove	CA	10	3	30.0	171,366	5.84	1.75
Corona	CA	15	3	20.0	170,996	8.77	1.75
Fort Collins	CO	10	1	10.0	168,234	5.94	0.59

Source: Population—Census Bureau

Table 124. People Killed, Population, and Fatality Rates in Cities With Populations of 150,000 or Greater (Continued)

City	State	Fatalities			Population	Fatality Rate per 100,000 Population	
		Total Killed	Pedestrians Killed				
			Number	Percentage of Total Killed		Total	Pedestrian
Springfield	MO	29	6	20.7	168,090	17.25	3.57
Clarksville	TN	19	4	21.1	161,247	11.78	2.48
Alexandria	VA	4	2	50.0	158,726	2.52	1.26
Hayward	CA	11	1	9.1	157,966	6.96	0.63
Jackson	MS	53	15	28.3	157,821	33.58	9.50
Lakewood	CO	12	3	25.0	157,429	7.62	1.91
Lancaster	CA	28	8	28.6	155,822	17.97	5.13
Salinas	CA	7	5	71.4	154,868	4.52	3.23
Hollywood	FL	23	4	17.4	154,611	14.88	2.59
Killeen	TX	17	1	5.9	153,991	11.04	0.65
Macon-Bibb Co.	GA	29	7	24.1	152,737	18.99	4.58
Kansas City	KS	23	4	17.4	152,727	15.06	2.62
Springfield	MA	12	1	8.3	152,646	7.86	0.66
Sunnyvale	CA	6	3	50.0	151,746	3.95	1.98
Murfreesboro	TN	9	3	33.3	150,757	5.97	1.99
Palmdale	CA	26	6	23.1	150,498	17.28	3.99

Source: Population—Census Bureau

Table 125. Fatalities and Fatality Rates, by State, 1975-2020

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2020	Difference, 1975-2020	1975	1985	1995	2000	2005	2010	2015	2020	Difference, 1975-2020
AL	902	882	1,114	996	1,148	862	850	934	**+4%**	3.63	2.51	2.20	1.76	1.92	1.34	1.26	1.38	**-62%**
AK	112	127	87	106	73	56	65	64	**-43%**	4.38	3.17	2.11	2.30	1.45	1.17	1.29	1.21	**-72%**
AZ	670	893	1,035	1,036	1,179	759	897	1,054	**+57%**	4.19	4.14	2.61	2.11	1.97	1.27	1.38	1.60	**-62%**
AR	559	534	631	652	654	571	550	638	**+14%**	4.01	3.12	2.37	2.24	2.05	1.70	1.58	1.88	**-53%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,387	3,847	**-6%**	3.09	2.39	1.52	1.22	1.32	0.84	1.01	1.28	**-59%**
CO	581	579	645	681	606	450	547	622	**+7%**	3.50	2.21	1.84	1.63	1.26	0.96	1.08	1.28	**-63%**
CT	389	448	317	341	278	320	270	295	**-24%**	2.13	2.00	1.13	1.11	0.88	1.02	0.85	0.99	**-54%**
DE	122	104	121	123	133	101	131	116	**-5%**	3.37	1.94	1.61	1.49	1.40	1.13	1.32	1.39	**-59%**
DC	70	60	58	48	48	24	23	36	**-49%**	2.27	1.86	1.67	1.37	1.29	0.67	0.65	1.19	**-48%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,938	3,331	**+67%**	3.24	3.22	2.19	1.99	1.75	1.25	1.42	1.60	**-51%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,432	1,664	**+22%**	3.46	2.53	1.74	1.47	1.52	1.12	1.21	1.43	**-59%**
HI	144	126	130	132	140	113	93	85	**-41%**	3.47	1.86	1.64	1.55	1.39	1.13	0.90	0.97	**-72%**
ID	281	255	262	276	275	209	216	214	**-24%**	4.78	3.31	2.13	2.04	1.85	1.32	1.30	1.23	**-74%**
IL	2,041	1,534	1,586	1,418	1,363	927	998	1,194	**-41%**	3.56	2.17	1.68	1.38	1.27	0.88	0.95	1.27	**-64%**
IN	1,128	974	960	886	938	754	817	897	**-20%**	3.02	2.39	1.49	1.25	1.31	1.00	1.04	1.17	**-61%**
IA	670	474	527	445	450	390	320	337	**-50%**	3.75	2.35	2.03	1.51	1.45	1.24	0.96	1.13	**-70%**
KS	509	486	442	461	428	431	355	426	**-16%**	3.29	2.52	1.76	1.64	1.44	1.44	1.13	1.53	**-53%**
KY	863	712	849	820	985	760	761	780	**-10%**	3.50	2.50	2.07	1.75	2.08	1.58	1.56	1.68	**-52%**
LA	934	931	894	938	963	721	752	828	**-11%**	4.60	2.79	2.31	2.30	2.14	1.59	1.56	1.71	**-63%**
ME	223	206	187	169	169	161	156	164	**-26%**	3.14	2.22	1.49	1.19	1.13	1.11	1.07	1.25	**-60%**
MD	670	729	671	588	614	496	520	567	**-15%**	2.66	2.19	1.50	1.17	1.09	0.88	0.90	1.11	**-58%**
MA	864	742	444	433	441	347	344	343	**-60%**	2.75	1.87	0.92	0.82	0.80	0.64	0.58	0.63	**-77%**
MI	1,779	1,545	1,530	1,382	1,129	942	967	1,084	**-39%**	3.06	2.29	1.79	1.41	1.09	0.97	0.99	1.25	**-59%**
MN	754	608	597	625	559	411	411	394	**-48%**	2.94	1.86	1.35	1.19	0.98	0.73	0.72	0.76	**-74%**
MS	546	662	868	949	931	641	677	752	**+38%**	3.80	3.45	2.94	2.67	2.32	1.61	1.70	1.90	**-50%**
MO	1,045	931	1,109	1,157	1,257	821	870	987	**-6%**	3.41	2.37	1.87	1.72	1.83	1.16	1.21	1.36	**-60%**
MT	291	223	215	237	251	189	224	213	**-27%**	5.08	3.03	2.28	2.40	2.26	1.69	1.81	1.76	**-65%**

Table 125. Fatalities and Fatality Rates by State, 1975-2020 (Continued)

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2020	Difference, 1975-2020	1975	1985	1995	2000	2005	2010	2015	2020	Difference, 1975-2020
NE	369	237	254	276	276	190	246	233	**-37%**	3.29	1.97	1.61	1.53	1.43	0.98	1.22	1.20	**-64%**
NV	218	259	313	323	427	257	326	317	**+45%**	4.74	3.42	2.24	1.83	2.06	1.16	1.26	1.26	**-73%**
NH	151	191	118	126	166	128	114	104	**-31%**	2.85	2.53	1.11	1.05	1.24	0.98	0.87	0.87	**-69%**
NJ	1,043	964	774	731	747	556	561	584	**-44%**	2.15	1.83	1.27	1.08	1.01	0.76	0.74	0.88	**-59%**
NM	555	535	485	432	488	349	298	398	**-28%**	5.59	4.03	2.29	1.90	2.04	1.38	1.09	1.68	**-70%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,136	1,046	**-56%**	3.63	2.22	1.46	1.13	1.03	0.92	0.93	1.02	**-72%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,379	1,538	**+2%**	4.14	2.97	1.90	1.74	1.53	1.29	1.23	1.45	**-65%**
ND	167	90	74	86	123	105	131	100	**-40%**	3.71	1.61	1.13	1.19	1.62	1.27	1.31	1.14	**-69%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,110	1,230	**-30%**	2.75	2.18	1.35	1.29	1.20	0.97	0.98	1.19	**-57%**
OK	757	744	669	650	803	668	645	652	**-14%**	3.33	2.39	1.74	1.50	1.71	1.40	1.35	1.55	**-53%**
OR	562	559	574	451	487	317	446	508	**-10%**	3.53	2.61	1.91	1.33	1.38	0.94	1.24	1.57	**-56%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,200	1,129	**-46%**	3.26	2.35	1.57	1.49	1.50	1.32	1.19	1.28	**-61%**
RI	110	109	69	80	87	67	45	67	**-39%**	1.94	1.87	1.00	0.96	1.05	0.81	0.57	0.98	**-49%**
SC	820	951	881	1,065	1,094	809	979	1,064	**+30%**	3.98	3.56	2.28	2.34	2.21	1.65	1.89	1.97	**-51%**
SD	195	130	158	173	186	140	134	141	**-28%**	3.76	2.07	2.06	2.05	2.22	1.58	1.44	1.45	**-61%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	1,217	**+8%**	3.42	3.03	2.24	1.99	1.79	1.47	1.25	1.59	**-54%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,582	3,874	**+15%**	3.99	2.57	1.76	1.72	1.50	1.29	1.39	1.49	**-63%**
UT	272	303	325	373	282	253	278	276	**+1%**	3.42	2.52	1.73	1.65	1.12	0.95	0.94	0.91	**-73%**
VT	143	115	106	76	73	71	57	62	**-57%**	4.32	2.45	1.71	1.12	0.95	0.98	0.78	1.03	**-76%**
VA	993	976	900	929	947	740	754	850	**-14%**	2.87	2.04	1.29	1.24	1.18	0.90	0.91	1.12	**-61%**
WA	758	744	653	631	649	460	551	560	**-26%**	3.16	2.16	1.33	1.18	1.17	0.80	0.92	1.04	**-67%**
WV	461	420	376	411	374	315	268	267	**-42%**	4.36	3.32	2.16	2.14	1.82	1.64	1.35	1.66	**-62%**
WI	930	744	745	799	815	572	566	614	**-34%**	3.25	2.03	1.45	1.40	1.36	0.96	0.91	1.07	**-67%**
WY	210	152	170	152	170	155	145	127	**-40%**	5.36	2.81	2.41	1.88	1.88	1.66	1.51	1.30	**-76%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**35,484**	**38,824**	**-13%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.15**	**1.34**	**-60%**
PR	496	600	595	568	457	340	310	242	**-51%**	7.27	5.74	3.83	3.23	2.35	1.83	2.13	1.76	**-76%**

Source: VMT—FHWA

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory belt use law was enacted in New York in 1984. Adult belt use laws are now in effect in 49 States, the District of Columbia, and Puerto Rico. The laws differ from State to State, according to the type and age of the vehicle, occupant age and seating position, etc. The goal of these laws is to promote belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2020 there were 34 States, the District of Columbia, and Puerto Rico that had primary seat belt laws in effect, enabling law enforcement officers to stop vehicles and write citations when they observed violations of the seat belt law. In 15 States the laws specified secondary enforcement, meaning that law enforcement officers were permitted to write citations only after a vehicle was stopped for some other traffic infraction. New Hampshire is the only State without a seat belt law for adults, although it does have a primary child passenger safety law that covers all drivers and passengers under age 18.

The first mandatory child restraint use law was implemented in Tennessee in 1978. Since 1985 all 50 States and the District of Columbia have had child restraint use laws in effect. Child restraint use laws differ from State to State, in terms of the ages of children covered and in other important ways, including height and weight limits, seating position requirements, and various exemptions and exceptions.

The most current information on seat belt laws and child passenger safety laws is available on the Web site of the Governors Highway Safety Association (GHSA) at www.ghsa.org.

- Seat belt laws—www.ghsa.org/html/stateinfo/laws/seatbelt_laws.html
- Child passenger safety laws—www.ghsa.org/html/stateinfo/laws/childsafety_laws.html

Due to the COVID-19 pandemic, NHTSA issued a waiver through the Coronavirus Aid, Relief, and Economic Security (CARES) Act related to conducting 2020 seat belt use surveys. This waiver enabled States and U.S. Territories to use their 2019 seat belt use rate for their 2020 seat belt use rate. In 2020 seat belt use rates in the United States ranged from 68.3 percent in South Dakota to 97.1 percent in Hawaii. Twenty-four States and the District of Columbia achieved belt use rates of 90.0 percent or higher. These results are from probability-based observational surveys conducted by 50 States, the District of Columbia, and U.S. Territories. The nationwide seat belt use rate in 2020 was 90.3 percent, as measured by NHTSA's National Occupant Protection Use Survey (NOPUS). NOPUS is a national probability-based survey, which is independent from State belt use surveys. Observed seat belt use rates for the States and the Nation in 2020 can be found in *Seat Belt Use in 2020—Use Rates in the States and Territories*.[4]

Motorcycle Helmet Use Laws

In 2020 there were 19 States, the District of Columbia, and Puerto Rico that required helmet use by all motorcyclists. Missouri is included in the 19 States even though their helmet law changed in August 2020 to only require helmets for a subset of motorcyclist. In 28 States helmet use was required for only a subset

[4] National Center for Statistics and Analysis. (2021, April). *Seat belt use in 2020 — Use rates in the States and Territories* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 813 109). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813109

of motorcyclists (typically, motorcyclists under age 18), and three States (Illinois, Iowa, and New Hampshire) do not require helmet use for motorcyclists of any age.

The most current information on helmet use laws is available on the GHSA Web site at www.ghsa.org/state-laws/issues/motorcyclists.

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 69.0 percent in 2020. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. In 2020 DOT compliant motorcycle helmet use in States requiring all to use helmets was 84.0 percent compared to 54.4 percent in other States. Information on motorcycle helmet use in 2020 can be found in *Motorcycle Helmet Use in 2020—Overall Results.*[5]

[5] National Center for Statistics and Analysis. (2021, June). *Motorcycle helmet use in 2020 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 813 143). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813143

APPENDICES

APPENDIX A: FARS DATA ELEMENTS

2020 Fatality Analysis Reporting System Data Elements

Crash Level

Arrival Time EMS
Atmospheric Conditions
City
County
Crash Date
Crash Events
Crash Time
EMS Time at Hospital
First Harmful Event
Global Position
Land Use and Functional System
Light Condition
Manner of Collision
Milepoint
National Highway System
Notification Time EMS
Number of Forms Submitted for Persons Not in Motor Vehicles
Number of Motor Vehicle Occupant Forms Submitted
Number of Vehicle Forms Submitted
Rail Grade Crossing Identifier
Related Factors—Crash Level
Relation to Junction
Relation to Trafficway
Road Ownership
Route Signing
School-Bus-Related
Special Jurisdiction
State
Trafficway Identifier
Type of Intersection
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle Use
Extent of Damage
Final Stage Body Class
Fire Occurrence
Gross Vehicle Weight Rating, Power Unit
Gross Vehicle Weight Rating, Trailer
Hazardous Material Involvement/Placard
Hit-and-Run
Jackknife
Location of Rollover
Most Harmful Event
Motor Carrier Identification Number
Number of Occupants
Pre-Event Movement (Prior to Recognition of Critical Event)
Pre-Impact Location
Pre-Impact Stability
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Roadway Alignment
Roadway Grade
Roadway Surface Conditions
Roadway Surface Type
Rollover
Sequence of Events
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Trailer Vehicle Identification Number
Travel Speed
Underride/Override
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

2020 Fatality Analysis Reporting System Data Elements (Continued)

Driver Level

Commercial Motor Vehicle License Status
Compliance with Commercial Driver's License (CDL) Endorsements
Compliance with License Restrictions
Condition (Impairment) at Time of Crash
Date of Oldest Crash, Suspension, Conviction
Date of Most Recent Crash, Suspension, Conviction
Driver Distracted By
Driver Height
Driver Maneuvered to Avoid
Driver Presence
Driver Weight
Driver's License State
Driver's Vision Obscured By
Driver's ZIP Code
License Compliance with Class of Vehicle
Non-CDL License Type/Status
Previous DWI Convictions
Previous Other Moving Violation Convictions
Previous Recorded Crashes
Previous Recorded Suspensions, Revocations, and Withdrawals
Previous Speeding Convictions
Related Factors—Driver Level
Speeding-Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/ Helmet Use
Death Date
Death Time
Died at Scene/En Route
Drug Test
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Helmet Use
Injury Severity
Method of Alcohol Determination by Police
Method of Drug Determination by Police
Number
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race/Hispanic Origin
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System
Seating Position
Sex
Transported to First Medical Facility By

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Death Date
Death Time
Died at Scene/En Route
Drug Test
Fatal Injury at Work
Injury Severity
Method of Alcohol Determination by Police
Method of Drug Determination by Police
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Distracted By
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Race/Hispanic Origin
Related Factors—Person (Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

APPENDIX B: CRSS DATA ELEMENTS

2020 Crash Report Sampling System Data Elements

Crash Level

Atmospheric Conditions
Crash Events
Crash Month
Crash Time
First Harmful Event
Interstate Highway
Light Condition
Manner of Collision
Number of Non-Motorists
Number of Vehicle Forms Submitted
Related Factors—Crash Level
Relation to Junction
(Non-Interchange vs. Interchange)
Relation to Junction (Specific Location)
Relation to Trafficway
School-Bus-Related
Type of Intersection
Urbanicity
Work Zone

Vehicle Level

Areas of Impact—Initial Contact Point
Areas of Impact—Damaged Areas
Attempted Avoidance Maneuver
Body Type
Bus Use
Cargo Body Type
Contributing Circumstances, Motor Vehicle
Corrective Action Attempted
Crash Type
Critical Event
Device Functioning
Emergency Motor Vehicle Use
Extent of Damage
Final Stage Body Class
Fire Occurrence
Gross Vehicle Weight Rating, Power Unit
Gross Vehicle Weight Rating, Trailer
Hazardous Material Involvement/Placard
Hit-and-Run
Jackknife
Location of Rollover
Most Harmful Event
Motor Carrier Identification Number
Number of Occupants
Number of Occupants Coded
Pre-Event Movement
(Prior to Recognition of Critical Event)
Pre-Impact Location
Pre-Impact Stability
Related Factors—Vehicle Level
Roadway Alignment
Roadway Grade
Roadway Surface Conditions
Rollover
Sequence of Events
Special Use
Speed Limit
Total Lanes in Roadway
Traffic Control Device
Trafficway Description
Travel Speed
Unit Type
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Removal
Vehicle Trailing

2020 Crash Report Sampling System Data Elements (Continued)

Driver Level

Condition (Impairment) at Time of Crash
Driver Distracted By
Driver Maneuvered to Avoid
Driver Presence
Driver's Vision Obscured By
Driver's ZIP Code
Related Factors—Driver Level
Speeding-Related
Vehicle Number
Violations Charged

Person (Motor Vehicle Occupant) Level

Age
Air Bag Deployed
Alcohol Test
Any Indication of Misuse—Restraint System/ Helmet Use
Ejection
Helmet Use
Injury Severity
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Motor Vehicle Occupant) Level
Restraint System
Seating Position
Sex
Transported to First Medical Facility By
Vehicle Number

Person (Not Motor Vehicle Occupant) Level

Age
Alcohol Test
Condition (Impairment) at Time of Crash
Injury Severity
Non-Motorist Action/Circumstances at Time of Crash
Non-Motorist Action/Circumstances Prior to Crash
Non-Motorist Distracted By
Non-Motorist Location at Time of Crash
Non-Motorist Safety Equipment
Pedestrian/Bike Typing
Person Number
Person Type
Police-Reported Alcohol Involvement
Police-Reported Drug Involvement
Related Factors—Person (Not a Motor Vehicle Occupant) Level
Sex
Transported to First Medical Facility By
Vehicle Number of Motor Vehicle Striking Non-Motorist

APPENDIX C: CRSS TECHNICAL NOTES

Standard Errors

The estimates generated using CRSS data are subject to sampling errors, because they are based on a probability sample of crashes instead of all crashes. The sampling error is a measure of the variability of an estimator from its mean under repeated sample selections. The magnitude of the sampling error depends on the study variable, the estimator used, and the CRSS sample design.

The CRSS sample was selected with design features such as stratification, clustering, and unequal selection probabilities (see *Crash Report Sampling System: Sample Design and Weighting*[2] for more details). As a result, the CRSS sample is not a simple random sample. Failing to consider these design features in the estimation can cause bias in both the CRSS point estimates and the associated standard error estimates.

Estimation methods and computer software have been developed in order to make estimates from complex survey data like CRSS. Specialized procedures for analysis of complex survey data, such as SAS PROC SURVEY procedures and SUDAAN procedures, should be used for CRSS data analysis, along with proper design statements. See *Crash Report Sampling System: Design Overview, Analytic Guidance, and FAQs*[3] for some basic concepts of complex survey data analysis and examples.

For readers who do not have access to the specialized software, the generalized variance function (GVF) method can be used to generate ballpark standard error estimates for a large quantity of estimates in a simpler way. With the GVF, readers can plug in the point estimate and calculate its estimated standard error directly. In Traffic Safety Facts annual reports for prior years, NHTSA published separate GVF estimates for the NASS GES crash, vehicle, and people characteristics. For more information see Appendix C of *National Automotive Sampling System (NASS) General Estimates System (GES) Analytical User's Manual 1988-2015*.[6] Information on the GVFs for CRSS, which replaced NASS GES in 2016, can be found in Appendix C of *Crash Report Sampling System: Generalized Variance Functions*[7] and Appendix F of *Crash Report Sampling System Analytical User's Manual, 2016-2020*.[8]

[6] National Highway Traffic Safety Administration. (2019, June). *National Automotive Sampling System (NASS) General Estimates System (GES) analytical user's manual, 1988-2015* (Report No. DOT HS 812 320). https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812320

[7] Zhang, F., Diaz, E. (2020, December). *Crash Report Sampling System: Generalized variance functions* (Report No. DOT HS 813 041). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/-Api/Public/ViewPublication/813041

[8] National Center for Statistics and Analysis. (2022, July (Revised)). *Crash Report Sampling System analytical user's manual, 2016-2020* (Report No. DOT HS 813 236). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813236

Unknowns

CRSS data are obtained either directly from an item on the PCR 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 PCR. Because of this interpretation, and because the police officer may not have entered some item of information or provided complete information, data can be missing. Prior to 2010 data, two different statistical procedures were used on NASS GES data to complete values for unknown data. These procedures, univariate and hot-deck imputation, are described in a technical report available from NCSA, *Imputation in the NASS General Estimates System*.[9]

Starting with 2010 data and continuing when CRSS replaced NASS GES, a different statistical procedure called imputation by sequential regression replaced the univariate and hot-deck imputation procedures. Imputation by sequential regression uses a software package called IVEware that was developed by the University of Michigan. In this procedure, covariates are selected automatically using the stepwise regression method before the unknown values are imputed. The only exception is vehicle body type, where its unknown values have been imputed by the univariate and hot-deck imputation procedures. Table C1 below gives the reader the proportions of unknown values prior to imputation for variables with imputed values for 2020.

Table C1. Percentage of Unknowns for 2020 CRSS Data Elements

Crash Level			
Atmospheric Condition	5.7%	Light Condition	1.3%
Crash Severity	3.4%	Manner of Collision	0.2%
Day of Week	0.0%	Minute of Crash	0.8%
First Harmful Event	<0.1%	Relation to Junction—Specific Location	8.0%
Hour of Crash	0.8%	Relation to Trafficway	<0.1%
Vehicle/Driver Level			
Initial Point of Impact	2.4%	Speed Limit	14.3%
Most Harmful Event	<0.1%	Traffic Control Device	14.9%
Roadway Surface Condition	6.2%	Vehicle Body Type	2.2%
Person Level			
Age	8.8%	Seating Position	1.4%
Injury Severity	4.4%	Sex	5.3%

Note: For some data elements, counts for the CRSS category "Not Reported" were combined with counts for "Unknown" in the frequencies above.

[9] Shelton, T. S. (1993). *Imputation in the NASS General Estimates System* (Report No. DOT HS 807 985). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/807985

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Motor Vehicle Traffic Fatalities and Fatality Rates, 1899-2020

Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT	Year	Total Fatalities	VMT (millions)	Fatality Rate per 100 Million VMT
1899	26	—	—	1940	32,914	302,188	10.89	1981	49,301	1,555,308	3.17
1900	36	—	—	1941	38,142	333,612	11.43	1982	43,945	1,595,010	2.76
1901	54	—	—	1942	27,007	268,224	10.07	1983	42,589	1,652,788	2.58
1902	79	—	—	1943	22,727	208,192	10.92	1984	44,257	1,720,269	2.57
1903	117	—	—	1944	23,165	212,713	10.89	1985	43,825	1,774,826	2.47
1904	172	—	—	1945	26,785	250,173	10.71	1986	46,087	1,834,872	2.51
1905	252	—	—	1946	31,874	340,880	9.35	1987	46,390	1,921,204	2.41
1906	338	—	—	1947	31,193	370,894	8.41	1988	47,087	2,025,962	2.32
1907	581	—	—	1948	30,775	397,957	7.73	1989	45,582	2,096,487	2.17
1908	751	—	—	1949	30,246	424,461	7.13	1990	44,599	2,144,362	2.08
1909	1,174	—	—	1950	33,186	458,246	7.24	1991	41,508	2,172,050	1.91
1910	1,599	—	—	1951	35,309	491,093	7.19	1992	39,250	2,247,151	1.75
1911	2,043	—	—	1952	36,088	513,581	7.03	1993	40,150	2,296,378	1.75
1912	2,968	—	—	1953	36,190	544,433	6.65	1994	40,716	2,357,588	1.73
1913	4,079	—	—	1954	33,890	561,963	6.03	1995	41,817	2,422,823	1.73
1914	4,468	—	—	1955	36,688	605,646	6.06	1996	42,065	2,484,080	1.69
1915	6,779	—	—	1956	37,965	627,843	6.05	1997	42,013	2,552,233	1.65
1916	7,766	—	—	1957	36,932	647,004	5.71	1998	41,501	2,628,148	1.58
1917	9,630	—	—	1958	35,331	664,653	5.32	1999	41,717	2,690,241	1.55
1918	10,390	—	—	1959	36,223	700,480	5.17	2000	41,945	2,746,925	1.53
1919	10,896	—	—	1960	36,399	718,762	5.06	2001	42,196	2,795,610	1.51
1920	12,155	—	—	1961	36,285	737,421	4.92	2002	43,005	2,855,508	1.51
1921	13,253	55,027	24.08	1962	38,980	766,734	5.08	2003	42,884	2,890,221	1.48
1922	14,859	67,697	21.95	1963	41,723	805,249	5.18	2004	42,836	2,964,788	1.44
1923	17,870	84,995	21.02	1964	45,645	846,298	5.39	2005	43,510	2,989,430	1.46
1924	18,400	104,838	17.55	1965	47,089	887,812	5.30	2006	42,708	3,014,371	1.42
1925	20,771	122,346	16.98	1966	50,894	925,899	5.50	2007	41,259	3,031,124	1.36
1926	22,194	140,735	15.77	1967	50,724	964,005	5.26	2008	37,423	2,976,528	1.26
1927	24,470	158,453	15.44	1968	52,725	1,015,869	5.19	2009	33,883	2,956,764	1.15
1928	26,557	172,856	15.36	1969	53,543	1,061,791	5.04	2010	32,999	2,967,266	1.11
1929	29,592	197,720	14.97	1970	52,627	1,109,724	4.74	2011	32,479	2,945,194	1.10
1930	31,204	206,320	15.12	1971	52,542	1,178,811	4.46	2012	33,782	2,963,497	1.14
1931	31,963	216,151	14.79	1972	54,589	1,259,786	4.33	2013	32,893	2,982,941	1.10
1932	27,979	200,517	13.95	1973	54,052	1,313,110	4.12	2014	32,744	3,020,377	1.08
1933	29,746	200,642	14.83	1974	45,196	1,280,544	3.53	2015	35,484	3,089,841	1.15
1934	34,240	215,563	15.88	1975	44,525	1,327,664	3.35	2016	37,806	3,173,815	1.19
1935	34,494	228,568	15.09	1976	45,523	1,402,380	3.25	2017	37,473	3,210,248	1.17
1936	36,126	252,128	14.33	1977	47,878	1,467,027	3.26	2018	36,835	3,240,327	1.14
1937	37,819	270,110	14.00	1978	50,331	1,544,704	3.26	2019	36,355	3,261,772	1.11
1938	31,083	271,177	11.46	1979	51,093	1,529,133	3.34	2020	38,824	2,903,622	1.34
1939	30,895	285,402	10.83	1980	51,091	1,527,295	3.35				

Total Traffic Fatalities (1899-2020): 3,869,674

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2020:** NHTSA, FARS. VMT—FHWA - Not Available for Years 1899-1920.
Note: A traffic fatality is defined as a death that occurs within 30 days after a traffic crash.

Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100-Percent Seat Belt and Motorcycle Helmet Use, 1975-2017

Year	Lives Saved, Age 4 and Younger	Lives Saved, Age 5 and Older	Lives Saved, Age 13 and Older	Lives Saved, All Ages	Lives Saved	Additional Lives That Would Have Been Saved at 100 Percent Use	
	Child Restraints	Seat Belts	Frontal Air Bags	Motorcycle Helmets	Minimum Drinking Age Law*	Seat Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	455	15,548	2,660	1,324	927	5,874	673
2005	424	15,688	2,752	1,554	882	5,667	731
2006	427	15,458	2,824	1,667	888	5,468	756
2007	388	15,223	2,800	1,788	831	5,048	805
2008	286	13,312	2,557	1,836	716	4,171	827
2009	307	12,757	2,481	1,486	636	3,690	733
2010	303	12,670	2,403	1,551	560	3,356	711
2011	262	12,071	2,341	1,622	543	3,396	707
2012	285	12,386	2,422	1,715	537	3,030	782
2013	263	12,644	2,398	1,640	507	2,771	717
2014	253	12,801	2,400	1,673	486	2,877	661
2015	273	14,062	2,597	1,800	542	2,715	742
2016	334	14,753	2,774	1,885	556	2,471	805
2017	325	14,955	2,790	1,872	538	2,549	749
Total	**11,606**	**374,276**	**50,457**	**45,746**	**31,959**	**386,719**	**34,044**

*Estimated reductions in deaths that resulted from the presence of laws establishing a minimum legal age of 21 years for the consumption of alcoholic beverages.

The table above presents estimates of the lives saved in 2017 and previous years (2018 to 2020 not available) by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For seat belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

DOT HS 813 375
October 2022

U.S. Department of Transportation
National Highway Traffic Safety Administration

NHTSA

15726-101222-v5