Traffic Safety Facts 2021

A Compilation of Motor Vehicle Traffic Crash Data

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

NHTSA

2021 National Statistics

Police-Reported Motor Vehicle Traffic Crashes

Fatal	39,508
Injury	1,727,608
Property-Damage-Only	4,335,820
Total	**6,102,936**

Traffic Crash Victims	Killed	Injured
Occupants	**28,358**	**2,297,890**
Drivers	21,786	1,689,595
Passengers	6,527	607,024
Unknown	45	1,272
Motorcyclists	**5,932**	**82,686**
Nonoccupants	**8,649**	**117,081**
Pedestrians	7,388	60,577
Pedalcyclists	966	41,615
Other/Unknown	295	14,889
Total	**42,939**	**2,497,657**

Other National Statistics

Vehicle Miles Traveled	3,132,411,000,000
Population	331,893,745
Registered Vehicles	302,722,453
Licensed Drivers	232,781,797
Economic Cost of Traffic Crashes (2019) (Estimate for Reported and Unreported Crashes)	$340 billion

National Rates: Fatalities

Fatalities per 100 Million Vehicle Miles Traveled	1.37
Fatalities per 100,000 Population	12.94
Fatalities per 100,000 Registered Vehicles	14.18
Fatalities per 100,000 Licensed Drivers	18.45

National Rates: People Injured

People Injured per 100 Million Vehicle Miles Traveled	80
People Injured per 100,000 Population	753
People Injured per 100,000 Registered Vehicles	825
People Injured per 100,000 Licensed Drivers	1,073

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 S&P Global Mobility,

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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 Motor Vehicle Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Traffic 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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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 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 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 because 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.

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, forklift, 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 is intended to provide. 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 arterials 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 in this glossary.

vPIC

The NHTSA Product Information Catalog and Vehicle Listing (vPIC) is a consolidated platform that presents data collected within the manufacturer reported data from 49 CFR Parts 512 – 595 for use in a variety of modern tools. NHTSA's vPIC platform is intended to serve as a centralized source for basic Vehicle Identification Number (VIN) decoding, Manufacturer Information Database (MID), Manufacturer Equipment Plant Identification and associated data.

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 2021: A Compilation of Motor Vehicle Traffic 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, Congress, Federal agencies, research organizations, industry, the media, and the public.

FARS Operations

The Fatality Analysis Reporting System (FARS) became operational in 1975 and contains data on a census of fatal motor vehicle traffic crashes in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic 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 traffic 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 2021 FARS data file used for the statistics in this report was created in September 2022; however, the 2021 FARS file officially closed in early 2023. 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 2020 are reflected in this report. The updated final counts for 2021 will be reflected in the 2022 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 began operation in 1988 and ended in 2015. For a crash 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, most 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 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, the Crash Report Sampling System (CRSS), replaced NASS GES in 2016.

The 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. For a crash 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 traffic 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 2021), GES (1988 to 2015), and CRSS (2016 to 2021). The remaining chapters present data only from 2021. 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.) **The 2016 and later year estimates from CRSS are not comparable to 2015 and earlier year estimates from NASS GES 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*.[1] [2]

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, *Multiple Imputation of Missing Blood Alcohol Concentration (BAC) Values in FARS*.[3]

Changes From the *Traffic Safety Facts 2020* Report

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body

[1] 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

[2] 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

[3] Rubin, D. B., Schafer, J. L., & Subramanian, R. (1998, October). *Multiple imputation of missing blood alcohol concentration (BAC) values in FARS* (Report No. DOT HS 808 816). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/808816

type coding. NCSA has developed a vPIC dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Starting with the release of 2021 FARS and CRSS data, all vehicle-related analysis for 2020 and later years will be based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

Age Group Changes

The following changes to age groups were made:

- From "10-15" to "10-14";
- From "16-20" to "15-20";
- From "<16" to "<15";
- From "14 and Older" to "15 and Older";
- From ">15" to "15-18"; and
- Removed the age restriction from Table 5.

Update to Table 37

The previous Table 37 titled "Vehicles Involved in Fatal Crashes, by Body Type" has been replaced with "Vehicles Involved in Fatal Crashes, by Vehicle Body Class."

Update to Table 75

The previous Table 75 titled "Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type" has been replaced with "Vehicle Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Class."

Registered Vehicles and VMT by Vehicle Type

Vehicle registration data for passenger vehicles (passenger 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 (Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.). Subsequently, overall registrations and passenger car and light-truck VMT were revised by NHTSA, using a combination of Polk and FHWA exposure data.

Polk enhanced the data quality of its NVPP, resulting in a complete rewrite of the data due to (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 2021 is not strictly comparable with the data for all prior years, which was based on Polk's old NVPP.

Starting with 2020 data, passenger car and light-truck registrations were revised by NHTSA's NCSA to align with vPIC, which is manufacturer-based data. Prior year data were revised to align with NHTSA's NCSA body type, which is analyst-based data. Several vehicles previously classified as passenger cars are now classified as light trucks, with the vast majority as SUVs. Thus, 2020 and later year passenger car and light-truck registration counts are not comparable to prior year data.

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)	110,612,958	164,230,764	8,347,435	1,010,304	12,899,371	297,100,832
2021 (New NVPP)	107,934,093	170,108,546	9,881,414	939,219	13,859,181	302,722,453

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)	1,035,519	1,537,469	17,947	15,037	297,649	2,903,622
2021 (New NVPP)	1,074,905	1,694,094	19,642	16,744	327,026	3,132,411

Note: NCSA revises FHWA's passenger car and light-truck VMT using Polk's registration counts. Starting with 2020 data, passenger car and light-truck revisions were based on vPIC vehicle classifications. As a result, the 2020 and later year passenger car and light-truck counts are not comparable to 2019 and earlier years.

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 2021), NASS GES (1988 to 2015), and CRSS (2016 to 2021) 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 2020 and earlier year FARS data are final. Although the 2021 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 2021 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/file-downloads?p=nhtsa/downloads/FARS/ (FARS), www.nhtsa.gov/file-downloads?p=nhtsa/downloads/GES/ (NASS GES), or www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CRSS/ (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.

1

Trends

1. Trends

The tables in this chapter present statistics about police-reported motor vehicle traffic crashes over time. Trends for fatal traffic crashes and traffic fatalities generally are presented from 1975 (when FARS began operation) to 2021; however, tables with alcohol data from FARS show data only for the years this data are available: 1982 to 2021. Trends for nonfatal crashes are presented from NASS GES (1988 to 2015) and CRSS (2016 to 2021). Trends for people injured are presented from FARS (1988 to 2021) and NASS GES (1988 to 2015) or CRSS (2016 to 2021). **NASS GES data 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 traffic crashes increased by 9.9 percent from 2020 to 2021, and the traffic fatality rate increased to 1.37 fatalities per 100 million VMT in 2021.
- The injury rate increased by 1.3 percent from 2020 to 2021, to 80 people injured per 100 million VMT.
- The occupant fatality rate (including motorcyclists) per 100,000 population has declined by 38 percent from 1975 to 2021.
- The occupant injury rate (including motorcyclists) per 100,000 population, which declined by 45 percent from 1988 to 2015, decreased by 20 percent from 2016 to 2021.
- The nonoccupant fatality rate per 100,000 population has declined by 34 percent from 1975 to 2021.
- The nonoccupant injury rate per 100,000 population, which declined by 51 percent from 1988 to 2015, decreased by 31 percent from 2016 to 2021.
- The percent of alcohol-impaired-driving fatalities has declined from 48 percent in 1982 to 31 percent in 2021.

1. Trends

Figure 1. Crashes, by Crash Severity, 1975-2021

1. Trends

Table 1. Crashes, by Crash Severity, 1988-2021

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	35,935	0.7	1,593,390	30.3	3,621,681	69.0	**5,251,006**	**100.0**
2021	39,508	0.6	1,727,608	28.3	4,335,820	71.0	**6,102,936**	**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 5 of this report.

Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2021

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	39,007	331,501,080	11.77	228,195,802	17.09	297,100,832	13.13	2,903,622	1.34
2021	42,939	331,893,745	12.94	232,781,797	18.45	302,722,453	14.18	3,132,411	1.37

Note: See footnotes at the end of Table 2.

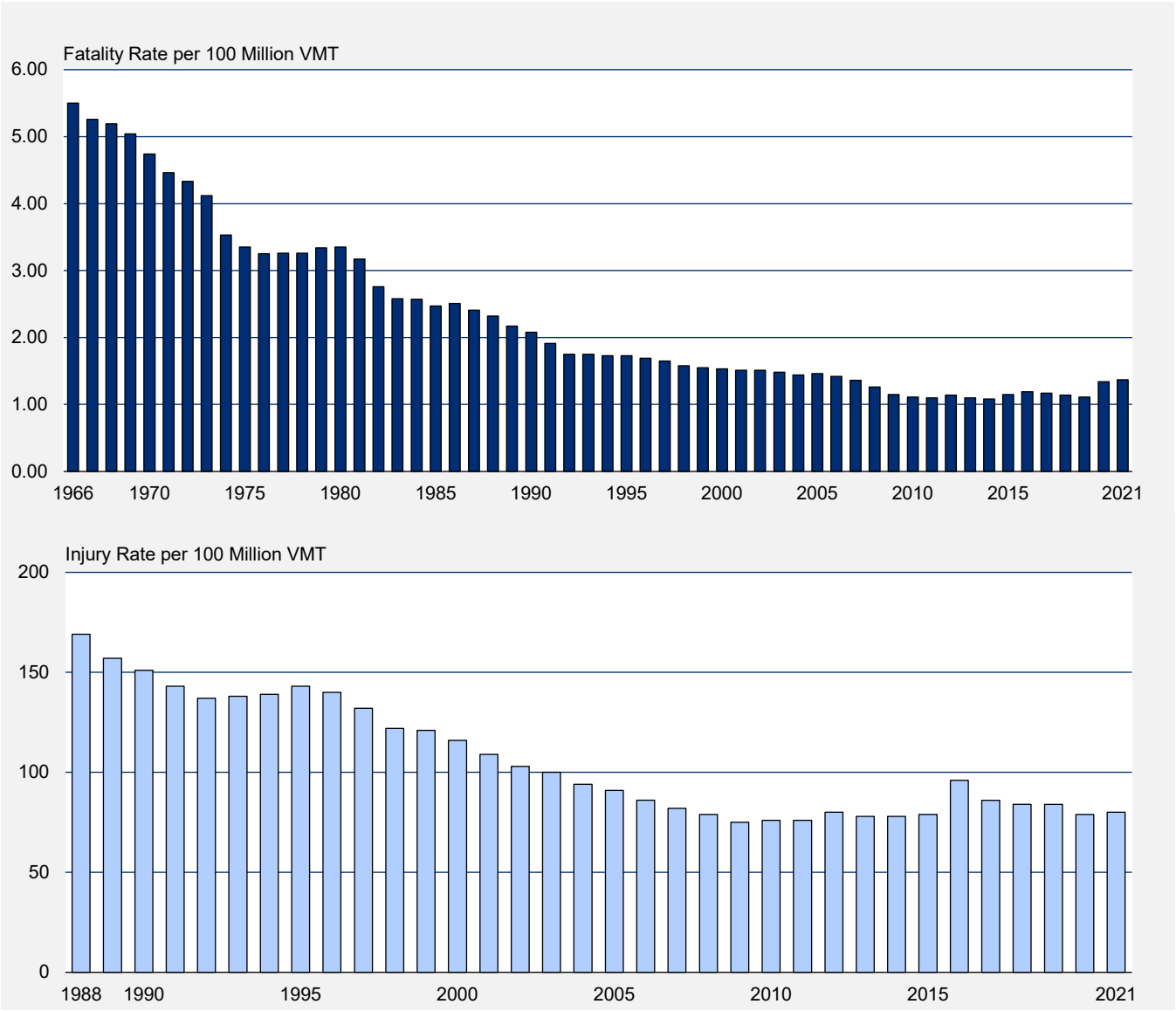
Table 2. People Killed and Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and VMT, 1966-2021 (Continued)

	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	2,282,209	331,501,080	688	228,195,802	1,000	297,100,832	768	2,903,622	79
2021	2,497,657	331,893,745	753	232,781,797	1,073	302,722,453	825	3,132,411	80

Sources: VMT and Licensed Drivers—FHWA; Registered Vehicles, 1966-1974—FHWA; Registered Vehicles, 1975-2021—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; 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; 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 S&P Global Mobility, Copyright © 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 considered 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 6-7 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 5 of this report.

Figure 2. Motor Vehicle Fatality and Injury Rates per 100 Million VMT, 1966-2021



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, 1975-2021

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	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	19,186	1.85	17.35	22,440	1.46	13.66	4,821	1.62	37.37	5,639	31.42	67.55
2021	21,118	1.96	19.57	25,704	1.52	15.11	5,700	1.74	41.13	6,082	30.96	61.55

Note: See footnotes at the end of Table 3.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2021 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	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	1,256,865	121	1,136	1,196,821	78	729	104,741	35	812	75,124	419	900
2021	1,371,340	128	1,271	1,345,007	79	791	117,312	36	846	79,084	403	800

Note: See footnotes at the end of Table 3.

Table 3. Vehicles Involved in Crashes and Involvement Rates per VMT and per Registered Vehicle, by Vehicle Type and Crash Severity, 1975-2021 (Continued)

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	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	2,705,586	261	2,446	2,799,961	182	1,705	321,859	108	2,495	15,544	87	186
2021	3,150,971	293	2,919	3,378,008	199	1,986	400,784	123	2,892	19,704	100	199

Sources: VMT—FHWA, revised by NHTSA for passenger cars and light trucks; Registered Passenger Cars and Light Trucks—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; 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 S&P Global Mobility, Copyright © 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 considered 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 6-7 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 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2021

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	
	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	12,628	11,286	822	19	976	*25,731*	*5,506*	6,565	948	257	*7,770*	**39,007**
2021	13,529	12,796	1,008	14	1,011	*28,358*	*5,932*	7,388	966	295	*8,649*	**42,939**

*Includes two fatalities of unknown person type. This attribute was only available in 1996.
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 4. People Killed and Injured, by Person Type and Vehicle Type, 1975-2021 (Continued)

Year	Person Type											
	Occupants by Vehicle Type						Motor-cyclists	Nonoccupants				Total
	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	1,022,587	884,424	41,566	7,985	140,459	*2,097,022*	*78,944*	54,771	38,886	12,587	*106,244*	**2,282,209**
2021	1,108,721	983,820	42,164	11,663	151,522	*2,297,890*	*82,686*	60,577	41,615	14,889	*117,081*	**2,497,657**

Notes: 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 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2021

Year	Sex						Total*		
	Male			Female					
	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	45,651	70,505,000	64.75	9,457	59,286,000	15.95	**55,142**	**129,791,000**	**42.49**
1976	45,633	72,523,000	62.92	10,044	61,513,000	16.33	**55,697**	**134,036,000**	**41.55**
1977	49,134	74,467,000	65.98	10,892	63,654,000	17.11	**60,049**	**138,121,000**	**43.48**
1978	52,235	75,594,000	69.10	11,338	65,250,000	17.38	**63,600**	**140,844,000**	**45.16**
1979	52,783	76,532,000	68.97	11,409	66,753,000	17.09	**64,231**	**143,284,000**	**44.83**
1980	51,463	77,187,000	66.67	11,466	68,108,000	16.84	**62,957**	**145,295,000**	**43.33**
1981	50,336	77,888,000	64.63	11,509	69,187,000	16.63	**62,154**	**147,075,000**	**42.26**
1982	44,370	78,553,000	56.48	10,675	71,681,000	14.89	**56,029**	**150,234,000**	**37.29**
1983	42,812	80,894,000	52.92	10,958	73,495,000	14.91	**54,656**	**154,389,000**	**35.40**
1984	44,723	80,977,000	55.23	11,907	74,447,000	15.99	**57,512**	**155,424,000**	**37.00**
1985	44,846	81,592,000	54.96	12,142	75,276,000	16.13	**57,883**	**156,868,000**	**36.90**
1986	46,653	82,792,000	56.35	12,744	76,694,000	16.62	**60,335**	**159,486,000**	**37.83**
1987	46,884	83,987,000	55.82	13,614	77,829,000	17.49	**61,442**	**161,816,000**	**37.97**
1988	47,402	84,150,000	56.33	13,951	78,704,000	17.73	**62,253**	**162,854,000**	**38.23**
1989	45,448	85,377,000	53.23	14,054	80,177,000	17.53	**60,435**	**165,554,000**	**36.50**
1990	44,281	85,792,000	51.61	13,726	81,223,000	16.90	**58,893**	**167,015,000**	**35.26**
1991	40,731	86,665,000	47.00	12,825	82,330,000	15.58	**54,391**	**168,995,000**	**32.18**
1992	38,598	88,387,000	43.67	12,596	84,738,000	14.86	**51,901**	**173,125,000**	**29.98**
1993	39,556	87,993,000	44.95	13,082	85,156,000	15.36	**53,401**	**173,149,000**	**30.84**
1994	40,233	89,194,000	45.11	13,567	86,210,000	15.74	**54,549**	**175,403,000**	**31.10**
1995	41,235	89,214,367	46.22	14,184	87,414,115	16.23	**56,164**	**176,628,482**	**31.80**
1996	41,376	90,518,656	45.71	14,850	89,020,684	16.68	**57,001**	**179,539,340**	**31.75**
1997	40,954	91,905,105	44.56	14,954	90,804,099	16.47	**56,688**	**182,709,204**	**31.03**
1998	40,816	93,040,202	43.87	15,089	91,820,767	16.43	**56,604**	**184,860,969**	**30.62**
1999	41,012	94,166,321	43.55	14,835	93,004,099	15.95	**56,502**	**187,170,420**	**30.19**
2000	41,795	95,796,069	43.63	14,790	94,828,953	15.60	**57,280**	**190,625,023**	**30.05**
2001	41,901	95,792,245	43.74	14,919	95,483,474	15.62	**57,586**	**191,275,719**	**30.11**
2002	42,377	97,610,009	43.41	14,999	96,992,193	15.46	**58,113**	**194,602,202**	**29.86**
2003	42,586	98,228,365	43.35	15,211	97,937,302	15.53	**58,517**	**196,165,667**	**29.83**
2004	42,250	99,571,391	42.43	15,384	99,317,521	15.49	**58,395**	**198,888,912**	**29.36**
2005	43,282	100,252,145	43.17	15,059	100,296,827	15.01	**59,220**	**200,548,972**	**29.53**
2006	42,223	101,116,282	41.76	14,753	101,694,156	14.51	**57,846**	**202,810,438**	**28.52**
2007	41,053	102,464,936	40.07	14,184	103,276,909	13.73	**56,019**	**205,741,845**	**27.23**
2008	37,061	103,618,162	35.77	12,627	104,702,439	12.06	**50,416**	**208,320,601**	**24.20**
2009	32,882	104,261,813	31.54	11,864	105,356,573	11.26	**45,337**	**209,618,386**	**21.63**
2010	32,079	104,374,496	30.73	11,859	105,740,443	11.22	**44,599**	**210,114,939**	**21.23**
2011	31,918	104,899,893	30.43	11,265	106,974,756	10.53	**43,840**	**211,874,649**	**20.69**
2012	33,351	104,985,117	31.77	11,604	106,829,713	10.86	**45,664**	**211,814,830**	**21.56**
2013	32,608	105,007,670	31.05	11,429	107,152,058	10.67	**44,803**	**212,159,728**	**21.12**
2014	32,630	105,907,684	30.81	11,293	108,184,788	10.44	**44,671**	**214,092,472**	**20.87**
2015	35,850	107,649,686	33.30	12,382	110,434,779	11.21	**49,163**	**218,084,465**	**22.54**
2016	37,941	109,587,219	34.62	13,376	112,124,699	11.93	**52,399**	**221,711,918**	**23.63**
2017	38,028	111,401,056	34.14	13,673	113,945,201	12.00	**52,752**	**225,346,257**	**23.41**
2018	37,406	112,479,825	33.26	13,379	115,078,560	11.63	**51,905**	**227,558,385**	**22.81**
2019	37,196	112,961,761	32.93	13,000	115,953,759	11.21	**51,302**	**228,915,520**	**22.41**
2020	39,594	112,595,057	35.16	13,111	115,600,745	11.34	**54,165**	**228,195,802**	**23.74**
2021	44,036	115,215,219	38.22	15,130	117,566,578	12.87	**60,904**	**232,781,797**	**26.16**

Source: Licensed Drivers—FHWA

*Includes drivers of unknown sex.

Notes: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2021 (Continued)

Year	Sex						Total		
	Male			Female					
	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	2,443,929	84,150,000	2,904	1,494,115	78,704,000	1,898	**3,938,044**	**162,854,000**	**2,418**
1989	2,361,116	85,377,000	2,766	1,451,637	80,177,000	1,811	**3,812,753**	**165,554,000**	**2,303**
1990	2,299,781	85,792,000	2,681	1,463,294	81,223,000	1,802	**3,763,075**	**167,015,000**	**2,253**
1991	2,185,035	86,665,000	2,521	1,386,733	82,330,000	1,684	**3,571,769**	**168,995,000**	**2,114**
1992	2,125,994	88,387,000	2,405	1,446,570	84,738,000	1,707	**3,572,563**	**173,125,000**	**2,064**
1993	2,163,313	87,993,000	2,459	1,476,209	85,156,000	1,734	**3,639,522**	**173,149,000**	**2,102**
1994	2,276,186	89,194,000	2,552	1,580,905	86,210,000	1,834	**3,857,091**	**175,403,000**	**2,199**
1995	2,390,345	89,214,367	2,679	1,695,265	87,414,115	1,939	**4,085,610**	**176,628,482**	**2,313**
1996	2,390,306	90,518,656	2,641	1,721,196	89,020,684	1,933	**4,111,502**	**179,539,340**	**2,290**
1997	2,307,805	91,905,105	2,511	1,650,100	90,804,099	1,817	**3,957,906**	**182,709,204**	**2,166**
1998	2,168,679	93,040,202	2,331	1,582,754	91,820,767	1,724	**3,751,433**	**184,860,969**	**2,029**
1999	2,149,752	94,166,321	2,283	1,617,632	93,004,099	1,739	**3,767,384**	**187,170,420**	**2,013**
2000	2,200,227	95,796,069	2,297	1,576,933	94,828,953	1,663	**3,777,160**	**190,625,023**	**1,981**
2001	2,103,874	95,792,245	2,196	1,554,117	95,483,474	1,628	**3,657,991**	**191,275,719**	**1,912**
2002	2,022,375	97,610,009	2,072	1,488,510	96,992,193	1,535	**3,510,885**	**194,602,202**	**1,804**
2003	1,998,931	98,228,365	2,035	1,530,821	97,937,302	1,563	**3,529,753**	**196,165,667**	**1,799**
2004	1,920,355	99,571,391	1,929	1,487,779	99,317,521	1,498	**3,408,134**	**198,888,912**	**1,714**
2005	1,849,874	100,252,145	1,845	1,431,646	100,296,827	1,427	**3,281,520**	**200,548,972**	**1,636**
2006	1,780,412	101,116,282	1,761	1,395,653	101,694,156	1,372	**3,176,066**	**202,810,438**	**1,566**
2007	1,718,661	102,464,936	1,677	1,338,596	103,276,909	1,296	**3,057,257**	**205,741,845**	**1,486**
2008	1,609,058	103,618,162	1,553	1,280,485	104,702,439	1,223	**2,889,542**	**208,320,601**	**1,387**
2009	1,499,561	104,261,813	1,438	1,224,613	105,356,573	1,162	**2,724,173**	**209,618,386**	**1,300**
2010	1,516,323	104,374,496	1,453	1,265,053	105,740,443	1,196	**2,781,377**	**210,114,939**	**1,324**
2011	1,506,566	104,899,893	1,436	1,243,895	106,974,756	1,163	**2,750,461**	**211,874,649**	**1,298**
2012	1,634,884	104,985,117	1,557	1,314,534	106,829,713	1,230	**2,949,419**	**211,814,830**	**1,392**
2013	1,584,385	105,007,670	1,509	1,330,703	107,152,058	1,242	**2,915,088**	**212,159,728**	**1,374**
2014	1,659,476	105,907,684	1,567	1,351,171	108,184,788	1,249	**3,010,648**	**214,092,472**	**1,406**
2015	1,746,936	107,649,686	1,623	1,423,809	110,434,779	1,289	**3,170,745**	**218,084,465**	**1,454**
2016	2,132,182	109,587,219	1,946	1,743,694	112,124,699	1,555	**3,875,876**	**221,711,918**	**1,748**
2017	1,930,570	111,401,056	1,733	1,565,831	113,945,201	1,374	**3,496,402**	**225,346,257**	**1,552**
2018	1,933,093	112,479,825	1,719	1,548,752	115,078,560	1,346	**3,481,844**	**227,558,385**	**1,530**
2019	1,985,748	112,961,761	1,758	1,563,264	115,953,759	1,348	**3,549,012**	**228,915,520**	**1,550**
2020	1,646,716	112,595,057	1,463	1,194,171	115,600,745	1,033	**2,840,887**	**228,195,802**	**1,245**
2021	1,816,518	115,215,219	1,577	1,344,159	117,566,578	1,143	**3,160,677**	**232,781,797**	**1,358**

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 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

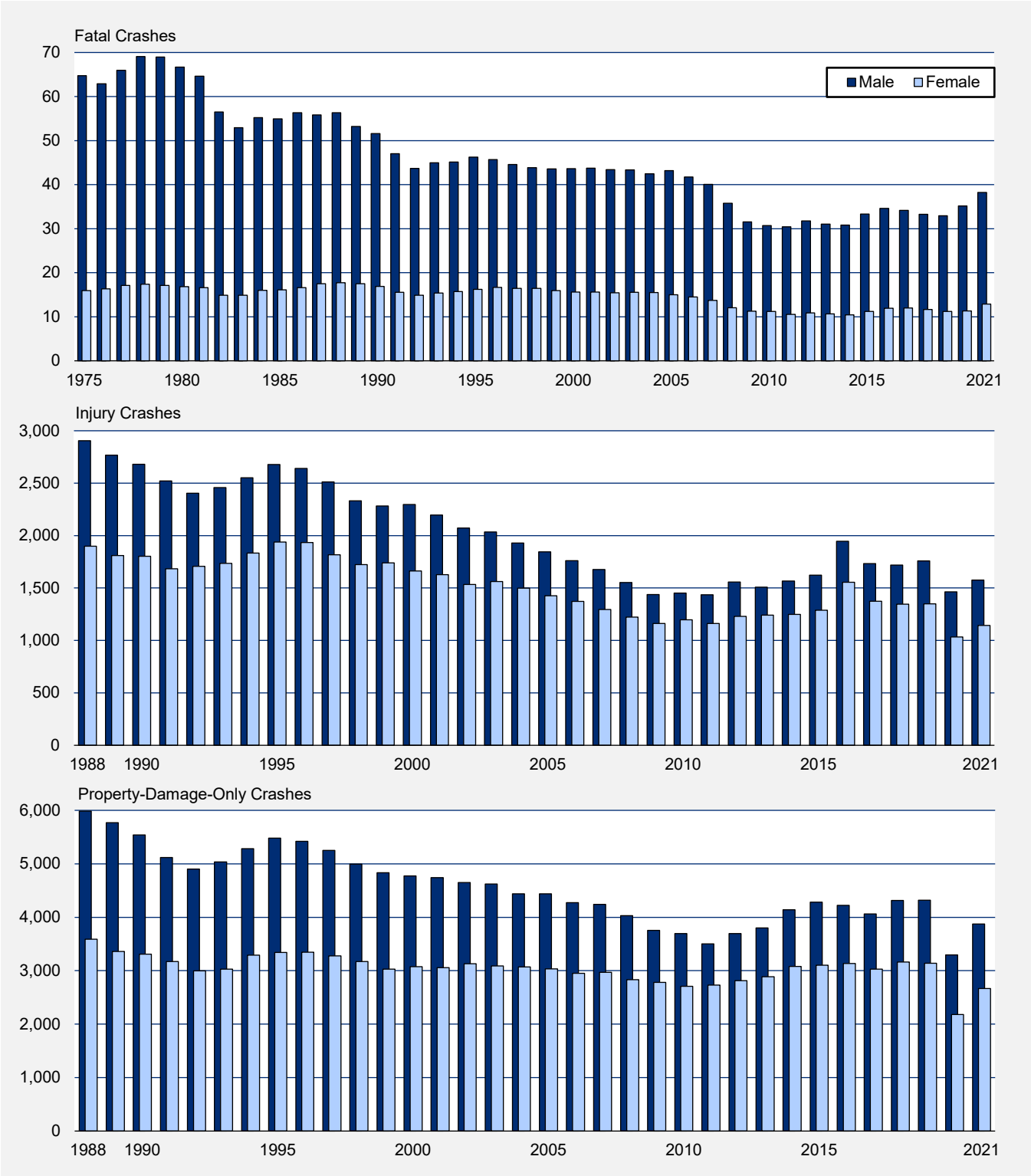
Table 5. Drivers Involved in Crashes and Involvement Rates per Licensed Driver, by Sex and Crash Severity, 1975-2021 (Continued)

Year	Sex						Total		
	Male			Female					
	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	5,037,817	84,150,000	5,987	2,826,460	78,704,000	3,591	**7,864,278**	**162,854,000**	**4,829**
1989	4,926,029	85,377,000	5,770	2,694,771	80,177,000	3,361	**7,620,801**	**165,554,000**	**4,603**
1990	4,754,327	85,792,000	5,542	2,688,243	81,223,000	3,310	**7,442,570**	**167,015,000**	**4,456**
1991	4,433,701	86,665,000	5,116	2,609,840	82,330,000	3,170	**7,043,541**	**168,995,000**	**4,168**
1992	4,331,666	88,387,000	4,901	2,539,281	84,738,000	2,997	**6,870,947**	**173,125,000**	**3,969**
1993	4,429,731	87,993,000	5,034	2,581,163	85,156,000	3,031	**7,010,895**	**173,149,000**	**4,049**
1994	4,711,549	89,194,000	5,282	2,836,707	86,210,000	3,290	**7,548,255**	**175,403,000**	**4,303**
1995	4,888,163	89,214,367	5,479	2,922,081	87,414,115	3,343	**7,810,244**	**176,628,482**	**4,422**
1996	4,908,177	90,518,656	5,422	2,979,585	89,020,684	3,347	**7,887,762**	**179,539,340**	**4,393**
1997	4,825,853	91,905,105	5,251	2,976,456	90,804,099	3,278	**7,802,309**	**182,709,204**	**4,270**
1998	4,647,499	93,040,202	4,995	2,912,226	91,820,767	3,172	**7,559,725**	**184,860,969**	**4,089**
1999	4,550,405	94,166,321	4,832	2,819,411	93,004,099	3,031	**7,369,816**	**187,170,420**	**3,937**
2000	4,573,480	95,796,069	4,774	2,914,402	94,828,953	3,073	**7,487,882**	**190,625,023**	**3,928**
2001	4,539,479	95,792,245	4,739	2,917,870	95,483,474	3,056	**7,457,350**	**191,275,719**	**3,899**
2002	4,539,100	97,610,009	4,650	3,038,019	96,992,193	3,132	**7,577,119**	**194,602,202**	**3,894**
2003	4,540,831	98,228,365	4,623	3,026,397	97,937,302	3,090	**7,567,228**	**196,165,667**	**3,858**
2004	4,418,147	99,571,391	4,437	3,048,966	99,317,521	3,070	**7,467,113**	**198,888,912**	**3,754**
2005	4,448,934	100,252,145	4,438	3,042,729	100,296,827	3,034	**7,491,663**	**200,548,972**	**3,736**
2006	4,321,276	101,116,282	4,274	3,003,348	101,694,156	2,953	**7,324,624**	**202,810,438**	**3,612**
2007	4,345,252	102,464,936	4,241	3,065,666	103,276,909	2,968	**7,410,919**	**205,741,845**	**3,602**
2008	4,173,812	103,618,162	4,028	2,967,421	104,702,439	2,834	**7,141,233**	**208,320,601**	**3,428**
2009	3,913,473	104,261,813	3,754	2,931,260	105,356,573	2,782	**6,844,733**	**209,618,386**	**3,265**
2010	3,854,175	104,374,496	3,693	2,862,460	105,740,443	2,707	**6,716,635**	**210,114,939**	**3,197**
2011	3,674,834	104,899,893	3,503	2,920,843	106,974,756	2,730	**6,595,677**	**211,874,649**	**3,113**
2012	3,880,163	104,985,117	3,696	3,006,762	106,829,713	2,815	**6,886,925**	**211,814,830**	**3,251**
2013	3,990,473	105,007,670	3,800	3,092,383	107,152,058	2,886	**7,082,856**	**212,159,728**	**3,338**
2014	4,383,009	105,907,684	4,139	3,334,784	108,184,788	3,082	**7,717,793**	**214,092,472**	**3,605**
2015	4,607,504	107,649,686	4,280	3,424,586	110,434,779	3,101	**8,032,090**	**218,084,465**	**3,683**
2016	4,627,656	109,587,219	4,223	3,517,731	112,124,699	3,137	**8,145,386**	**221,711,918**	**3,674**
2017	4,523,758	111,401,056	4,061	3,449,884	113,945,201	3,028	**7,973,642**	**225,346,257**	**3,538**
2018	4,853,366	112,479,825	4,315	3,638,194	115,078,560	3,161	**8,491,561**	**227,558,385**	**3,732**
2019	4,877,680	112,961,761	4,318	3,641,617	115,953,759	3,141	**8,519,297**	**228,915,520**	**3,722**
2020	3,709,088	112,595,057	3,294	2,521,591	115,600,745	2,181	**6,230,679**	**228,195,802**	**2,730**
2021	4,463,098	115,215,219	3,874	3,136,348	117,566,578	2,668	**7,599,446**	**232,781,797**	**3,265**

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 5 of this report. Licensed drivers may include drivers under 15, because individual age data are not available for those under 16.

Figure 3. Driver Involvement Rates per 100,000 Licensed Drivers, by Sex and Crash Severity, 1975-2021



Source: Licensed Drivers—FHWA

Table 6. Motor Vehicle Occupant and Motorcyclist Fatality and Injury Rates per Population, by Age Group, 1975-2021

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	4.50	2.71	4.09	34.36	34.55	21.46	15.62	13.41	13.29	14.72	16.98	**16.63**
1976	4.50	2.56	4.44	36.25	34.69	21.17	15.22	13.71	13.58	14.92	17.26	**17.02**
1977	4.68	2.83	4.54	38.11	38.40	22.17	15.57	13.90	13.55	14.03	16.13	**17.78**
1978	4.61	2.66	4.70	39.50	40.39	24.15	16.67	14.07	13.44	14.79	16.36	**18.66**
1979	4.35	2.84	4.22	39.37	39.71	24.85	17.07	14.02	13.24	13.59	15.51	**18.63**
1980	4.24	2.67	4.13	38.48	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	3.76	34.61	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	3.65	30.92	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	3.32	29.80	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	3.72	31.36	32.89	20.26	13.91	11.86	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	4.15	30.11	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	4.21	34.10	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	4.11	33.23	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	4.30	34.20	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	4.02	31.50	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	3.73	30.91	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	3.54	28.69	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	3.36	25.67	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	3.34	26.10	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	3.70	27.35	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	3.81	26.48	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	3.72	26.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	3.73	25.42	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	3.55	24.64	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	3.40	25.19	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	3.15	24.79	25.29	15.55	12.81	11.51	11.38	12.88	19.51	**12.88**
2001	2.68	2.27	2.92	24.50	24.94	15.67	12.93	11.35	11.01	12.76	19.35	**12.79**
2002	2.44	2.13	3.06	25.60	25.88	15.75	13.03	11.85	11.10	12.61	18.81	**12.99**
2003	2.48	2.14	3.23	24.16	24.87	15.54	13.07	12.02	11.24	12.45	19.27	**12.87**
2004	2.57	2.28	3.26	23.75	24.94	15.82	12.48	12.07	11.05	12.30	18.16	**12.74**
2005	2.35	2.24	2.64	22.19	25.71	16.33	12.92	11.99	11.60	12.46	17.29	**12.74**
2006	2.32	1.85	2.45	21.69	26.07	16.37	12.68	11.80	10.95	11.31	15.73	**12.39**
2007	1.98	1.78	2.46	20.16	25.02	15.40	12.20	11.52	10.58	10.93	15.41	**11.85**
2008	1.50	1.44	1.83	16.52	21.56	14.28	11.03	10.54	9.82	10.02	14.16	**10.56**
2009	1.62	1.40	1.76	14.46	17.62	12.45	9.90	9.89	8.78	9.18	13.42	**9.45**
2010	1.48	1.26	1.54	12.34	17.60	11.84	9.46	9.15	8.88	8.95	14.01	**9.02**
2011	1.38	1.22	1.43	12.37	16.67	11.50	9.05	8.97	8.36	9.11	12.62	**8.71**
2012	1.54	1.17	1.33	11.72	16.94	12.19	9.54	9.27	8.87	9.12	12.17	**8.92**
2013	1.44	1.19	1.48	10.88	16.08	11.65	9.09	8.87	8.63	8.81	12.46	**8.60**
2014	1.24	1.23	1.34	10.99	15.90	11.53	8.70	9.00	8.40	8.23	12.17	**8.45**
2015	1.42	1.29	1.37	11.63	16.74	12.40	9.41	9.46	8.96	9.10	12.64	**9.02**
2016	1.54	1.42	1.53	11.80	17.72	13.23	10.08	9.60	9.44	9.39	13.38	**9.48**
2017	1.55	1.22	1.44	11.49	16.81	12.79	10.16	9.74	9.61	8.66	13.76	**9.34**
2018	1.38	1.25	1.31	10.57	16.06	12.48	9.60	9.47	9.46	8.94	12.52	**8.99**
2019	1.25	1.27	1.46	10.04	15.15	11.83	9.74	9.31	9.25	8.87	12.91	**8.81**
2020	1.25	1.21	1.68	11.63	17.32	14.25	10.75	9.72	9.47	8.24	11.23	**9.42**
2021	1.53	1.49	1.68	12.52	17.79	15.38	12.03	11.07	10.17	8.98	12.81	**10.33**

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, 1975-2021 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	418	447	612	3,002	2,674	1,807	1,312	1,036	878	709	659	**1,323**
1989	373	471	580	2,969	2,468	1,675	1,285	987	801	712	613	**1,254**
1990	334	432	583	2,828	2,512	1,681	1,230	992	847	748	517	**1,226**
1991	388	470	602	2,681	2,331	1,579	1,147	981	797	726	523	**1,166**
1992	327	435	557	2,735	2,265	1,575	1,104	974	785	725	587	**1,144**
1993	373	475	540	2,632	2,320	1,611	1,199	957	825	710	595	**1,161**
1994	412	470	577	2,703	2,376	1,673	1,225	990	857	755	600	**1,195**
1995	420	486	628	2,880	2,465	1,728	1,295	1,134	928	756	625	**1,261**
1996	421	528	627	2,821	2,440	1,762	1,291	1,073	906	789	657	**1,255**
1997	403	467	576	2,689	2,412	1,695	1,261	1,014	823	762	641	**1,200**
1998	405	441	569	2,529	2,131	1,590	1,157	1,031	872	698	589	**1,135**
1999	389	479	534	2,596	2,181	1,603	1,138	1,029	802	762	616	**1,140**
2000	352	406	473	2,403	2,100	1,453	1,160	948	828	720	668	**1,084**
2001	313	373	449	2,193	2,028	1,393	1,098	935	755	671	581	**1,021**
2002	305	383	439	2,138	1,911	1,323	1,037	877	766	618	552	**978**
2003	307	379	411	2,018	1,862	1,341	1,026	876	731	609	524	**957**
2004	288	354	418	1,899	1,721	1,218	1,012	879	727	601	498	**916**
2005	269	324	415	1,760	1,724	1,228	954	833	683	541	467	**877**
2006	271	288	353	1,637	1,588	1,159	925	764	662	556	491	**828**
2007	268	290	306	1,537	1,529	1,136	843	753	628	550	432	**788**
2008	244	267	321	1,375	1,396	1,041	800	721	600	491	405	**732**
2009	220	263	287	1,213	1,382	967	736	697	566	504	398	**687**
2010	192	252	278	1,191	1,338	939	807	706	571	463	419	**685**
2011	232	245	273	1,128	1,260	961	789	692	585	459	387	**674**
2012	196	267	256	1,161	1,356	1,023	828	742	620	515	424	**712**
2013	230	264	271	1,107	1,347	976	778	720	627	504	439	**694**
2014	229	241	280	1,061	1,275	1,009	819	761	623	493	404	**696**
2015	237	282	288	1,188	1,386	1,026	850	746	646	533	407	**726**
2016	305	342	339	1,507	1,670	1,327	1,055	948	757	591	494	**896**
2017	263	304	293	1,337	1,471	1,164	949	845	703	577	468	**803**
2018	243	296	320	1,188	1,475	1,158	951	852	709	560	425	**787**
2019	223	293	308	1,249	1,413	1,157	964	877	721	547	443	**792**
2020	187	201	233	1,113	1,294	1,028	756	681	563	435	366	**656**
2021	232	236	274	1,196	1,374	1,080	871	732	616	472	424	**717**

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 5 of this report.

Table 7. Passenger Car Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

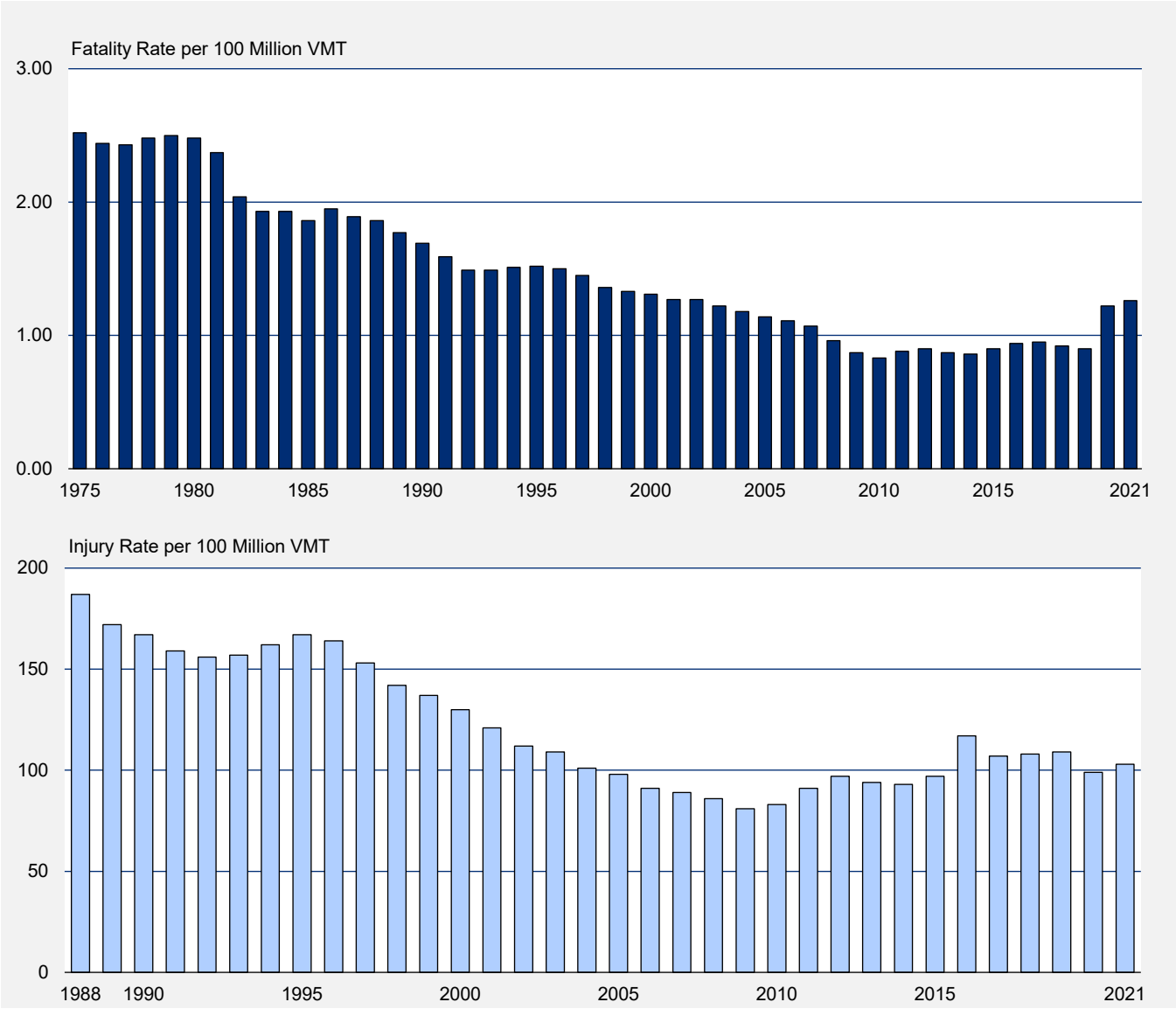
Year	Registered Passenger Cars	Passenger Car VMT (millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million Passenger Car VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million 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	110,612,958	1,035,519	12,628	11.42	1.22	1,022,587	924	99
2021	107,934,093	1,074,905	13,529	12.53	1.26	1,108,721	1,027	103

Sources: VMT—FHWA, revised by NHTSA; Registered Passenger Cars—Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

*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 considered 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 S&P Global Mobility, Copyright © 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 considered 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 6-7 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 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 4. Passenger Car Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2021



Sources: VMT—FHWA, revised by NHTSA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 8. Light-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

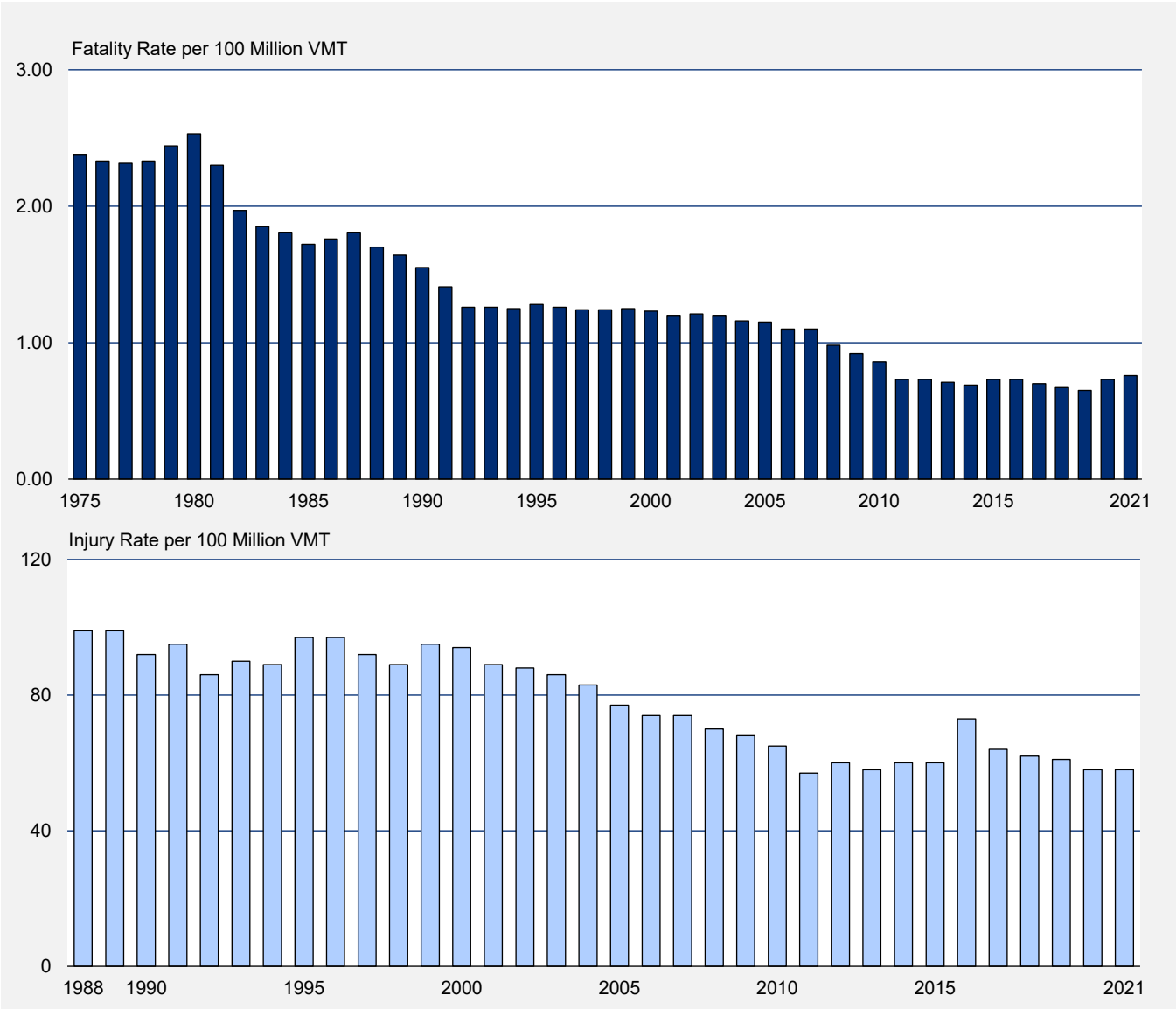
Year	Registered Light Trucks	Light-Truck VMT (millions)	Light-Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million Light-Truck VMT	Light-Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Light-Truck VMT
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	164,230,764	1,537,469	11,286	6.87	0.73	884,424	539	58
2021	170,108,546	1,694,094	12,796	7.52	0.76	983,820	578	58

Sources: VMT—FHWA, revised by NHTSA; Registered Light Trucks— Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.

*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 considered 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 S&P Global Mobility, Copyright © 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 considered 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 6-7 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 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 5. Light-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2021



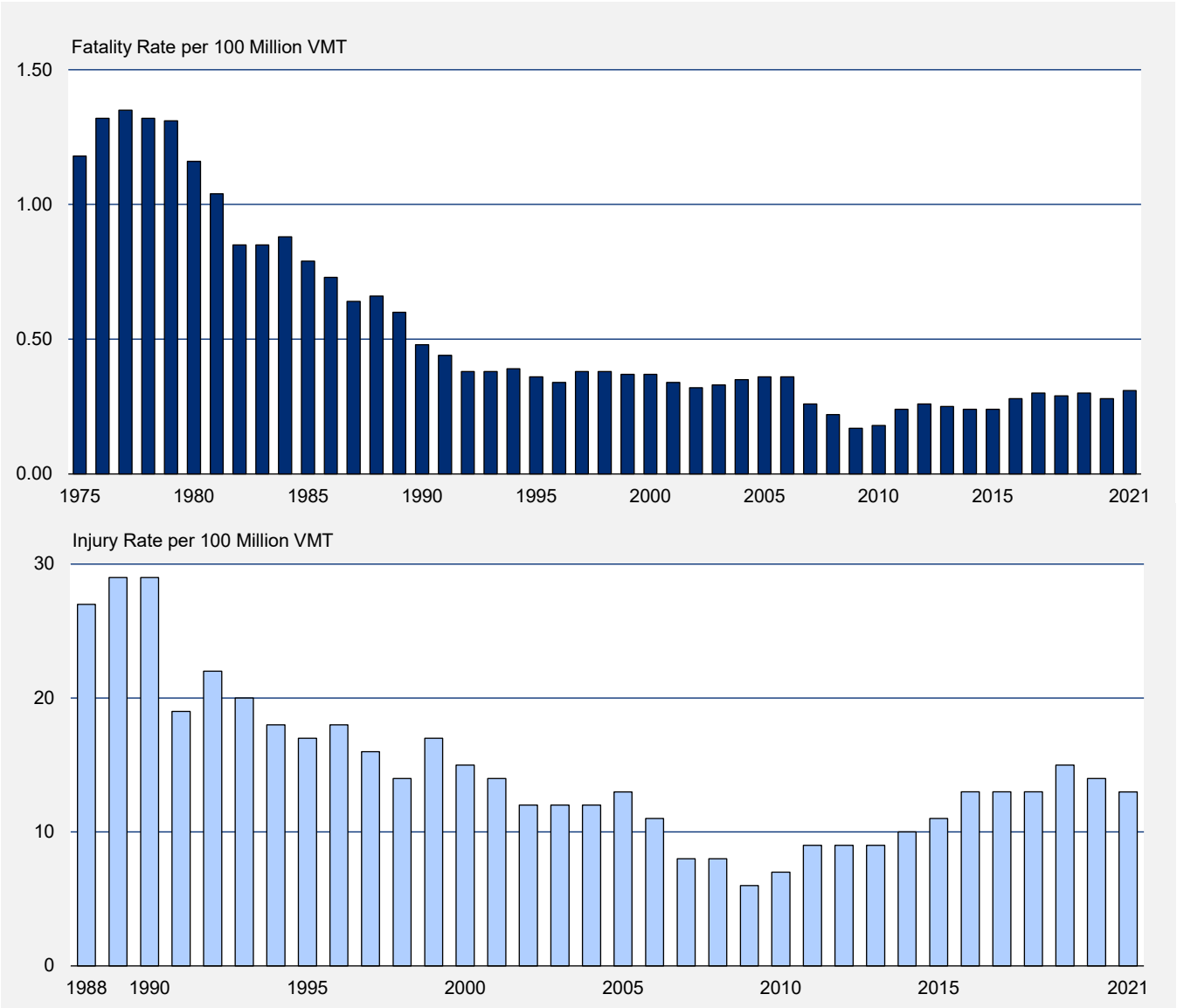
Sources: VMT—FHWA, revised by NHTSA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 9. Large-Truck Occupants Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

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	12,899,371	297,649	822	6.37	0.28	41,566	322	14
2021	13,859,181	327,026	1,008	7.27	0.31	42,164	304	13

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 considered 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 6-7 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 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 6. Large-Truck Occupant Fatality and Injury Rates per 100 Million VMT, 1975-2021



Sources: VMT—FHWA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Table 10. Motorcyclists Killed and Injured and Fatality and Injury Rates per Registered Vehicle and VMT, 1975-2021

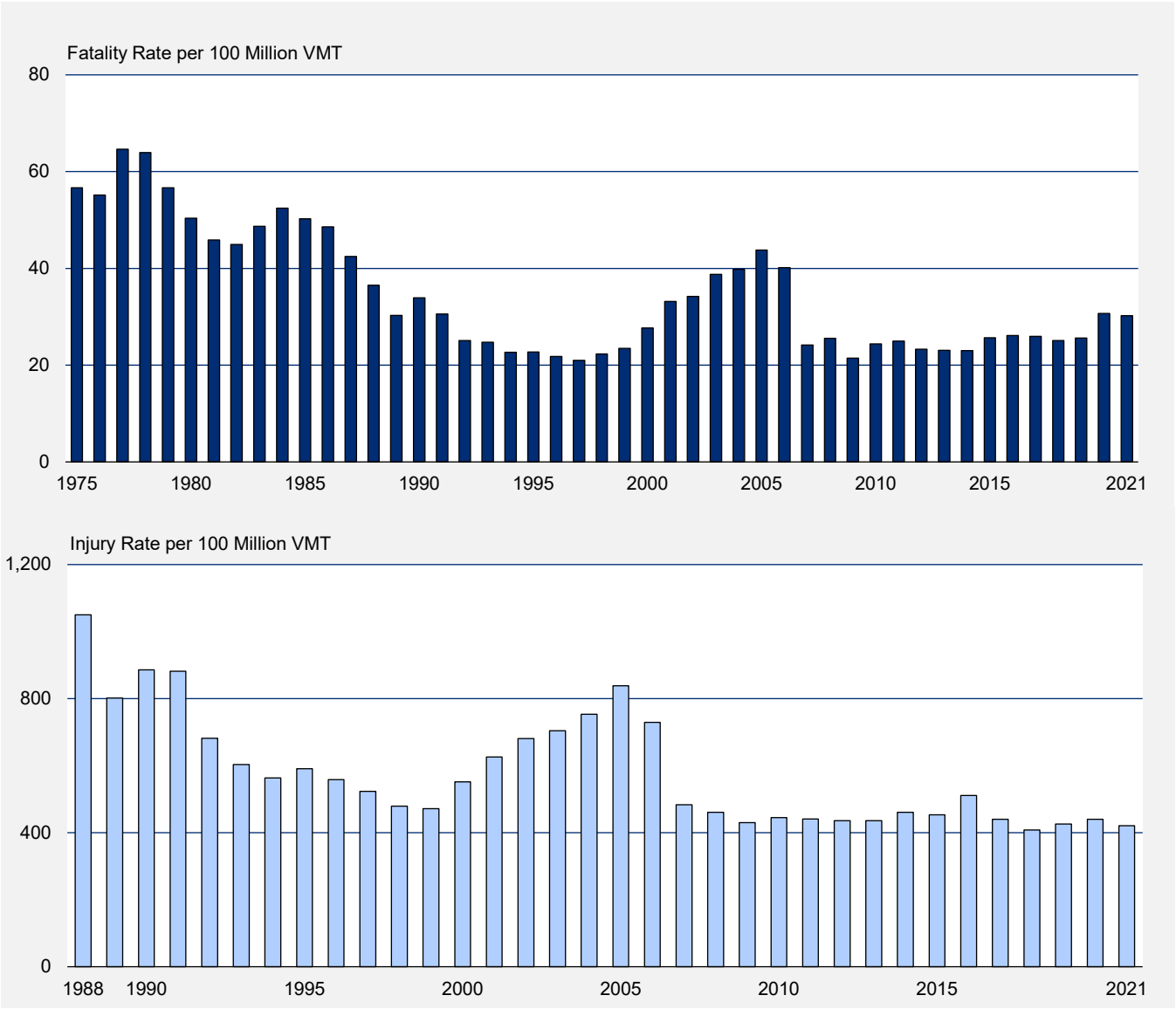
Year	Registered Motorcycles	Motorcycle VMT (millions)	Motorcyclists Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Motorcycle VMT	Motorcyclists Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Motorcycle VMT
1975	4,964,070	5,629	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	8,347,435	17,947	5,506	65.96	30.68	78,944	946	440
2021	9,881,414	19,642	5,932	60.03	30.20	82,686	837	421

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 considered 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 6-7 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 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 7. Motorcyclist Fatality and Injury Rates per 100 Million VMT, 1975-2021



Source: VMT—FHWA
Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2021

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	504	318	*822*	3,501	622	**4,945**
2021	582	426	*1,008*	4,149	631	**5,788**

Table 11. People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 1975-2021 (Continued)

Year	Person Type					
	Truck Occupants by Crash Type			Occupants of Other Vehicles	Nonoccupants	Total
	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	14,969	26,597	*41,566*	97,595	2,452	**141,613**
2021	13,823	28,341	*42,164*	109,981	2,848	**154,993**

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 5 of this report.

Table 12. Nonoccupant Fatality and Injury Rates per Population, by Age Group, 1975-2021

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Fatality Rate per 100,000 Population											
1975	3.64	5.99	3.91	3.78	2.95	2.38	2.74	3.17	3.66	6.05	10.76	**3.98**
1976	3.52	5.62	3.63	3.77	3.01	2.42	2.62	3.30	3.60	5.58	10.12	**3.86**
1977	2.99	5.35	3.56	4.01	3.15	2.67	2.65	3.20	4.05	5.80	10.57	**3.96**
1978	3.14	5.45	3.68	4.04	3.48	2.89	2.77	3.33	3.77	5.36	8.93	**3.95**
1979	2.87	5.16	3.57	4.44	3.97	3.13	2.98	3.33	3.68	5.50	9.17	**4.07**
1980	2.67	4.68	3.48	4.44	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1981	2.14	4.44	3.27	4.06	4.18	3.36	2.82	3.22	3.42	4.88	8.74	**3.87**
1982	2.15	3.89	2.98	4.03	4.27	3.06	3.00	3.05	3.05	4.45	7.41	**3.58**
1983	2.03	3.69	3.06	3.56	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.09	3.52	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	2.83	3.39	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.11	3.49	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.18	3.18	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.84	2.95	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.55	2.56	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.23	2.59	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.32	2.50	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.02	2.22	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.21	2.10	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.13	1.99	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.04	2.06	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.90	1.99	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.81	2.08	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.63	1.83	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.47	1.78	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.33	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.82	**1.98**
2001	0.70	1.06	1.30	1.73	2.01	1.68	2.36	2.38	2.13	2.44	4.11	**2.02**
2002	0.71	0.94	1.10	1.63	1.71	1.77	2.24	2.37	2.10	2.76	3.68	**1.96**
2003	0.62	0.89	1.16	1.76	1.78	1.63	2.25	2.23	2.26	2.34	3.55	**1.91**
2004	0.63	0.87	1.06	1.51	1.84	1.72	2.15	2.39	2.03	2.41	3.55	**1.89**
2005	0.64	0.78	1.00	1.62	2.11	1.81	2.25	2.58	2.14	2.50	3.57	**1.98**
2006	0.59	0.81	0.88	1.49	1.97	1.87	2.11	2.61	2.19	2.32	3.35	**1.93**
2007	0.56	0.63	0.88	1.58	2.00	1.80	2.09	2.48	1.86	2.32	3.11	**1.85**
2008	0.53	0.55	0.78	1.56	1.94	1.67	1.86	2.47	2.02	2.03	2.76	**1.75**
2009	0.51	0.49	0.71	1.23	1.80	1.53	1.76	2.17	1.89	2.02	2.50	**1.59**
2010	0.52	0.47	0.66	1.47	1.89	1.63	1.64	2.17	2.06	2.01	2.79	**1.65**
2011	0.40	0.47	0.68	1.42	2.09	1.70	1.63	2.43	2.12	2.19	2.65	**1.71**
2012	0.49	0.54	0.70	1.56	2.19	1.85	1.72	2.54	2.36	2.19	2.96	**1.84**
2013	0.54	0.48	0.53	1.41	2.05	1.79	1.79	2.48	2.49	2.13	2.77	**1.81**
2014	0.46	0.49	0.50	1.53	1.94	1.87	1.79	2.34	2.61	2.21	2.86	**1.84**
2015	0.48	0.43	0.63	1.53	2.15	1.99	2.23	2.87	2.96	2.32	2.72	**2.04**
2016	0.46	0.45	0.70	1.67	2.34	2.27	2.33	2.95	3.17	2.67	3.09	**2.23**
2017	0.48	0.35	0.64	1.58	1.99	2.27	2.34	2.98	3.25	2.47	3.07	**2.19**
2018	0.40	0.40	0.43	1.52	2.32	2.42	2.57	3.01	3.42	2.71	3.13	**2.28**
2019	0.38	0.35	0.55	1.26	2.03	2.51	2.63	2.91	3.45	2.81	2.99	**2.26**
2020	0.38	0.31	0.52	1.33	2.14	2.69	2.92	3.04	3.58	2.64	2.66	**2.34**
2021	0.36	0.32	0.48	1.36	2.48	3.18	3.44	3.16	3.86	3.08	2.66	**2.61**

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, 1975-2021 (Continued)

Year	Age Group											Total
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
	Injury Rate per 100,000 Population											
1988	35	178	195	129	118	74	46	38	35	25	45	**79**
1989	32	180	190	144	96	69	53	43	43	33	39	**80**
1990	34	139	179	138	109	77	53	37	26	29	38	**75**
1991	27	138	164	101	91	70	41	36	31	31	30	**66**
1992	33	120	171	98	98	57	45	34	29	30	27	**63**
1993	28	117	181	96	94	66	49	45	26	27	38	**66**
1994	24	113	158	118	88	60	47	36	33	24	29	**63**
1995	33	104	159	106	86	62	52	27	21	30	26	**62**
1996	31	91	152	102	80	56	38	36	26	26	22	**57**
1997	25	93	137	80	68	51	51	34	29	29	22	**55**
1998	19	77	119	80	68	50	40	33	25	21	16	**48**
1999	20	85	131	78	57	57	38	38	26	27	22	**51**
2000	18	99	94	67	72	51	41	30	29	21	20	**48**
2001	17	64	108	78	52	46	39	36	30	29	18	**46**
2002	16	60	98	62	37	55	40	29	35	26	21	**44**
2003	15	59	88	71	50	47	42	32	26	24	22	**43**
2004	19	55	80	64	53	42	39	35	21	22	19	**40**
2005	17	62	71	75	58	34	28	34	37	22	16	**40**
2006	11	37	69	70	42	37	35	33	34	23	19	**37**
2007	12	44	73	70	63	48	38	38	24	23	22	**41**
2008	12	36	77	86	65	40	38	40	35	25	24	**43**
2009	14	39	59	66	72	47	23	38	29	20	18	**38**
2010	12	35	73	69	66	49	38	40	30	29	22	**42**
2011	11	31	54	86	64	43	33	39	37	27	21	**41**
2012	11	33	63	71	67	52	45	41	37	28	19	**43**
2013	8	23	49	71	81	53	36	40	29	22	21	**40**
2014	10	21	42	72	70	51	39	36	36	28	19	**39**
2015	9	18	47	66	62	46	38	45	38	31	16	**39**
2016	14	28	57	94	80	69	54	51	47	32	21	**51**
2017	9	22	49	73	65	52	44	41	40	25	18	**41**
2018	8	19	45	66	64	56	43	45	47	28	17	**42**
2019	7	23	48	71	67	54	45	40	48	31	20	**43**
2020	10	15	31	41	46	44	39	34	32	25	15	**32**
2021	7	16	34	51	54	45	41	37	38	26	19	**35**

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 5 of this report.

Table 13. People Killed, by Highest Driver BAC in the Crash, 1982-2021

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	25,128	64	2,075	5	11,718	30	13,793	35	**39,007**	**100**
2021	27,221	63	2,266	5	13,384	31	15,650	36	**42,939**	**100**

*Includes fatalities in crashes in which there was no driver present.
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Figure 8. Proportion of People Killed, by Highest Driver BAC in the Crash, 1982-2021

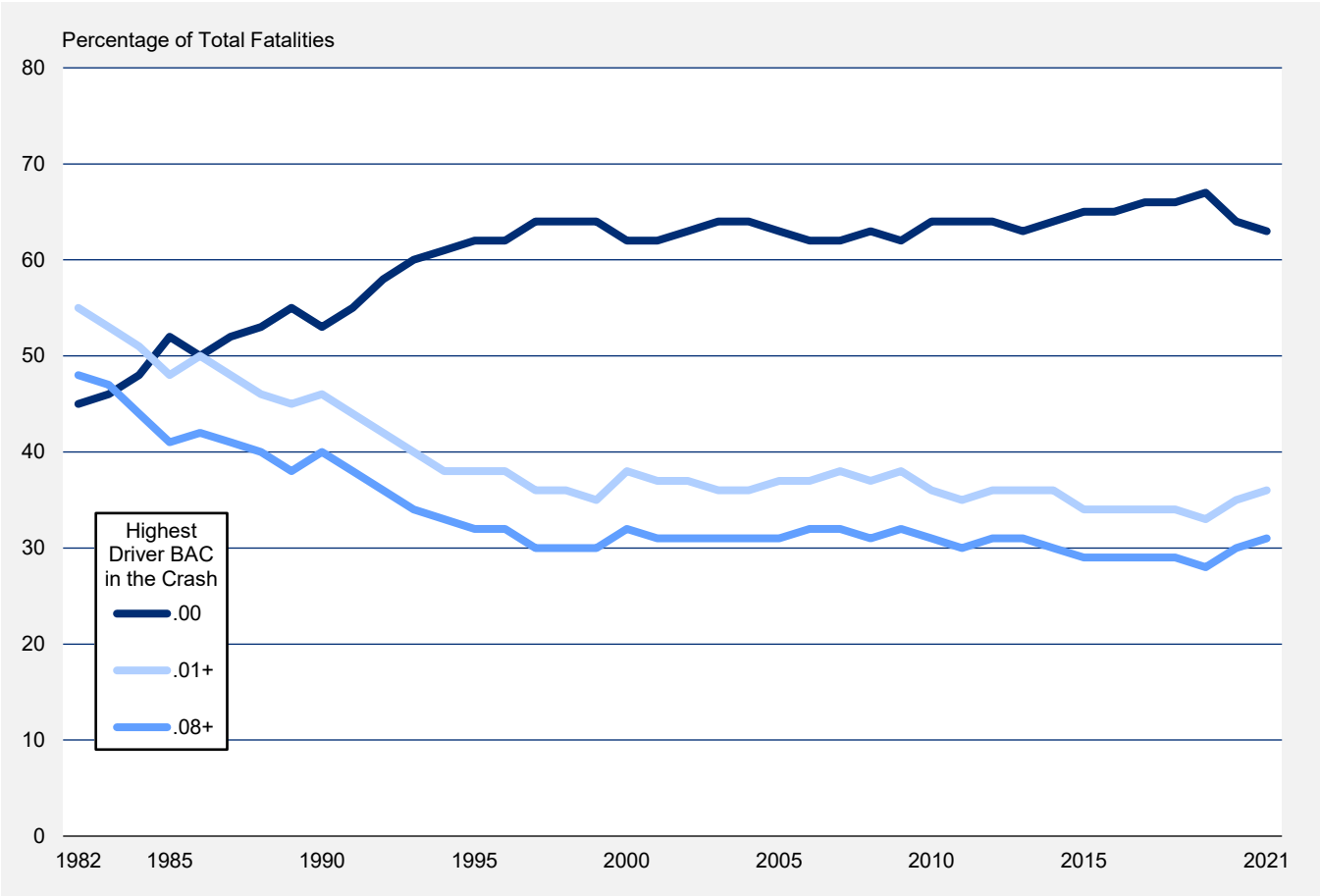


Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2021

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)	52	405 (3)	42	494 (3)	41
2021	406 (3)	40	480 (3)	40	538 (3)	39

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

**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.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 14. People Killed and Percentage Alcohol-Impaired Driving During Holiday Periods, 1982-2021 (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	533 (3)	38	523 (4)	36	347 (3)	37
2021	531 (3)	41	531 (4)	36	395 (3)	36

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

**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.

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Table 15. Drivers in Fatal Crashes, by Their BACs and Time of Day, 1982-2021

	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	27,044	13	10	26,790	36	31	**54,165**	**24**	**21**
2021	30,417	13	11	30,161	36	31	**60,904**	**25**	**21**

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 BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Table 16. Drivers in Fatal Crashes, by Their BACs and Sex, 1982-2021

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	39,594	26	21	13,111	19	16
2021	44,036	26	22	15,130	20	17

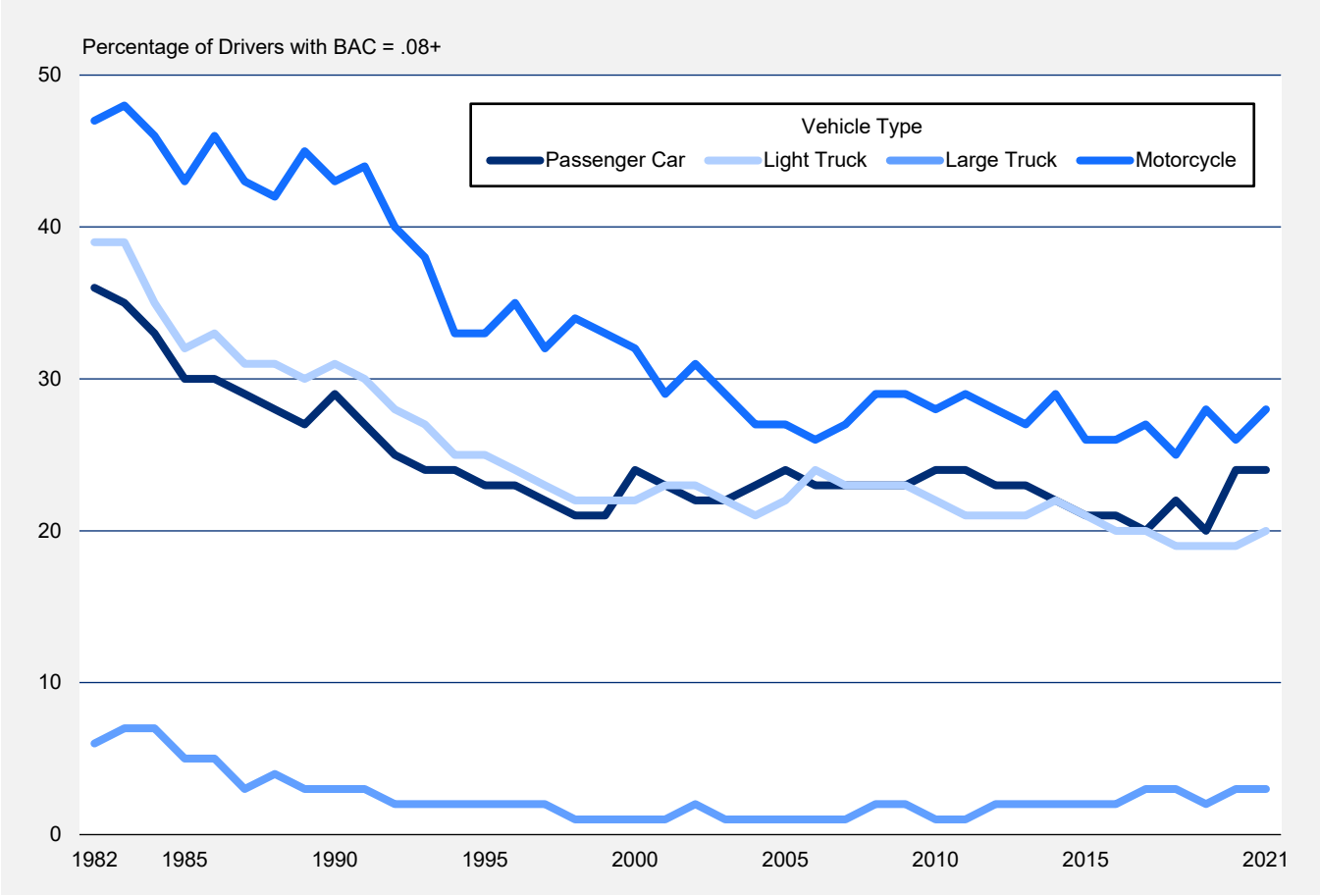
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 17. Drivers in Fatal Crashes, by Their BACs and Vehicle Type, 1982-2021

Year	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
		Percent			Percent			Percent			Percent	
	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	19,063	28	24	22,266	22	19	4,755	4	3	5,636	33	26
2021	20,959	28	24	25,525	23	20	5,634	5	3	6,080	35	28

Notes: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report. The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

Figure 9. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Vehicle Type, 1982-2021



Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

1. Trends

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2021

Year	Age Group								
	<15 Years			15-20 Years			21-24 Years		
		Percent			Percent			Percent	
	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	190	14	11	10,080	44	36	9,018	53	46
1983	203	16	13	9,547	42	35	8,432	53	46
1984	204	16	11	10,046	40	31	8,963	52	44
1985	206	14	10	9,659	34	26	9,046	47	40
1986	197	16	11	10,470	37	28	9,129	49	41
1987	186	15	11	10,193	33	25	8,808	47	39
1988	204	11	8	10,415	32	24	8,555	47	39
1989	173	12	10	9,671	30	23	7,723	45	38
1990	178	15	13	9,052	32	25	7,195	46	39
1991	146	16	10	8,220	30	23	6,748	45	38
1992	139	19	12	7,403	27	21	6,323	42	35
1993	155	15	11	7,484	24	18	6,406	40	34
1994	152	13	9	7,968	24	18	6,291	39	33
1995	156	12	8	7,979	21	15	6,263	38	32
1996	163	10	7	8,074	22	17	6,205	38	31
1997	128	13	10	7,936	22	17	5,705	36	30
1998	141	13	9	7,987	22	17	5,613	37	32
1999	131	10	7	8,187	22	17	5,639	38	31
2000	120	16	12	8,224	23	18	5,950	38	32
2001	119	13	10	8,166	23	18	6,037	39	33
2002	138	13	9	8,325	23	18	6,316	39	33
2003	152	12	9	7,937	23	18	6,276	38	32
2004	158	12	8	7,942	23	18	6,413	39	33
2005	138	16	9	7,500	22	17	6,585	39	33
2006	99	13	10	7,493	24	19	6,480	39	33
2007	107	13	8	7,026	23	18	6,287	41	34
2008	79	8	5	5,886	22	17	5,342	40	34
2009	84	12	4	5,170	24	18	4,612	41	34
2010	61	5	4	4,603	22	17	4,608	40	34
2011	60	8	6	4,362	24	20	4,488	37	32
2012	49	15	10	4,313	22	17	4,765	38	32
2013	56	8	5	3,991	21	17	4,630	38	32
2014	55	7	6	3,897	22	17	4,664	36	30
2015	61	6	5	4,352	20	16	5,014	33	28
2016	76	8	7	4,555	19	15	5,284	32	27
2017	62	6	6	4,410	18	15	5,070	31	27
2018	43	7	6	4,176	18	15	4,832	33	28
2019	61	15	10	3,999	18	15	4,636	31	27
2020	88	13	11	4,588	22	17	4,911	31	26
2021	94	9	7	5,088	21	17	5,513	32	27

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2021 (Continued)

Year	Age Group								
	25-34 Years			35-44 Years			45-54 Years		
		Percent			Percent			Percent	
	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	12,011	31	26	8,956	26	22	7,778	23	19
2021	13,200	31	27	10,291	27	23	8,764	24	20

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 18. Drivers in Fatal Crashes, by Their BACs and Age Group, 1982-2021 (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	7,316	19	16	4,129	15	12	2,824	9	7
2021	8,085	19	16	4,768	15	12	3,263	10	8

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

1. Trends

Figure 10. Proportion of Drivers in Fatal Crashes With BACs = .08+ g/dL, by Age Group, 1982-2021

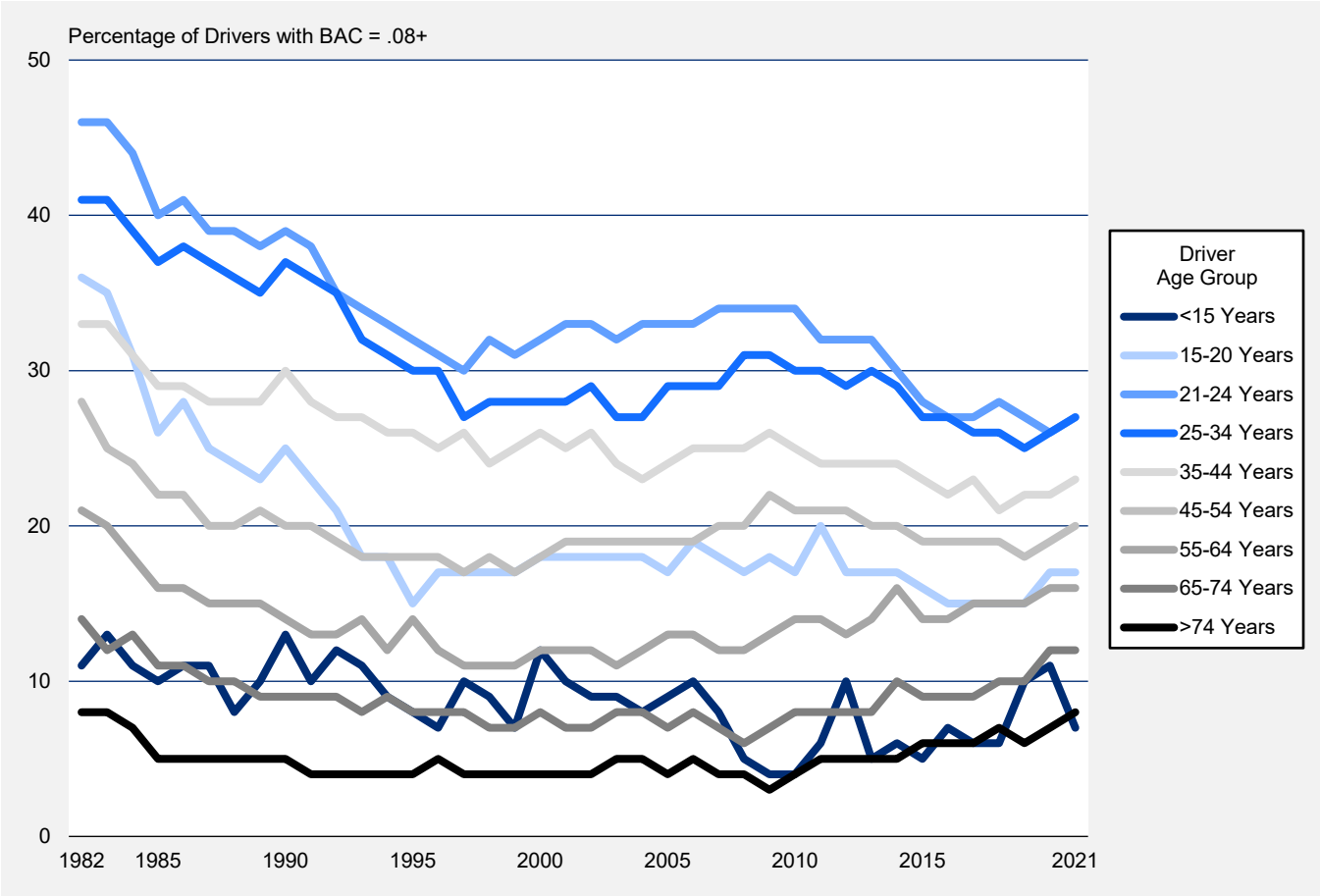


Table 19. Drivers in Fatal Crashes, by Their BACs and Survival Status, 1982-2021

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	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	24,485	920	3,900	*29,305*	16,439	1,205	7,216	*24,860*	40,924	2,124	11,116	**54,165**
2021	27,719	1,091	4,673	*33,482*	18,050	1,283	8,089	*27,422*	45,769	2,373	12,762	**60,904**

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 20. Pedestrians Killed, 15 and Older, by Their BACs, 1982-2021

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,077	51	316	5	2,686	44	**6,079**	**100**
1983	2,852	51	295	5	2,498	44	**5,645**	**100**
1984	3,095	53	282	5	2,454	42	**5,830**	**100**
1985	3,017	53	339	6	2,283	40	**5,639**	**100**
1986	3,048	54	330	6	2,258	40	**5,636**	**100**
1987	3,145	56	342	6	2,179	38	**5,667**	**100**
1988	3,312	57	284	5	2,171	38	**5,767**	**100**
1989	3,115	56	299	5	2,190	39	**5,604**	**100**
1990	3,140	57	258	5	2,146	39	**5,544**	**100**
1991	2,810	57	235	5	1,903	38	**4,948**	**100**
1992	2,686	56	231	5	1,866	39	**4,783**	**100**
1993	2,731	57	198	4	1,863	39	**4,792**	**100**
1994	2,733	58	228	5	1,722	37	**4,683**	**100**
1995	2,820	58	225	5	1,797	37	**4,842**	**100**
1996	2,695	57	211	4	1,813	38	**4,719**	**100**
1997	2,852	61	177	4	1,644	35	**4,673**	**100**
1998	2,705	58	248	5	1,686	36	**4,639**	**100**
1999	2,531	58	192	4	1,653	38	**4,375**	**100**
2000	2,491	59	212	5	1,538	36	**4,241**	**100**
2001	2,626	60	220	5	1,563	35	**4,409**	**100**
2002	2,638	60	191	4	1,586	36	**4,415**	**100**
2003	2,593	60	192	4	1,566	36	**4,351**	**100**
2004	2,530	59	206	5	1,532	36	**4,268**	**100**
2005	2,749	61	196	4	1,564	35	**4,508**	**100**
2006	2,542	57	221	5	1,659	38	**4,422**	**100**
2007	2,554	59	207	5	1,593	37	**4,353**	**100**
2008	2,383	58	182	4	1,550	38	**4,115**	**100**
2009	2,265	59	174	5	1,404	37	**3,843**	**100**
2010	2,421	60	192	5	1,413	35	**4,026**	**100**
2011	2,466	59	198	5	1,545	37	**4,209**	**100**
2012	2,689	59	223	5	1,629	36	**4,541**	**100**
2013	2,727	60	193	4	1,590	35	**4,510**	**100**
2014	2,858	61	199	4	1,599	34	**4,655**	**100**
2015	3,211	62	236	5	1,766	34	**5,213**	**100**
2016	3,499	61	282	5	1,982	34	**5,763**	**100**
2017	3,639	63	267	5	1,883	33	**5,789**	**100**
2018	3,816	62	303	5	2,022	33	**6,141**	**100**
2019	3,807	63	331	5	1,920	32	**6,058**	**100**
2020	4,078	65	299	5	1,931	31	**6,309**	**100**
2021	4,621	65	312	4	2,171	31	**7,103**	**100**

Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2021

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	26,601	64.4	10,704	25.9	4,024	9.7	**41,329**	**100.0**
2021	30,137	64.8	11,821	25.4	4,526	9.7	**46,484**	**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, 1975-2021 (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	2,115,302	86.3	82,654	3.4	252,237	10.3	**2,450,192**	**100.0**
2021	2,366,100	87.2	97,919	3.6	247,852	9.1	**2,711,871**	**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 5 of this report.

Table 21. Drivers of Passenger Cars and Light Trucks in Crashes, by Crash Severity and Restraint Use, 1975-2021 (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	4,923,813	89.6	70,847	1.3	498,651	9.1	**5,493,311**	**100.0**
2021	5,821,109	89.3	90,989	1.4	603,917	9.3	**6,516,016**	**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 5 of this report.

Table 22. Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-2021

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	10,532	44.0	10,925	45.7	2,457	10.3	**23,914**	**100.0**
2021	11,820	44.9	11,813	44.9	2,692	10.2	**26,325**	**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, 1975-2021 (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	1,585,644	83.1	103,646	5.4	217,721	11.4	**1,907,011**	**100.0**
2021	1,780,506	85.1	121,070	5.8	190,966	9.1	**2,092,541**	**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 5 of this report.

Table 23. Passenger Car and Light-Truck Occupants Killed, by Vehicle Type and Rollover Occurrence, 1982-2021

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
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	12,628	2,794	22.1	4,333	1,783	41.1	6,015	2,361	39.3	938	219	23.3	**23,914**	**7,157**	**29.9**
2021	13,529	2,786	20.6	4,757	1,934	40.7	6,961	2,566	36.9	1,078	275	25.5	**26,325**	**7,561**	**28.7**

*Includes occupants of other and unknown light trucks.

Note: The methodology for vehicle type classifications changed in 2020. For more details, see pages 5-6 of this report.

2

Crashes

2. Crashes

This chapter presents statistics about police-reported motor vehicle traffic 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 6.1 million police-reported motor vehicle traffic crashes occurred in the United States in 2021. Twenty-eight percent of those crashes (1.7 million) resulted in an injury, and fewer than 1 percent (39,508) resulted in a death.
- Nine p.m. to 11:59 p.m. on Fridays and Saturdays proved to be the deadliest 3-hour periods throughout 2021, with 1,228 and 1,221 fatal crashes, respectively.
- Fifty-six percent of fatal traffic crashes involved only one vehicle, as compared with 30 percent of injury crashes and 30 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 18 percent of all crashes, but they accounted for 37 percent of fatal crashes.
- Thirty-one percent of all fatal traffic crashes involved alcohol-impaired driving, where the highest BAC among drivers involved in the crash was .08 g/dL or higher. For fatal traffic 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	2,835	1.26	123,509	55	328,558	146	**454,902**	**202**
February	2,340	1.13	110,966	54	320,879	155	**434,185**	**210**
March	2,901	1.11	141,869	54	346,511	132	**491,281**	**187**
April	3,271	1.30	147,850	59	352,533	140	**503,654**	**200**
May	3,435	1.24	158,280	57	363,041	131	**524,755**	**190**
June	3,466	1.24	152,478	55	372,440	133	**528,385**	**189**
July	3,562	1.23	154,142	53	354,472	123	**512,176**	**178**
August	3,715	1.33	149,429	53	363,830	130	**516,974**	**185**
September	3,623	1.34	150,932	56	366,533	136	**521,089**	**193**
October	3,799	1.37	162,296	58	419,536	151	**585,631**	**211**
November	3,320	1.27	140,583	54	377,366	145	**521,268**	**200**
December	3,241	1.24	135,273	52	370,122	142	**508,636**	**195**
Total	**39,508**	**1.26**	**1,727,608**	**55**	**4,335,820**	**138**	**6,102,936**	**195**

Source: VMT—FHWA, Traffic Volume Trends, December 2022 (monthly), and 2021 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.	1,151	563	381	371	479	562	1,108	**4,615**
3 a.m. to 5:59 a.m.	735	438	350	359	420	465	597	**3,364**
6 a.m. to 8:59 a.m.	401	567	537	511	556	604	460	**3,636**
9 a.m. to 11:59 a.m.	458	507	486	467	507	569	494	**3,488**
Noon to 2:59 p.m.	656	709	639	653	661	742	743	**4,803**
3 p.m. to 5:59 p.m.	872	781	810	833	849	968	903	**6,016**
6 p.m. to 8:59 p.m.	1,052	884	861	898	956	1,175	1,160	**6,986**
9 p.m. to 11:59 p.m.	855	676	718	755	847	1,228	1,221	**6,300**
Unknown	63	36	37	40	30	45	49	**300**
Total	**6,243**	**5,161**	**4,819**	**4,887**	**5,305**	**6,358**	**6,735**	**39,508**
Injury Crashes								
Midnight to 2:59 a.m.	18,734	9,717	5,743	7,168	9,339	11,731	18,319	**80,750**
3 a.m. to 5:59 a.m.	14,299	7,023	9,517	8,272	10,033	8,677	13,478	**71,299**
6 a.m. to 8:59 a.m.	11,719	31,704	34,235	33,464	34,419	28,175	14,272	**187,989**
9 a.m. to 11:59 a.m.	23,281	32,682	28,986	33,269	33,103	36,249	34,984	**222,555**
Noon to 2:59 p.m.	42,686	43,304	47,793	49,284	46,352	54,402	46,452	**330,273**
3 p.m. to 5:59 p.m.	41,461	58,410	64,781	62,116	62,040	68,184	46,858	**403,848**
6 p.m. to 8:59 p.m.	35,107	34,076	35,113	38,393	41,819	46,215	41,847	**272,571**
9 p.m. to 11:59 p.m.	20,267	18,100	18,775	19,061	22,305	29,711	30,104	**158,323**
Total	**207,553**	**235,016**	**244,943**	**251,027**	**259,411**	**283,344**	**246,314**	**1,727,608**
Property-Damage-Only Crashes								
Midnight to 2:59 a.m.	46,873	22,966	18,327	23,723	17,954	22,563	36,898	**189,303**
3 a.m. to 5:59 a.m.	27,043	23,524	22,587	22,210	25,826	23,192	25,713	**170,095**
6 a.m. to 8:59 a.m.	31,172	85,830	98,825	93,818	100,989	91,922	40,059	**542,614**
9 a.m. to 11:59 a.m.	56,087	80,121	84,927	86,677	82,636	93,441	69,549	**553,438**
Noon to 2:59 p.m.	89,938	128,134	123,054	124,234	122,403	146,411	102,876	**837,050**
3 p.m. to 5:59 p.m.	87,935	151,686	161,911	164,908	175,089	187,259	104,046	**1,032,833**
6 p.m. to 8:59 p.m.	79,398	81,915	98,396	95,809	98,355	108,116	86,837	**648,826**
9 p.m. to 11:59 p.m.	53,849	37,133	44,111	45,573	47,277	65,404	68,312	**361,659**
Total	**472,296**	**611,308**	**652,137**	**656,950**	**670,530**	**738,309**	**534,290**	**4,335,820**
All Crashes								
Midnight to 2:59 a.m.	66,758	33,246	24,451	31,262	27,772	34,856	56,325	**274,668**
3 a.m. to 5:59 a.m.	42,077	30,985	32,454	30,841	36,280	32,335	39,788	**244,758**
6 a.m. to 8:59 a.m.	43,292	118,101	133,597	127,792	135,965	120,701	54,791	**734,239**
9 a.m. to 11:59 a.m.	79,826	113,310	114,399	120,413	116,247	130,259	105,026	**779,482**
Noon to 2:59 p.m.	133,280	172,148	171,486	174,171	169,416	201,554	150,071	**1,172,126**
3 p.m. to 5:59 p.m.	130,268	210,876	227,501	227,856	237,977	256,411	151,807	**1,442,698**
6 p.m. to 8:59 p.m.	115,557	116,875	134,370	135,101	141,130	155,506	129,845	**928,383**
9 p.m. to 11:59 p.m.	74,971	55,909	63,604	65,389	70,429	96,343	99,637	**526,282**
Unknown	63	36	37	40	30	45	49	**300**
Total	**686,092**	**851,485**	**901,899**	**912,865**	**935,246**	**1,028,011**	**787,339**	**6,102,936**

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

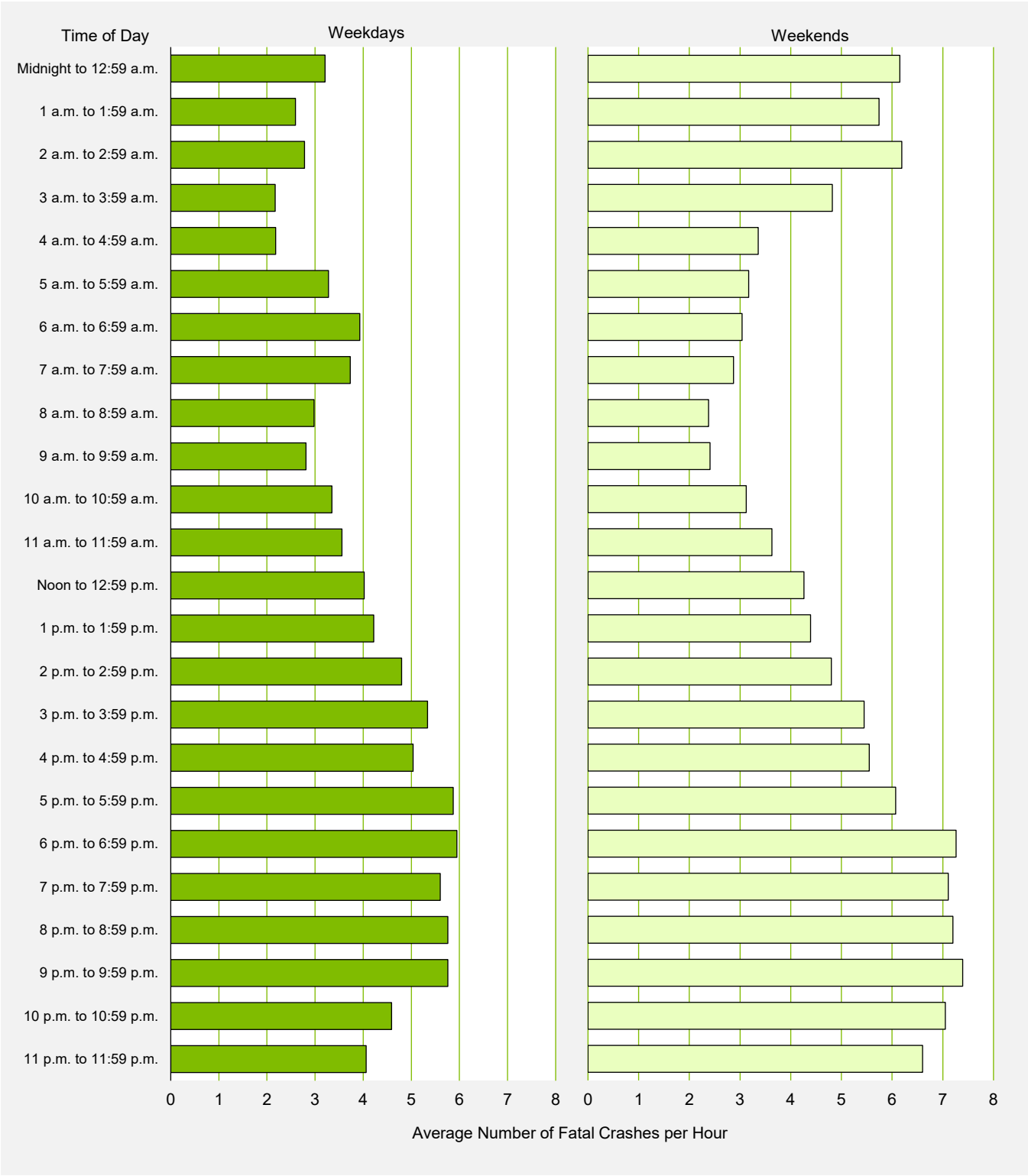


Table 26. Crashes, by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
Fatal Crashes						
Normal	15,770	7,425	9,437	1,372	19	**34,105**
Rain	1,014	648	817	121	5	**2,609**
Snow/Sleet	186	58	131	20	0	**395**
Other	162	82	286	57	1	**597**
Unknown	764	282	501	58	1	**1,802**
Total	**17,896**	**8,495**	**11,172**	**1,628**	**26**	**39,508**
Injury Crashes						
Normal	1,067,974	271,085	155,136	57,861	155	**1,552,210**
Rain	90,486	29,185	17,146	6,473	232	**143,523**
Snow/Sleet	11,515	3,833	5,548	1,368	60	**22,325**
Other	3,618	1,987	3,059	886	0	**9,550**
Total	**1,173,592**	**306,090**	**180,889**	**66,589**	**448**	**1,727,608**
Property-Damage-Only Crashes						
Normal	2,676,852	569,556	428,188	142,213	775	**3,817,584**
Rain	244,520	75,557	55,038	17,939	104	**393,158**
Snow/Sleet	47,504	24,371	19,787	6,774	0	**98,436**
Other	11,148	2,334	9,501	3,660	0	**26,643**
Total	**2,980,024**	**671,818**	**512,514**	**170,586**	**878**	**4,335,820**
All Crashes						
Normal	3,760,596	848,066	592,761	201,445	949	**5,403,899**
Rain	336,020	105,390	73,001	24,534	341	**539,290**
Snow/Sleet	59,205	28,262	25,466	8,162	60	**121,156**
Other	14,927	4,403	12,846	4,603	1	**36,790**
Unknown	764	282	501	58	1	**1,802**
Total	**4,171,512**	**986,403**	**704,575**	**238,803**	**1,352**	**6,102,936**

*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	5,050	87.7	3,331	48.2	119	3.9	28	1.0
11 to 20	404	7.0	2,540	36.8	360	11.8	115	3.9
21 to 30	125	2.2	656	9.5	604	19.7	290	9.9
31 to 40	62	1.1	229	3.3	649	21.2	462	15.8
41 to 50	28	0.5	84	1.2	497	16.2	499	17.1
51 to 60	16	0.3	33	0.5	352	11.5	442	15.1
61 to 120	70	1.2	35	0.5	478	15.6	1,088	37.2
Total*	**5,755**	**100.0**	**6,908**	**100.0**	**3,059**	**100.0**	**2,924**	**100.0**
Urban Fatal Crashes								
0 to 10	8,035	93.9	7,735	82.2	377	7.5	73	1.5
11 to 20	321	3.8	1,381	14.7	1,494	29.6	650	13.0
21 to 30	76	0.9	206	2.2	1,531	30.4	1,346	27.0
31 to 40	44	0.5	40	0.4	836	16.6	1,260	25.3
41 to 50	24	0.3	16	0.2	421	8.3	762	15.3
51 to 60	15	0.2	7	0.1	202	4.0	407	8.2
61 to 120	44	0.5	22	0.2	183	3.6	486	9.8
Total*	**8,559**	**100.0**	**9,407**	**100.0**	**5,044**	**100.0**	**4,984**	**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
		Off Roadway					
	On Roadway	Roadside	Shoulder	Median	Other/Unknown Location*		
Fatal Crashes							
Single Vehicle	8,424	10,616	503	1,289	1,226	98	**22,156**
Multiple Vehicle	16,585	338	120	240	57	12	**17,352**
Total	**25,009**	**10,954**	**623**	**1,529**	**1,283**	**110**	**39,508**
Injury Crashes							
Single Vehicle	188,311	257,712	5,051	38,762	20,930	415	**511,181**
Multiple Vehicle	1,205,672	3,909	1,686	4,477	684	0	**1,216,428**
Total	**1,393,983**	**261,621**	**6,737**	**43,239**	**21,615**	**415**	**1,727,608**
Property-Damage-Only Crashes							
Single Vehicle	580,024	543,121	14,398	87,441	55,123	841	**1,280,946**
Multiple Vehicle	3,033,588	9,263	4,190	7,480	353	0	**3,054,874**
Total	**3,613,612**	**552,384**	**18,587**	**94,920**	**55,476**	**841**	**4,335,820**
All Crashes							
Single Vehicle	776,759	811,449	19,952	127,492	77,279	1,353	**1,814,283**
Multiple Vehicle	4,255,845	13,509	5,996	12,197	1,095	12	**4,288,653**
Total	**5,032,603**	**824,958**	**25,947**	**139,688**	**78,374**	**1,365**	**6,102,936**

*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	7,183	18.2	518,151	30.0	877,793	20.2	**1,403,127**	**23.0**
Rear End	2,949	7.5	475,774	27.5	1,291,605	29.8	**1,770,328**	**29.0**
Sideswipe	1,184	3.0	123,304	7.1	706,517	16.3	**831,005**	**13.6**
Head On	4,295	10.9	77,399	4.5	80,146	1.8	**161,840**	**2.7**
Other/Unknown	188	0.5	5,004	0.3	55,428	1.3	**60,621**	**1.0**
Subtotal	*15,799*	*40.0*	*1,199,632*	*69.4*	*3,011,489*	*69.5*	***4,226,920***	***69.3***
Collision With Fixed Object:								
Pole/Post	1,593	4.0	53,192	3.1	154,172	3.6	**208,957**	**3.4**
Culvert/Curb/Ditch	2,838	7.2	73,644	4.3	158,463	3.7	**234,946**	**3.8**
Shrubbery/Tree	2,714	6.9	41,624	2.4	55,547	1.3	**99,885**	**1.6**
Guard Rail	1,036	2.6	28,214	1.6	65,052	1.5	**94,302**	**1.5**
Embankment	921	2.3	14,881	0.9	24,353	0.6	**40,155**	**0.7**
Bridge	237	0.6	3,268	0.2	9,586	0.2	**13,092**	**0.2**
Other/Unknown	2,079	5.3	73,376	4.2	187,564	4.3	**263,018**	**4.3**
Subtotal	*11,418*	*28.9*	*288,200*	*16.7*	*654,737*	*15.1*	***954,355***	***15.6***
Collision With Object Not Fixed:								
Parked Motor Vehicle	538	1.4	44,413	2.6	279,565	6.4	**324,516**	**5.3**
Animal	156	0.4	27,566	1.6	255,882	5.9	**283,604**	**4.6**
Pedestrian	6,790	17.2	54,440	3.2	743	0.0	**61,974**	**1.0**
Pedalcyclist	959	2.4	40,905	2.4	3,011	0.1	**44,875**	**0.7**
Train	92	0.2	614	0.0	1,119	0.0	**1,825**	**0.0**
Other/Unknown	481	1.2	16,097	0.9	65,684	1.5	**82,262**	**1.3**
Subtotal	*9,016*	*22.8*	*184,036*	*10.7*	*606,004*	*14.0*	***799,055***	***13.1***
Noncollision:								
Rollover	2,825	7.2	48,061	2.8	39,420	0.9	**90,306**	**1.5**
Other/Unknown	408	1.0	7,679	0.4	24,170	0.6	**32,257**	**0.5**
Subtotal	*3,233*	*8.2*	*55,740*	*3.2*	*63,590*	*1.5*	***122,564***	***2.0***
Total*	**39,508**	**100.0**	**1,727,608**	**100.0**	**4,335,820**	**100.0**	**6,102,936**	**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 = 14,333)						
Passenger Car	1,583	3,936	1,269	1,052	49	215
Light Truck		2,107	1,436	1,645	39	288
Large Truck			184	251	6	44
Motorcycle				63	19	85
Bus					0	4
Other/Unknown						58
Injury Crashes (Total = 1,037,192)						
Passenger Car	210,525	382,705	33,410	17,391	2,831	52,610
Light Truck		208,511	31,257	16,847	2,912	32,936
Large Truck			3,413	1,366	303	4,255
Motorcycle				1,443	99	4,937
Bus					301	1,200
Other/Unknown						27,942
Property-Damage-Only Crashes (Total = 2,862,403)						
Passenger Car	501,444	1,100,352	114,796	3,732	9,726	161,831
Light Truck		617,779	120,562	4,891	11,918	96,819
Large Truck			19,080	793	3,926	15,704
Motorcycle				432	0	1,380
Bus					572	3,388
Other/Unknown						73,279

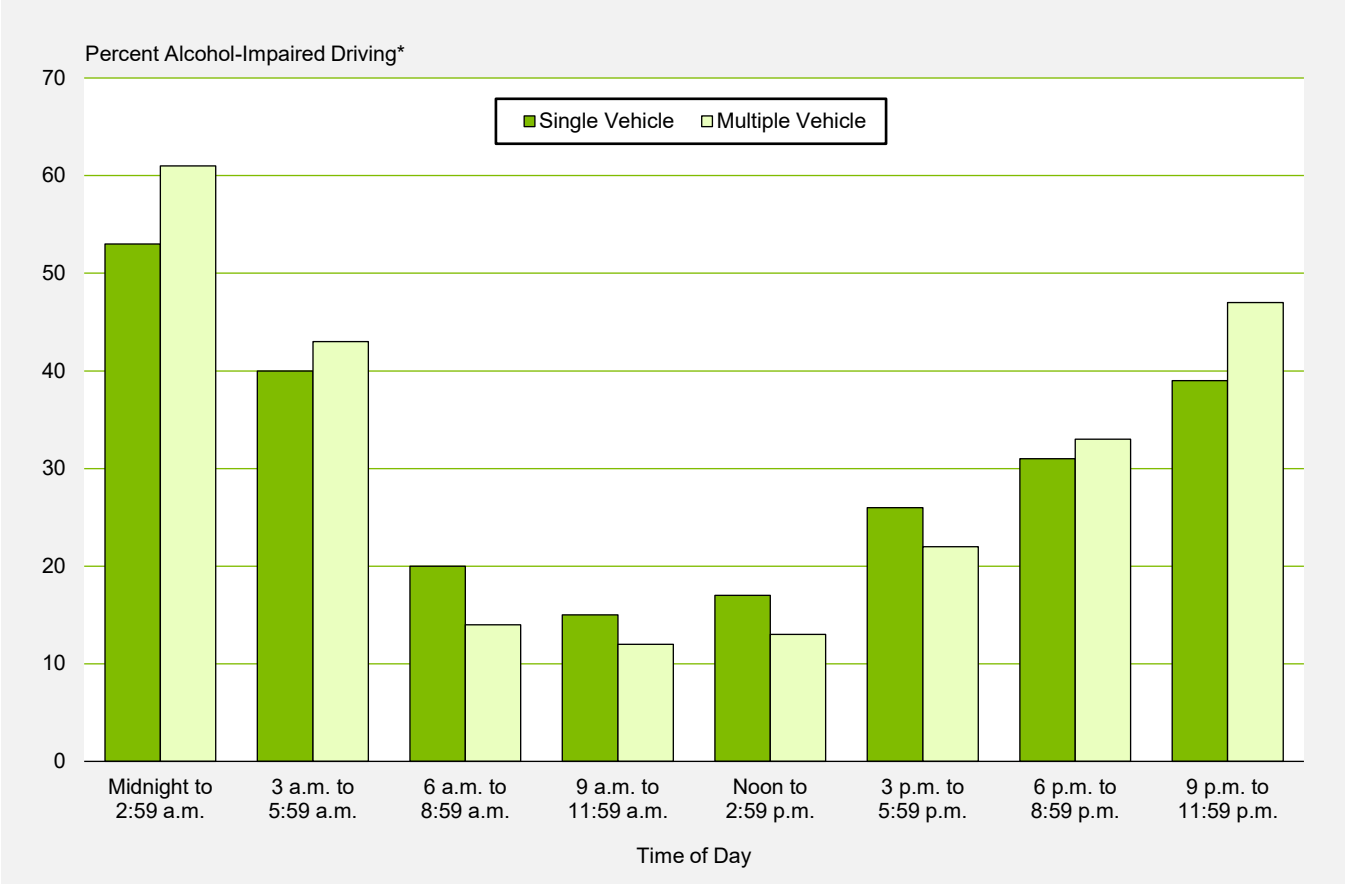
Note: Totals may not equal sum of components due to independent rounding.

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.	3,262	1,731	53	1,353	824	61	**4,615**	**2,556**	**55**
3 a.m. to 5:59 a.m.	2,235	901	40	1,129	482	43	**3,364**	**1,384**	**41**
6 a.m. to 8:59 a.m.	1,865	375	20	1,771	252	14	**3,636**	**627**	**17**
9 a.m. to 11:59 a.m.	1,596	232	15	1,892	220	12	**3,488**	**452**	**13**
Noon to 2:59 p.m.	2,049	340	17	2,754	362	13	**4,803**	**703**	**15**
3 p.m. to 5:59 p.m.	2,677	687	26	3,339	734	22	**6,016**	**1,421**	**24**
6 p.m. to 8:59 p.m.	4,085	1,283	31	2,901	964	33	**6,986**	**2,247**	**32**
9 p.m. to 11:59 p.m.	4,112	1,610	39	2,188	1,026	47	**6,300**	**2,636**	**42**
Unknown	275	130	47	25	7	27	**300**	**137**	**46**
Total	**22,156**	**7,291**	**33**	**17,352**	**4,872**	**28**	**39,508**	**12,162**	**31**

*Highest BAC among drivers involved in the crash was .08 g/dL or greater.
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

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.
Note: NHTSA estimates BACs when alcohol test results are unknown. For more details, see page 5 of this report.

3 Vehicles

3. Vehicles

Statistics about the vehicles involved in police-reported motor vehicle traffic crashes are presented in this chapter, according to six major vehicle types: passenger cars, light trucks (including pickups, vans, and utility vehicles with a gross vehicle weight rating [GVWR] of 10,000 pounds or less), large trucks (including single-unit trucks and truck tractors with a GVWR of more than 10,000 pounds), motorcycles (including two- and three-wheeled motorcycles, off-road motorcycles, mopeds, motor scooters, minibikes, and pocket bikes), 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.

- Eighty-six percent of the 10.8 million vehicles involved in motor vehicle traffic crashes in 2021 were passenger cars or light trucks.
- Large trucks accounted for 9.3 percent of the vehicles in fatal traffic crashes, but only 3.7 percent of the vehicles involved in injury crashes and 5.3 percent of the vehicles involved in property-damage-only crashes. Of the 5,700 large trucks involved in fatal crashes, 65.9 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal traffic crashes (16.2%) was more than 3 times as high as the proportion in injury crashes (4.3%) and more than 12 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 traffic crashes (22.2%). Large trucks experienced the highest rollover rate in injury crashes (7.2%) and property-damage-only crashes (3.3%).
- Fires occurred in 0.2 percent of the vehicles involved in all traffic crashes in 2021. For fatal traffic crashes, however, fires occurred in 3.7 percent of the vehicles involved.
- Regardless of crash severity, most 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 traffic crashes, turning left for injury crashes, and stopped in roadway for property-damage-only crashes.
- Motorcycles in fatal traffic crashes had the highest proportion of collisions with fixed objects (24.4%), and buses in fatal traffic crashes had the lowest proportion (0.5%).

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	31,336	184	17	6,663	**38,200**
Junction:					
Intersection	4,477	5,025	2,507	955	**12,964**
Intersection-Related	1,611	2,071	491	367	**4,540**
Other/Unknown	4,329	122	81	1,096	**5,628**
Total	**41,753**	**7,402**	**3,096**	**9,081**	**61,332**
Injury Crashes					
Nonjunction	825,836	5,175	186	277,766	**1,108,963**
Junction:					
Intersection	221,204	497,510	182,370	128,191	**1,029,275**
Intersection-Related	116,729	361,318	47,316	68,571	**593,934**
Other/Unknown	310,132	10,080	10,586	103,274	**434,072**
Total	**1,473,901**	**874,084**	**240,457**	**577,801**	**3,166,243**
Property-Damage-Only Crashes					
Nonjunction	2,365,382	10,354	1,026	695,209	**3,071,972**
Junction:					
Intersection	383,259	711,191	326,573	209,401	**1,630,424**
Intersection-Related	341,683	1,017,529	195,851	209,952	**1,765,016**
Other/Unknown	870,662	27,505	24,742	225,844	**1,148,753**
Total	**3,960,987**	**1,766,580**	**548,191**	**1,340,407**	**7,616,165**
All Crashes					
Nonjunction	3,222,555	15,713	1,229	979,638	**4,219,134**
Junction:					
Intersection	608,940	1,213,726	511,450	338,547	**2,672,663**
Intersection-Related	460,022	1,380,919	243,658	278,890	**2,363,489**
Other/Unknown	1,185,123	37,708	35,408	330,213	**1,588,453**
Total	**5,476,641**	**2,648,066**	**791,745**	**1,927,288**	**10,843,740**

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	2,897	13.1	2,873	7.3	**5,770**	**9.4**
35 or 40 mph	4,643	21.0	6,565	16.8	**11,208**	**18.3**
45 or 50 mph	4,314	19.5	8,174	20.9	**12,488**	**20.4**
55 mph	5,001	22.6	9,848	25.1	**14,849**	**24.2**
60 mph or higher	4,254	19.2	9,616	24.5	**13,870**	**22.6**
No Statutory Limit	102	0.5	509	1.3	**611**	**1.0**
Unknown	945	4.3	1,591	4.1	**2,536**	**4.1**
Total	**22,156**	**100.0**	**39,176**	**100.0**	61,332	100.0
Injury Crashes						
30 mph or less	103,157	20.2	344,382	13.0	**447,539**	**14.1**
35 or 40 mph	103,752	20.3	730,893	27.5	**834,645**	**26.4**
45 or 50 mph	72,537	14.2	639,316	24.1	**711,853**	**22.5**
55 mph	73,305	14.3	248,414	9.4	**321,719**	**10.2**
60 mph or higher	68,242	13.3	290,618	10.9	**358,860**	**11.3**
No Statutory Limit	9,252	1.8	57,904	2.2	**67,156**	**2.1**
Unknown	80,936	15.8	343,535	12.9	**424,471**	**13.4**
Total	**511,181**	**100.0**	**2,655,062**	**100.0**	3,166,243	100.0
Property-Damage-Only Crashes						
30 mph or less	307,898	24.0	1,006,249	15.9	**1,314,147**	**17.3**
35 or 40 mph	198,703	15.5	1,760,449	27.8	**1,959,152**	**25.7**
45 or 50 mph	156,824	12.2	1,474,174	23.3	**1,630,998**	**21.4**
55 mph	199,658	15.6	436,975	6.9	**636,633**	**8.4**
60 mph or higher	165,800	12.9	669,908	10.6	**835,708**	**11.0**
No Statutory Limit	35,831	2.8	196,604	3.1	**232,435**	**3.1**
Unknown	216,233	16.9	790,859	12.5	**1,007,092**	**13.2**
Total	**1,280,946**	**100.0**	**6,335,218**	**100.0**	7,616,165	100.0
All Crashes						
30 mph or less	413,952	22.8	1,353,504	15.0	**1,767,456**	**16.3**
35 or 40 mph	307,098	16.9	2,497,907	27.7	**2,805,005**	**25.9**
45 or 50 mph	233,675	12.9	2,121,664	23.5	**2,355,339**	**21.7**
55 mph	277,964	15.3	695,236	7.7	**973,200**	**9.0**
60 mph or higher	238,296	13.1	970,142	10.7	**1,208,438**	**11.1**
No Statutory Limit	45,185	2.5	255,017	2.8	**300,202**	**2.8**
Unknown	298,114	16.4	1,135,985	12.6	**1,434,099**	**13.2**
Total	**1,814,283**	**100.0**	**9,029,457**	**100.0**	10,843,740	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	651	11.3	5,054	87.6	65	1.1	**5,770**	**100.0**
35 or 40 mph	1,421	12.7	9,755	87.0	32	0.3	**11,208**	**100.0**
45 or 50 mph	3,198	25.6	9,256	74.1	34	0.3	**12,488**	**100.0**
55 mph	9,859	66.4	4,975	33.5	15	0.1	**14,849**	**100.0**
60 mph or higher	7,355	53.0	6,514	47.0	1	0.0	**13,870**	**100.0**
No Statutory Limit	184	30.1	401	65.6	26	4.3	**611**	**100.0**
Unknown	605	23.9	1,849	72.9	82	3.2	**2,536**	**100.0**
Total	**23,273**	**37.9**	**37,804**	**61.6**	**255**	**0.4**	61,332	100.0

3. Vehicles

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	220	158	496	4	**908**
Two Lanes	26,077	10,102	370	318	46	**36,913**
Three Lanes	2,065	5,665	242	62	12	**8,046**
Four Lanes	2,790	3,821	105	14	11	**6,741**
More Than Four	4,967	2,125	17	10	11	**7,130**
Unknown	389	254	10	7	355	**1,015**
Total*	**36,318**	**22,187**	**902**	**907**	**439**	**61,332**
Injury Crashes						
One Lane	2,000	19,882	9,080	22,025	1,678	**54,665**
Two Lanes	708,454	275,895	19,961	21,376	34,266	**1,059,952**
Three Lanes	119,648	300,587	12,485	7,262	7,858	**447,840**
Four Lanes	154,535	189,230	6,474	2,731	5,616	**358,586**
More Than Four	260,326	141,585	906	375	5,173	**408,365**
Unknown	194,206	176,821	7,373	14,350	377,289	**770,040**
Total*	**1,439,169**	**1,104,000**	**56,279**	**68,120**	**431,880**	**3,166,243**
Property-Damage-Only Crashes						
One Lane	6,760	68,848	22,232	67,491	4,603	**169,934**
Two Lanes	1,564,918	609,474	56,685	59,150	81,022	**2,371,249**
Three Lanes	280,871	627,346	34,484	14,577	17,590	**974,868**
Four Lanes	290,153	388,263	13,460	7,185	19,485	**718,546**
More Than Four	584,677	278,383	6,224	1,050	9,098	**879,432**
Unknown	554,520	588,635	31,133	53,417	1,042,594	**2,270,299**
Total*	**3,281,899**	**2,560,950**	**164,218**	**202,869**	**1,174,390**	**7,616,165**
All Crashes						
One Lane	8,791	88,950	31,471	90,011	6,285	**225,507**
Two Lanes	2,299,448	895,471	77,016	80,844	115,334	**3,468,114**
Three Lanes	402,585	933,599	47,210	21,901	25,459	**1,430,754**
Four Lanes	447,478	581,313	20,039	9,930	25,112	**1,083,872**
More Than Four	849,970	422,093	7,147	1,435	14,282	**1,294,926**
Unknown	749,115	765,711	38,516	67,775	1,420,238	**3,041,354**
Total*	**4,757,386**	**3,687,137**	**221,399**	**271,896**	**1,606,709**	**10,843,740**

*Includes vehicles in non-trafficway areas.
Note: Totals may not equal sum of components due to independent rounding.

3. Vehicles

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	21,118	34.4	1,371,340	43.3	3,150,971	41.4	**4,543,429**	**41.9**
Light Trucks	25,704	41.9	1,345,007	42.5	3,378,008	44.4	**4,748,719**	**43.8**
Large Trucks	5,700	9.3	117,312	3.7	400,784	5.3	**523,796**	**4.8**
Motorcycles	6,082	9.9	79,084	2.5	19,704	0.3	**104,870**	**1.0**
Buses	204	0.3	10,175	0.3	38,268	0.5	**48,647**	**0.4**
Other	904	1.5	10,688	0.3	7,926	0.1	**19,518**	**0.2**
Total*	**61,332**	**100.0**	**3,166,243**	**100.0**	**7,616,165**	**100.0**	**10,843,740**	**100.0**

*Includes vehicles of unknown type involved in crashes.
Note: Totals may not equal sum of components due to independent rounding.

Figure 13. Proportion of Vehicles Involved in Traffic Crashes

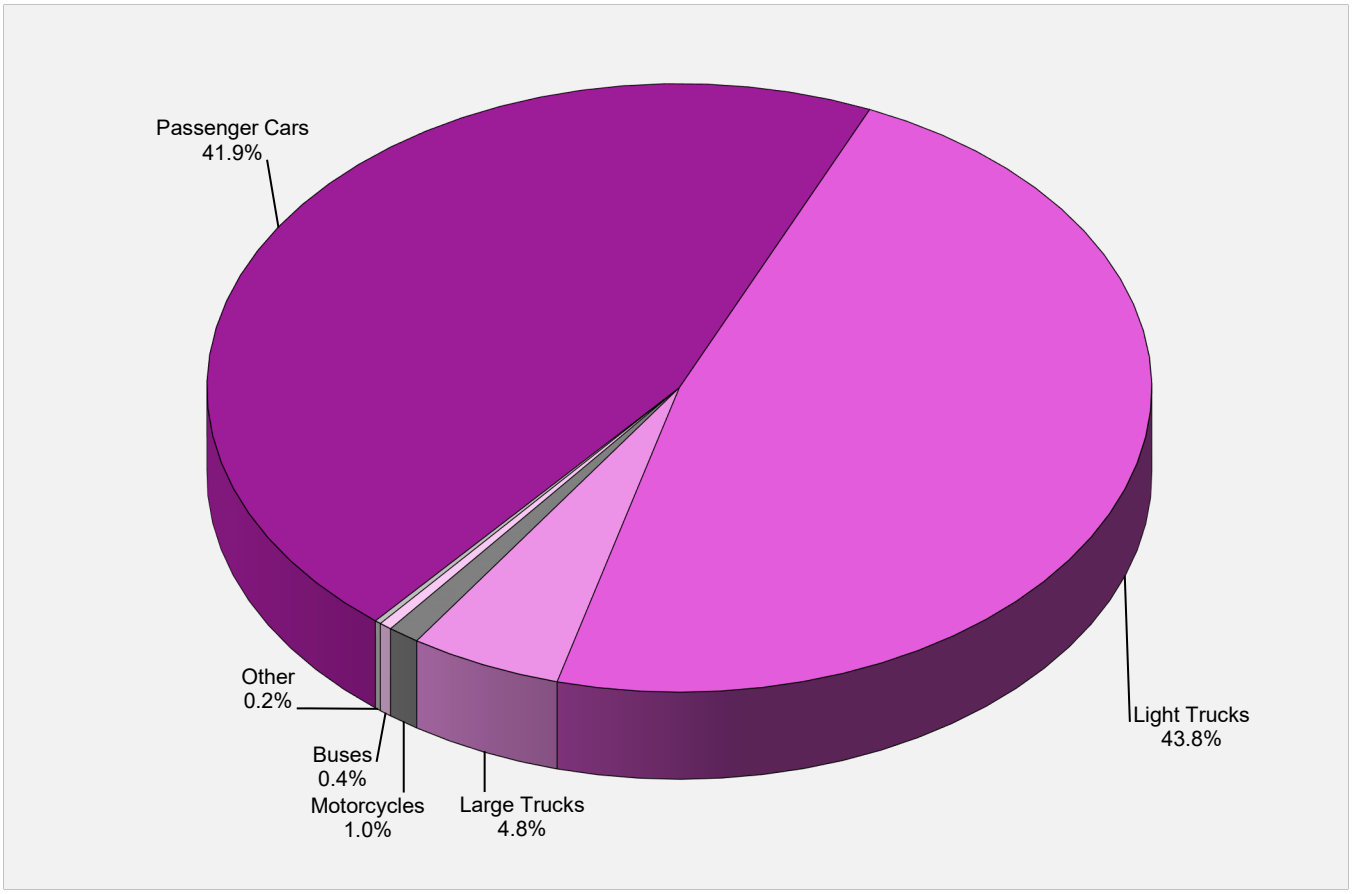


Table 37. Vehicles Involved in Fatal Crashes, by Vehicle Body Class

Vehicle Body Class	Number	Percent
Passenger Cars	**21,118**	**34.4**
Convertible	465	0.8
Sedan	16,723	27.3
Coupe	1,823	3.0
Hatchback	1,794	2.9
Wagon	313	0.5
Light Trucks	**25,704**	**41.9**
Utility	13,704	22.3
Minivan	1,213	2.0
Cargo Van	550	0.9
Step Van	2	0.0
Other Van Type	402	0.7
Light Pickup	9,822	16.0
Other Light Truck	11	0.0
Large Trucks	**5,700**	**9.3**
Cargo Van	37	0.1
Step Van	23	0.0
Other Van Type	27	0.0
Large Pickup	734	1.2
Single-Unit Truck	1,408	2.3
Truck Tractor	3,425	5.6
Other Large Truck	46	0.1
Motorcycles	**6,082**	**9.9**
2-Wheel Motorcycle (excluding Motor Scooters)	5,496	9.0
Moped or Motorized Bicycle	95	0.2
3-Wheel Motorcycle (2 Rear Wheels)	77	0.1
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	62	0.1
Motor Scooter	262	0.4
Other Motored Cycle Type (Minibikes, Pocket Bikes)	14	0.0
Unknown Motored Cycle Type	76	0.1
Buses	**204**	**0.3**
School Bus	81	0.1
Intercity Bus	17	0.0
Transit Bus	78	0.1
Other Bus	28	0.0
Other Vehicle Type	**904**	**1.5**
Limousine	1	0.0
Motorhome	49	0.1
All-Terrain Vehicle	296	0.5
Recreational Off-Road Vehicle	211	0.3
Snowmobile	11	0.0
Farm Equipment	103	0.2
Construction Equipment	19	0.0
Low-Speed Vehicle	3	0.0
Golf Cart	28	0.0
Other Vehicle	183	0.3
Unknown Vehicle Type	**1,620**	**2.6**
Total	**61,332**	**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	2,693	12.8	18,425	87.2	**21,118**	**100.0**
Light Trucks						
Pickup	2,185	22.2	7,647	77.8	**9,832**	**100.0**
Utility	2,641	19.3	11,063	80.7	**13,704**	**100.0**
Van	285	13.1	1,883	86.9	**2,168**	**100.0**
Large Trucks	714	12.5	4,986	87.5	**5,700**	**100.0**
Buses	5	2.5	199	97.5	**204**	**100.0**
Other/Unknown	404	16.0	2,120	84.0	**2,524**	**100.0**
Total*	**8,927**	**16.2**	**46,323**	**83.8**	**55,250**	**100.0**
Injury Crashes						
Passenger Cars	43,959	3.2	1,327,380	96.8	**1,371,340**	**100.0**
Light Trucks						
Pickup	21,751	5.8	354,730	94.2	**376,482**	**100.0**
Utility	47,976	5.7	791,643	94.3	**839,619**	**100.0**
Van	4,766	3.7	124,141	96.3	**128,906**	**100.0**
Large Trucks	8,504	7.2	108,808	92.8	**117,312**	**100.0**
Buses	0	0.0	10,175	100.0	**10,175**	**100.0**
Other/Unknown	7,084	2.9	236,241	97.1	**243,324**	**100.0**
Total*	**134,040**	**4.3**	**2,953,119**	**95.7**	**3,087,159**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	27,799	0.9	3,123,172	99.1	**3,150,971**	**100.0**
Light Trucks						
Pickup	22,102	2.2	977,568	97.8	**999,669**	**100.0**
Utility	29,697	1.5	2,012,627	98.5	**2,042,324**	**100.0**
Van	2,798	0.8	333,217	99.2	**336,015**	**100.0**
Large Trucks	13,027	3.3	387,757	96.7	**400,784**	**100.0**
Buses	0	0.0	38,268	100.0	**38,268**	**100.0**
Other/Unknown	2,019	0.3	626,411	99.7	**628,430**	**100.0**
Total*	**97,441**	**1.3**	**7,499,019**	**98.7**	**7,596,461**	**100.0**
All Crashes						
Passenger Cars	74,451	1.6	4,468,978	98.4	**4,543,429**	**100.0**
Light Trucks						
Pickup	46,038	3.3	1,339,945	96.7	**1,385,983**	**100.0**
Utility	80,314	2.8	2,815,333	97.2	**2,895,647**	**100.0**
Van	7,849	1.7	459,241	98.3	**467,090**	**100.0**
Large Trucks	22,245	4.2	501,551	95.8	**523,796**	**100.0**
Buses	5	0.0	48,642	100.0	**48,647**	**100.0**
Other/Unknown	9,507	1.1	864,771	98.9	**874,278**	**100.0**
Total*	**240,408**	**2.2**	**10,498,461**	**97.8**	**10,738,869**	**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

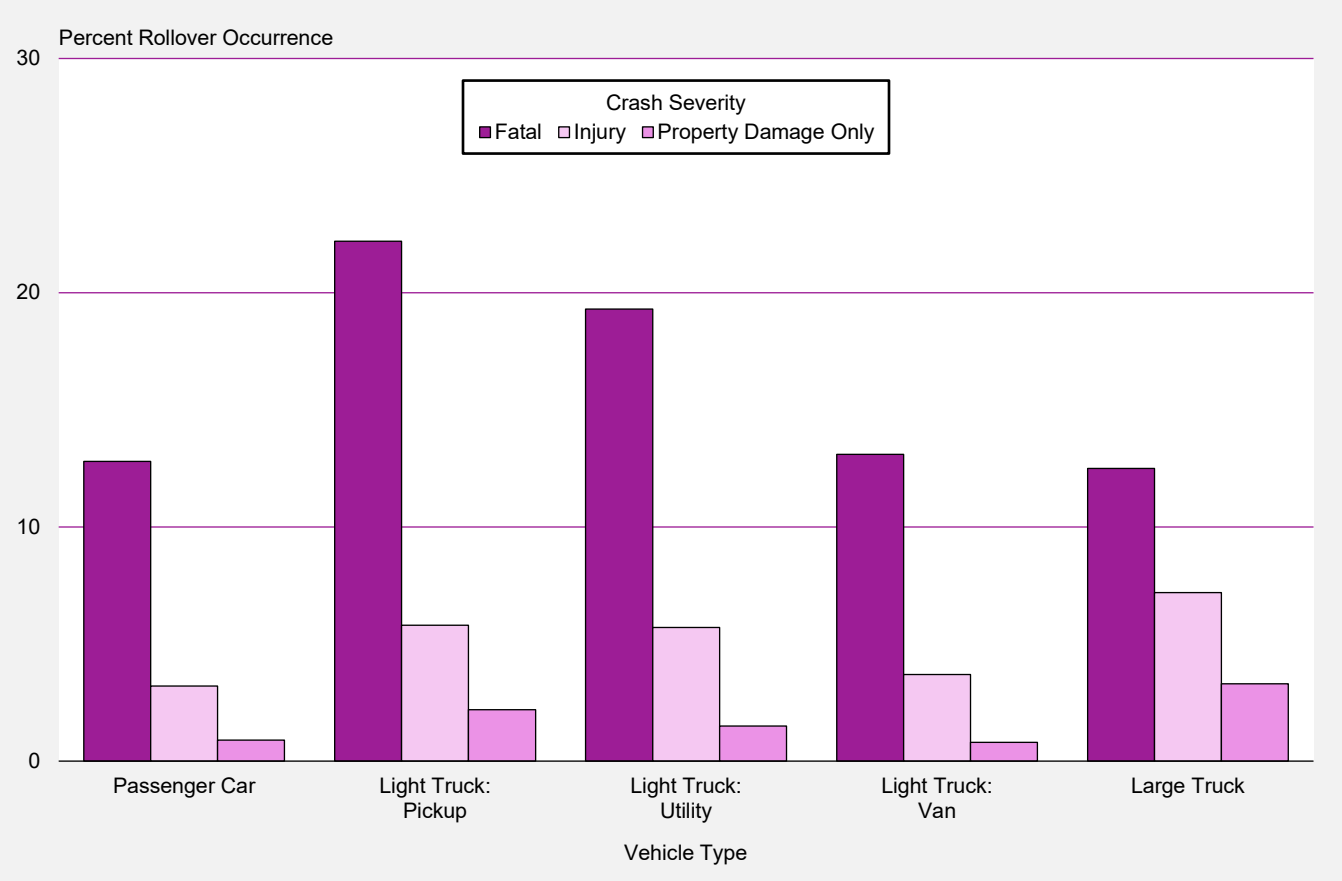


Table 39. Vehicles Involved in Crashes, by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Cars	835	4.0	20,283	96.0	**21,118**	**100.0**
Light Trucks	964	3.8	24,740	96.2	**25,704**	**100.0**
Large Trucks	311	5.5	5,389	94.5	**5,700**	**100.0**
Motorcycles	108	1.8	5,974	98.2	**6,082**	**100.0**
Buses	4	2.0	200	98.0	**204**	**100.0**
Other/Unknown	36	1.4	2,488	98.6	**2,524**	**100.0**
Total	**2,258**	**3.7**	**59,074**	**96.3**	**61,332**	**100.0**
Injury Crashes						
Passenger Cars	4,208	0.3	1,367,132	99.7	**1,371,340**	**100.0**
Light Trucks	2,290	0.2	1,342,717	99.8	**1,345,007**	**100.0**
Large Trucks	591	0.5	116,721	99.5	**117,312**	**100.0**
Motorcycles	92	0.1	78,992	99.9	**79,084**	**100.0**
Buses	0	0.0	10,175	100.0	**10,175**	**100.0**
Other/Unknown	491	0.2	242,834	99.8	**243,324**	**100.0**
Total	**7,671**	**0.2**	**3,158,572**	**99.8**	**3,166,243**	**100.0**
Property-Damage-Only Crashes						
Passenger Cars	2,928	0.1	3,148,043	99.9	**3,150,971**	**100.0**
Light Trucks	3,531	0.1	3,374,478	99.9	**3,378,008**	**100.0**
Large Trucks	2,353	0.6	398,430	99.4	**400,784**	**100.0**
Motorcycles	468	2.4	19,237	97.6	**19,704**	**100.0**
Buses	0	0.0	38,268	100.0	**38,268**	**100.0**
Other/Unknown	423	0.1	628,007	99.9	**628,430**	**100.0**
Total	**9,703**	**0.1**	**7,606,462**	**99.9**	**7,616,165**	**100.0**
All Crashes						
Passenger Cars	7,971	0.2	4,535,458	99.8	**4,543,429**	**100.0**
Light Trucks	6,784	0.1	4,741,935	99.9	**4,748,719**	**100.0**
Large Trucks	3,256	0.6	520,540	99.4	**523,796**	**100.0**
Motorcycles	668	0.6	104,203	99.4	**104,870**	**100.0**
Buses	4	0.0	48,643	100.0	**48,647**	**100.0**
Other/Unknown	949	0.1	873,329	99.9	**874,278**	**100.0**
Total	**19,632**	**0.2**	**10,824,108**	**99.8**	**10,843,740**	**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	32,038	63.4	1,465,050	56.8	3,571,558	51.1	**5,068,646**	**52.7**
Turning Left	3,810	7.5	343,437	13.3	666,088	9.5	**1,013,335**	**10.5**
Stopped in Roadway	785	1.6	231,267	9.0	831,736	11.9	**1,063,788**	**11.1**
Turning Right	444	0.9	84,002	3.3	318,434	4.6	**402,880**	**4.2**
Decelerating in Road	403	0.8	101,291	3.9	316,275	4.5	**417,969**	**4.3**
Merging/Changing Lanes	859	1.7	81,347	3.2	454,333	6.5	**536,540**	**5.6**
Negotiating a Curve	9,326	18.4	169,903	6.6	381,913	5.5	**561,142**	**5.8**
Backing Up (Other Than for Parking Position)	127	0.3	14,836	0.6	163,967	2.3	**178,930**	**1.9**
Passing or Overtaking Another Vehicle	985	1.9	22,472	0.9	89,015	1.3	**112,473**	**1.2**
Starting in Road	266	0.5	29,862	1.2	80,809	1.2	**110,937**	**1.2**
Leaving a Parking Position	37	0.1	4,460	0.2	30,774	0.4	**35,271**	**0.4**
Making a U-Turn	247	0.5	21,767	0.8	46,242	0.7	**68,256**	**0.7**
Entering a Parking Position	17	0.0	3,047	0.1	13,128	0.2	**16,192**	**0.2**
Disabled or “Parked” in Travel Lane	76	0.2	1,251	0.0	3,884	0.1	**5,211**	**0.1**
Other Maneuver	390	0.8	7,524	0.3	21,406	0.3	**29,320**	**0.3**
Total*	**50,568**	**100.0**	**2,581,515**	**100.0**	**6,989,565**	**100.0**	**9,621,648**	**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	963	19	1,926	**28**	**2,889**
Freeway/Expressway	2	128	2	297	**4**	**425**
Other	4	1,321	28	4,662	**32**	**5,983**
Minor Arterial	0	1,495	12	3,596	**12**	**5,091**
Major Collector	4	2,334	11	2,939	**15**	**5,273**
Minor Collector	0	689	0	489	**0**	**1,178**
Local Road or Street	2	1,715	0	702	**2**	**2,417**
Unknown	0	17	0	0	**0**	**17**
Total	**21**	**8,662**	**72**	**14,611**	**93**	**23,273**
Urban Fatal Crashes						
Principal Arterial						
Interstate	7	1,784	20	3,925	**27**	**5,709**
Freeway/Expressway	3	881	3	1,608	**6**	**2,489**
Other	2	4,053	14	9,457	**16**	**13,510**
Minor Arterial	1	3,052	10	5,688	**11**	**8,740**
Major Collector	0	1,552	0	2,212	**0**	**3,764**
Minor Collector	0	256	0	306	**0**	**562**
Local Road or Street	0	1,707	0	1,308	**0**	**3,015**
Unknown	0	9	0	6	**0**	**15**
Total	**13**	**13,294**	**47**	**24,510**	**60**	**37,804**
All Fatal Crashes*						
Principal Arterial						
Interstate	16	2,747	39	5,853	**55**	**8,600**
Freeway/Expressway	5	1,010	5	1,905	**10**	**2,915**
Other	6	5,376	42	14,119	**48**	**19,495**
Minor Arterial	1	4,548	22	9,284	**23**	**13,832**
Major Collector	4	3,887	11	5,151	**15**	**9,038**
Minor Collector	0	945	0	795	**0**	**1,740**
Local Road or Street	2	3,433	0	2,014	**2**	**5,447**
Unknown	0	210	0	55	**0**	**265**
Total	**34**	**22,156**	**119**	**39,176**	**153**	**61,332**

*Includes unknown rural or urban.

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

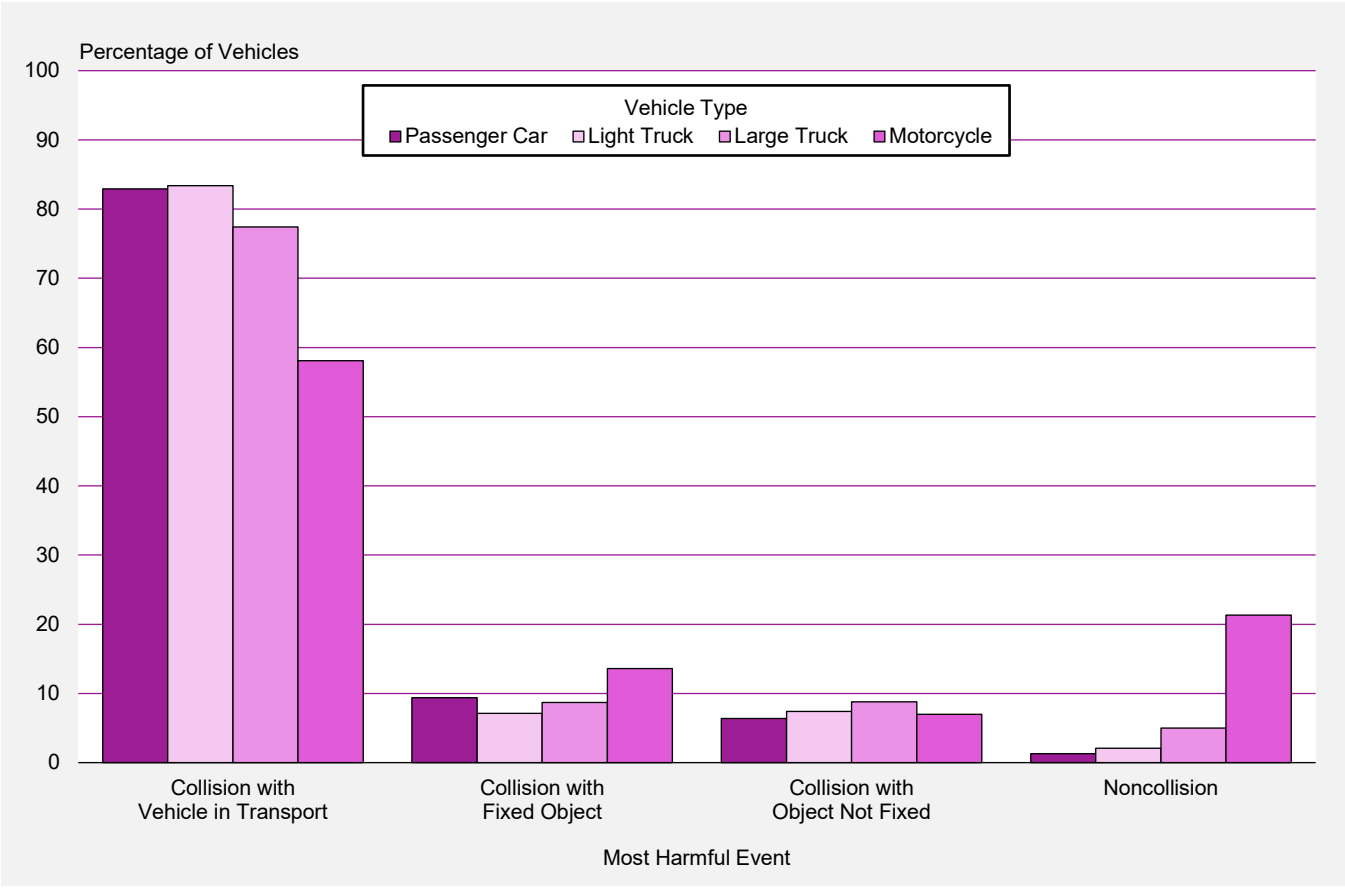
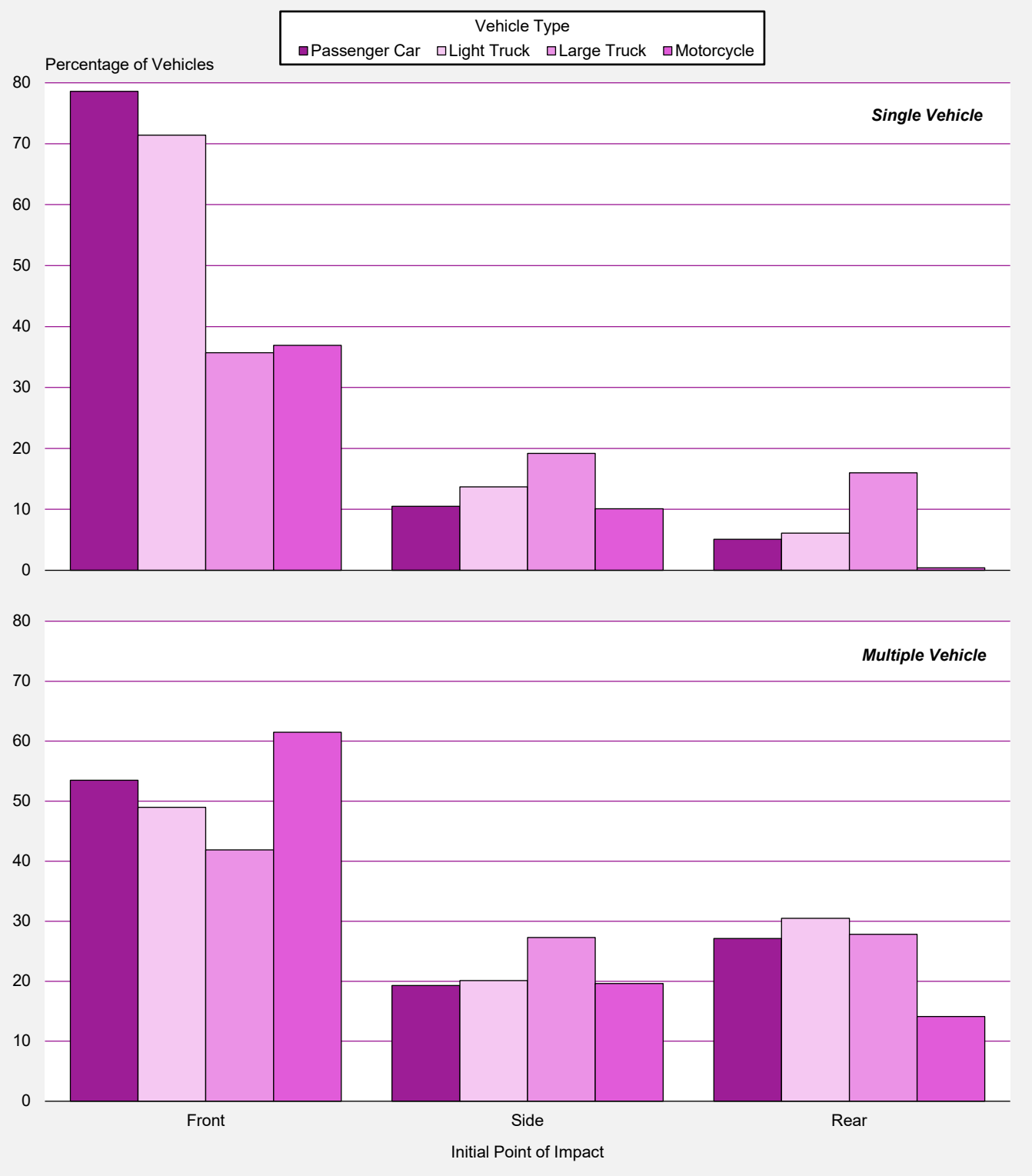


Figure 16. Percentage of Vehicles in Crashes, by Initial Point of Impact, Crash Type, and Vehicle Type



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	7,235	34.3	645,113	47.0	1,359,858	43.2	**2,012,207**	**44.3**
Left Side	1,682	8.0	107,735	7.9	279,742	8.9	**389,159**	**8.6**
Right Side	1,480	7.0	96,989	7.1	241,473	7.7	**339,942**	**7.5**
Rear	1,308	6.2	286,050	20.9	739,248	23.5	**1,026,606**	**22.6**
Other/Unknown	222	1.1	130	0.0	184	0.0	**536**	**0.0**
Subtotal	*11,927*	*56.5*	*1,136,018*	*82.8*	*2,620,505*	*83.2*	***3,768,450***	***82.9***
Collision With Fixed Object	*3,514*	*16.6*	*127,266*	*9.3*	*295,734*	*9.4*	***426,514***	***9.4***
Collision With Object Not Fixed:								
Nonoccupant	3,142	14.9	39,166	2.9	1,450	0.0	**43,758**	**1.0**
Other	589	2.8	36,530	2.7	208,338	6.6	**245,458**	**5.4**
Subtotal	*3,731*	*17.7*	*75,697*	*5.5*	*209,788*	*6.7*	***289,216***	***6.4***
Noncollision	*1,910*	*9.0*	*32,360*	*2.4*	*24,944*	*0.8*	***59,214***	***1.3***
Total*	**21,118**	**100.0**	**1,371,340**	**100.0**	**3,150,971**	**100.0**	**4,543,429**	**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	5,600	71.8	172,298	79.2	397,404	78.4	**575,302**	**78.6**
Left Side	424	5.4	9,066	4.2	19,069	3.8	**28,559**	**3.9**
Right Side	440	5.6	14,404	6.6	33,475	6.6	**48,319**	**6.6**
Rear	92	1.2	7,008	3.2	30,538	6.0	**37,638**	**5.1**
Noncollision	496	6.4	11,194	5.1	14,254	2.8	**25,944**	**3.5**
Other/Unknown	746	9.6	3,544	1.6	11,925	2.4	**16,215**	**2.2**
Total	**7,798**	**100.0**	**217,514**	**100.0**	**506,665**	**100.0**	**731,976**	**100.0**
Multiple-Vehicle Crashes								
Front	8,105	60.8	654,759	56.7	1,374,527	52.0	**2,037,391**	**53.5**
Left Side	1,793	13.5	109,599	9.5	281,700	10.7	**393,091**	**10.3**
Right Side	1,588	11.9	99,053	8.6	244,219	9.2	**344,860**	**9.0**
Rear	1,398	10.5	288,797	25.0	740,976	28.0	**1,031,172**	**27.1**
Noncollision	22	0.2	515	0.0	467	0.0	**1,003**	**0.0**
Other/Unknown	414	3.1	1,104	0.1	2,418	0.1	**3,935**	**0.1**
Total	**13,320**	**100.0**	**1,153,826**	**100.0**	**2,644,307**	**100.0**	**3,811,453**	**100.0**
All Crashes								
Front	13,705	64.9	827,057	60.3	1,771,931	56.2	**2,612,693**	**57.5**
Left Side	2,217	10.5	118,665	8.7	300,769	9.5	**421,650**	**9.3**
Right Side	2,028	9.6	113,457	8.3	277,694	8.8	**393,179**	**8.7**
Rear	1,490	7.1	295,805	21.6	771,514	24.5	**1,068,810**	**23.5**
Noncollision	518	2.5	11,709	0.9	14,721	0.5	**26,947**	**0.6**
Other/Unknown	1,160	5.5	4,647	0.3	14,343	0.5	**20,150**	**0.4**
Total	**21,118**	**100.0**	**1,371,340**	**100.0**	**3,150,971**	**100.0**	**4,543,429**	**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	9,589	37.3	603,673	44.9	1,330,034	39.4	**1,943,296**	**40.9**
Left Side	1,598	6.2	106,862	7.9	287,513	8.5	**395,973**	**8.3**
Right Side	1,310	5.1	98,210	7.3	302,649	9.0	**402,169**	**8.5**
Rear	1,693	6.6	318,683	23.7	899,068	26.6	**1,219,444**	**25.7**
Other/Unknown	221	0.9	98	0.0	378	0.0	**698**	**0.0**
Subtotal	*14,411*	*56.1*	*1,127,526*	*83.8*	*2,819,642*	*83.5*	***3,961,580***	***83.4***
Collision With Fixed Object	*3,153*	*12.3*	*96,509*	*7.2*	*235,994*	*7.0*	***335,656***	***7.1***
Collision With Object Not Fixed:								
Nonoccupant	3,869	15.1	40,502	3.0	2,505	0.1	**46,876**	**1.0**
Other	690	2.7	33,706	2.5	270,489	8.0	**304,885**	**6.4**
Subtotal	*4,559*	*17.7*	*74,208*	*5.5*	*272,994*	*8.1*	***351,761***	***7.4***
Noncollision	*3,491*	*13.6*	*46,764*	*3.5*	*49,378*	*1.5*	***99,633***	***2.1***
Total*	**25,704**	**100.0**	**1,345,007**	**100.0**	**3,378,008**	**100.0**	**4,748,719**	**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	6,458	68.7	146,497	75.0	364,038	70.1	**516,994**	**71.4**
Left Side	359	3.8	9,634	4.9	31,681	6.1	**41,674**	**5.8**
Right Side	422	4.5	14,037	7.2	43,333	8.3	**57,792**	**8.0**
Rear	103	1.1	5,931	3.0	38,391	7.4	**44,425**	**6.1**
Noncollision	1,286	13.7	16,265	8.3	27,380	5.3	**44,931**	**6.2**
Other/Unknown	772	8.2	2,999	1.5	14,760	2.8	**18,531**	**2.6**
Total	**9,400**	**100.0**	**195,363**	**100.0**	**519,583**	**100.0**	**724,346**	**100.0**
Multiple-Vehicle Crashes								
Front	10,629	65.2	614,058	53.4	1,347,995	47.2	**1,972,682**	**49.0**
Left Side	1,822	11.2	110,644	9.6	290,159	10.2	**402,624**	**10.0**
Right Side	1,473	9.0	101,089	8.8	304,874	10.7	**407,437**	**10.1**
Rear	1,886	11.6	321,775	28.0	901,884	31.6	**1,225,545**	**30.5**
Noncollision	45	0.3	861	0.1	3,050	0.1	**3,956**	**0.1**
Other/Unknown	449	2.8	1,217	0.1	10,463	0.4	**12,129**	**0.3**
Total	**16,304**	**100.0**	**1,149,644**	**100.0**	**2,858,425**	**100.0**	**4,024,373**	**100.0**
All Crashes								
Front	17,087	66.5	760,556	56.5	1,712,033	50.7	**2,489,675**	**52.4**
Left Side	2,181	8.5	120,278	8.9	321,840	9.5	**444,299**	**9.4**
Right Side	1,895	7.4	115,126	8.6	348,208	10.3	**465,229**	**9.8**
Rear	1,989	7.7	327,705	24.4	940,275	27.8	**1,269,970**	**26.7**
Noncollision	1,331	5.2	17,126	1.3	30,430	0.9	**48,887**	**1.0**
Other/Unknown	1,221	4.8	4,216	0.3	25,223	0.7	**30,660**	**0.6**
Total	**25,704**	**100.0**	**1,345,007**	**100.0**	**3,378,008**	**100.0**	**4,748,719**	**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	2,456	43.1	47,941	40.9	122,531	30.6	**172,929**	**33.0**
Left Side	449	7.9	14,075	12.0	45,416	11.3	**59,940**	**11.4**
Right Side	248	4.4	8,818	7.5	45,507	11.4	**54,573**	**10.4**
Rear	1,019	17.9	28,100	24.0	88,139	22.0	**117,259**	**22.4**
Other/Unknown	71	1.2	164	0.1	618	0.2	**853**	**0.2**
Subtotal	*4,243*	*74.4*	*99,099*	*84.5*	*302,212*	*75.4*	***405,554***	***77.4***
Collision With Fixed Object	*226*	*4.0*	*5,204*	*4.4*	*40,327*	*10.1*	***45,757***	***8.7***
Collision With Object Not Fixed:								
Nonoccupant	566	9.9	1,669	1.4	0	0.0	**2,235**	**0.4**
Other	128	2.2	3,526	3.0	40,438	10.1	**44,092**	**8.4**
Subtotal	*694*	*12.2*	*5,195*	*4.4*	*40,438*	*10.1*	***46,327***	***8.8***
Noncollision	*515*	*9.0*	*7,813*	*6.7*	*17,807*	*4.4*	***26,135***	***5.0***
Total*	**5,700**	**100.0**	**117,312**	**100.0**	**400,784**	**100.0**	**523,796**	**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	622	58.5	7,899	53.3	27,471	32.4	**35,992**	**35.7**
Left Side	40	3.8	214	1.4	4,830	5.7	**5,084**	**5.0**
Right Side	72	6.8	1,035	7.0	13,137	15.5	**14,244**	**14.1**
Rear	37	3.5	682	4.6	15,434	18.2	**16,153**	**16.0**
Noncollision	195	18.3	4,391	29.6	13,989	16.5	**18,575**	**18.4**
Other/Unknown	98	9.2	611	4.1	10,039	11.8	**10,748**	**10.7**
Total	**1,064**	**100.0**	**14,833**	**100.0**	**84,900**	**100.0**	**100,796**	**100.0**
Multiple-Vehicle Crashes								
Front	2,673	57.7	48,963	47.8	125,784	39.8	**177,420**	**41.9**
Left Side	489	10.5	14,241	13.9	45,893	14.5	**60,623**	**14.3**
Right Side	269	5.8	9,148	8.9	45,810	14.5	**55,227**	**13.1**
Rear	1,053	22.7	28,129	27.4	88,475	28.0	**117,656**	**27.8**
Noncollision	28	0.6	1,261	1.2	1,891	0.6	**3,180**	**0.8**
Other/Unknown	124	2.7	738	0.7	8,031	2.5	**8,893**	**2.1**
Total	**4,636**	**100.0**	**102,479**	**100.0**	**315,884**	**100.0**	**422,999**	**100.0**
All Crashes								
Front	3,295	57.8	56,862	48.5	153,255	38.2	**213,412**	**40.7**
Left Side	529	9.3	14,456	12.3	50,723	12.7	**65,708**	**12.5**
Right Side	341	6.0	10,183	8.7	58,947	14.7	**69,471**	**13.3**
Rear	1,090	19.1	28,811	24.6	103,909	25.9	**133,810**	**25.5**
Noncollision	223	3.9	5,652	4.8	15,880	4.0	**21,755**	**4.2**
Other/Unknown	222	3.9	1,349	1.1	18,070	4.5	**19,641**	**3.7**
Total	**5,700**	**100.0**	**117,312**	**100.0**	**400,784**	**100.0**	**523,796**	**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	271	14.0	1,670	86.0	**1,941**	**100.0**
Combination Truck	443	11.8	3,316	88.2	**3,759**	**100.0**
Total	**714**	**12.5**	**4,986**	**87.5**	**5,700**	**100.0**
Injury Crashes						
Single-Unit Truck	3,923	6.9	52,780	93.1	**56,703**	**100.0**
Combination Truck	4,581	7.6	56,028	92.4	**60,609**	**100.0**
Total	**8,504**	**7.2**	**108,808**	**92.8**	**117,312**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	4,081	2.2	181,470	97.8	**185,552**	**100.0**
Combination Truck	8,946	4.2	206,287	95.8	**215,232**	**100.0**
Total	**13,027**	**3.3**	**387,757**	**96.7**	**400,784**	**100.0**
All Crashes						
Single-Unit Truck	8,276	3.4	235,920	96.6	**244,195**	**100.0**
Combination Truck	13,969	5.0	265,631	95.0	**279,600**	**100.0**
Total	**22,245**	**4.2**	**501,551**	**95.8**	**523,796**	**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	106	3.4	3,001	96.6	**3,107**	**100.0**
Two or More	6	4.6	124	95.4	**130**	**100.0**
Total	**112**	**3.5**	**3,125**	**96.5**	**3,237**	**100.0**
Injury Crashes						
One	939	1.9	48,403	98.1	**49,341**	**100.0**
Two or More	167	8.7	1,751	91.3	**1,918**	**100.0**
Unknown Number	0	0.0	32	100.0	32	**100.0**
Total	**1,106**	**2.2**	**50,185**	**97.8**	**51,291**	**100.0**
Property-Damage-Only Crashes						
One	3,215	1.9	168,920	98.1	**172,135**	**100.0**
Two or More	324	6.2	4,881	93.8	**5,205**	**100.0**
Unknown Number	0	0.0	138	100.0	138	**100.0**
Total	**3,540**	**2.0**	**173,939**	**98.0**	**177,478**	**100.0**
All Crashes						
One	4,260	1.9	220,323	98.1	**224,584**	**100.0**
Two or More	498	6.9	6,756	93.1	**7,253**	**100.0**
Unknown Number	0	0.0	147	100.0	**147**	**100.0**
Total	**4,758**	**2.1**	**227,249**	**97.9**	**232,007**	**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	2,531	41.6	29,218	36.9	7,149	36.3	**38,898**	**37.1**
Left Side	231	3.8	5,659	7.2	919	4.7	**6,809**	**6.5**
Right Side	161	2.6	4,346	5.5	703	3.6	**5,209**	**5.0**
Rear	306	5.0	4,915	6.2	3,720	18.9	**8,941**	**8.5**
Other/Unknown	242	4.0	820	1.0	0	0.0	**1,062**	**1.0**
Subtotal	*3,471*	*57.1*	*44,958*	*56.8*	*12,490*	*63.4*	***60,919***	***58.1***
Collision With Fixed Object	*1,487*	*24.4*	*10,368*	*13.1*	*2,443*	*12.4*	***14,298***	***13.6***
Collision With Object Not Fixed:								
Nonoccupant	66	1.1	889	1.1	0	0.0	**955**	**0.9**
Other	251	4.1	3,991	5.0	2,146	10.9	**6,388**	**6.1**
Subtotal	*317*	*5.2*	*4,880*	*6.2*	*2,146*	*10.9*	***7,343***	***7.0***
Noncollision	*793*	*13.0*	*18,878*	*23.9*	*2,625*	*13.3*	***22,296***	***21.3***
Total*	**6,082**	**100.0**	**79,084**	**100.0**	**19,704**	**100.0**	**104,870**	**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	1,092	47.4	11,438	35.8	2,409	38.8	**14,939**	**36.9**
Left Side	84	3.6	1,473	4.6	0	0.0	**1,557**	**3.8**
Right Side	116	5.0	1,116	3.5	1,302	21.0	**2,534**	**6.3**
Rear	15	0.7	160	0.5	0	0.0	**175**	**0.4**
Noncollision	681	29.6	17,656	55.3	2,492	40.2	**20,830**	**51.5**
Other/Unknown	314	13.6	98	0.3	0	0.0	**412**	**1.0**
Total	**2,302**	**100.0**	**31,942**	**100.0**	**6,204**	**100.0**	**40,447**	**100.0**
Multiple-Vehicle Crashes								
Front	2,620	69.3	29,666	62.9	7,331	54.3	**39,617**	**61.5**
Left Side	249	6.6	5,712	12.1	919	6.8	**6,879**	**10.7**
Right Side	175	4.6	4,427	9.4	1,164	8.6	**5,765**	**8.9**
Rear	314	8.3	5,063	10.7	3,720	27.6	**9,097**	**14.1**
Noncollision	260	6.9	2,252	4.8	367	2.7	**2,879**	**4.5**
Other/Unknown	162	4.3	23	0.0	0	0.0	**185**	**0.3**
Total	**3,780**	**100.0**	**47,142**	**100.0**	**13,501**	**100.0**	**64,423**	**100.0**
All Crashes								
Front	3,712	61.0	41,103	52.0	9,741	49.4	**54,556**	**52.0**
Left Side	333	5.5	7,184	9.1	919	4.7	**8,436**	**8.0**
Right Side	291	4.8	5,543	7.0	2,466	12.5	**8,300**	**7.9**
Rear	329	5.4	5,223	6.6	3,720	18.9	**9,272**	**8.8**
Noncollision	941	15.5	19,908	25.2	2,859	14.5	**23,709**	**22.6**
Other/Unknown	476	7.8	122	0.2	0	0.0	**598**	**0.6**
Total	**6,082**	**100.0**	**79,084**	**100.0**	**19,704**	**100.0**	**104,870**	**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	80	39.2	3,384	33.3	8,433	22.0	**11,897**	**24.5**
Left Side	16	7.8	1,509	14.8	8,770	22.9	**10,295**	**21.2**
Right Side	11	5.4	1,475	14.5	3,077	8.0	**4,563**	**9.4**
Rear	35	17.2	2,481	24.4	10,745	28.1	**13,261**	**27.3**
Other/Unknown	2	1.0	28	0.3	0	0.0	**30**	**0.1**
Subtotal	*144*	*70.6*	*8,877*	*87.2*	*31,025*	*81.1*	***40,046***	***82.3***
Collision With Fixed Object	*1*	*0.5*	*310*	*3.1*	*2,282*	*6.0*	***2,593***	***5.3***
Collision With Object Not Fixed:								
Nonoccupant	52	25.5	727	7.1	0	0.0	**779**	**1.6**
Other	2	1.0	261	2.6	4,960	13.0	**5,224**	**10.7**
Subtotal	*54*	*26.5*	*988*	*9.7*	*4,960*	*13.0*	***6,003***	***12.3***
Noncollision	*5*	*2.5*	*0*	*0.0*	*0*	*0.0*	***5***	***0.0***
Total	**204**	**100.0**	**10,175**	**100.0**	**38,268**	**100.0**	**48,647**	**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	35	64.8	625	48.1	592	8.3	**1,251**	**14.8**
Left Side	1	1.9	167	12.9	637	9.0	**806**	**9.5**
Right Side	6	11.1	362	27.9	2,280	32.1	**2,649**	**31.3**
Rear	2	3.7	144	11.1	3,183	44.7	**3,328**	**39.3**
Noncollision	1	1.9	0	0.0	0	0.0	**1**	**0.0**
Other/Unknown	9	16.7	0	0.0	420	5.9	**429**	**5.1**
Total	**54**	**100.0**	**1,298**	**100.0**	**7,113**	**100.0**	**8,465**	**100.0**
Multiple-Vehicle Crashes								
Front	84	56.0	3,384	38.1	8,563	27.5	**12,031**	**29.9**
Left Side	16	10.7	1,509	17.0	8,770	28.1	**10,295**	**25.6**
Right Side	11	7.3	1,475	16.6	3,077	9.9	**4,563**	**11.4**
Rear	36	24.0	2,481	27.9	10,745	34.5	**13,262**	**33.0**
Noncollision	0	0.0	0	0.0	0	0.0	**0**	**0.0**
Other/Unknown	3	2.0	28	0.3	0	0.0	**31**	**0.1**
Total	**150**	**100.0**	**8,877**	**100.0**	**31,155**	**100.0**	**40,182**	**100.0**
All Crashes								
Front	119	58.3	4,009	39.4	9,154	23.9	**13,282**	**27.3**
Left Side	17	8.3	1,677	16.5	9,407	24.6	**11,101**	**22.8**
Right Side	17	8.3	1,837	18.1	5,358	14.0	**7,212**	**14.8**
Rear	38	18.6	2,624	25.8	13,928	36.4	**16,590**	**34.1**
Noncollision	1	0.5	0	0.0	0	0.0	**1**	**0.0**
Other/Unknown	12	5.9	28	0.3	420	1.1	**461**	**0.9**
Total	**204**	**100.0**	**10,175**	**100.0**	**38,268**	**100.0**	**48,647**	**100.0**

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

4

People

4. People

This chapter presents statistics about the drivers, passengers, pedestrians, and pedalcyclists involved in police-reported motor vehicle traffic crashes in 2021. 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 42,939 people lost their lives in motor vehicle traffic crashes in 2021. Another 2.5 million people were injured.
- Most people killed and injured in traffic crashes were drivers (67%), followed by passengers (24%), motorcyclists (3%), 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 nearly the same for females and males.
- Of the people who were killed in 2021 in traffic crashes, 31 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	21,786	103,534	581,547	1,004,514	1,689,595	**1,711,381**
Passengers	6,527	34,232	179,646	393,147	607,024	**613,551**
Unknown	45	129	378	764	1,272	**1,317**
Subtotal	*28,358*	*137,895*	*761,570*	*1,398,425*	*2,297,890*	***2,326,248***
Motorcyclists	*5,932*	*25,060*	*38,116*	*19,509*	*82,686*	***88,618***
Nonoccupants						
Pedestrians	7,388	14,683	25,107	20,787	60,577	**67,965**
Pedalcyclists	966	5,123	21,428	15,064	41,615	**42,581**
Other/Unknown	295	1,444	6,183	7,262	14,889	**15,184**
Subtotal	*8,649*	*21,250*	*52,717*	*43,114*	*117,081*	***125,730***
Total	**42,939**	**184,204**	**852,404**	**1,461,048**	**2,497,657**	**2,540,596**

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	355	1,575	12,300	31,072	44,947	**45,302**
5-9	366	2,500	14,781	33,882	51,163	**51,529**
10-14	463	3,391	20,714	42,084	66,189	**66,652**
15-20	3,597	19,129	123,150	180,712	322,991	**326,588**
21-24	3,482	18,422	90,884	136,025	245,331	**248,813**
25-34	8,448	41,466	172,049	298,325	511,841	**520,289**
35-44	6,716	31,618	135,578	228,722	395,918	**402,634**
45-54	5,789	24,250	99,523	189,207	312,980	**318,769**
55-64	6,005	22,856	88,730	168,393	279,980	**285,985**
65-74	4,059	12,292	59,997	95,445	167,734	**171,793**
>74	3,430	6,607	34,625	57,099	98,330	**101,760**
Total*	**42,939**	**184,204**	**852,404**	**1,461,048**	**2,497,657**	**2,540,596**

*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	30,747	114,042	441,025	681,092	1,236,159	**1,266,906**
Female	12,051	70,128	411,329	779,906	1,261,363	**1,273,414**
Total*	**42,939**	**184,204**	**852,404**	**1,461,048**	**2,497,657**	**2,540,596**

*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

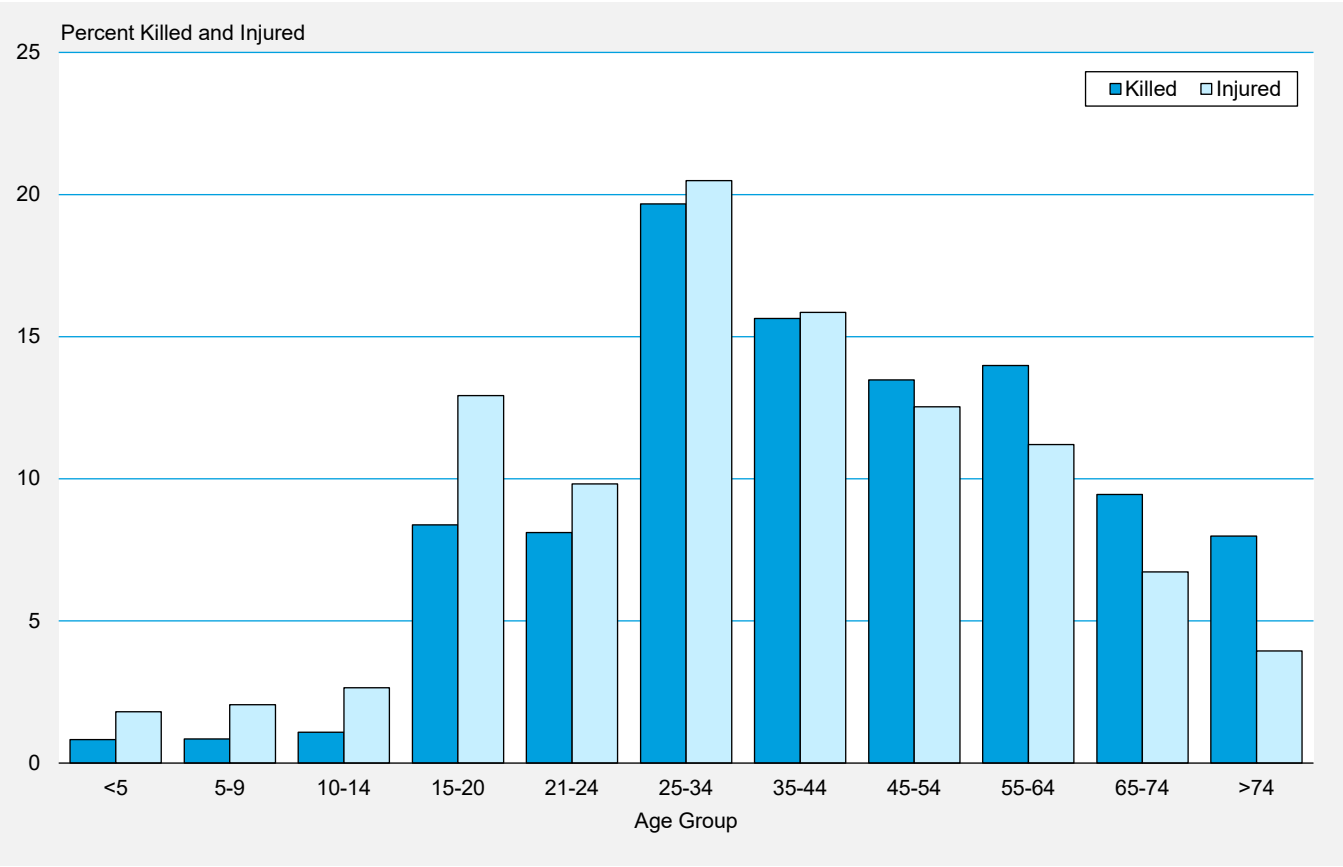


Table 57. People Killed and Injured and Fatality and Injury Rates per 100,000 Population, by Age Group and Sex

	Male			Female			Total*		
Age Group	Killed	Population	Rate	Killed	Population	Rate	Killed	Population	Rate
<5	182	9,624,352	1.89	170	9,202,986	1.85	**355**	**18,827,338**	**1.89**
5-9	191	10,376,158	1.84	173	9,915,390	1.74	**366**	**20,291,548**	**1.80**
10-14	289	10,988,223	2.63	173	10,459,561	1.65	**463**	**21,447,784**	**2.16**
15-20	2,459	13,242,042	18.57	1,130	12,669,303	8.92	**3,597**	**25,911,345**	**13.88**
21-24	2,527	8,754,172	28.87	950	8,423,146	11.28	**3,482**	**17,177,318**	**20.27**
25-34	6,298	23,053,362	27.32	2,134	22,441,743	9.51	**8,448**	**45,495,105**	**18.57**
35-44	4,931	21,857,613	22.56	1,774	21,546,241	8.23	**6,716**	**43,403,854**	**15.47**
45-54	4,323	20,311,959	21.28	1,454	20,376,477	7.14	**5,789**	**40,688,436**	**14.23**
55-64	4,501	20,963,318	21.47	1,491	21,839,746	6.83	**6,005**	**42,803,064**	**14.03**
65-74	2,863	15,869,086	18.04	1,188	17,797,036	6.68	**4,059**	**33,666,122**	**12.06**
>74	2,062	9,344,457	22.07	1,362	12,837,374	10.61	**3,430**	**22,181,831**	**15.46**
Unknown	121	**	**	52	**	**	**229**	**	**
Total	**30,747**	**164,384,742**	**18.70**	**12,051**	**167,509,003**	**7.19**	**42,939**	**331,893,745**	**12.94**

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	24,956	9,624,352	259	19,990	9,202,986	217	**44,947**	**18,827,338**	**239**
5-9	23,442	10,376,158	226	27,719	9,915,390	280	**51,163**	**20,291,548**	**252**
10-14	32,712	10,988,223	298	33,475	10,459,561	320	**66,189**	**21,447,784**	**309**
15-20	152,766	13,242,042	1,154	170,211	12,669,303	1,343	**322,991**	**25,911,345**	**1,247**
21-24	120,273	8,754,172	1,374	125,052	8,423,146	1,485	**245,331**	**17,177,318**	**1,428**
25-34	264,778	23,053,362	1,149	247,050	22,441,743	1,101	**511,841**	**45,495,105**	**1,125**
35-44	195,218	21,857,613	893	200,691	21,546,241	931	**395,918**	**43,403,854**	**912**
45-54	156,494	20,311,959	770	156,478	20,376,477	768	**312,980**	**40,688,436**	**769**
55-64	140,305	20,963,318	669	139,674	21,839,746	640	**279,980**	**42,803,064**	**654**
65-74	79,873	15,869,086	503	87,860	17,797,036	494	**167,734**	**33,666,122**	**498**
>74	45,248	9,344,457	484	53,081	12,837,374	413	**98,330**	**22,181,831**	**443**
Total* **	**1,236,159**	**164,384,742**	**752**	**1,261,363**	**167,509,003**	**753**	**2,497,657**	**331,893,745**	**753**

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

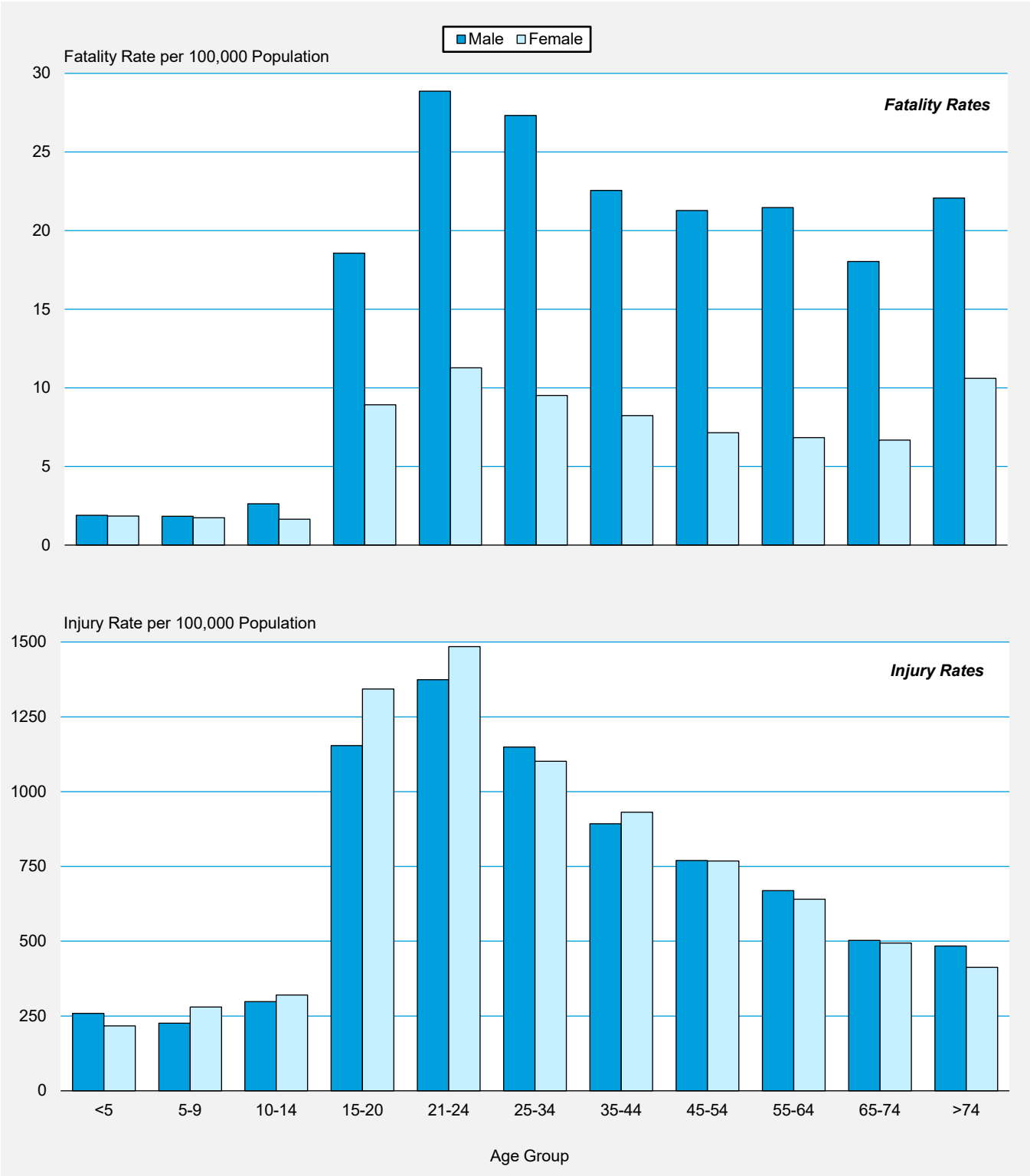


Table 58. People Killed and Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition					Total*
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	Other	
People Killed						
Normal	17,187	8,003	10,244	1,490	19	**37,033**
Rain	1,163	689	873	135	5	**2,869**
Snow/Sleet	200	63	139	25	0	**427**
Other	186	89	307	61	1	**653**
Unknown	828	307	546	59	1	**1,957**
Total	**19,564**	**9,151**	**12,109**	**1,770**	**26**	**42,939**
People Injured						
Normal	1,551,331	397,285	213,904	84,792	168	**2,247,495**
Rain	127,504	42,338	24,298	8,933	233	**203,307**
Snow/Sleet	15,861	5,269	7,858	2,028	60	**31,076**
Other	5,346	3,250	4,678	1,367	0	**14,647**
Total**	**1,700,588**	**448,398**	**251,023**	**97,141**	**462**	**2,497,657**

*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.	3,459	1,847	53	1,616	999	62	**5,075**	**2,846**	**56**
3 a.m. to 5:59 a.m.	2,344	945	40	1,285	565	44	**3,629**	**1,510**	**42**
6 a.m. to 8:59 a.m.	1,947	392	20	1,993	298	15	**3,940**	**690**	**18**
9 a.m. to 11:59 a.m.	1,658	244	15	2,136	257	12	**3,794**	**500**	**13**
Noon to 2:59 p.m.	2,141	358	17	3,142	426	14	**5,283**	**784**	**15**
3 p.m. to 5:59 p.m.	2,787	718	26	3,758	831	22	**6,545**	**1,549**	**24**
6 p.m. to 8:59 p.m.	4,222	1,330	31	3,297	1,126	34	**7,519**	**2,456**	**33**
9 p.m. to 11:59 p.m.	4,277	1,697	40	2,550	1,202	47	**6,827**	**2,900**	**42**
Unknown	294	137	47	33	13	38	**327**	**150**	**46**
Total	**23,129**	**7,668**	**33**	**19,810**	**5,716**	**29**	**42,939**	**13,384**	**31**

*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 5 of this report.

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

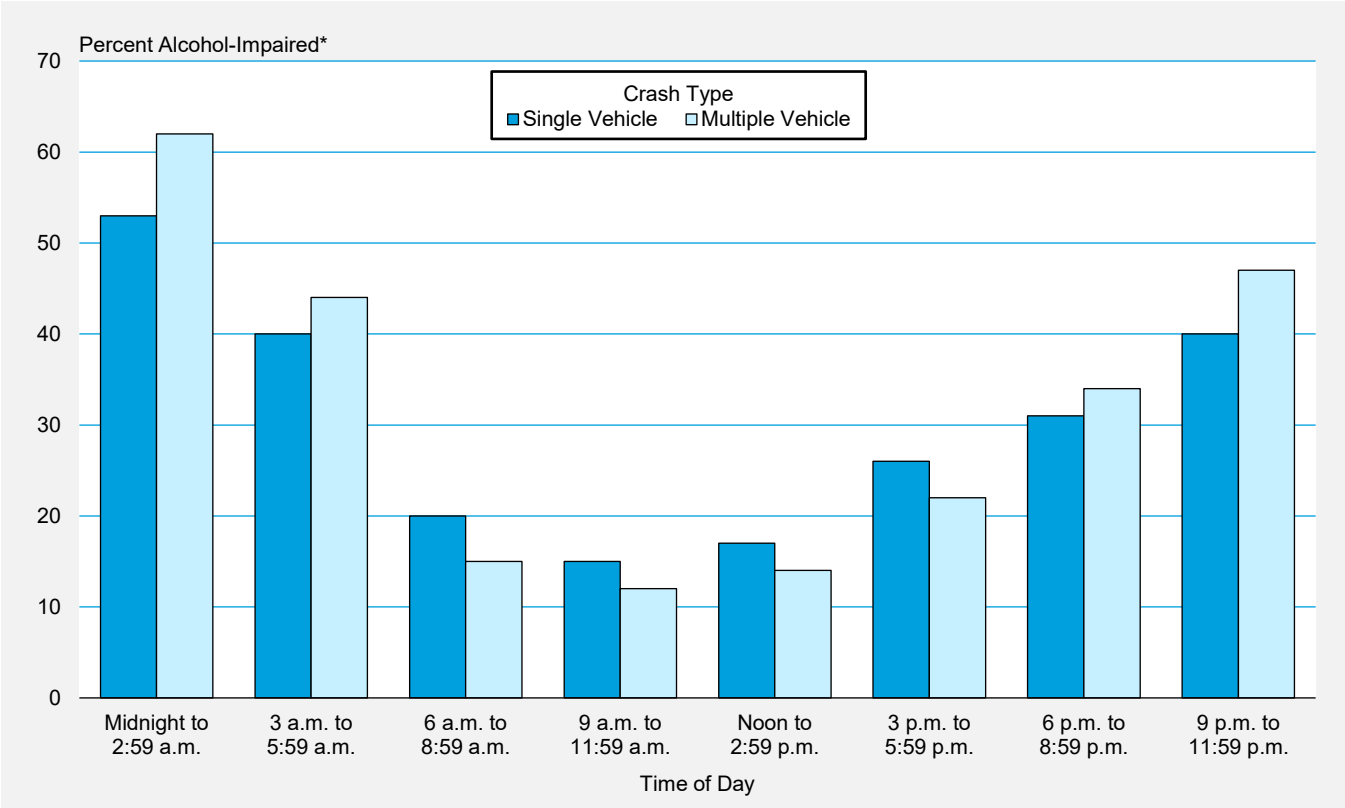


Table 60. People Killed in Work Zones, by Functional System and Person Type

Functional System	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	3	0	**3**	**0**
Ambulance Passengers	1	0	4	0	**5**	**0**
Occupants of Other Vehicle	0	0	28	13	**28**	**13**
Pedestrians	0	0	3	2	**3**	**2**
Pedalcyclists	0	0	0	0	**0**	**0**
Other Nonoccupants	0	0	0	0	**0**	**0**
Total	**1**	**0**	**38**	**15**	**39**	**15**
Fire Truck						
Fire Truck Drivers	1	1	1	1	**2**	**2**
Fire Truck Passengers	0	0	0	0	**0**	**0**
Occupants of Other Vehicle	0	0	15	11	**15**	**11**
Pedestrians	3	3	4	4	**7**	**7**
Pedalcyclists	0	0	0	0	**0**	**0**
Other Nonoccupants	0	0	0	0	**0**	**0**
Total	**4**	**4**	**20**	**16**	**24**	**20**
Police Vehicle						
Police Vehicle Drivers	7	2	17	9	**24**	**11**
Police Vehicle Passengers	0	0	1	1	**1**	**1**
Occupants of Other Vehicle	0	0	58	28	**58**	**28**
Pedestrians	30	7	8	7	**38**	**14**
Pedalcyclists	3	2	0	0	**3**	**2**
Other Nonoccupants	1	0	0	0	**1**	**0**
Total	**41**	**11**	**84**	**45**	**125**	**56**

*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

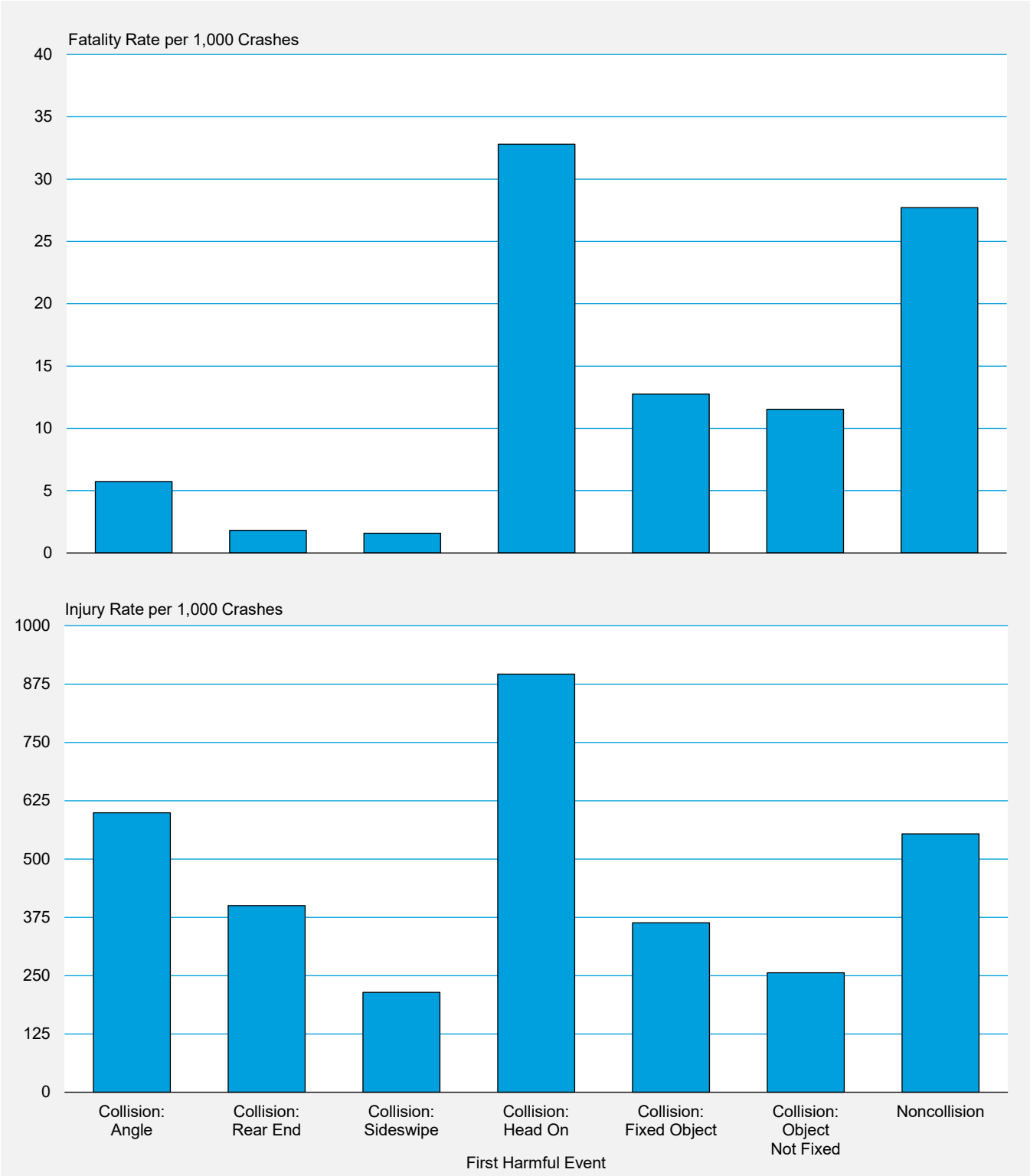


Figure 21. Fatality and Injury Rates per 1,000 Crashes, by Time of Day

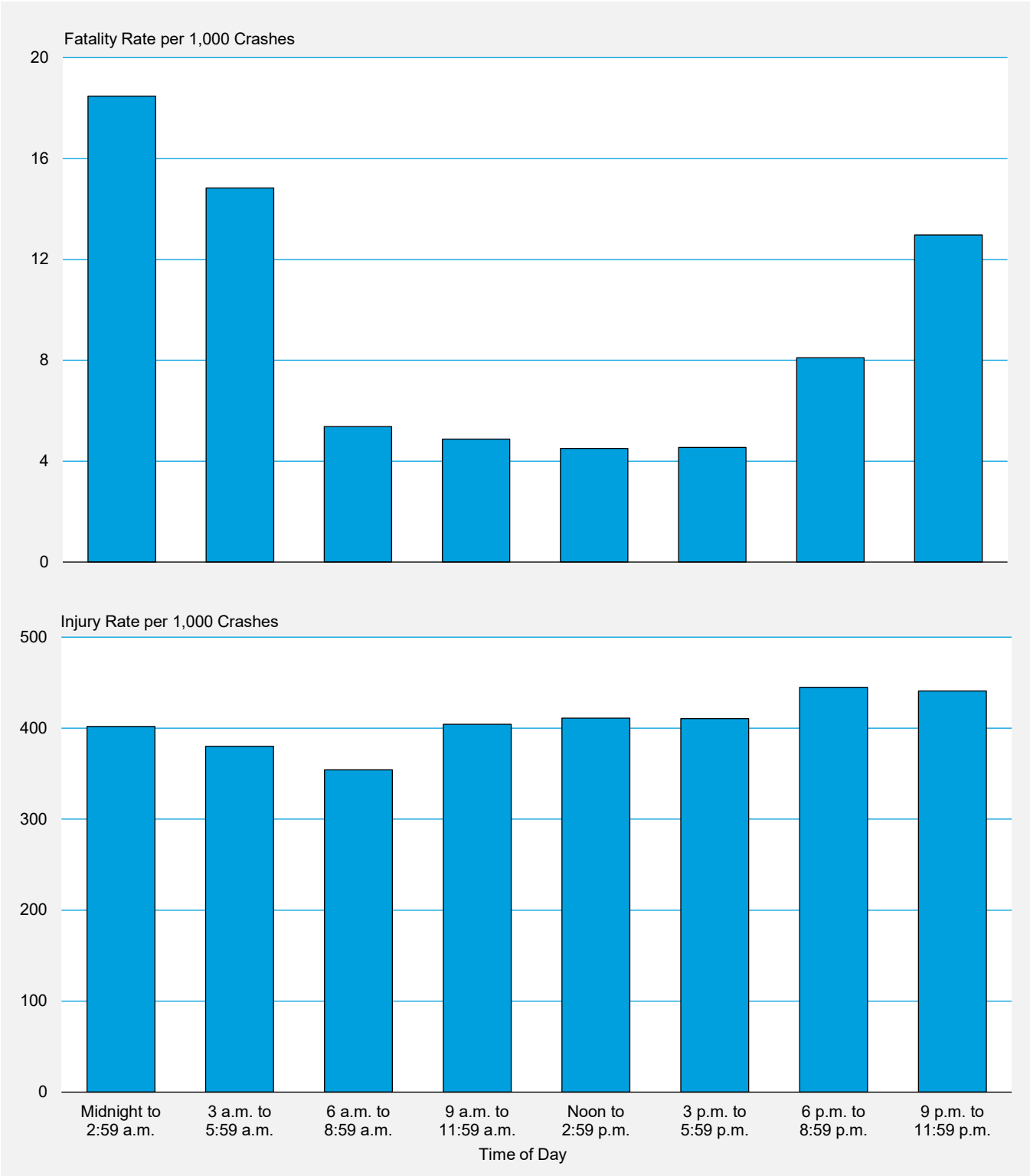
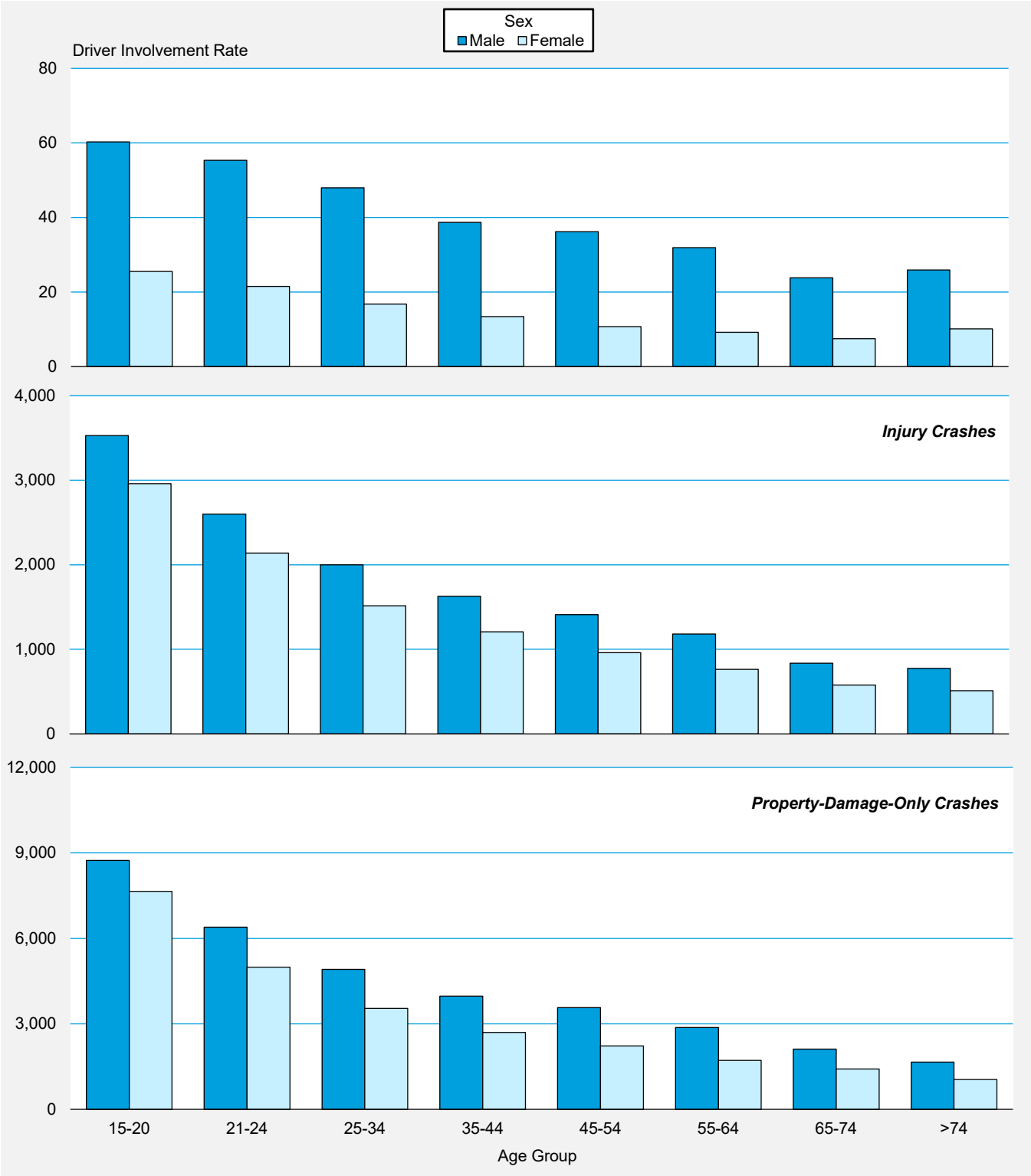


Table 62. Driver Involvement Rates per 100,000 Licensed Drivers, by Age Group, Sex, and Crash Severity

Age Group	Sex				Total*	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<15	70	**	24	**	**94**	**
15-20	3,603	60.28	1,471	25.51	**5,088**	**43.33**
21-24	4,013	55.31	1,493	21.49	**5,513**	**38.82**
25-34	9,785	47.96	3,390	16.74	**13,200**	**32.47**
35-44	7,609	38.67	2,665	13.41	**10,291**	**26.02**
45-54	6,741	36.21	2,014	10.70	**8,764**	**23.41**
55-64	6,228	31.93	1,852	9.21	**8,085**	**20.41**
65-74	3,568	23.79	1,197	7.47	**4,768**	**15.36**
>74	2,274	25.90	988	10.11	**3,263**	**17.59**
Unknown	145	**	36	**	**1,838**	**
Total	**44,036**	**38.22**	**15,130**	**12.87**	**60,904**	**26.16**
Drivers in Injury Crashes						
<15	2,313	**	1,986	**	**4,299**	**
15-20	210,791	3,527	170,641	2,960	**381,432**	**3,248**
21-24	188,714	2,601	148,414	2,137	**337,128**	**2,374**
25-34	407,929	1,999	306,809	1,515	**714,738**	**1,758**
35-44	320,595	1,629	239,754	1,207	**560,349**	**1,417**
45-54	262,368	1,409	180,756	960	**443,124**	**1,183**
55-64	230,283	1,180	153,362	763	**383,645**	**968**
65-74	125,409	836	92,511	577	**217,919**	**702**
>74	68,119	776	49,924	511	**118,043**	**636**
Total	**1,816,518**	**1,577**	**1,344,159**	**1,143**	**3,160,677**	**1,358**
Drivers in Property-Damage-Only Crashes						
<15	4,746	**	3,059	**	**7,806**	**
15-20	521,856	8,731	441,251	7,654	**963,106**	**8,202**
21-24	464,183	6,397	346,476	4,988	**810,659**	**5,708**
25-34	1,003,080	4,916	718,086	3,546	**1,721,166**	**4,234**
35-44	781,466	3,972	535,808	2,697	**1,317,274**	**3,331**
45-54	664,440	3,569	418,241	2,222	**1,082,681**	**2,891**
55-64	560,947	2,875	344,932	1,716	**905,880**	**2,287**
65-74	316,842	2,113	226,503	1,413	**543,345**	**1,751**
>74	145,538	1,658	101,992	1,044	**247,530**	**1,334**
Total	**4,463,098**	**3,874**	**3,136,348**	**2,668**	**7,599,446**	**3,265**
Drivers in All Crashes						
<15	7,129	**	5,070	**	**12,198**	**
15-20	736,249	12,319	613,363	10,639	**1,349,626**	**11,494**
21-24	656,910	9,054	496,383	7,146	**1,153,299**	**8,121**
25-34	1,420,794	6,964	1,028,286	5,078	**2,449,104**	**6,024**
35-44	1,109,669	5,640	778,227	3,917	**1,887,913**	**4,774**
45-54	933,549	5,014	601,011	3,193	**1,534,569**	**4,098**
55-64	797,458	4,088	500,147	2,488	**1,297,610**	**3,276**
65-74	445,819	2,972	320,211	1,997	**766,032**	**2,468**
>74	215,931	2,460	152,904	1,565	**368,837**	**1,988**
Unknown	145	**	36	**	**1,838**	**
Total	**6,323,652**	**5,489**	**4,495,637**	**3,824**	**10,821,027**	**4,649**

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. Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

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



Notes: Licensed drivers age 15 to 20 may include drivers under 15, because individual age data are not available for those under 16.

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

Previous Convictions	Valid License (47,606)		Invalid License (10,777)		Total (58,383)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	8,181	17.2	1,850	17.2	**10,031**	**17.2**
Previous Recorded Suspensions or Revocations	3,776	7.9	3,426	31.8	**7,202**	**12.3**
Previous DWI Convictions	833	1.7	904	8.4	**1,737**	**3.0**
Previous Speeding Convictions	8,452	17.8	1,823	16.9	**10,275**	**17.6**
Previous Other Harmful Moving Convictions	7,917	16.6	2,642	24.5	**10,559**	**18.1**
Drivers with No Previous Convictions	26,903	56.5	4,721	43.8	**31,624**	**54.2**

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, in excess of posted speed limit, or racing	11,254	18.5
Under the influence of alcohol, drugs, or medication	6,835	11.2
Operating vehicle in a careless manner	4,601	7.6
Failure to yield right-of-way	4,239	7.0
Failure to keep in proper lane	4,042	6.6
Distracted (phone, talking, eating, object, etc.)	3,346	5.5
Operating vehicle in erratic, reckless or negligent manner	2,615	4.3
Failure to obey traffic signs, signals, or officer	2,450	4.0
Overcorrecting/oversteering	1,845	3.0
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,584	2.6
Swerving or avoiding due to wind, slippery surface, vehicle, object, non-motorist in roadway, etc.	1,310	2.2
Driving wrong way on one-way trafficway or wrong side of road	1,278	2.1
Drowsy, asleep, fatigued, ill, or blackout	1,179	1.9
Making improper turn	445	0.7
Other factors	5,825	9.6
None reported	9,576	15.7
Unknown	19,636	32.2
Total Drivers	**60,904**	**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	10,219	49,505	291,926	488,010	829,441	**839,660**
Passengers	3,290	16,417	84,987	177,054	278,457	**281,747**
Unknown	20	81	269	472	823	**843**
Subtotal	*13,529*	*66,003*	*377,182*	*665,536*	*1,108,721*	***1,122,250***
Light Truck						
Drivers	9,849	43,018	248,566	418,112	709,696	**719,545**
Passengers	2,925	14,951	81,122	177,629	273,702	**276,627**
Unknown	22	46	107	269	422	**444**
Subtotal	*12,796*	*58,015*	*329,795*	*596,010*	*983,820*	***996,616***
Large Truck						
Drivers	856	3,735	13,699	15,306	32,740	**33,596**
Passengers	151	884	3,277	5,264	9,424	**9,575**
Unknown	1	0	0	0	0	**1**
Subtotal	*1,008*	*4,619*	*16,975*	*20,570*	*42,164*	***43,172***
Bus						
Drivers	9	5	736	1,323	2,064	2,073
Passengers	5	77	2,745	6,777	9,599	9,604
Unknown	0	0	0	0	0	**0**
Subtotal	*14*	*82*	*3,481*	*8,100*	*11,663*	***11,677***
Other/Unknown						
Drivers	853	7,270	26,620	81,763	115,653	116,506
Passengers	156	1,903	7,515	26,423	35,842	35,998
Unknown	2	2	2	24	28	30
Subtotal	*1,011*	*9,175*	*34,138*	*108,210*	*151,522*	***152,533***
Subtotal*	***28,358***	***137,895***	***761,571***	***1,398,426***	***2,297,890***	***2,326,248***
Motorcycle						
Riders	5,636	23,112	35,219	18,313	76,645	**82,281**
Passengers	296	1,948	2,874	1,196	6,018	**6,314**
Unknown	0	0	23	0	23	**23**
Subtotal	***5,932***	***25,060***	***38,116***	***19,509***	***82,686***	***88,618***
Total	**34,290**	**162,955**	**799,687**	**1,417,935**	**2,380,576**	**2,414,866**

*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	1,729	11.2	1,369	7.2	**3,098**	**9.0**
35 or 40 mph	2,593	16.8	3,089	16.4	**5,682**	**16.6**
45 or 50 mph	2,721	17.7	3,850	20.4	**6,571**	**19.2**
55 mph	4,202	27.3	5,002	26.5	**9,204**	**26.8**
60 mph or higher	3,573	23.2	4,535	24.0	**8,108**	**23.6**
No Statutory Limit	32	0.2	287	1.5	**319**	**0.9**
Unknown	550	3.6	758	4.0	**1,308**	**3.8**
Total	**15,400**	**100.0**	**18,890**	**100.0**	**34,290**	**100.0**
Occupants Injured						
30 mph or less	83,468	17.4	249,769	13.1	**333,237**	**14.0**
35 or 40 mph	96,042	20.0	526,038	27.7	**622,080**	**26.1**
45 or 50 mph	72,939	15.2	455,664	24.0	**528,603**	**22.2**
55 mph	83,311	17.4	181,944	9.6	**265,255**	**11.1**
60 mph or higher	81,232	16.9	200,760	10.6	**281,991**	**11.8**
No Statutory Limit	2,515	0.5	35,377	1.9	**37,892**	**1.6**
Unknown	60,616	12.6	250,902	13.2	**311,518**	**13.1**
Total	**480,121**	**100.0**	**1,900,455**	**100.0**	**2,380,576**	**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	504	16.3	2,552	82.4	42	1.4	**3,098**	**100.0**
35 or 40 mph	1,079	19.0	4,576	80.5	27	0.5	**5,682**	**100.0**
45 or 50 mph	2,164	32.9	4,376	66.6	31	0.5	**6,571**	**100.0**
55 mph	6,675	72.5	2,518	27.4	11	0.1	**9,204**	**100.0**
60 mph or higher	4,735	58.4	3,372	41.6	1	0.0	**8,108**	**100.0**
No Statutory Limit	126	39.5	189	59.2	4	1.3	**319**	**100.0**
Unknown	479	36.6	770	58.9	59	4.5	**1,308**	**100.0**
Total	**15,762**	**46.0**	**18,353**	**53.5**	**175**	**0.5**	34,290	100.0

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

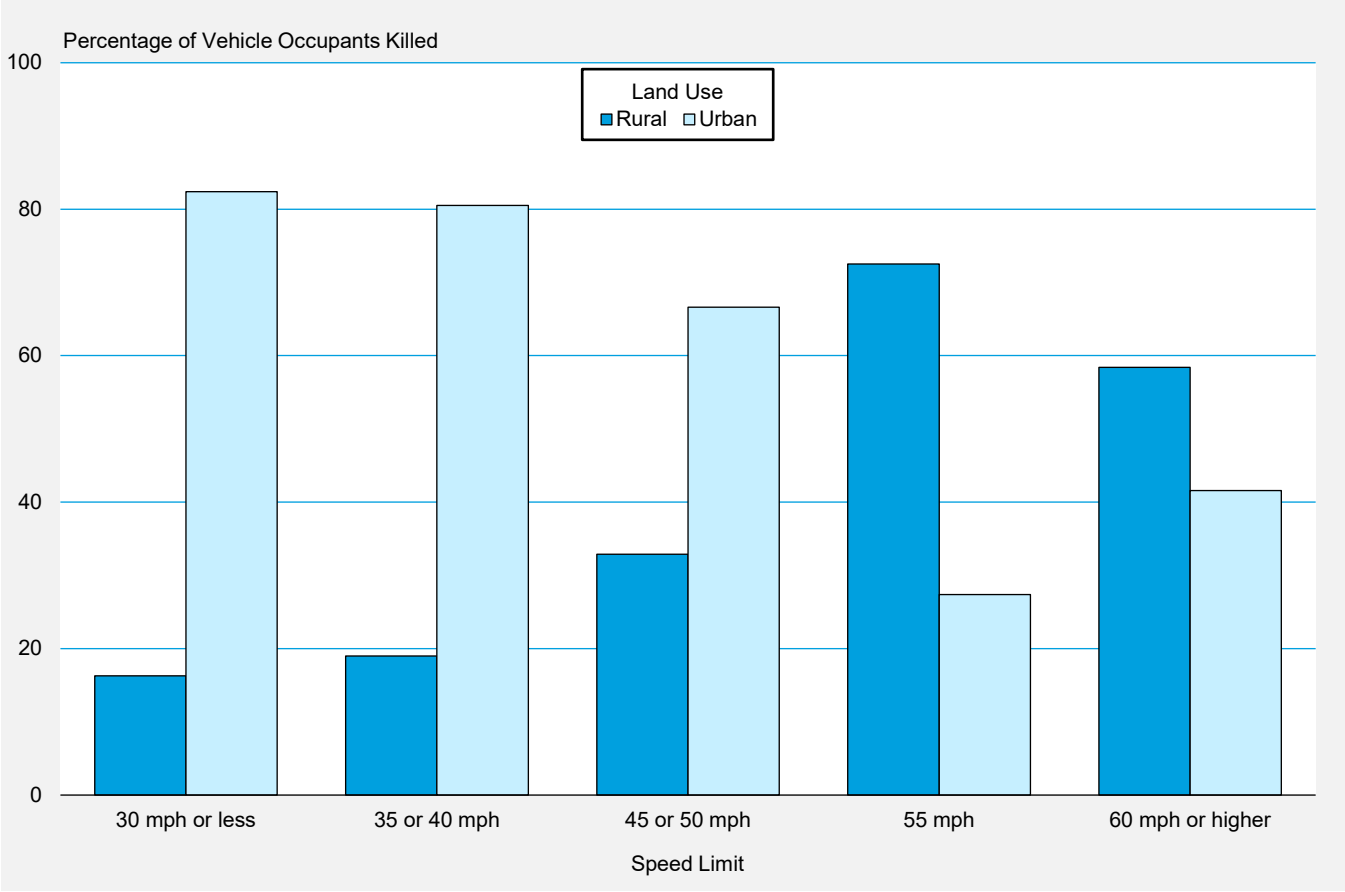


Table 68. Vehicle Occupants Killed and Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	*Subtotal*	Motorcycles	
Occupants Killed								
Male	8,510	8,793	934	7	842	*19,086*	5,439	**24,525**
Female	4,994	3,985	73	7	161	*9,220*	485	**9,705**
Unknown	25	18	1	0	8	*52*	8	**60**
Total	**13,529**	**12,796**	**1,008**	**14**	**1,011**	***28,358***	**5,932**	**34,290**
Occupants Injured								
Male	497,869	466,865	37,737	5,922	76,767	*1,085,159*	71,670	**1,156,828**
Female	610,815	516,917	4,423	5,731	74,725	*1,212,612*	11,015	**1,223,627**
Total*	**1,108,721**	**983,820**	**42,164**	**11,663**	**151,522**	***2,297,890***	**82,686**	**2,380,576**

*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	161	125	1	0	1	*288*	0	**288**
5-9	156	134	3	0	8	*301*	1	**302**
10-14	133	154	3	1	59	*350*	10	**360**
15-20	1,825	983	31	0	112	*2,951*	294	**3,245**
21-24	1,564	896	41	0	83	*2,584*	472	**3,056**
25-34	3,015	2,256	160	1	174	*5,606*	1,393	**6,999**
35-44	1,856	1,928	174	1	165	*4,124*	1,099	**5,223**
45-54	1,317	1,736	222	4	138	*3,417*	1,087	**4,504**
55-64	1,252	1,772	240	4	113	*3,381*	970	**4,351**
65-74	957	1,387	100	1	88	*2,533*	489	**3,022**
>74	1,250	1,387	33	2	60	*2,732*	109	**2,841**
Unknown	43	38	0	0	10	*91*	8	**99**
Total	**13,529**	**12,796**	**1,008**	**14**	**1,011**	***28,358***	**5,932**	**34,290**
Occupants Injured								
<5	20,176	21,606	37	283	1,498	*43,600*	28	**43,628**
5-9	20,399	24,462	487	253	2,213	*47,814*	111	**47,925**
10-14	21,209	28,631	581	2,142	5,512	*58,076*	768	**58,844**
15-20	183,946	94,830	1,898	2,300	21,716	*304,689*	5,139	**309,828**
21-24	143,638	65,406	3,390	207	13,858	*226,499*	9,556	**236,055**
25-34	246,650	180,412	7,988	1,215	32,561	*468,824*	22,353	**491,177**
35-44	157,064	172,411	9,122	1,004	23,007	*362,609*	15,608	**378,217**
45-54	114,933	138,643	8,272	1,445	21,622	*284,914*	12,977	**297,891**
55-64	100,966	127,281	7,736	1,800	15,309	*253,092*	10,728	**263,820**
65-74	61,604	81,532	2,267	676	8,195	*154,274*	4,585	**158,859**
>74	38,048	48,516	383	336	5,995	*93,278*	829	**94,106**
Total*	**1,108,721**	**983,820**	**42,164**	**11,663**	**151,522**	***2,297,890***	**82,686**	**2,380,576**

*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				Total*		Sex				Total**	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**0.0**	144	50.0	144	50.0	**288**	**100.0**
5-9	2	66.7	1	33.3	**3**	**100.0**	151	50.5	146	48.8	**299**	**100.0**
10-14	48	85.7	8	14.3	**56**	**100.0**	173	56.9	131	43.1	**304**	**100.0**
15-20	1,599	75.6	512	24.2	**2,116**	**100.0**	621	55.0	505	44.7	**1,129**	**100.0**
21-24	1,860	77.6	536	22.4	**2,398**	**100.0**	361	54.9	296	45.0	**658**	**100.0**
25-34	4,645	78.9	1,233	20.9	**5,889**	**100.0**	585	52.7	523	47.1	**1,110**	**100.0**
35-44	3,505	78.3	970	21.7	**4,478**	**100.0**	349	46.8	395	53.0	**745**	**100.0**
45-54	3,141	79.7	800	20.3	**3,943**	**100.0**	242	43.1	318	56.7	**561**	**100.0**
55-64	3,038	80.0	758	20.0	**3,799**	**100.0**	211	38.2	340	61.6	**552**	**100.0**
65-74	1,980	77.3	579	22.6	**2,562**	**100.0**	134	29.1	326	70.9	**460**	**100.0**
>74	1,485	69.8	643	30.2	**2,129**	**100.0**	198	27.8	512	71.9	**712**	**100.0**
Unknown	26	53.1	9	18.4	**49**	**100.0**	27	54.0	20	40.0	**50**	**100.0**
Total	**21,329**	**77.8**	**6,049**	**22.1**	**27,422**	**100.0**	**3,196**	**46.5**	**3,656**	**53.2**	**6,868**	**100.0**
Occupants Injured												
<5	0	0.0	0	0.0	**0**	**0.0**	23,970	54.9	19,656	45.1	**43,628**	**100.0**
5-9	47	67.9	22	32.1	**69**	**100.0**	21,489	44.9	26,364	55.1	**47,856**	**100.0**
10-14	1,702	57.2	1,274	42.8	**2,976**	**100.0**	26,017	46.6	29,849	53.4	**55,868**	**100.0**
15-20	101,321	49.8	101,931	50.1	**203,256**	**100.0**	42,500	39.9	64,062	60.1	**106,572**	**100.0**
21-24	94,672	50.4	93,093	49.6	**187,767**	**100.0**	19,621	40.6	28,663	59.4	**48,288**	**100.0**
25-34	212,576	53.0	188,327	47.0	**400,911**	**100.0**	38,084	42.2	52,179	57.8	**90,267**	**100.0**
35-44	157,187	50.9	151,908	49.1	**309,103**	**100.0**	25,401	36.8	43,712	63.2	**69,114**	**100.0**
45-54	131,255	53.1	115,986	46.9	**247,245**	**100.0**	15,094	29.8	35,548	70.2	**50,646**	**100.0**
55-64	116,746	53.5	101,644	46.5	**218,390**	**100.0**	11,942	26.3	33,488	73.7	**45,431**	**100.0**
65-74	66,040	52.8	59,143	47.2	**125,182**	**100.0**	7,951	23.6	25,725	76.4	**33,677**	**100.0**
>74	37,278	52.3	33,998	47.7	**71,276**	**100.0**	5,848	25.6	16,981	74.4	**22,830**	**100.0**
Unknown	18	28.1	11	17.2	**64**	**100.0**	69	42.9	63	39.1	**161**	**100.0**
Total	**918,842**	**52.0**	**847,336**	**48.0**	**1,766,239**	**100.0**	**237,986**	**38.7**	**376,291**	**61.3**	**614,337**	**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	7,458	55.1	321	2.4	3,734	27.6	2,013	14.9	**13,529**	**100.0**
Light Truck	5,618	43.9	307	2.4	3,267	25.5	3,596	28.1	**12,796**	**100.0**
Large Truck	326	32.3	38	3.8	216	21.4	427	42.4	**1,008**	**100.0**
Bus	11	78.6	0	0.0	1	7.1	2	14.3	**14**	**100.0**
Other/Unknown	367	36.3	28	2.8	209	20.7	389	38.5	**1,011**	**100.0**
Subtotal	*13,780*	*48.6*	*694*	*2.4*	*7,427*	*26.2*	*6,427*	*22.7*	***28,358***	***100.0***
Motorcycle	3,369	56.8	247	4.2	1,517	25.6	784	13.2	**5,932**	**100.0**
Total	**17,149**	**50.0**	**941**	**2.7**	**8,944**	**26.1**	**7,211**	**21.0**	**34,290**	**100.0**
Occupants Injured										
Passenger Car	882,564	79.6	37,729	3.4	147,183	13.3	41,224	3.7	**1,108,721**	**100.0**
Light Truck	778,017	79.1	33,968	3.5	112,425	11.4	59,346	6.0	**983,820**	**100.0**
Large Truck	26,533	62.9	1,879	4.5	5,691	13.5	8,050	19.1	**42,164**	**100.0**
Bus	8,529	73.1	944	8.1	2,122	18.2	68	0.6	**11,663**	**100.0**
Other/Unknown	116,970	77.2	11,792	7.8	14,743	9.7	8,018	5.3	**151,522**	**100.0**
Subtotal	*1,812,613*	*78.9*	*86,311*	*3.8*	*282,164*	*12.3*	*116,706*	*5.1*	***2,297,890***	***100.0***
Motorcycle	46,227	55.9	4,953	6.0	10,978	13.3	20,528	24.8	**82,686**	**100.0**
Total	**1,858,839**	**78.1**	**91,265**	**3.8**	**293,142**	**12.3**	**137,234**	**5.8**	**2,380,576**	**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	7,970	7,600	621	9	404	*16,604*	3,662	**20,266**
Left Side	1,746	1,318	49	2	73	*3,188*	316	**3,504**
Right Side	1,662	1,069	37	2	65	*2,835*	286	**3,121**
Rear	777	638	27	0	92	*1,534*	275	**1,809**
Other	138	145	10	0	11	*304*	17	**321**
Noncollision	550	1,402	213	1	273	*2,439*	931	**3,370**
Unknown	686	624	51	0	93	*1,454*	445	**1,899**
Total	**13,529**	**12,796**	**1,008**	**14**	**1,011**	***28,358***	**5,932**	**34,290**
Occupants Injured								
Front	635,785	524,048	22,351	3,920	80,058	*1,266,162*	42,736	**1,308,899**
Left Side	101,055	98,493	3,253	3,571	15,756	*222,129*	7,411	**229,540**
Right Side	97,009	83,383	2,366	1,154	14,148	*198,060*	5,558	**203,619**
Rear	256,217	252,486	8,087	3,014	36,366	*556,170*	5,230	**561,400**
Other	3,929	3,598	798	0	567	*8,893*	127	**9,019**
Noncollision	14,364	21,434	5,240	4	4,599	*45,641*	21,584	**67,225**
Unknown	363	376	69	0	27	*835*	40	**875**
Total	**1,108,721**	**983,820**	**42,164**	**11,663**	**151,522**	***2,297,890***	**82,686**	**2,380,576**

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	2,367	17.5	11,080	81.9	82	0.6	**13,529**	**100.0**
Light Truck	3,500	27.4	9,212	72.0	84	0.7	**12,796**	**100.0**
Large Truck	267	26.5	731	72.5	10	1.0	**1,008**	**100.0**
Bus	5	35.7	9	64.3	0	0.0	**14**	**100.0**
Other/Unknown	360	35.6	588	58.2	63	6.2	**1,011**	**100.0**
Total**	6,499	22.9	21,620	76.2	239	0.8	**28,358**	**100.0**
Occupants Injured								
Passenger Car	4,795	0.4	1,103,823	99.6	103	0.0	**1,108,721**	**100.0**
Light Truck	6,660	0.7	976,989	99.3	171	0.0	**983,820**	**100.0**
Large Truck	740	1.8	41,416	98.2	8	0.0	**42,164**	**100.0**
Bus	6	0.1	11,656	99.9	1	0.0	**11,663**	**100.0**
Other/Unknown	2,591	1.7	148,914	98.3	17	0.0	**151,522**	**100.0**
Total**	14,793	0.6	2,282,798	99.3	300	0.0	**2,297,890**	**100.0**

*Includes total and partial ejection.
**Excludes motorcyclists.
Note: Totals may not equal sum of components due to independent rounding.

Table 74. Vehicle 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	—	**1,754**
Passenger Car	3,247	Light Truck	1,125	**4,372**
Passenger Car	1,375	Large Truck	41	**1,416**
Passenger Car	13	Motorcycle	1,057	**1,070**
Passenger Car	52	Bus	1	**53**
Passenger Car	69	Other/Unknown	99	**168**
Light Truck	—	Light Truck	—	**2,384**
Light Truck	1,549	Large Truck	63	**1,612**
Light Truck	24	Motorcycle	1,678	**1,702**
Light Truck	38	Bus	3	**41**
Light Truck	73	Other/Unknown	181	**254**
Large Truck	—	Large Truck	—	**207**
Large Truck	0	Motorcycle	253	**253**
Large Truck	4	Bus	4	**8**
Large Truck	7	Other/Unknown	37	**44**
Motorcycle	—	Motorcycle	—	**64**
Motorcycle	19	Bus	0	**19**
Motorcycle	88	Other/Unknown	3	**91**
Bus	—	Bus	—	**0**
Bus	0	Other/Unknown	4	**4**
Other/Unknown	—	Other/Unknown	—	**47**
Total Occupants Killed				**15,563**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**330,349**
Passenger Car	327,268	Light Truck	259,360	**586,627**
Passenger Car	37,580	Large Truck	8,962	**46,543**
Passenger Car	2,071	Motorcycle	18,465	**20,537**
Passenger Car	1,932	Bus	2,455	**4,387**
Passenger Car	41,256	Other/Unknown	30,838	**72,094**
Light Truck	—	Light Truck	—	**327,145**
Light Truck	35,327	Large Truck	8,195	**43,522**
Light Truck	2,044	Motorcycle	17,527	**19,572**
Light Truck	2,008	Bus	3,936	**5,944**
Light Truck	26,299	Other/Unknown	21,642	**47,941**
Large Truck	—	Large Truck	—	**4,874**
Large Truck	68	Motorcycle	1,477	**1,545**
Large Truck	1	Bus	330	**331**
Large Truck	1,037	Other/Unknown	4,153	**5,191**
Total Occupants Injured				**1,516,603**

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

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

Vehicle Body Class	Occupants Involved		Occupants Killed	
	Number	Percent	Number	Percent
Passenger Cars	**30,732**	**35.3**	**13,529**	**39.5**
Convertible	634	0.7	336	1.0
Sedan	24,525	28.1	10,552	30.8
Coupe	2,560	2.9	1,245	3.6
Hatchback	2,550	2.9	1,192	3.5
Wagon	463	0.5	204	0.6
Light Trucks	**39,343**	**45.1**	**12,796**	**37.3**
Utility	21,813	25.0	6,961	20.3
Minivan	2,297	2.6	652	1.9
Cargo Van	775	0.9	209	0.6
Step Van	3	0.0	0	0.0
Other Van Type	766	0.9	216	0.6
Light Pickup	13,676	15.7	4,755	13.9
Other Light Truck	13	0.0	3	0.0
Large Trucks	**6,868**	**7.9**	**1,008**	**2.9**
Cargo Van	44	0.1	10	0.0
Step Van	25	0.0	8	0.0
Other Van Type	51	0.1	9	0.0
Large Pickup	1,097	1.3	180	0.5
Single-Unit Truck	1,791	2.1	264	0.8
Truck Tractor	3,763	4.3	531	1.5
Other Large Truck	97	0.1	6	0.0
Motorcycles	**6,634**	**7.6**	**5,932**	**17.3**
2-Wheel Motorcycle (excluding Motor Scooters)	5,984	6.9	5,357	15.6
Moped or Motorized Bicycle	98	0.1	95	0.3
3-Wheel Motorcycle (2 Rear Wheels)	97	0.1	77	0.2
Unenclosed 3-Wheel Motorcycle/Unenclosed Autocycle (1 Rear Wheel)	80	0.1	60	0.2
Motor Scooter	278	0.3	259	0.8
Other Motored Cycle Type (Minibikes, Pocket Bikes)	14	0.0	14	0.0
Unknown Motored Cycle Type	83	0.1	70	0.2
Buses*	**586**	**0.7**	**14**	**0.0**
School Bus	297	0.3	8	0.0
Intercity Bus	64	0.1	0	0.0
Transit Bus	156	0.2	4	0.0
Other Bus	69	0.1	2	0.0
Other Vehicle Type	**1,262**	**1.4**	**778**	**2.3**
Limousine	1	0.0	1	0.0
Motorhome	93	0.1	23	0.1
All-Terrain Vehicle	379	0.4	291	0.8
Recreational Off-Road Vehicle	367	0.4	204	0.6
Snowmobile	12	0.0	11	0.0
Farm Equipment	126	0.1	48	0.1
Construction Equipment	34	0.0	4	0.0
Low-Speed Vehicle	7	0.0	3	0.0
Golf Cart	53	0.1	27	0.1
Other Vehicle	190	0.2	166	0.5
Unknown Vehicle Type	**1,719**	**2.0**	**233**	**0.7**
Total	**87,144**	**100.0**	**34,290**	**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	4,305	1,588	36.89	2,088	468	22.41	4,726	1,207	25.54	655	125	19.08
4-7	6,725	2,445	36.36	2,256	481	21.32	4,620	1,277	27.64	750	166	22.13
8-11	5,973	2,410	40.35	1,614	440	27.26	3,373	999	29.62	576	127	22.05
12-15	6,211	2,952	47.53	2,120	758	35.75	3,182	1,004	31.55	654	207	31.65
16-19	4,234	2,270	53.61	2,652	1,115	42.04	3,862	1,509	39.07	701	265	37.80
20+	3,175	1,848	58.20	2,923	1,488	50.91	1,990	959	48.19	491	188	38.29
Unknown	109	16	14.68	34	7	20.59	60	6	10.00	16	0	0.00
Total	**30,732**	**13,529**	**44.02**	**13,687**	**4,757**	**34.76**	**21,813**	**6,961**	**31.91**	**3,843**	**1,078**	**28.05**

Notes: Vehicle age = crash year – model year. Vehicle age 0 includes model years 2021 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	21,786	7,668	35
Passengers	6,527	2,078	32
Unknown	45	8	18
Subtotal	*28,358*	*9,754*	*34*
Motorcyclists	*5,932*	*2,023*	*34*
Nonoccupants			
Pedestrians	7,388	1,383	19
Pedalcyclists	966	157	16
Other/Unknown	295	67	23
Subtotal	*8,649*	*1,607*	*19*
Total	**42,939**	**13,384**	**31**

*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 5 of this report.

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

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	85	91	2	2	7	7	9	9	**94**	**100**
15-20	4,008	79	196	4	884	17	1,080	21	**5,088**	**100**
21-24	3,754	68	260	5	1,499	27	1,759	32	**5,513**	**100**
25-34	9,126	69	543	4	3,531	27	4,074	31	**13,200**	**100**
35-44	7,484	73	390	4	2,417	23	2,807	27	**10,291**	**100**
45-54	6,694	76	335	4	1,735	20	2,070	24	**8,764**	**100**
55-64	6,522	81	279	3	1,284	16	1,563	19	**8,085**	**100**
65-74	4,039	85	140	3	589	12	729	15	**4,768**	**100**
>74	2,947	90	63	2	253	8	316	10	**3,263**	**100**
Unknown	1,109	60	165	9	563	31	729	40	**1,838**	**100**
Total	**45,769**	**75**	**2,373**	**4**	**12,762**	**21**	**15,135**	**25**	**60,904**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

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

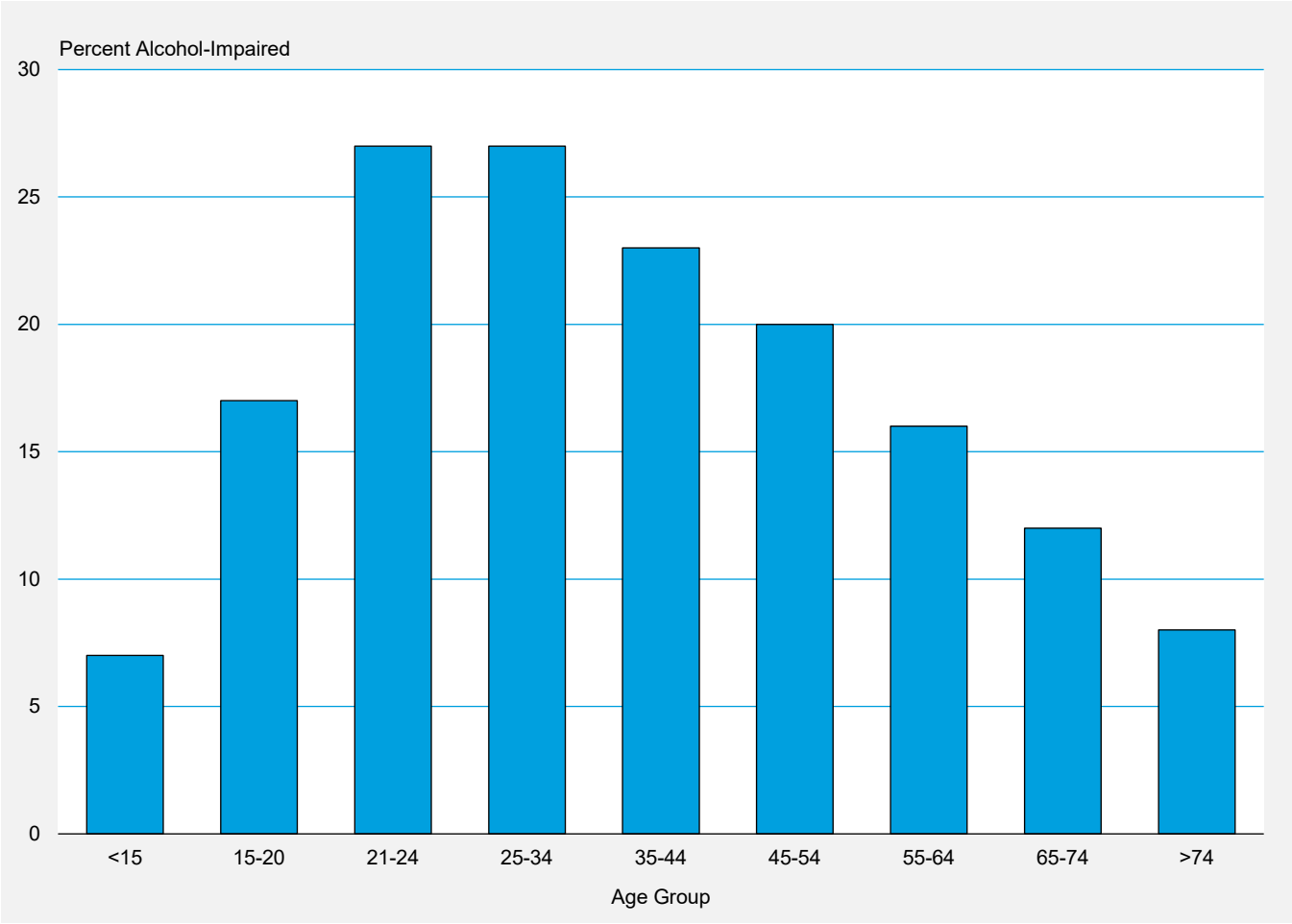


Table 79. Drivers Killed in Crashes, by Time of Day, Day of Week, Age Group, Alcohol Impairment, and Crash Type

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	425	15	4,843	25
Weekday	263	11	3,197	22
Weekend	162	22	1,646	32
Nighttime	666	39	6,394	57
Weekday	295	34	2,832	50
Weekend	371	42	3,562	62
Multiple-Vehicle Crashes				
Daytime	563	8	8,004	10
Weekday	428	7	6,070	9
Weekend	135	10	1,934	13
Nighttime	511	21	5,732	31
Weekday	214	14	2,768	27
Weekend	297	25	2,964	35

*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 5 of this report.

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

Age Group	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<15	54	92	2	3	4	6	5	8	**59**	**100**
15-20	1,552	73	93	4	471	22	564	27	**2,116**	**100**
21-24	1,356	57	128	5	914	38	1,042	43	**2,398**	**100**
25-34	3,325	56	282	5	2,282	39	2,564	44	**5,889**	**100**
35-44	2,604	58	235	5	1,639	37	1,874	42	**4,478**	**100**
45-54	2,482	63	209	5	1,252	32	1,461	37	**3,943**	**100**
55-64	2,709	71	182	5	908	24	1,090	29	**3,799**	**100**
65-74	2,031	79	101	4	430	17	531	21	**2,562**	**100**
>74	1,905	89	49	2	174	8	224	11	**2,129**	**100**
Unknown	31	63	3	7	15	30	18	37	**49**	**100**
Total	**18,050**	**66**	**1,283**	**5**	**8,089**	**29**	**9,372**	**34**	**27,422**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 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

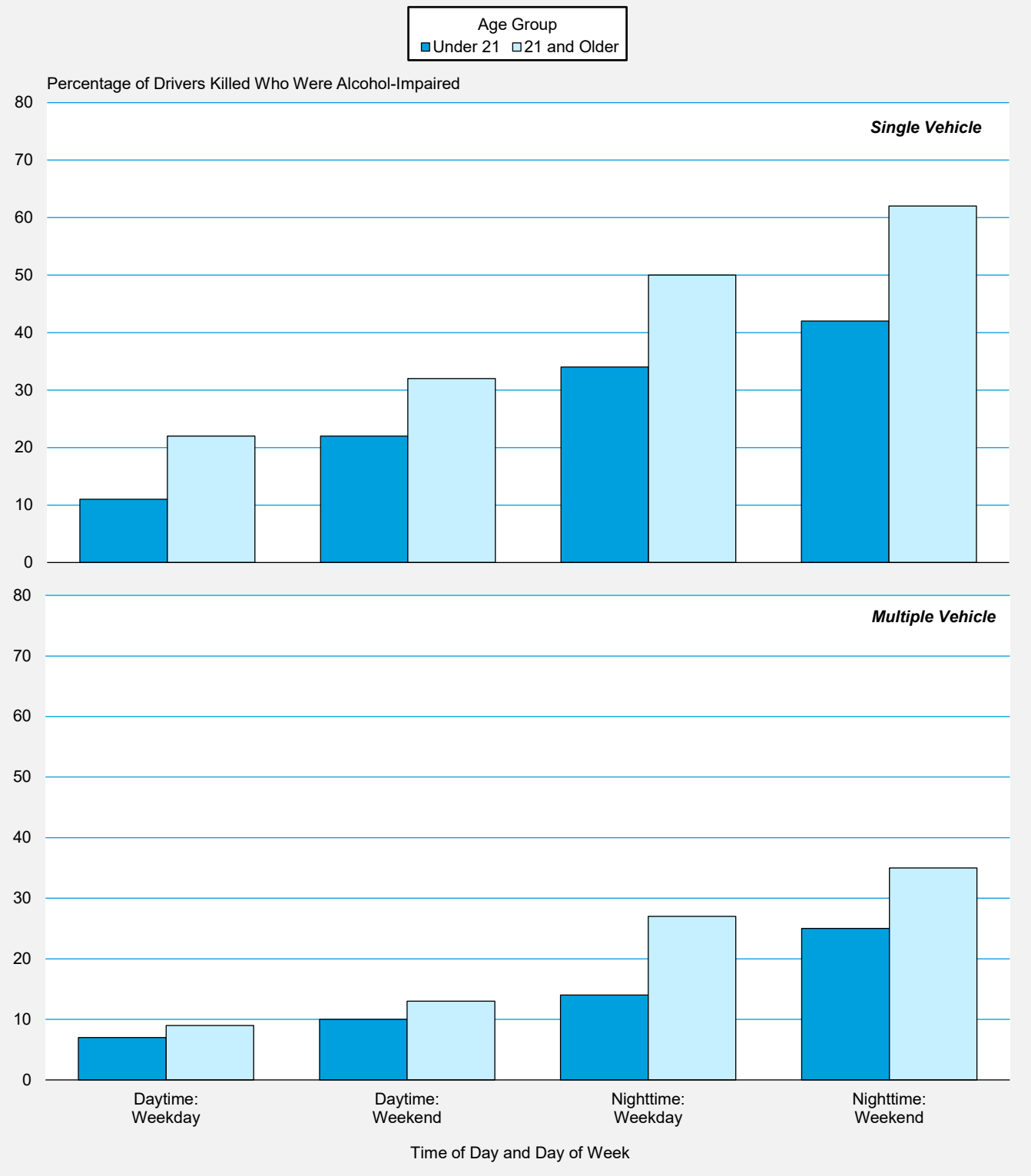


Table 81. Drivers Involved in Fatal Crashes, by Vehicle Type and Their BACs

Vehicle Type	BAC = .00		BAC = .01-.07		BAC = .08+		BAC = .01+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	15,083	72	819	4	5,057	24	5,876	28	**20,959**	**100**
Light Truck	19,738	77	795	3	4,992	20	5,787	23	**25,525**	**100**
Large Truck	5,357	95	127	2	150	3	277	5	**5,634**	**100**
Bus	182	89	5	3	17	8	22	11	**204**	**100**
Other/Unknown	1,486	59	198	8	818	33	1,017	41	**2,502**	**100**
Subtotal	*41,846*	*76*	*1,944*	*4*	*11,035*	*20*	*12,979*	*24*	***54,824***	***100***
Motorcycle	3,923	65	429	7	1,727	28	2,157	35	**6,080**	**100**
Total	**45,769**	**75**	**2,373**	**4**	**12,762**	**21**	**15,135**	**25**	**60,904**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 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	246	69	20	6	87	25	107	30	**355**	**100**
5-9	247	67	14	4	105	29	119	33	**366**	**100**
10-14	338	73	18	4	102	22	120	26	**463**	**100**
15-20	2,359	66	203	6	1,023	28	1,227	34	**3,597**	**100**
21-24	1,876	54	211	6	1,388	40	1,598	46	**3,482**	**100**
25-34	4,614	55	471	6	3,354	40	3,824	45	**8,448**	**100**
35-44	3,834	57	385	6	2,487	37	2,872	43	**6,716**	**100**
45-54	3,553	61	327	6	1,908	33	2,235	39	**5,789**	**100**
55-64	4,090	68	320	5	1,585	26	1,904	32	**6,005**	**100**
65-74	3,055	75	184	5	814	20	998	25	**4,059**	**100**
>74	2,852	83	103	3	471	14	575	17	**3,430**	**100**
Unknown	158	69	9	4	61	27	70	31	**229**	**100**
Total	**27,221**	**63**	**2,266**	**5**	**13,384**	**31**	**15,650**	**36**	**42,939**	**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 5 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	3,815	52	183	3	809	11	**4,808**	**66**
.01-.07	239	3	16	0	60	1	**315**	**4**
.08+	1,658	23	107	1	420	6	**2,186**	**30**
Total*	**5,713**	**78**	**306**	**4**	**1,290**	**18**	**7,309**	**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 5 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	13,219	63.1	5,504	26.3	2,236	10.7	**20,959**	**100.0**
Light Truck	16,918	66.3	6,317	24.7	2,290	9.0	**25,525**	**100.0**
Large Truck	4,689	83.2	539	9.6	406	7.2	**5,634**	**100.0**
Bus	181	88.7	9	4.4	14	6.9	**204**	**100.0**
Other/Unknown	217	8.7	976	39.0	1,309	52.3	**2,502**	**100.0**
Total*	**35,224**	**64.2**	**13,345**	**24.3**	**6,255**	**11.4**	**54,824**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,194,612	87.3	51,258	3.7	123,079	9.0	**1,368,949**	**100.0**
Light Truck	1,171,488	87.2	46,661	3.5	124,773	9.3	**1,342,922**	**100.0**
Large Truck	100,543	86.3	2,756	2.4	13,202	11.3	**116,500**	**100.0**
Bus	9,418	92.9	165	1.6	555	5.5	**10,138**	**100.0**
Other/Unknown	151,950	62.5	11,265	4.6	79,925	32.9	**243,140**	**100.0**
Total*	**2,628,011**	**85.3**	**112,104**	**3.6**	**341,533**	**11.1**	**3,081,648**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	2,808,987	89.3	46,321	1.5	289,810	9.2	**3,145,119**	**100.0**
Light Truck	3,012,122	89.4	44,668	1.3	314,107	9.3	**3,370,897**	**100.0**
Large Truck	348,297	87.4	5,108	1.3	44,897	11.3	**398,302**	**100.0**
Bus	34,382	89.8	408	1.1	3,478	9.1	**38,268**	**100.0**
Other/Unknown	341,024	54.4	10,016	1.6	276,314	44.0	**627,354**	**100.0**
Total*	**6,544,812**	**86.3**	**106,521**	**1.4**	**928,606**	**12.3**	**7,579,939**	**100.0**
All Crashes								
Passenger Car	4,016,818	88.6	103,083	2.3	415,125	9.2	**4,535,026**	**100.0**
Light Truck	4,200,528	88.6	97,646	2.1	441,170	9.3	**4,739,344**	**100.0**
Large Truck	453,529	87.1	8,402	1.6	58,505	11.2	**520,436**	**100.0**
Bus	43,981	90.5	581	1.2	4,047	8.3	**48,609**	**100.0**
Other/Unknown	493,191	56.5	22,257	2.5	357,547	41.0	**872,995**	**100.0**
Total*	**9,208,048**	**85.9**	**231,970**	**2.2**	**1,276,394**	**11.9**	**10,716,411**	**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	180	62.9	80	28.0	26	9.1	**286**	**100.0**
5-9	147	50.7	106	36.6	37	12.8	**290**	**100.0**
10-14	134	46.7	122	42.5	31	10.8	**287**	**100.0**
15-20	1,081	38.5	1,377	49.0	350	12.5	**2,808**	**100.0**
21-24	925	37.6	1,247	50.7	288	11.7	**2,460**	**100.0**
25-34	1,806	34.3	2,854	54.1	611	11.6	**5,271**	**100.0**
35-44	1,407	37.2	1,960	51.8	417	11.0	**3,784**	**100.0**
45-54	1,345	44.1	1,396	45.7	312	10.2	**3,053**	**100.0**
55-64	1,525	50.4	1,232	40.7	267	8.8	**3,024**	**100.0**
65-74	1,417	60.5	762	32.5	165	7.0	**2,344**	**100.0**
>74	1,828	69.3	651	24.7	158	6.0	**2,637**	**100.0**
Unknown	25	30.9	26	32.1	30	37.0	**81**	**100.0**
Total	**11,820**	**44.9**	**11,813**	**44.9**	**2,692**	**10.2**	**26,325**	**100.0**
Occupants Injured								
<5	37,386	89.5	1,937	4.6	2,460	5.9	**41,782**	**100.0**
5-9	38,699	86.3	2,564	5.7	3,598	8.0	**44,861**	**100.0**
10-14	42,290	84.9	4,038	8.1	3,512	7.0	**49,840**	**100.0**
15-20	232,644	83.5	18,453	6.6	27,679	9.9	**278,775**	**100.0**
21-24	175,223	83.8	14,645	7.0	19,175	9.2	**209,043**	**100.0**
25-34	356,533	83.5	29,548	6.9	40,980	9.6	**427,061**	**100.0**
35-44	276,747	84.0	20,008	6.1	32,719	9.9	**329,475**	**100.0**
45-54	216,399	85.3	11,917	4.7	25,259	10.0	**253,576**	**100.0**
55-64	201,160	88.1	9,276	4.1	17,811	7.8	**228,247**	**100.0**
65-74	125,999	88.0	6,160	4.3	10,977	7.7	**143,137**	**100.0**
>74	77,333	89.3	2,498	2.9	6,733	7.8	**86,564**	**100.0**
Total*	**1,780,506**	**85.1**	**121,070**	**5.8**	**190,966**	**9.1**	**2,092,541**	**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	1,280	86.0	139	9.3	69	4.6	**1,488**	**100.0**
5-9	1,234	80.0	192	12.5	116	7.5	**1,542**	**100.0**
10-14	1,270	76.5	250	15.1	141	8.5	**1,661**	**100.0**
15-20	4,241	68.1	1,307	21.0	676	10.9	**6,224**	**100.0**
21-24	3,149	70.8	836	18.8	463	10.4	**4,448**	**100.0**
25-34	6,359	72.8	1,454	16.6	925	10.6	**8,738**	**100.0**
35-44	4,831	78.4	802	13.0	527	8.6	**6,160**	**100.0**
45-54	3,843	83.8	422	9.2	320	7.0	**4,585**	**100.0**
55-64	3,416	87.2	245	6.3	258	6.6	**3,919**	**100.0**
65-74	2,145	89.6	122	5.1	128	5.3	**2,395**	**100.0**
>74	1,369	91.7	69	4.6	55	3.7	**1,493**	**100.0**
Unknown	227	20.7	84	7.7	786	71.6	**1,097**	**100.0**
Total	**33,364**	**76.3**	**5,922**	**13.5**	**4,464**	**10.2**	**43,750**	**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	***6,004***	***48.3***	***5,134***	***41.3***	***1,283***	***10.3***	***12,421***	***100.0***
Left	4,864	47.6	4,318	42.2	1,043	10.2	**10,225**	**100.0**
Middle	1	25.0	3	75.0	0	0.0	**4**	**100.0**
Right	1,138	52.1	810	37.1	238	10.9	**2,186**	**100.0**
Other/Unknown	1	16.7	3	50.0	2	33.3	**6**	**100.0**
Second Seat	***362***	***37.2***	***501***	***51.5***	***110***	***11.3***	***973***	***100.0***
Left	140	40.1	178	51.0	31	8.9	**349**	**100.0**
Middle	39	30.2	70	54.3	20	15.5	**129**	**100.0**
Right	180	39.1	231	50.2	49	10.7	**460**	**100.0**
Other/Unknown	3	8.6	22	62.9	10	28.6	**35**	**100.0**
Other	***1***	***5.9***	***14***	***82.4***	***2***	***11.8***	***17***	***100.0***
Unknown	***12***	***10.2***	***59***	***50.0***	***47***	***39.8***	***118***	***100.0***
Total	**6,379**	**47.2**	**5,708**	**42.2**	**1,442**	**10.7**	**13,529**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***871,401***	***86.1***	***55,552***	***5.5***	***85,026***	***8.4***	***1,011,979***	***100.0***
Left	713,693	86.0	45,174	5.4	70,967	8.6	**829,833**	**100.0**
Middle	2,184	98.4	35	1.6	1	0.0	**2,219**	**100.0**
Right	155,522	86.4	10,340	5.7	14,058	7.8	**179,920**	**100.0**
Other/Unknown	3	50.0	3	50.0	0	0.0	**6**	**100.0**
Second Seat	***80,420***	***83.3***	***8,977***	***9.3***	***7,122***	***7.4***	***96,519***	***100.0***
Left	30,869	82.7	3,352	9.0	3,083	8.3	**37,305**	**100.0**
Middle	6,750	70.6	1,698	17.8	1,115	11.7	**9,563**	**100.0**
Right	42,789	86.5	3,770	7.6	2,893	5.9	**49,452**	**100.0**
Other/Unknown	12	6.0	157	78.8	30	15.1	**199**	**100.0**
Other	***1***	***1.2***	***82***	***95.3***	***3***	***3.5***	***86***	***100.0***
Total*	**951,837**	**85.8**	**64,661**	**5.8**	**92,224**	**8.3**	**1,108,721**	**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	***5,072***	***43.4***	***5,513***	***47.2***	***1,098***	***9.4***	***11,683***	***100.0***
Left	4,161	42.2	4,762	48.3	929	9.4	**9,852**	**100.0**
Middle	4	23.5	13	76.5	0	0.0	**17**	**100.0**
Right	907	50.3	729	40.4	168	9.3	**1,804**	**100.0**
Other/Unknown	0	0.0	9	90.0	1	10.0	**10**	**100.0**
Second Seat	***324***	***39.8***	***411***	***50.4***	***80***	***9.8***	***815***	***100.0***
Left	135	44.4	144	47.4	25	8.2	**304**	**100.0**
Middle	45	40.9	57	51.8	8	7.3	**110**	**100.0**
Right	144	37.9	195	51.3	41	10.8	**380**	**100.0**
Other/Unknown	0	0.0	15	71.4	6	28.6	**21**	**100.0**
Other	***38***	***25.2***	***100***	***66.2***	***13***	***8.6***	***151***	***100.0***
Unknown	***7***	***4.8***	***81***	***55.1***	***59***	***40.1***	***147***	***100.0***
Total	**5,441**	**42.5**	**6,105**	**47.7**	**1,250**	**9.8**	**12,796**	**100.0**
Light-Truck Occupants Injured								
Front Seat	***743,753***	***84.4***	***49,266***	***5.6***	***88,180***	***10.0***	***881,199***	***100.0***
Left	597,399	84.2	39,532	5.6	72,202	10.2	**709,133**	**100.0**
Middle	1,735	75.0	375	16.2	203	8.8	**2,313**	**100.0**
Right	144,617	85.2	9,356	5.5	15,775	9.3	**169,748**	**100.0**
Other/Unknown	2	40.0	3	60.0	0	0.0	**5**	**100.0**
Second Seat	***76,800***	***84.5***	***6,031***	***6.6***	***8,044***	***8.9***	***90,875***	***100.0***
Left	29,676	83.0	2,292	6.4	3,784	10.6	**35,752**	**100.0**
Middle	8,867	85.4	900	8.7	619	6.0	**10,387**	**100.0**
Right	38,061	85.6	2,792	6.3	3,631	8.2	**44,484**	**100.0**
Other/Unknown	194	77.2	47	18.8	10	4.0	**252**	**100.0**
Other	***8,080***	***70.2***	***1,019***	***8.8***	***2,416***	***21.0***	***11,516***	***100.0***
Total*	**828,669**	**84.2**	**56,409**	**5.7**	**98,742**	**10.0**	**983,820**	**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	1,248	9.2	1,434	11.2
Lap Belt	17	0.1	22	0.2
Shoulder Belt	10	0.1	6	0.0
Child Safety Seat	65	0.5	47	0.4
Other/Type Unknown	23	0.2	34	0.3
Restraint Used, Air Bag Deployed	4,914	36.3	3,795	29.7
Safety Belt Used Improperly	81	0.6	84	0.7
Child Safety Seat Used Improperly	21	0.2	19	0.1
Subtotal	6,379	47.2	5,441	42.5
No Restraint Used	1,592	11.8	2,812	22.0
No Restraint Used, Air Bag Deployed	4,116	30.4	3,293	25.7
Restraint Use Unknown	1,442	10.7	1,250	9.8
Total	**13,529**	**100.0**	**12,796**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	481,323	43.4	448,393	45.6
Lap Belt	5,969	0.5	4,161	0.4
Shoulder Belt	4,135	0.4	3,567	0.4
Child Safety Seat	14,519	1.3	16,839	1.7
Other/Type Unknown	2,082	0.2	1,986	0.2
Restraint Used, Air Bag Deployed	433,078	39.1	343,900	35.0
Safety Belt Used Improperly	10,007	0.9	9,047	0.9
Child Safety Seat Used Improperly	724	0.1	775	0.1
Subtotal	951,837	85.8	828,669	84.2
No Restraint Used	29,613	2.7	29,875	3.0
No Restraint Used, Air Bag Deployed	35,047	3.2	26,534	2.7
Restraint Use Unknown	92,224	8.3	98,742	10.0
Total	**1,108,721**	**100.0**	**983,820**	**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	2,148	38.8	3,391	61.2	**5,539**	**100.0**
Light Trucks						
Pickup	1,474	54.5	1,231	45.5	**2,705**	**100.0**
Utility	1,848	56.1	1,447	43.9	**3,295**	**100.0**
Van	177	47.7	194	52.3	**371**	**100.0**
Total	**5,647**	**47.4**	**6,263**	**52.6**	**11,910**	**100.0**
Multiple-Vehicle Crashes						
Passenger Cars	638	8.0	7,352	92.0	**7,990**	**100.0**
Light Trucks						
Pickup	460	22.4	1,592	77.6	**2,052**	**100.0**
Utility	718	19.6	2,948	80.4	**3,666**	**100.0**
Van	98	13.9	609	86.1	**707**	**100.0**
Total	**1,914**	**13.3**	**12,501**	**86.7**	**14,415**	**100.0**
All Crashes						
Passenger Cars	2,786	20.6	10,743	79.4	**13,529**	**100.0**
Light Trucks						
Pickup	1,934	40.7	2,823	59.3	**4,757**	**100.0**
Utility	2,566	36.9	4,395	63.1	**6,961**	**100.0**
Van	275	25.5	803	74.5	**1,078**	**100.0**
Total	**7,561**	**28.7**	**18,764**	**71.3**	**26,325**	**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.	176	5.8	325	11.3	**501**	**8.4**
3 a.m. to 5:59 a.m.	111	3.7	116	4.0	**227**	**3.8**
6 a.m. to 8:59 a.m.	239	7.9	76	2.6	**315**	**5.3**
9 a.m. to 11:59 a.m.	253	8.3	181	6.3	**434**	**7.3**
Noon to 2:59 p.m.	460	15.1	427	14.8	**887**	**15.0**
3 p.m. to 5:59 p.m.	737	24.3	529	18.3	**1,266**	**21.3**
6 p.m. to 8:59 p.m.	628	20.7	692	24.0	**1,320**	**22.3**
9 p.m. to 11:59 p.m.	422	13.9	522	18.1	**944**	**15.9**
Unknown	13	0.4	17	0.6	**38**	**0.6**
Total	**3,039**	**100.0**	**2,885**	**100.0**	**5,932**	**100.0**
Motorcyclists Injured						
Midnight to 2:59 a.m.	1,378	2.9	2,269	6.4	**3,647**	**4.4**
3 a.m. to 5:59 a.m.	710	1.5	941	2.6	**1,651**	**2.0**
6 a.m. to 8:59 a.m.	3,907	8.3	773	2.2	**4,680**	**5.7**
9 a.m. to 11:59 a.m.	5,387	11.4	3,756	10.6	**9,143**	**11.1**
Noon to 2:59 p.m.	8,598	18.2	7,155	20.1	**15,753**	**19.1**
3 p.m. to 5:59 p.m.	14,205	30.1	6,693	18.8	**20,898**	**25.3**
6 p.m. to 8:59 p.m.	8,780	18.6	9,095	25.6	**17,876**	**21.6**
9 p.m. to 11:59 p.m.	4,205	8.9	4,832	13.6	**9,037**	**10.9**
Total	**47,172**	**100.0**	**35,513**	**100.0**	**82,686**	**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

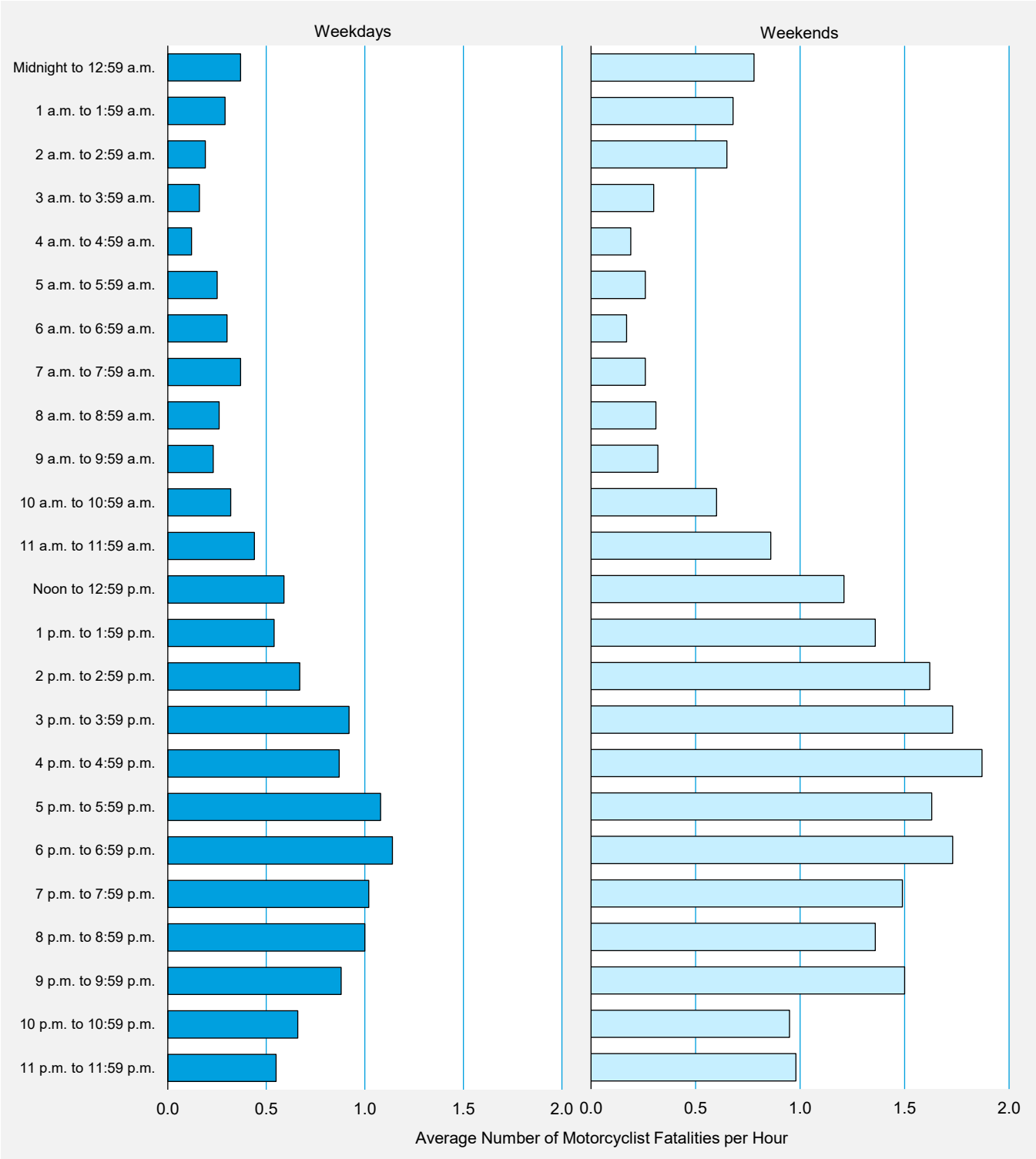


Table 92. Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Riders	3,350	59.4	2,099	37.2	187	3.3	**5,636**	**100.0**
Passengers	137	46.3	152	51.4	7	2.4	**296**	**100.0**
Total	**3,487**	**58.8**	**2,251**	**37.9**	**194**	**3.3**	**5,932**	**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	
<15	3	0	0	0	2	**5**
15-20	44	4	104	133	7	**292**
21-24	39	7	168	270	4	**488**
25-34	103	10	598	716	17	**1,444**
35-44	75	10	373	661	7	**1,126**
45-54	47	10	319	750	6	**1,132**
55-64	32	8	191	749	7	**987**
65-74	12	1	56	412	3	**484**
>74	3	0	2	102	1	**108**
Unknown	0	0	0	2	12	**14**
Total	**358**	**50**	**1,811**	**3,795**	**66**	**6,080**

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

Age Group	Vehicle Type		Total
	Bus	Other Vehicle	
<5	1	0	**1**
5-9	3	1	**4**
10-14	0	0	**0**
15-18	0	1	**1**
>18	12	3	**15**
Total	**16**	**5**	**21**

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	6	5.6	1,360	13.7
School Bus Passengers	5	4.6	4,142	41.6
Pedestrians	21	19.4	184	1.9
Pedalcyclists	2	1.9	192	1.9
Occupants of Other Vehicle	74	68.5	4,071	40.9
Other Nonoccupants	0	0.0	0	0.0
Total	**108**	**100.0**	**9,950**	**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	4	6.6	43	70.5	14	23.0	**61**	**100.0**
5-9	10	20.0	33	66.0	7	14.0	**50**	**100.0**
10-14	12	18.5	39	60.0	13	20.0	**65**	**100.0**
15-20	37	13.6	205	75.4	24	8.8	**272**	**100.0**
21-24	35	9.4	312	83.9	20	5.4	**372**	**100.0**
25-34	123	9.4	1,046	79.7	118	9.0	**1,312**	**100.0**
35-44	151	11.4	1,042	78.7	109	8.2	**1,324**	**100.0**
45-54	152	13.8	834	75.5	103	9.3	**1,105**	**100.0**
55-64	249	18.5	952	70.9	119	8.9	**1,343**	**100.0**
65-74	213	24.3	583	66.5	75	8.6	**877**	**100.0**
>74	146	29.3	306	61.4	39	7.8	**498**	**100.0**
Unknown	13	11.9	84	77.1	9	8.3	**109**	**100.0**
Total	**1,145**	**15.5**	**5,479**	**74.2**	**650**	**8.8**	**7,388**	**100.0**
Pedestrians Injured								
<5	309	36.7	470	55.9	62	7.3	**841**	**100.0**
5-9	188	14.2	1,012	76.3	126	9.5	**1,325**	**100.0**
10-14	1,254	42.7	1,380	46.9	306	10.4	**2,940**	**100.0**
15-20	2,043	40.1	2,549	50.0	317	6.2	**5,098**	**100.0**
21-24	2,296	44.7	2,244	43.6	567	11.0	**5,142**	**100.0**
25-34	3,728	31.9	6,056	51.8	1,620	13.9	**11,686**	**100.0**
35-44	2,914	33.0	3,960	44.9	1,759	19.9	**8,825**	**100.0**
45-54	3,014	34.9	4,082	47.3	1,268	14.7	**8,632**	**100.0**
55-64	3,581	42.2	3,536	41.6	1,192	14.0	**8,492**	**100.0**
65-74	2,590	51.7	1,720	34.3	591	11.8	**5,009**	**100.0**
>74	1,412	54.9	844	32.8	313	12.2	**2,571**	**100.0**
Total* **	**23,330**	**38.5**	**27,857**	**46.0**	**8,132**	**13.4**	**60,577**	**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	37	9,624,352	0.38	22	9,202,986	0.24	**61**	**18,827,338**	**0.32**
5-9	28	10,376,158	0.27	22	9,915,390	0.22	**50**	**20,291,548**	**0.25**
10-14	35	10,988,223	0.32	29	10,459,561	0.28	**65**	**21,447,784**	**0.30**
15-20	180	13,242,042	1.36	92	12,669,303	0.73	**272**	**25,911,345**	**1.05**
21-24	258	8,754,172	2.95	112	8,423,146	1.33	**372**	**17,177,318**	**2.17**
25-34	948	23,053,362	4.11	361	22,441,743	1.61	**1,312**	**45,495,105**	**2.88**
35-44	933	21,857,613	4.27	386	21,546,241	1.79	**1,324**	**43,403,854**	**3.05**
45-54	795	20,311,959	3.91	302	20,376,477	1.48	**1,105**	**40,688,436**	**2.72**
55-64	983	20,963,318	4.69	354	21,839,746	1.62	**1,343**	**42,803,064**	**3.14**
65-74	613	15,869,086	3.86	261	17,797,036	1.47	**877**	**33,666,122**	**2.60**
>74	302	9,344,457	3.23	195	12,837,374	1.52	**498**	**22,181,831**	**2.25**
Unknown	59	**	**	18	**	**	**109**	**	**
Total	**5,171**	**164,384,742**	**3.15**	**2,154**	**167,509,003**	**1.29**	7,388	331,893,745	2.23

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	573	9,624,352	6	268	9,202,986	3	**841**	**18,827,338**	**4**
5-9	694	10,376,158	7	631	9,915,390	6	**1,325**	**20,291,548**	**7**
10-14	1,637	10,988,223	15	1,302	10,459,561	12	**2,940**	**21,447,784**	**14**
15-20	2,829	13,242,042	21	2,269	12,669,303	18	**5,098**	**25,911,345**	**20**
21-24	2,741	8,754,172	31	2,401	8,423,146	28	**5,142**	**17,177,318**	**30**
25-34	6,941	23,053,362	30	4,744	22,441,743	21	**11,686**	**45,495,105**	**26**
35-44	5,668	21,857,613	26	3,157	21,546,241	15	**8,825**	**43,403,854**	**20**
45-54	4,873	20,311,959	24	3,759	20,376,477	18	**8,632**	**40,688,436**	**21**
55-64	5,205	20,963,318	25	3,287	21,839,746	15	**8,492**	**42,803,064**	**20**
65-74	2,855	15,869,086	18	2,154	17,797,036	12	**5,009**	**33,666,122**	**15**
>74	1,208	9,344,457	13	1,363	12,837,374	11	**2,571**	**22,181,831**	**12**
Total* **	**35,230**	**164,384,742**	**21**	**25,338**	**167,509,003**	**15**	60,577	331,893,745	18

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.	368	8.7	537	17.0	**905**	**12.2**
3 a.m. to 5:59 a.m.	458	10.9	405	12.8	**863**	**11.7**
6 a.m. to 8:59 a.m.	476	11.3	127	4.0	**603**	**8.2**
9 a.m. to 11:59 a.m.	231	5.5	69	2.2	**300**	**4.1**
Noon to 2:59 p.m.	286	6.8	65	2.1	**351**	**4.8**
3 p.m. to 5:59 p.m.	457	10.8	135	4.3	**592**	**8.0**
6 p.m. to 8:59 p.m.	996	23.6	853	27.0	**1,849**	**25.0**
9 p.m. to 11:59 p.m.	926	22.0	955	30.2	**1,881**	**25.5**
Unknown	16	0.4	18	0.6	**44**	**0.6**
Total	**4,214**	**100.0**	**3,164**	**100.0**	**7,388**	**100.0**
Pedestrians Injured						
Midnight to 2:59 a.m.	1,439	3.5	2,101	10.8	**3,540**	**5.8**
3 a.m. to 5:59 a.m.	1,349	3.3	802	4.1	**2,151**	**3.6**
6 a.m. to 8:59 a.m.	5,265	12.8	454	2.3	**5,719**	**9.4**
9 a.m. to 11:59 a.m.	5,159	12.6	1,284	6.6	**6,443**	**10.6**
Noon to 2:59 p.m.	6,914	16.8	2,046	10.5	**8,960**	**14.8**
3 p.m. to 5:59 p.m.	9,489	23.1	2,298	11.8	**11,787**	**19.5**
6 p.m. to 8:59 p.m.	7,194	17.5	6,250	32.1	**13,443**	**22.2**
9 p.m. to 11:59 p.m.	4,291	10.4	4,243	21.8	**8,534**	**14.1**
Total	**41,100**	**100.0**	**19,477**	**100.0**	**60,577**	**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

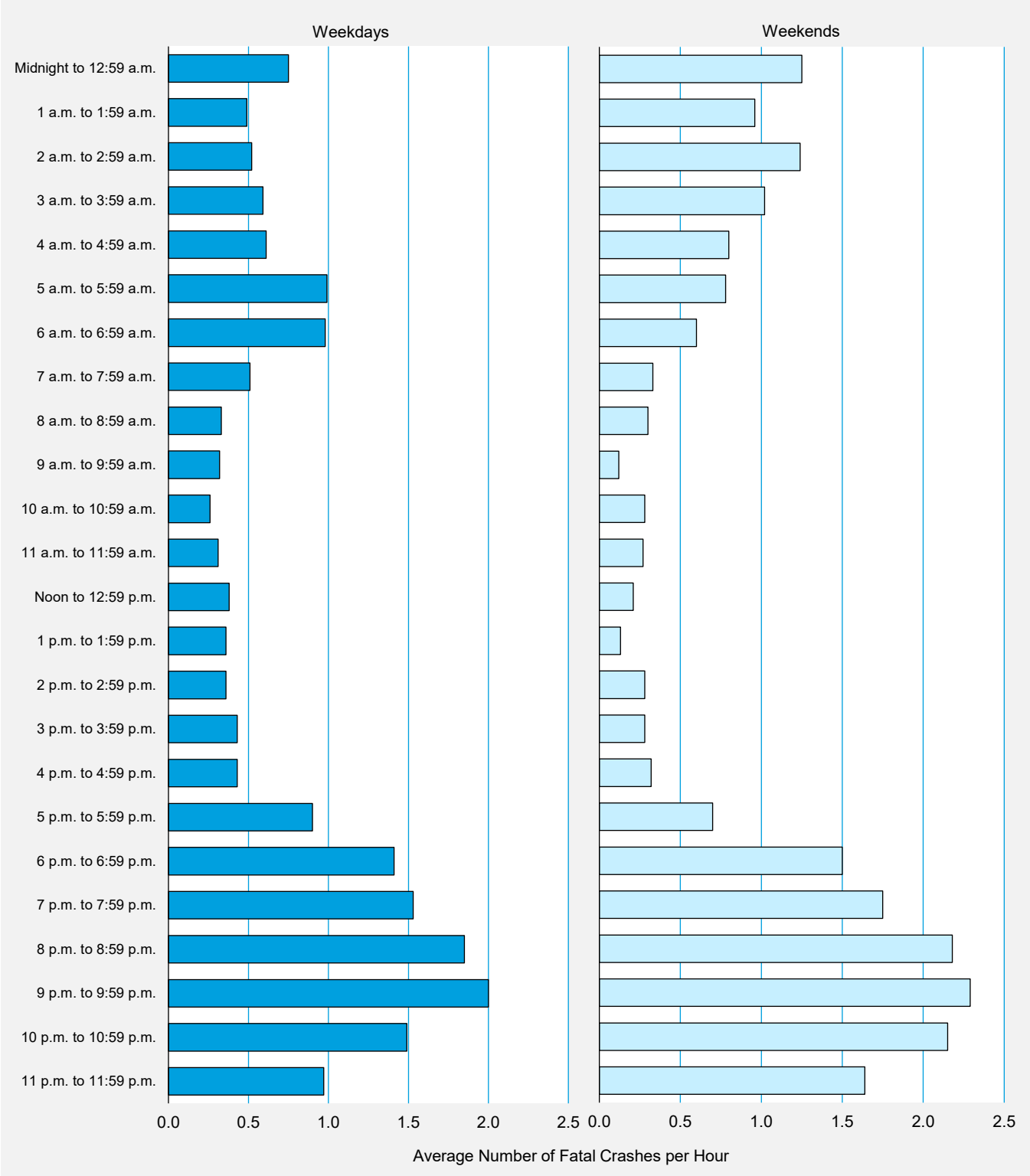


Table 99. Pedestrians Killed and Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	2,053	92.3	26	1.2	25	1.1	11	0.5	110	4.9	**2,225**	**100.0**
Light Truck	2,521	91.3	51	1.8	42	1.5	31	1.1	117	4.2	**2,762**	**100.0**
Large Truck	297	72.6	27	6.6	15	3.7	28	6.8	42	10.3	**409**	**100.0**
Bus	31	73.8	2	4.8	0	0.0	2	4.8	7	16.7	**42**	**100.0**
Other/Unknown	486	54.7	10	1.1	6	0.7	4	0.5	382	43.0	**888**	**100.0**
Total	**5,388**	**85.2**	**116**	**1.8**	**88**	**1.4**	**76**	**1.2**	**658**	**10.4**	**6,326**	**100.0**
Pedestrians Injured												
Passenger Car	16,522	79.9	1,606	7.8	1,032	5.0	1,107	5.4	412	2.0	**20,680**	**100.0**
Light Truck	15,444	74.6	2,162	10.4	1,769	8.5	1,065	5.1	266	1.3	**20,706**	**100.0**
Other/Unknown	10,805	77.8	1,582	11.4	602	4.3	777	5.6	129	0.9	**13,895**	**100.0**
Total	**42,771**	**77.4**	**5,350**	**9.7**	**3,403**	**6.2**	**2,948**	**5.3**	**807**	**1.5**	**55,280**	**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	3,794	51.4
Improper crossing of roadway or intersection	1,360	18.4
In roadway improperly (standing, lying, working, playing)	908	12.3
Not visible (dark clothing, no lighting, etc.)	766	10.4
Under the influence of alcohol, drugs, or medication	715	9.7
Wrong-way walking	621	8.4
Darting or running into road	571	7.7
Distracted (phone, talking, eating, object, etc.)	259	3.5
Failure to obey traffic signs, signals, or officer	244	3.3
Traveling on prohibited trafficway	203	2.7
Physical impairment	115	1.6
Entering/exiting parked or stopped vehicle	41	0.6
Emotional (e.g., depression, angry, disturbed)	41	0.6
Vision obscured (by rain, snow, parked vehicle, sign, etc.)	12	0.2
Ill, blackout	10	0.1
Asleep or fatigued	9	0.1
Non-motorist pushing vehicle	7	0.1
Other factors	259	3.5
None reported	109	1.5
Unknown	1,470	19.9
Total Pedestrians	**7,388**	**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	0	0.0	2	50.0	2	50.0	**4**	**100.0**
5-9	4	44.4	4	44.4	1	11.1	**9**	**100.0**
10-14	8	32.0	14	56.0	3	12.0	**25**	**100.0**
15-20	17	34.0	29	58.0	3	6.0	**50**	**100.0**
21-24	10	31.3	19	59.4	2	6.3	**32**	**100.0**
25-34	29	28.7	61	60.4	8	7.9	**101**	**100.0**
35-44	36	25.2	90	62.9	12	8.4	**143**	**100.0**
45-54	35	25.4	86	62.3	16	11.6	**138**	**100.0**
55-64	69	27.2	162	63.8	21	8.3	**254**	**100.0**
65-74	41	33.9	69	57.0	11	9.1	**121**	**100.0**
>74	25	35.2	35	49.3	8	11.3	**71**	**100.0**
Unknown	1	5.6	13	72.2	1	5.6	**18**	**100.0**
Total	**275**	**28.5**	**584**	**60.5**	**88**	**9.1**	**966**	**100.0**
Pedalcyclists Injured								
<5	82	74.8	28	25.2	0	0.0	**109**	**100.0**
5-9	533	41.5	679	52.9	72	5.6	**1,283**	**100.0**
10-14	2,557	68.3	946	25.3	227	6.1	**3,745**	**100.0**
15-20	3,988	66.1	1,279	21.2	767	12.7	**6,034**	**100.0**
21-24	1,775	55.4	781	24.4	597	18.6	**3,204**	**100.0**
25-34	3,491	56.6	1,704	27.6	944	15.3	**6,167**	**100.0**
35-44	3,121	50.1	1,917	30.8	1,138	18.3	**6,235**	**100.0**
45-54	3,061	58.5	1,072	20.5	1,063	20.3	**5,231**	**100.0**
55-64	3,114	51.6	1,797	29.8	1,078	17.9	**6,035**	**100.0**
65-74	1,611	58.5	647	23.5	496	18.0	**2,754**	**100.0**
>74	388	47.6	202	24.8	225	27.6	**814**	**100.0**
Total* **	**23,722**	**57.0**	**11,052**	**26.6**	**6,606**	**15.9**	**41,615**	**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	1	9,624,352	0.01	2	9,202,986	0.02	**4**	**18,827,338**	**0.02**
5-9	7	10,376,158	0.07	2	9,915,390	0.02	**9**	**20,291,548**	**0.04**
10-14	22	10,988,223	0.20	3	10,459,561	0.03	**25**	**21,447,784**	**0.12**
15-20	36	13,242,042	0.27	14	12,669,303	0.11	**50**	**25,911,345**	**0.19**
21-24	29	8,754,172	0.33	3	8,423,146	0.04	**32**	**17,177,318**	**0.19**
25-34	88	23,053,362	0.38	13	22,441,743	0.06	**101**	**45,495,105**	**0.22**
35-44	126	21,857,613	0.58	15	21,546,241	0.07	**143**	**43,403,854**	**0.33**
45-54	117	20,311,959	0.58	20	20,376,477	0.10	**138**	**40,688,436**	**0.34**
55-64	224	20,963,318	1.07	27	21,839,746	0.12	**254**	**42,803,064**	**0.59**
65-74	109	15,869,086	0.69	10	17,797,036	0.06	**121**	**33,666,122**	**0.36**
>74	61	9,344,457	0.65	9	12,837,374	0.07	**71**	**22,181,831**	**0.32**
Unknown	9	**	**	3	**	**	**18**	**	**
Total	**829**	**164,384,742**	**0.50**	**121**	**167,509,003**	**0.07**	**966**	**331,893,745**	**0.29**

	Male			Female			Total*		
Age Group	Injured	Population	Rate	Injured	Population	Rate	Injured	Population	Rate
<5	109	9,624,352	1	**	9,202,986	**	**109**	**18,827,338**	**1**
5-9	973	10,376,158	9	310	9,915,390	3	**1,283**	**20,291,548**	**6**
10-14	2,865	10,988,223	26	880	10,459,561	8	**3,745**	**21,447,784**	**17**
15-20	4,669	13,242,042	35	1,366	12,669,303	11	**6,034**	**25,911,345**	**23**
21-24	2,467	8,754,172	28	737	8,423,146	9	**3,204**	**17,177,318**	**19**
25-34	4,806	23,053,362	21	1,361	22,441,743	6	**6,167**	**45,495,105**	**14**
35-44	4,993	21,857,613	23	1,242	21,546,241	6	**6,235**	**43,403,854**	**14**
45-54	4,471	20,311,959	22	761	20,376,477	4	**5,231**	**40,688,436**	**13**
55-64	5,235	20,963,318	25	799	21,839,746	4	**6,035**	**42,803,064**	**14**
65-74	2,472	15,869,086	16	282	17,797,036	2	**2,754**	**33,666,122**	**8**
>74	768	9,344,457	8	47	12,837,374	0	**814**	**22,181,831**	**4**
Total* **	**33,830**	**164,384,742**	**21**	**7,784**	**167,509,003**	**5**	**41,615**	**331,893,745**	**13**

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.	28	4.8	48	12.6	**76**	**7.9**
3 a.m. to 5:59 a.m.	44	7.5	33	8.7	**77**	**8.0**
6 a.m. to 8:59 a.m.	70	12.0	34	8.9	**104**	**10.8**
9 a.m. to 11:59 a.m.	62	10.6	33	8.7	**95**	**9.8**
Noon to 2:59 p.m.	67	11.5	21	5.5	**88**	**9.1**
3 p.m. to 5:59 p.m.	107	18.4	41	10.8	**148**	**15.3**
6 p.m. to 8:59 p.m.	123	21.1	87	22.8	**210**	**21.7**
9 p.m. to 11:59 p.m.	82	14.1	83	21.8	**165**	**17.1**
Unknown	0	0.0	1	0.3	**3**	**0.3**
Total	**583**	**100.0**	**381**	**100.0**	**966**	**100.0**
Pedalcyclists Injured						
Midnight to 2:59 a.m.	397	1.3	455	3.9	**852**	**2.0**
3 a.m. to 5:59 a.m.	437	1.5	194	1.7	**631**	**1.5**
6 a.m. to 8:59 a.m.	2,915	9.7	722	6.2	**3,637**	**8.7**
9 a.m. to 11:59 a.m.	4,035	13.5	1,636	14.0	**5,672**	**13.6**
Noon to 2:59 p.m.	5,872	19.6	1,801	15.4	**7,672**	**18.4**
3 p.m. to 5:59 p.m.	9,125	30.5	2,039	17.4	**11,164**	**26.8**
6 p.m. to 8:59 p.m.	4,914	16.4	3,257	27.9	**8,172**	**19.6**
9 p.m. to 11:59 p.m.	2,229	7.4	1,586	13.6	**3,815**	**9.2**
Total	**29,924**	**100.0**	**11,691**	**100.0**	**41,615**	**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	293	92.7	10	3.2	3	0.9	2	0.6	8	2.5	**316**	**100.0**
Light Truck	364	86.5	23	5.5	12	2.9	5	1.2	17	4.0	**421**	**100.0**
Large Truck	37	56.9	14	21.5	3	4.6	3	4.6	8	12.3	**65**	**100.0**
Bus	2	33.3	2	33.3	1	16.7	0	0.0	1	16.7	**6**	**100.0**
Other/Unknown	60	57.7	3	2.9	0	0.0	1	1.0	40	38.5	**104**	**100.0**
Total	**756**	**82.9**	**52**	**5.7**	**19**	**2.1**	**11**	**1.2**	**74**	**8.1**	**912**	**100.0**
Pedalcyclists Injured												
Passenger Car	11,071	72.1	2,112	13.8	1,379	9.0	714	4.6	79	0.5	**15,355**	**100.0**
Light Truck	11,985	71.2	2,959	17.6	1,053	6.3	778	4.6	68	0.4	**16,845**	**100.0**
Other/Unknown	5,789	65.1	1,904	21.4	513	5.8	633	7.1	59	0.7	**8,897**	**100.0**
Total	**28,846**	**70.2**	**6,975**	**17.0**	**2,946**	**7.2**	**2,125**	**5.2**	**206**	**0.5**	**41,097**	**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	296	30.6
Failure to obey traffic signs, signals, or officer	98	10.1
Not visible (dark clothing, no lighting, etc.)	87	9.0
Wrong-way riding	82	8.5
Making improper turn	58	6.0
Under the influence of alcohol, drugs, or medication	45	4.7
Distracted (phone, talking, eating, object, etc.)	31	3.2
Riding on wrong side of the road	26	2.7
Making improper entry or exit from trafficway	22	2.3
Operating without required equipment	21	2.2
Failing to have lights on when required	20	2.1
Improper lane usage	20	2.1
Improper or erratic lane changing	9	0.9
Traveling on prohibited trafficways	7	0.7
Darting into road	6	0.6
Erratic, reckless, careless, or negligent operation	6	0.6
Vision obscured (by reflected glare, parked vehicle, sign, etc.)	5	0.5
Physical impairment	4	0.4
In roadway improperly (standing, lying, working, playing)	2	0.2
Improper passing	2	0.2
Ill, blackout	1	0.1
Other factors	33	3.4
None reported	37	3.8
Unknown	328	34.0
Total Pedalcyclists	**966**	**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.

5


Springfield
Jefferson City
MISSOURI
Poplar Bluff
Tulsa
Fayetteville
ARKANSAS
Oklahoma City
Little Rock
Pine Bluff
Texarkana
Nashville
TENNESSEE
Chattanooga
Memphis
Huntsville
Birmingham
Greenville
MISSISSIPPI
ALABAMA
Montgomery
Shreveport
LOUISIANA
Jackson
Baton Rouge
Indianapolis
INDIANA
Louisville
Owensboro
KENTUCKY
Bloomington
Fort Wayne
Chicago
Des Moines
Ames
Omaha
Lincoln
Topeka
Kansas City
Wichita
Atlanta
Mobile
Tallahassee

States

5. States

Fatal traffic crash and traffic 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 10 percent from 2020 to 2021 for the Nation as a whole. Seven States showed decreases, ranging from 0 percent to as much as 13 percent.
- About 2.2 percent of all traffic crash fatalities in 2021 were pedalcyclists. South Dakota, Vermont, West Virginia, and Wyoming reported no pedalcyclists killed.
- The pedestrian fatality rate per 100,000 population was 2.23 for the Nation. New Mexico had the highest rate (4.82), and New Hampshire had the lowest rate (0.58).
- In 2021 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 18 States, the District of Columbia, and Puerto Rico in 2021. Twenty-nine 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 2021 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.

5. States

Table 106. Traffic Fatalities, by State and Percentage Change, 2020-2021

State	Fatalities			State	Fatalities		
	2020	2021	Percentage Change		2020	2021	Percentage Change
AL	934	983	+5	NE	233	221	-5
AK	64	67	+5	NV	333	385	+16
AZ	1,053	1,180	+12	NH	104	118	+13
AR	651	693	+6	NJ	586	699	+19
CA	3,980	4,285	+8	NM	398	481	+21
CO	622	691	+11	NY	1,045	1,157	+11
CT	299	298	-0	NC	1,538	1,663	+8
DE	116	136	+17	ND	100	101	+1
DC	36	41	+14	OH	1,230	1,354	+10
FL	3,329	3,738	+12	OK	653	762	+17
GA	1,658	1,797	+8	OR	507	599	+18
HI	85	94	+11	PA	1,129	1,230	+9
ID	214	271	+27	RI	67	63	-6
IL	1,193	1,334	+12	SC	1,066	1,198	+12
IN	897	932	+4	SD	141	148	+5
IA	343	356	+4	TN	1,217	1,327	+9
KS	426	424	-0	TX	3,876	4,498	+16
KY	780	806	+3	UT	276	328	+19
LA	828	972	+17	VT	62	74	+19
ME	164	153	-7	VA	850	973	+14
MD	573	561	-2	WA	574	670	+17
MA	343	417	+22	WV	267	280	+5
MI	1,086	1,136	+5	WI	612	620	+1
MN	394	488	+24	WY	127	110	-13
MS	748	772	+3	**USA**	**39,007**	**42,939**	**+10**
MO	987	1,016	+3				
MT	213	239	+12	PR	242	337	+39

5. States

Figure 28. Traffic Fatalities, by State and Percentage Change, 2020-2021

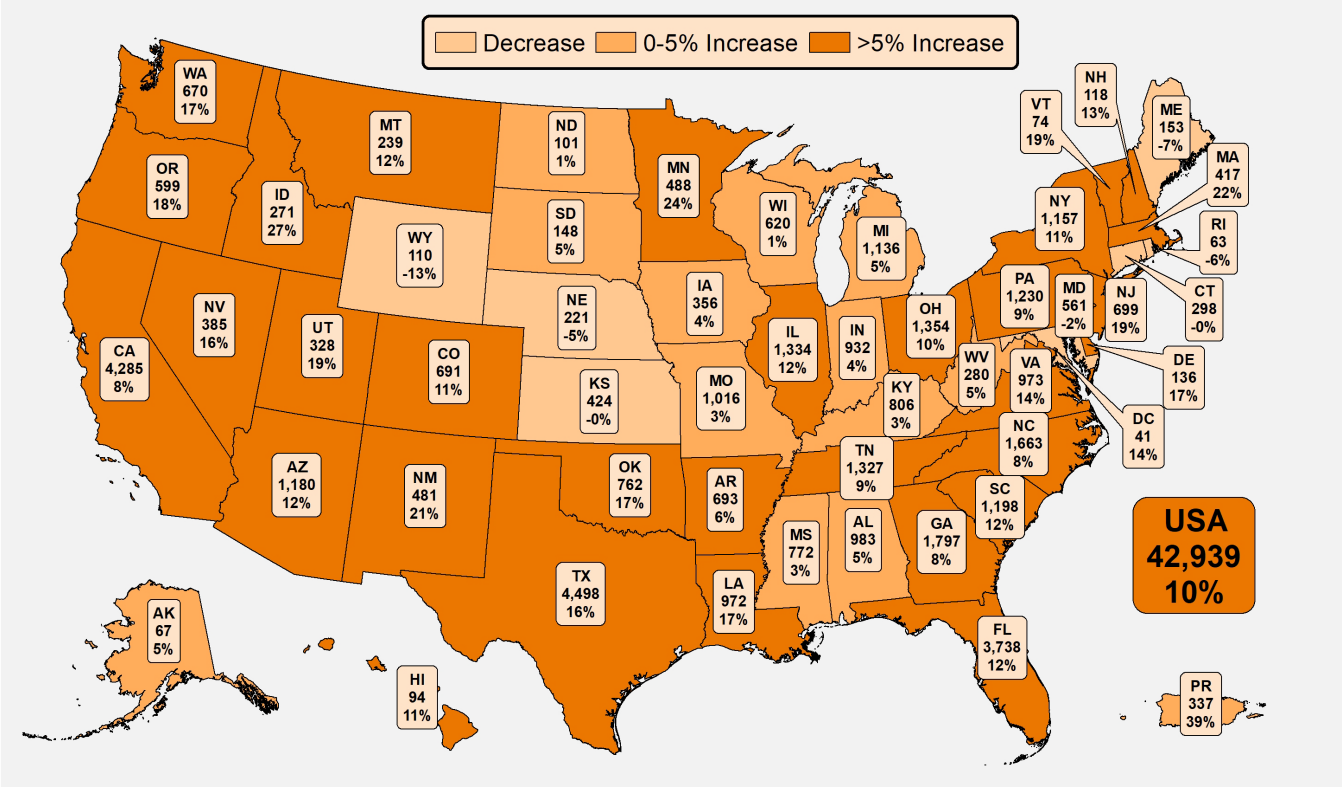


Table 107. Fatal Crashes, by State and First Harmful Event

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	378	42.7	127	14.4	295	33.3	27	3.1	55	6.2	3	0.3	**885**	**100.0**
AK	26	44.1	18	30.5	6	10.2	2	3.4	6	10.2	0	0.0	**59**	**100.0**
AZ	420	39.5	287	27.0	210	19.8	20	1.9	98	9.2	8	0.8	**1,063**	**100.0**
AR	258	40.9	85	13.5	198	31.4	15	2.4	68	10.8	7	1.1	**631**	**100.0**
CA	1,408	35.4	1,166	29.3	1,016	25.5	106	2.7	255	6.4	31	0.8	**3,983**	**100.0**
CO	270	42.3	99	15.5	180	28.2	11	1.7	77	12.1	1	0.2	**638**	**100.0**
CT	120	42.4	47	16.6	96	33.9	6	2.1	12	4.2	2	0.7	**283**	**100.0**
DE	62	47.0	29	22.0	35	26.5	1	0.8	5	3.8	0	0.0	**132**	**100.0**
DC	16	40.0	19	47.5	5	12.5	0	0.0	0	0.0	0	0.0	**40**	**100.0**
FL	1,474	42.7	988	28.6	728	21.1	63	1.8	163	4.7	35	1.0	**3,451**	**100.0**
GA	701	42.0	313	18.7	525	31.4	26	1.6	94	5.6	9	0.5	**1,670**	**100.0**
HI	25	26.6	29	30.9	26	27.7	1	1.1	6	6.4	7	7.4	**94**	**100.0**
ID	97	39.8	23	9.4	55	22.5	7	2.9	58	23.8	4	1.6	**244**	**100.0**
IL	510	42.1	231	19.1	339	28.0	49	4.0	66	5.5	12	1.0	**1,210**	**100.0**
IN	389	45.1	128	14.8	243	28.2	36	4.2	53	6.1	14	1.6	**863**	**100.0**
IA	124	37.7	42	12.8	116	35.3	15	4.6	28	8.5	4	1.2	**329**	**100.0**
KS	181	47.5	43	11.3	104	27.3	9	2.4	41	10.8	2	0.5	**381**	**100.0**
KY	310	42.2	81	11.0	271	36.9	21	2.9	42	5.7	9	1.2	**734**	**100.0**
LA	343	38.7	201	22.7	277	31.2	18	2.0	35	3.9	12	1.4	**887**	**100.0**
ME	46	34.1	17	12.6	60	44.4	1	0.7	10	7.4	1	0.7	**135**	**100.0**
MD	208	39.8	127	24.3	161	30.8	14	2.7	9	1.7	3	0.6	**522**	**100.0**
MA	144	36.3	70	17.6	155	39.0	10	2.5	13	3.3	4	1.0	**397**	**100.0**
MI	468	43.7	196	18.3	286	26.7	37	3.5	73	6.8	11	1.0	**1,072**	**100.0**
MN	187	41.5	58	12.9	114	25.3	10	2.2	78	17.3	4	0.9	**451**	**100.0**
MS	282	40.5	102	14.6	232	33.3	8	1.1	69	9.9	4	0.6	**697**	**100.0**
MO	379	40.7	111	11.9	308	33.1	26	2.8	98	10.5	9	1.0	**931**	**100.0**
MT	55	24.8	20	9.0	83	37.4	15	6.8	45	20.3	4	1.8	**222**	**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	93	48.4	16	8.3	46	24.0	6	3.1	30	15.6	1	0.5	**192**	**100.0**
NV	138	38.3	88	24.4	82	22.8	10	2.8	40	11.1	2	0.6	**360**	**100.0**
NH	30	28.3	11	10.4	48	45.3	1	0.9	16	15.1	0	0.0	**106**	**100.0**
NJ	209	31.2	220	32.9	177	26.5	30	4.5	21	3.1	12	1.8	**669**	**100.0**
NM	162	37.9	108	25.3	66	15.5	3	0.7	83	19.4	3	0.7	**427**	**100.0**
NY	379	34.5	321	29.2	312	28.4	33	3.0	41	3.7	13	1.2	**1,099**	**100.0**
NC	609	39.7	257	16.7	549	35.8	30	2.0	85	5.5	5	0.3	**1,535**	**100.0**
ND	38	44.7	10	11.8	15	17.6	0	0.0	20	23.5	2	2.4	**85**	**100.0**
OH	521	41.9	191	15.4	423	34.1	51	4.1	50	4.0	5	0.4	**1,242**	**100.0**
OK	285	41.9	113	16.6	174	25.6	21	3.1	81	11.9	7	1.0	**681**	**100.0**
OR	212	38.4	105	19.0	186	33.7	12	2.2	26	4.7	7	1.3	**552**	**100.0**
PA	456	39.5	186	16.1	382	33.1	50	4.3	63	5.5	14	1.2	**1,153**	**100.0**
RI	26	42.6	8	13.1	23	37.7	1	1.6	1	1.6	2	3.3	**61**	**100.0**
SC	460	41.4	203	18.3	369	33.2	31	2.8	46	4.1	3	0.3	**1,112**	**100.0**
SD	44	33.6	13	9.9	34	26.0	4	3.1	34	26.0	2	1.5	**131**	**100.0**
TN	544	44.3	165	13.4	419	34.1	30	2.4	51	4.1	20	1.6	**1,229**	**100.0**
TX	1,657	40.7	847	20.8	1,068	26.3	112	2.8	318	7.8	64	1.6	**4,068**	**100.0**
UT	124	42.3	49	16.7	72	24.6	5	1.7	42	14.3	1	0.3	**293**	**100.0**
VT	24	34.8	8	11.6	28	40.6	1	1.4	8	11.6	0	0.0	**69**	**100.0**
VA	311	34.3	138	15.2	370	40.8	29	3.2	49	5.4	9	1.0	**906**	**100.0**
WA	234	38.8	145	24.0	161	26.7	9	1.5	46	7.6	8	1.3	**603**	**100.0**
WV	93	36.2	34	13.2	97	37.7	5	1.9	25	9.7	3	1.2	**257**	**100.0**
WI	234	40.9	52	9.1	165	28.8	30	5.2	66	11.5	25	4.4	**572**	**100.0**
WY	35	34.3	10	9.8	28	27.5	3	2.9	26	25.5	0	0.0	**102**	**100.0**
USA	**15,799**	**40.0**	**7,955**	**20.1**	**11,418**	**28.9**	**1,061**	**2.7**	**2,825**	**7.2**	**408**	**1.0**	39,508	100.0
PR	111	33.6	103	31.2	94	28.5	7	2.1	5	1.5	10	3.0	**330**	**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	62	7.0	71	8.0	4	0.5	248	28.0	201	22.7	214	24.2	85	9.6	0	0.0	**885**	**100.0**
AK	9	15.3	7	11.9	0	0.0	19	32.2	7	11.9	9	15.3	8	13.6	0	0.0	**59**	**100.0**
AZ	35	3.3	33	3.1	86	8.1	297	27.9	420	39.5	129	12.1	19	1.8	44	4.1	**1,063**	**100.0**
AR	37	5.9	58	9.2	10	1.6	153	24.2	132	20.9	106	16.8	135	21.4	0	0.0	**631**	**100.0**
CA	148	3.7	450	11.3	421	10.6	1,196	30.0	781	19.6	705	17.7	280	7.0	2	0.1	**3,983**	**100.0**
CO	50	7.8	61	9.6	21	3.3	264	41.4	112	17.6	80	12.5	48	7.5	2	0.3	**638**	**100.0**
CT	1	0.4	47	16.6	28	9.9	68	24.0	74	26.1	48	17.0	15	5.3	2	0.7	**283**	**100.0**
DE	0	0.0	7	5.3	9	6.8	41	31.1	27	20.5	32	24.2	16	12.1	0	0.0	**132**	**100.0**
DC	0	0.0	1	2.5	3	7.5	10	25.0	16	40.0	3	7.5	7	17.5	0	0.0	**40**	**100.0**
FL	83	2.4	244	7.1	110	3.2	1,411	40.9	708	20.5	561	16.3	332	9.6	2	0.1	**3,451**	**100.0**
GA	35	2.1	108	6.5	140	8.4	415	24.9	488	29.2	277	16.6	207	12.4	0	0.0	**1,670**	**100.0**
HI	0	0.0	3	3.2	0	0.0	51	54.3	38	40.4	0	0.0	0	0.0	2	2.1	**94**	**100.0**
ID	23	9.4	15	6.1	3	1.2	71	29.1	39	16.0	54	22.1	38	15.6	1	0.4	**244**	**100.0**
IL	42	3.5	128	10.6	11	0.9	351	29.0	272	22.5	237	19.6	162	13.4	7	0.6	**1,210**	**100.0**
IN	36	4.2	62	7.2	8	0.9	255	29.5	187	21.7	189	21.9	124	14.4	2	0.2	**863**	**100.0**
IA	18	5.5	12	3.6	1	0.3	102	31.0	47	14.3	88	26.7	59	17.9	2	0.6	**329**	**100.0**
KS	24	6.3	28	7.3	24	6.3	64	16.8	108	28.3	96	25.2	34	8.9	3	0.8	**381**	**100.0**
KY	45	6.1	39	5.3	7	1.0	162	22.1	172	23.4	186	25.3	122	16.6	1	0.1	**734**	**100.0**
LA	54	6.1	91	10.3	14	1.6	206	23.2	183	20.6	158	17.8	179	20.2	2	0.2	**887**	**100.0**
ME	6	4.4	4	3.0	1	0.7	26	19.3	20	14.8	45	33.3	29	21.5	4	3.0	**135**	**100.0**
MD	5	1.0	63	12.1	59	11.3	171	32.8	111	21.3	78	14.9	24	4.6	11	2.1	**522**	**100.0**
MA	5	1.3	66	16.6	22	5.5	109	27.5	110	27.7	47	11.8	37	9.3	1	0.3	**397**	**100.0**
MI	28	2.6	70	6.5	42	3.9	310	28.9	271	25.3	195	18.2	143	13.3	13	1.2	**1,072**	**100.0**
MN	11	2.4	24	5.3	18	4.0	92	20.4	135	29.9	116	25.7	52	11.5	3	0.7	**451**	**100.0**
MS	46	6.6	42	6.0	2	0.3	203	29.1	135	19.4	171	24.5	25	3.6	73	10.5	**697**	**100.0**
MO	40	4.3	85	9.1	64	6.9	233	25.0	180	19.3	186	20.0	140	15.0	3	0.3	**931**	**100.0**
MT	35	15.8	12	5.4	0	0.0	65	29.3	31	14.0	47	21.2	30	13.5	2	0.9	**222**	**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	16	8.3	9	4.7	8	4.2	62	32.3	47	24.5	25	13.0	25	13.0	0	0.0	**192**	**100.0**
NV	20	5.6	33	9.2	1	0.3	125	34.7	89	24.7	26	7.2	65	18.1	1	0.3	**360**	**100.0**
NH	6	5.7	5	4.7	7	6.6	23	21.7	23	21.7	28	26.4	13	12.3	1	0.9	**106**	**100.0**
NJ	7	1.0	67	10.0	81	12.1	230	34.4	131	19.6	71	10.6	77	11.5	5	0.7	**669**	**100.0**
NM	68	15.9	27	6.3	2	0.5	139	32.6	73	17.1	77	18.0	38	8.9	3	0.7	**427**	**100.0**
NY	6	0.5	81	7.4	87	7.9	328	29.8	240	21.8	147	13.4	209	19.0	1	0.1	**1,099**	**100.0**
NC	53	3.5	110	7.2	60	3.9	341	22.2	303	19.7	408	26.6	259	16.9	1	0.1	**1,535**	**100.0**
ND	6	7.1	4	4.7	3	3.5	39	45.9	2	2.4	13	15.3	17	20.0	1	1.2	**85**	**100.0**
OH	27	2.2	106	8.5	31	2.5	250	20.1	285	22.9	340	27.4	192	15.5	11	0.9	**1,242**	**100.0**
OK	43	6.3	47	6.9	0	0.0	205	30.1	132	19.4	173	25.4	80	11.7	1	0.1	**681**	**100.0**
OR	26	4.7	27	4.9	4	0.7	222	40.2	111	20.1	119	21.6	43	7.8	0	0.0	**552**	**100.0**
PA	57	4.9	66	5.7	40	3.5	319	27.7	242	21.0	195	16.9	230	19.9	4	0.3	**1,153**	**100.0**
RI	1	1.6	9	14.8	3	4.9	24	39.3	12	19.7	10	16.4	2	3.3	0	0.0	**61**	**100.0**
SC	80	7.2	45	4.0	12	1.1	283	25.4	412	37.1	154	13.8	126	11.3	0	0.0	**1,112**	**100.0**
SD	15	11.5	3	2.3	6	4.6	35	26.7	27	20.6	33	25.2	12	9.2	0	0.0	**131**	**100.0**
TN	60	4.9	138	11.2	24	2.0	350	28.5	319	26.0	209	17.0	129	10.5	0	0.0	**1,229**	**100.0**
TX	183	4.5	453	11.1	222	5.5	1,250	30.7	751	18.5	936	23.0	266	6.5	7	0.2	**4,068**	**100.0**
UT	35	11.9	27	9.2	6	2.0	117	39.9	52	17.7	37	12.6	19	6.5	0	0.0	**293**	**100.0**
VT	7	10.1	1	1.4	0	0.0	13	18.8	17	24.6	19	27.5	12	17.4	0	0.0	**69**	**100.0**
VA	68	7.5	80	8.8	31	3.4	253	27.9	205	22.6	179	19.8	79	8.7	11	1.2	**906**	**100.0**
WA	27	4.5	61	10.1	53	8.8	172	28.5	115	19.1	132	21.9	39	6.5	4	0.7	**603**	**100.0**
WV	16	6.2	18	7.0	0	0.0	67	26.1	49	19.1	76	29.6	30	11.7	1	0.4	**257**	**100.0**
WI	27	4.7	25	4.4	12	2.1	159	27.8	127	22.2	146	25.5	74	12.9	2	0.3	**572**	**100.0**
WY	14	13.7	7	6.9	0	0.0	35	34.3	8	7.8	24	23.5	12	11.8	2	2.0	**102**	**100.0**
USA	**1,746**	**4.4**	**3,280**	**8.3**	**1,801**	**4.6**	**11,634**	**29.4**	**8,777**	**22.2**	**7,634**	**19.3**	**4,398**	**11.1**	**238**	**0.6**	**39,508**	**100.0**
PR	26	7.9	29	8.8	0	0.0	106	32.1	85	25.8	69	20.9	15	4.5	0	0.0	**330**	**100.0**

5. States

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	80	8.1	81	8.2	4	0.4	281	28.6	217	22.1	232	23.6	88	9.0	0	0.0	**983**	**100.0**
AK	12	17.9	8	11.9	0	0.0	21	31.3	7	10.4	10	14.9	9	13.4	0	0.0	**67**	**100.0**
AZ	42	3.6	36	3.1	104	8.8	334	28.3	452	38.3	145	12.3	22	1.9	45	3.8	**1,180**	**100.0**
AR	43	6.2	61	8.8	12	1.7	169	24.4	148	21.4	115	16.6	145	20.9	0	0.0	**693**	**100.0**
CA	168	3.9	478	11.2	442	10.3	1,291	30.1	839	19.6	773	18.0	292	6.8	2	0.0	**4,285**	**100.0**
CO	55	8.0	62	9.0	21	3.0	299	43.3	117	16.9	85	12.3	50	7.2	2	0.3	**691**	**100.0**
CT	1	0.3	49	16.4	29	9.7	73	24.5	80	26.8	49	16.4	15	5.0	2	0.7	**298**	**100.0**
DE	0	0.0	7	5.1	10	7.4	41	30.1	28	20.6	33	24.3	17	12.5	0	0.0	**136**	**100.0**
DC	0	0.0	1	2.4	3	7.3	10	24.4	16	39.0	3	7.3	8	19.5	0	0.0	**41**	**100.0**
FL	93	2.5	279	7.5	119	3.2	1,526	40.8	766	20.5	608	16.3	345	9.2	2	0.1	**3,738**	**100.0**
GA	38	2.1	114	6.3	155	8.6	458	25.5	523	29.1	293	16.3	216	12.0	0	0.0	**1,797**	**100.0**
HI	0	0.0	3	3.2	0	0.0	51	54.3	38	40.4	0	0.0	0	0.0	2	2.1	**94**	**100.0**
ID	26	9.6	15	5.5	3	1.1	80	29.5	46	17.0	60	22.1	40	14.8	1	0.4	**271**	**100.0**
IL	57	4.3	147	11.0	14	1.0	380	28.5	296	22.2	259	19.4	172	12.9	9	0.7	**1,334**	**100.0**
IN	41	4.4	67	7.2	11	1.2	271	29.1	198	21.2	208	22.3	134	14.4	2	0.2	**932**	**100.0**
IA	19	5.3	15	4.2	1	0.3	116	32.6	48	13.5	91	25.6	64	18.0	2	0.6	**356**	**100.0**
KS	28	6.6	32	7.5	29	6.8	72	17.0	118	27.8	101	23.8	41	9.7	3	0.7	**424**	**100.0**
KY	58	7.2	44	5.5	7	0.9	178	22.1	186	23.1	206	25.6	126	15.6	1	0.1	**806**	**100.0**
LA	69	7.1	102	10.5	16	1.6	224	23.0	205	21.1	164	16.9	190	19.5	2	0.2	**972**	**100.0**
ME	6	3.9	5	3.3	3	2.0	33	21.6	23	15.0	48	31.4	31	20.3	4	2.6	**153**	**100.0**
MD	5	0.9	65	11.6	67	11.9	183	32.6	119	21.2	87	15.5	24	4.3	11	2.0	**561**	**100.0**
MA	5	1.2	74	17.7	25	6.0	111	26.6	115	27.6	49	11.8	37	8.9	1	0.2	**417**	**100.0**
MI	31	2.7	75	6.6	45	4.0	333	29.3	288	25.4	203	17.9	148	13.0	13	1.1	**1,136**	**100.0**
MN	11	2.3	26	5.3	18	3.7	102	20.9	148	30.3	127	26.0	53	10.9	3	0.6	**488**	**100.0**
MS	54	7.0	46	6.0	2	0.3	235	30.4	148	19.2	179	23.2	28	3.6	80	10.4	**772**	**100.0**
MO	48	4.7	98	9.6	68	6.7	255	25.1	197	19.4	204	20.1	143	14.1	3	0.3	**1,016**	**100.0**
MT	39	16.3	14	5.9	0	0.0	67	28.0	33	13.8	48	20.1	36	15.1	2	0.8	**239**	**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	18	8.1	10	4.5	9	4.1	79	35.7	50	22.6	27	12.2	28	12.7	0	0.0	**221**	**100.0**
NV	22	5.7	36	9.4	1	0.3	139	36.1	92	23.9	27	7.0	67	17.4	1	0.3	**385**	**100.0**
NH	8	6.8	5	4.2	8	6.8	26	22.0	26	22.0	31	26.3	13	11.0	1	0.8	**118**	**100.0**
NJ	8	1.1	71	10.2	85	12.2	244	34.9	134	19.2	72	10.3	80	11.4	5	0.7	**699**	**100.0**
NM	88	18.3	30	6.2	2	0.4	151	31.4	77	16.0	90	18.7	40	8.3	3	0.6	**481**	**100.0**
NY	7	0.6	87	7.5	95	8.2	341	29.5	256	22.1	149	12.9	221	19.1	1	0.1	**1,157**	**100.0**
NC	55	3.3	116	7.0	73	4.4	371	22.3	330	19.8	442	26.6	275	16.5	1	0.1	**1,663**	**100.0**
ND	9	8.9	4	4.0	4	4.0	47	46.5	2	2.0	13	12.9	21	20.8	1	1.0	**101**	**100.0**
OH	31	2.3	122	9.0	35	2.6	284	21.0	305	22.5	365	27.0	201	14.8	11	0.8	**1,354**	**100.0**
OK	55	7.2	48	6.3	0	0.0	232	30.4	147	19.3	195	25.6	84	11.0	1	0.1	**762**	**100.0**
OR	29	4.8	31	5.2	4	0.7	242	40.4	122	20.4	128	21.4	43	7.2	0	0.0	**599**	**100.0**
PA	63	5.1	71	5.8	43	3.5	345	28.0	262	21.3	203	16.5	239	19.4	4	0.3	**1,230**	**100.0**
RI	1	1.6	11	17.5	3	4.8	24	38.1	12	19.0	10	15.9	2	3.2	0	0.0	**63**	**100.0**
SC	92	7.7	55	4.6	13	1.1	298	24.9	441	36.8	167	13.9	132	11.0	0	0.0	**1,198**	**100.0**
SD	16	10.8	5	3.4	7	4.7	44	29.7	28	18.9	36	24.3	12	8.1	0	0.0	**148**	**100.0**
TN	66	5.0	153	11.5	26	2.0	389	29.3	343	25.8	218	16.4	132	9.9	0	0.0	**1,327**	**100.0**
TX	207	4.6	503	11.2	241	5.4	1,420	31.6	823	18.3	1,013	22.5	284	6.3	7	0.2	**4,498**	**100.0**
UT	45	13.7	32	9.8	6	1.8	129	39.3	56	17.1	40	12.2	20	6.1	0	0.0	**328**	**100.0**
VT	8	10.8	2	2.7	0	0.0	14	18.9	18	24.3	19	25.7	13	17.6	0	0.0	**74**	**100.0**
VA	77	7.9	90	9.2	33	3.4	268	27.5	222	22.8	189	19.4	83	8.5	11	1.1	**973**	**100.0**
WA	32	4.8	68	10.1	58	8.7	188	28.1	132	19.7	143	21.3	43	6.4	6	0.9	**670**	**100.0**
WV	18	6.4	20	7.1	0	0.0	79	28.2	52	18.6	78	27.9	32	11.4	1	0.4	**280**	**100.0**
WI	33	5.3	28	4.5	16	2.6	173	27.9	136	21.9	156	25.2	76	12.3	2	0.3	**620**	**100.0**
WY	16	14.5	7	6.4	0	0.0	38	34.5	9	8.2	26	23.6	12	10.9	2	1.8	**110**	**100.0**
USA	**2,033**	**4.7**	**3,609**	**8.4**	**1,970**	**4.6**	**12,759**	**29.7**	**9,474**	**22.1**	**8,217**	**19.1**	**4,627**	**10.8**	**250**	**0.6**	**42,939**	**100.0**
PR	26	7.7	30	8.9	0	0.0	112	33.2	85	25.2	69	20.5	15	4.5	0	0.0	**337**	**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	**983**	5,039,877	19.50	4,061,837	24.20	5,463,966	17.99	71,892	1.37
AK	**67**	732,673	9.14	519,288	12.90	686,142	9.76	5,752	1.16
AZ	**1,180**	7,276,316	16.22	5,795,216	20.36	6,064,542	19.46	73,760	1.60
AR	**693**	3,025,891	22.90	2,306,921	30.04	3,555,142	19.49	38,427	1.80
CA	**4,285**	39,237,836	10.92	27,112,595	15.80	31,349,073	13.67	310,823	1.38
CO	**691**	5,812,069	11.89	4,411,587	15.66	5,096,394	13.56	53,840	1.28
CT	**298**	3,605,597	8.26	2,606,396	11.43	2,756,485	10.81	28,989	1.03
DE	**136**	1,003,384	13.55	848,504	16.03	472,175	28.80	10,152	1.34
DC	**41**	670,050	6.12	510,985	8.02	363,287	11.29	3,248	1.26
FL	**3,738**	21,781,128	17.16	16,144,302	23.15	19,180,165	19.49	217,566	1.72
GA	**1,797**	10,799,566	16.64	7,663,847	23.45	9,142,656	19.66	120,685	1.49
HI	**94**	1,441,553	6.52	917,464	10.25	1,235,473	7.61	9,972	0.94
ID	**271**	1,900,923	14.26	1,343,453	20.17	1,976,199	13.71	19,308	1.40
IL	**1,334**	12,671,469	10.53	8,364,843	15.95	11,003,729	12.12	97,530	1.37
IN	**932**	6,805,985	13.69	4,636,114	20.10	6,241,291	14.93	78,640	1.19
IA	**356**	3,193,079	11.15	2,345,355	15.18	3,839,312	9.27	33,039	1.08
KS	**424**	2,934,582	14.45	2,089,707	20.29	2,606,313	16.27	31,693	1.34
KY	**806**	4,509,394	17.87	2,980,331	27.04	4,408,730	18.28	48,111	1.68
LA	**972**	4,624,047	21.02	3,437,733	28.27	3,862,490	25.17	54,728	1.78
ME	**153**	1,372,247	11.15	1,056,535	14.48	1,387,656	11.03	14,560	1.05
MD	**561**	6,165,129	9.10	4,439,757	12.64	4,910,674	11.42	56,601	0.99
MA	**417**	6,984,723	5.97	4,899,931	8.51	5,207,052	8.01	59,115	0.71
MI	**1,136**	10,050,811	11.30	7,982,471	14.23	9,556,452	11.89	96,744	1.17
MN	**488**	5,707,390	8.55	4,143,272	11.78	5,511,960	8.85	57,171	0.85
MS	**772**	2,949,965	26.17	2,032,775	37.98	2,385,768	32.36	40,853	1.89
MO	**1,016**	6,168,187	16.47	4,275,228	23.76	5,603,939	18.13	79,791	1.27
MT	**239**	1,104,271	21.64	856,696	27.90	2,140,014	11.17	13,482	1.77

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	**221**	1,963,692	11.25	1,438,842	15.36	1,933,528	11.43	21,210	1.04
NV	**385**	3,143,991	12.25	2,150,707	17.90	2,676,143	14.39	27,077	1.42
NH	**118**	1,388,992	8.50	1,174,826	10.04	1,417,949	8.32	13,130	0.90
NJ	**699**	9,267,130	7.54	6,461,950	10.82	6,249,905	11.18	73,673	0.95
NM	**481**	2,115,877	22.73	1,477,213	32.56	1,862,673	25.82	26,823	1.79
NY	**1,157**	19,835,913	5.83	11,879,057	9.74	9,408,796	12.30	106,870	1.08
NC	**1,663**	10,551,162	15.76	7,765,109	21.42	8,707,506	19.10	117,734	1.41
ND	**101**	774,948	13.03	549,721	18.37	925,186	10.92	9,256	1.09
OH	**1,354**	11,780,017	11.49	8,283,546	16.35	10,892,377	12.43	112,923	1.20
OK	**762**	3,986,639	19.11	2,597,441	29.34	3,353,167	22.72	44,760	1.70
OR	**599**	4,246,155	14.11	3,029,912	19.77	4,010,635	14.94	36,842	1.63
PA	**1,230**	12,964,056	9.49	9,098,570	13.52	10,927,881	11.26	102,686	1.20
RI	**63**	1,095,610	5.75	754,507	8.35	801,654	7.86	7,526	0.84
SC	**1,198**	5,190,705	23.08	3,990,909	30.02	5,091,679	23.53	57,492	2.08
SD	**148**	895,376	16.53	671,149	22.05	1,433,044	10.33	9,994	1.48
TN	**1,327**	6,975,218	19.02	5,009,697	26.49	6,712,722	19.77	82,596	1.61
TX	**4,498**	29,527,941	15.23	18,297,900	24.58	23,012,990	19.55	285,028	1.58
UT	**328**	3,337,975	9.83	2,207,208	14.86	2,838,505	11.56	33,638	0.98
VT	**74**	645,570	11.46	469,624	15.76	614,340	12.05	6,625	1.12
VA	**973**	8,642,274	11.26	5,912,644	16.46	7,652,036	12.72	80,102	1.21
WA	**670**	7,738,692	8.66	5,868,509	11.42	7,966,147	8.41	57,797	1.16
WV	**280**	1,782,959	15.70	1,138,290	24.60	1,219,024	22.97	16,079	1.74
WI	**620**	5,895,908	10.52	4,340,851	14.28	5,769,058	10.75	64,983	0.95
WY	**110**	578,803	19.00	430,472	25.55	870,969	12.63	11,097	0.99
USA	**42,939**	**331,893,745**	**12.94**	**232,781,797**	**18.45**	**302,722,453**	**14.18**	**3,132,411**	**1.37**
PR	**337**	3,263,584	10.33	NA	NA	NA	NA	13,869	2.43

Sources: Fatalities—FARS; VMT and Licensed Drivers (estimated)—FHWA; Registered Vehicles for States—FHWA; Registered Vehicles for USA—FHWA and Polk data from S&P Global Mobility, Copyright © R.L. Polk & Co.; Population—Census Bureau; NA= not available.
Note: Some States include restricted driver licenses and graduated driver licenses in their licensed driver counts.

5. States

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	590	60.0	179	18.2	77	7.8	128	13.0	7	0.7	2	0.2	**983**	**100.0**
AK	28	41.8	13	19.4	6	9.0	16	23.9	2	3.0	2	3.0	**67**	**100.0**
AZ	526	44.6	202	17.1	150	12.7	248	21.0	45	3.8	9	0.8	**1,180**	**100.0**
AR	390	56.3	117	16.9	96	13.9	79	11.4	10	1.4	1	0.1	**693**	**100.0**
CA	1,850	43.2	595	13.9	565	13.2	1,108	25.9	125	2.9	42	1.0	**4,285**	**100.0**
CO	338	48.9	109	15.8	135	19.5	92	13.3	15	2.2	2	0.3	**691**	**100.0**
CT	151	50.7	24	8.1	65	21.8	53	17.8	3	1.0	2	0.7	**298**	**100.0**
DE	60	44.1	22	16.2	23	16.9	29	21.3	2	1.5	0	0.0	**136**	**100.0**
DC	11	26.8	2	4.9	7	17.1	18	43.9	3	7.3	0	0.0	**41**	**100.0**
FL	1,510	40.4	526	14.1	651	17.4	817	21.9	197	5.3	37	1.0	**3,738**	**100.0**
GA	992	55.2	282	15.7	185	10.3	306	17.0	15	0.8	17	0.9	**1,797**	**100.0**
HI	22	23.4	10	10.6	33	35.1	25	26.6	4	4.3	0	0.0	**94**	**100.0**
ID	164	60.5	50	18.5	31	11.4	21	7.7	3	1.1	2	0.7	**271**	**100.0**
IL	688	51.6	213	16.0	174	13.0	209	15.7	34	2.5	16	1.2	**1,334**	**100.0**
IN	524	56.2	136	14.6	134	14.4	111	11.9	21	2.3	6	0.6	**932**	**100.0**
IA	192	53.9	50	14.0	68	19.1	30	8.4	11	3.1	5	1.4	**356**	**100.0**
KS	259	61.1	69	16.3	47	11.1	43	10.1	4	0.9	2	0.5	**424**	**100.0**
KY	482	59.8	133	16.5	105	13.0	75	9.3	10	1.2	1	0.1	**806**	**100.0**
LA	514	52.9	151	15.5	83	8.5	184	18.9	34	3.5	6	0.6	**972**	**100.0**
ME	85	55.6	26	17.0	21	13.7	19	12.4	2	1.3	0	0.0	**153**	**100.0**
MD	267	47.6	79	14.1	77	13.7	129	23.0	6	1.1	3	0.5	**561**	**100.0**
MA	221	53.0	45	10.8	72	17.3	74	17.7	5	1.2	0	0.0	**417**	**100.0**
MI	584	51.4	158	13.9	174	15.3	174	15.3	29	2.6	17	1.5	**1,136**	**100.0**
MN	282	57.8	72	14.8	69	14.1	50	10.2	9	1.8	6	1.2	**488**	**100.0**
MS	490	63.5	132	17.1	38	4.9	94	12.2	16	2.1	2	0.3	**772**	**100.0**
MO	564	55.5	164	16.1	158	15.6	117	11.5	7	0.7	6	0.6	**1,016**	**100.0**
MT	148	61.9	42	17.6	26	10.9	18	7.5	3	1.3	2	0.8	**239**	**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	143	64.7	39	17.6	21	9.5	15	6.8	1	0.5	2	0.9	**221**	**100.0**
NV	156	40.5	51	13.2	87	22.6	80	20.8	6	1.6	5	1.3	**385**	**100.0**
NH	64	54.2	17	14.4	26	22.0	8	6.8	2	1.7	1	0.8	**118**	**100.0**
NJ	276	39.5	83	11.9	99	14.2	212	30.3	23	3.3	6	0.9	**699**	**100.0**
NM	223	46.4	93	19.3	51	10.6	102	21.2	6	1.2	6	1.2	**481**	**100.0**
NY	470	40.6	132	11.4	218	18.8	293	25.3	33	2.9	11	1.0	**1,157**	**100.0**
NC	926	55.7	229	13.8	230	13.8	248	14.9	23	1.4	7	0.4	**1,663**	**100.0**
ND	58	57.4	24	23.8	8	7.9	10	9.9	1	1.0	0	0.0	**101**	**100.0**
OH	707	52.2	211	15.6	223	16.5	168	12.4	30	2.2	15	1.1	**1,354**	**100.0**
OK	433	56.8	126	16.5	80	10.5	106	13.9	12	1.6	5	0.7	**762**	**100.0**
OR	328	54.8	77	12.9	84	14.0	87	14.5	18	3.0	5	0.8	**599**	**100.0**
PA	617	50.2	184	15.0	222	18.0	176	14.3	21	1.7	10	0.8	**1,230**	**100.0**
RI	32	50.8	9	14.3	13	20.6	7	11.1	2	3.2	0	0.0	**63**	**100.0**
SC	639	53.3	165	13.8	177	14.8	190	15.9	23	1.9	4	0.3	**1,198**	**100.0**
SD	85	57.4	27	18.2	22	14.9	14	9.5	0	0.0	0	0.0	**148**	**100.0**
TN	758	57.1	210	15.8	166	12.5	177	13.3	7	0.5	9	0.7	**1,327**	**100.0**
TX	2,270	50.5	768	17.1	515	11.4	817	18.2	91	2.0	37	0.8	**4,498**	**100.0**
UT	166	50.6	70	21.3	39	11.9	43	13.1	6	1.8	4	1.2	**328**	**100.0**
VT	43	58.1	8	10.8	15	20.3	8	10.8	0	0.0	0	0.0	**74**	**100.0**
VA	558	57.3	158	16.2	111	11.4	123	12.6	16	1.6	7	0.7	**973**	**100.0**
WA	308	46.0	107	16.0	90	13.4	142	21.2	14	2.1	9	1.3	**670**	**100.0**
WV	175	62.5	40	14.3	27	9.6	36	12.9	0	0.0	2	0.7	**280**	**100.0**
WI	351	56.6	84	13.5	121	19.5	48	7.7	9	1.5	7	1.1	**620**	**100.0**
WY	68	61.8	14	12.7	17	15.5	11	10.0	0	0.0	0	0.0	**110**	**100.0**
USA	**21,786**	**50.7**	**6,527**	**15.2**	**5,932**	**13.8**	**7,388**	**17.2**	**966**	**2.2**	**340**	**0.8**	**42,939**	**100.0**
PR	128	38.0	35	10.4	67	19.9	92	27.3	12	3.6	3	0.9	**337**	**100.0**

*Includes unknown occupants and other/unknown nonoccupants.

5. States

Table 112. People Killed, by State and Age Group

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
AL	15	12	10	96	74	191	162	135	128	80	71	9	**983**
AK	1	0	1	3	7	13	14	6	9	6	7	0	**67**
AZ	6	12	14	99	101	217	192	169	169	114	73	14	**1,180**
AR	3	7	11	41	53	128	128	101	93	63	64	1	**693**
CA	23	38	38	340	395	965	687	582	598	349	255	15	**4,285**
CO	6	4	5	70	54	134	123	90	97	59	49	0	**691**
CT	1	0	4	27	26	63	61	32	41	25	17	1	**298**
DE	1	1	3	13	10	23	19	19	16	10	21	0	**136**
DC	1	1	0	2	6	7	7	6	6	4	1	0	**41**
FL	25	19	49	267	281	704	540	504	577	366	332	74	**3,738**
GA	14	14	19	141	160	352	296	247	239	169	130	16	**1,797**
HI	0	0	1	8	4	16	19	13	11	13	9	0	**94**
ID	4	3	2	32	32	46	34	36	36	29	17	0	**271**
IL	13	12	16	122	91	258	188	194	180	121	112	27	**1,334**
IN	15	6	13	94	78	177	148	119	113	87	65	17	**932**
IA	1	3	7	35	23	59	46	42	59	45	36	0	**356**
KS	2	7	4	45	32	60	55	67	58	51	43	0	**424**
KY	7	6	9	61	62	138	126	125	122	76	74	0	**806**
LA	14	7	14	96	73	183	184	141	129	65	62	4	**972**
ME	2	1	1	11	11	20	22	20	24	23	18	0	**153**
MD	7	1	4	36	39	152	99	76	71	39	36	1	**561**
MA	2	0	0	30	45	74	50	58	67	43	48	0	**417**
MI	8	10	10	104	89	225	183	159	147	104	97	0	**1,136**
MN	5	2	5	38	37	87	70	59	69	56	60	0	**488**
MS	12	9	6	69	76	133	150	78	111	65	55	8	**772**
MO	8	8	12	94	69	197	154	137	150	99	86	2	**1,016**
MT	1	2	3	36	14	45	40	28	30	26	14	0	**239**

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

State	Age Group												Total Killed
	<5	5-9	10-14	15-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	Unknown	
NE	2	3	3	25	16	34	28	28	37	28	17	0	**221**
NV	2	8	3	12	35	87	57	55	50	52	23	1	**385**
NH	0	3	1	6	8	23	24	20	8	14	11	0	**118**
NJ	3	10	3	48	51	144	104	83	93	76	82	2	**699**
NM	6	7	8	38	36	124	72	62	66	37	23	2	**481**
NY	12	6	10	76	96	229	168	153	166	118	116	7	**1,157**
NC	13	15	23	143	133	346	242	220	232	158	135	3	**1,663**
ND	2	4	0	14	13	15	15	8	10	12	8	0	**101**
OH	8	11	13	118	95	259	216	178	186	146	124	0	**1,354**
OK	6	10	12	68	56	126	113	122	100	80	69	0	**762**
OR	2	4	3	35	47	108	102	85	86	72	55	0	**599**
PA	10	11	10	97	90	207	178	162	186	128	151	0	**1,230**
RI	0	0	0	8	6	7	5	11	14	5	7	0	**63**
SC	5	15	12	102	100	270	177	165	170	111	71	0	**1,198**
SD	0	1	1	14	10	32	20	17	28	17	8	0	**148**
TN	15	10	10	121	104	261	205	201	181	115	104	0	**1,327**
TX	47	43	53	386	423	964	721	585	599	368	288	21	**4,498**
UT	3	3	7	39	28	46	53	47	36	37	29	0	**328**
VT	1	0	0	10	6	9	11	9	14	6	8	0	**74**
VA	7	8	13	73	73	198	127	114	144	110	104	2	**973**
WA	6	4	5	59	63	125	108	88	96	62	53	1	**670**
WV	3	1	3	18	9	43	51	42	36	42	32	0	**280**
WI	4	4	6	66	38	101	104	81	97	66	52	1	**620**
WY	1	0	3	11	4	23	18	10	20	12	8	0	**110**
USA	**355**	**366**	**463**	**3,597**	**3,482**	**8,448**	**6,716**	**5,789**	**6,005**	**4,059**	**3,430**	**229**	**42,939**
PR	0	2	1	25	39	70	47	38	39	31	31	14	**337**

Table 113. Vehicle 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	368	43.5	353	41.7	23	2.7	0	0.0	24	2.8	1	0.1	769	90.9	77	9.1	**846**	**100.0**
AK	16	33.3	23	47.9	1	2.1	0	0.0	2	4.2	0	0.0	42	87.5	6	12.5	**48**	**100.0**
AZ	307	35.0	295	33.6	27	3.1	0	0.0	27	3.1	72	8.2	728	82.9	150	17.1	**878**	**100.0**
AR	206	34.2	242	40.1	30	5.0	0	0.0	29	4.8	0	0.0	507	84.1	96	15.9	**603**	**100.0**
CA	1,413	46.9	931	30.9	48	1.6	1	0.0	51	1.7	5	0.2	2,449	81.3	565	18.7	**3,014**	**100.0**
CO	170	29.2	259	44.5	15	2.6	0	0.0	3	0.5	0	0.0	447	76.8	135	23.2	**582**	**100.0**
CT	119	49.6	50	20.8	2	0.8	0	0.0	3	1.3	1	0.4	175	72.9	65	27.1	**240**	**100.0**
DE	53	50.5	26	24.8	1	1.0	0	0.0	2	1.9	0	0.0	82	78.1	23	21.9	**105**	**100.0**
DC	8	40.0	2	10.0	1	5.0	0	0.0	2	10.0	0	0.0	13	65.0	7	35.0	**20**	**100.0**
FL	1,089	40.5	841	31.3	46	1.7	1	0.0	54	2.0	7	0.3	2,038	75.8	651	24.2	**2,689**	**100.0**
GA	613	41.9	569	38.9	42	2.9	0	0.0	50	3.4	3	0.2	1,277	87.3	185	12.7	**1,462**	**100.0**
HI	12	18.5	18	27.7	1	1.5	0	0.0	1	1.5	0	0.0	32	49.2	33	50.8	**65**	**100.0**
ID	83	33.7	104	42.3	9	3.7	0	0.0	19	7.7	0	0.0	215	87.4	31	12.6	**246**	**100.0**
IL	471	43.8	373	34.7	26	2.4	0	0.0	21	2.0	11	1.0	902	83.8	174	16.2	**1,076**	**100.0**
IN	332	41.8	282	35.5	34	4.3	0	0.0	11	1.4	1	0.1	660	83.1	134	16.9	**794**	**100.0**
IA	102	32.6	117	37.4	18	5.8	0	0.0	8	2.6	0	0.0	245	78.3	68	21.7	**313**	**100.0**
KS	121	32.3	179	47.7	18	4.8	0	0.0	9	2.4	1	0.3	328	87.5	47	12.5	**375**	**100.0**
KY	281	39.0	272	37.8	32	4.4	0	0.0	30	4.2	0	0.0	615	85.4	105	14.6	**720**	**100.0**
LA	293	39.0	335	44.5	23	3.1	0	0.0	16	2.1	2	0.3	669	89.0	83	11.0	**752**	**100.0**
ME	39	29.5	68	51.5	2	1.5	0	0.0	2	1.5	0	0.0	111	84.1	21	15.9	**132**	**100.0**
MD	209	49.4	125	29.6	5	1.2	0	0.0	7	1.7	0	0.0	346	81.8	77	18.2	**423**	**100.0**
MA	141	41.7	105	31.1	4	1.2	0	0.0	1	0.3	15	4.4	266	78.7	72	21.3	**338**	**100.0**
MI	316	34.5	375	40.9	20	2.2	0	0.0	29	3.2	2	0.2	742	81.0	174	19.0	**916**	**100.0**
MN	152	35.9	170	40.2	18	4.3	0	0.0	14	3.3	0	0.0	354	83.7	69	16.3	**423**	**100.0**
MS	289	43.7	294	44.5	12	1.8	0	0.0	10	1.5	18	2.7	623	94.3	38	5.7	**661**	**100.0**
MO	313	35.2	344	38.7	30	3.4	0	0.0	40	4.5	3	0.3	730	82.2	158	17.8	**888**	**100.0**
MT	54	24.8	119	54.6	10	4.6	0	0.0	6	2.8	3	1.4	192	88.1	26	11.9	**218**	**100.0**

Table 113. Vehicle 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	68	33.2	97	47.3	17	8.3	0	0.0	2	1.0	0	0.0	184	89.8	21	10.2	**205**	**100.0**
NV	79	26.9	112	38.1	10	3.4	1	0.3	2	0.7	3	1.0	207	70.4	87	29.6	**294**	**100.0**
NH	36	33.6	42	39.3	1	0.9	0	0.0	2	1.9	0	0.0	81	75.7	26	24.3	**107**	**100.0**
NJ	215	46.9	122	26.6	17	3.7	1	0.2	3	0.7	1	0.2	359	78.4	99	21.6	**458**	**100.0**
NM	115	31.2	163	44.2	26	7.0	0	0.0	12	3.3	2	0.5	318	86.2	51	13.8	**369**	**100.0**
NY	307	37.4	245	29.9	14	1.7	0	0.0	30	3.7	6	0.7	602	73.4	218	26.6	**820**	**100.0**
NC	604	43.6	513	37.0	24	1.7	1	0.1	13	0.9	0	0.0	1,155	83.4	230	16.6	**1,385**	**100.0**
ND	21	23.3	47	52.2	3	3.3	0	0.0	6	6.7	5	5.6	82	91.1	8	8.9	**90**	**100.0**
OH	458	40.1	396	34.7	34	3.0	0	0.0	17	1.5	14	1.2	919	80.5	223	19.5	**1,142**	**100.0**
OK	234	36.4	297	46.3	20	3.1	0	0.0	10	1.6	1	0.2	562	87.5	80	12.5	**642**	**100.0**
OR	176	36.0	194	39.7	13	2.7	1	0.2	9	1.8	12	2.5	405	82.8	84	17.2	**489**	**100.0**
PA	389	38.0	343	33.5	29	2.8	2	0.2	35	3.4	3	0.3	801	78.3	222	21.7	**1,023**	**100.0**
RI	27	50.0	14	25.9	0	0.0	0	0.0	0	0.0	0	0.0	41	75.9	13	24.1	**54**	**100.0**
SC	410	41.8	354	36.1	19	1.9	1	0.1	19	1.9	1	0.1	804	82.0	177	18.0	**981**	**100.0**
SD	55	41.0	50	37.3	2	1.5	0	0.0	5	3.7	0	0.0	112	83.6	22	16.4	**134**	**100.0**
TN	457	40.3	444	39.2	32	2.8	0	0.0	30	2.6	5	0.4	968	85.4	166	14.6	**1,134**	**100.0**
TX	1,315	36.9	1,503	42.2	170	4.8	4	0.1	54	1.5	3	0.1	3,049	85.5	515	14.5	**3,564**	**100.0**
UT	101	36.7	116	42.2	16	5.8	0	0.0	3	1.1	0	0.0	236	85.8	39	14.2	**275**	**100.0**
VT	23	34.8	22	33.3	3	4.5	0	0.0	3	4.5	0	0.0	51	77.3	15	22.7	**66**	**100.0**
VA	358	43.3	323	39.1	24	2.9	1	0.1	10	1.2	0	0.0	716	86.6	111	13.4	**827**	**100.0**
WA	231	45.6	165	32.5	11	2.2	0	0.0	10	2.0	0	0.0	417	82.2	90	17.8	**507**	**100.0**
WV	71	29.3	113	46.7	7	2.9	0	0.0	24	9.9	0	0.0	215	88.8	27	11.2	**242**	**100.0**
WI	193	34.7	195	35.1	12	2.2	0	0.0	33	5.9	2	0.4	435	78.2	121	21.8	**556**	**100.0**
WY	16	16.2	55	55.6	6	6.1	0	0.0	4	4.0	1	1.0	82	82.8	17	17.2	**99**	**100.0**
USA	**13,529**	**39.5**	**12,796**	**37.3**	**1,008**	**2.9**	**14**	**0.0**	**807**	**2.4**	**204**	**0.6**	**28,358**	**82.7**	**5,932**	**17.3**	**34,290**	**100.0**
PR	105	45.7	49	21.3	2	0.9	0	0.0	7	3.0	0	0.0	163	70.9	67	29.1	**230**	**100.0**

5. States

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	316	43.8	354	49.1	51	7.1	**721**	**100.0**
AK	17	43.6	13	33.3	9	23.1	**39**	**100.0**
AZ	212	35.2	290	48.2	100	16.6	**602**	**100.0**
AR	180	40.2	228	50.9	40	8.9	**448**	**100.0**
CA	1,245	53.1	878	37.5	221	9.4	**2,344**	**100.0**
CO	179	41.7	222	51.7	28	6.5	**429**	**100.0**
CT	70	41.4	74	43.8	25	14.8	**169**	**100.0**
DE	36	45.6	40	50.6	3	3.8	**79**	**100.0**
DC	5	50.0	5	50.0	0	0.0	**10**	**100.0**
FL	1,013	52.5	884	45.8	33	1.7	**1,930**	**100.0**
GA	515	43.6	555	47.0	112	9.5	**1,182**	**100.0**
HI	10	33.3	19	63.3	1	3.3	**30**	**100.0**
ID	68	36.4	106	56.7	13	7.0	**187**	**100.0**
IL	311	36.8	332	39.3	201	23.8	**844**	**100.0**
IN	258	42.0	245	39.9	111	18.1	**614**	**100.0**
IA	106	48.4	87	39.7	26	11.9	**219**	**100.0**
KS	126	42.0	134	44.7	40	13.3	**300**	**100.0**
KY	267	48.3	286	51.7	0	0.0	**553**	**100.0**
LA	226	36.0	334	53.2	68	10.8	**628**	**100.0**
ME	52	48.6	55	51.4	0	0.0	**107**	**100.0**
MD	151	45.2	147	44.0	36	10.8	**334**	**100.0**
MA	91	37.0	111	45.1	44	17.9	**246**	**100.0**
MI	321	46.5	235	34.0	135	19.5	**691**	**100.0**
MN	164	50.9	99	30.7	59	18.3	**322**	**100.0**
MS	258	44.3	238	40.8	87	14.9	**583**	**100.0**
MO	207	31.5	402	61.2	48	7.3	**657**	**100.0**
MT	54	31.2	109	63.0	10	5.8	**173**	**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	63	38.2	76	46.1	26	15.8	**165**	**100.0**
NV	96	50.3	71	37.2	24	12.6	**191**	**100.0**
NH	15	19.2	48	61.5	15	19.2	**78**	**100.0**
NJ	146	43.3	160	47.5	31	9.2	**337**	**100.0**
NM	101	36.3	165	59.4	12	4.3	**278**	**100.0**
NY	314	56.9	184	33.3	54	9.8	**552**	**100.0**
NC	558	50.0	515	46.1	44	3.9	**1,117**	**100.0**
ND	30	44.1	31	45.6	7	10.3	**68**	**100.0**
OH	305	35.7	440	51.5	109	12.8	**854**	**100.0**
OK	231	43.5	260	49.0	40	7.5	**531**	**100.0**
OR	174	47.0	116	31.4	80	21.6	**370**	**100.0**
PA	266	36.3	367	50.1	99	13.5	**732**	**100.0**
RI	19	46.3	18	43.9	4	9.8	**41**	**100.0**
SC	342	44.8	379	49.6	43	5.6	**764**	**100.0**
SD	31	29.5	65	61.9	9	8.6	**105**	**100.0**
TN	416	46.2	393	43.6	92	10.2	**901**	**100.0**
TX	1,330	47.2	1,172	41.6	316	11.2	**2,818**	**100.0**
UT	114	52.5	78	35.9	25	11.5	**217**	**100.0**
VT	17	37.8	27	60.0	1	2.2	**45**	**100.0**
VA	339	49.8	336	49.3	6	0.9	**681**	**100.0**
WA	198	50.0	149	37.6	49	12.4	**396**	**100.0**
WV	77	41.8	74	40.2	33	17.9	**184**	**100.0**
WI	154	39.7	164	42.3	70	18.0	**388**	**100.0**
WY	26	36.6	43	60.6	2	2.8	**71**	**100.0**
USA	**11,820**	**44.9**	**11,813**	**44.9**	**2,692**	**10.2**	**26,325**	**100.0**
								100.0
PR	42	27.3	112	72.7	0	0.0	**154**	**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	368	80	21.7	131	44	33.6	182	69	37.9	40	13	32.5	**721**	**206**	**28.6**
AK	16	1	6.3	11	5	45.5	11	2	18.2	1	0	0.0	**39**	**8**	**20.5**
AZ	307	54	17.6	102	45	44.1	173	80	46.2	20	5	25.0	**602**	**184**	**30.6**
AR	206	46	22.3	97	34	35.1	123	58	47.2	22	2	9.1	**448**	**140**	**31.3**
CA	1,413	362	25.6	358	160	44.7	506	229	45.3	67	18	26.9	**2,344**	**769**	**32.8**
CO	170	48	28.2	88	44	50.0	155	85	54.8	16	5	31.3	**429**	**182**	**42.4**
CT	119	18	15.1	8	2	25.0	38	16	42.1	4	0	0.0	**169**	**36**	**21.3**
DE	53	10	18.9	6	1	16.7	17	8	47.1	3	1	33.3	**79**	**20**	**25.3**
DC	8	1	12.5	0	0	0.0	2	0	0.0	0	0	0.0	**10**	**1**	**10.0**
FL	1,089	140	12.9	292	113	38.7	481	152	31.6	68	23	33.8	**1,930**	**428**	**22.2**
GA	613	129	21.0	238	93	39.1	285	100	35.1	46	12	26.1	**1,182**	**334**	**28.3**
HI	12	6	50.0	10	4	40.0	8	4	50.0	0	0	0.0	**30**	**14**	**46.7**
ID	83	30	36.1	48	30	62.5	47	17	36.2	9	2	22.2	**187**	**79**	**42.2**
IL	471	84	17.8	91	30	33.0	240	70	29.2	42	11	26.2	**844**	**195**	**23.1**
IN	332	58	17.5	81	24	29.6	165	57	34.5	36	5	13.9	**614**	**144**	**23.5**
IA	102	32	31.4	50	25	50.0	55	13	23.6	12	5	41.7	**219**	**75**	**34.2**
KS	121	38	31.4	80	33	41.3	86	37	43.0	13	1	7.7	**300**	**109**	**36.3**
KY	281	52	18.5	117	43	36.8	138	51	37.0	17	3	17.6	**553**	**149**	**26.9**
LA	293	58	19.8	185	63	34.1	139	44	31.7	11	4	36.4	**628**	**169**	**26.9**
ME	39	9	23.1	25	12	48.0	36	11	30.6	7	2	28.6	**107**	**34**	**31.8**
MD	209	22	10.5	30	7	23.3	78	13	16.7	17	3	17.6	**334**	**45**	**13.5**
MA	141	22	15.6	20	4	20.0	79	31	39.2	6	1	16.7	**246**	**58**	**23.6**
MI	316	65	20.6	116	37	31.9	228	72	31.6	31	8	25.8	**691**	**182**	**26.3**
MN	152	36	23.7	56	22	39.3	96	40	41.7	18	9	50.0	**322**	**107**	**33.2**
MS	289	65	22.5	130	51	39.2	148	64	43.2	16	7	43.8	**583**	**187**	**32.1**
MO	313	80	25.6	132	51	38.6	188	77	41.0	24	7	29.2	**657**	**215**	**32.7**
MT	54	28	51.9	46	35	76.1	64	41	64.1	9	2	22.2	**173**	**106**	**61.3**

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	68	10	14.7	38	17	44.7	47	17	36.2	12	5	41.7	**165**	**49**	**29.7**
NV	79	17	21.5	37	15	40.5	60	38	63.3	15	2	13.3	**191**	**72**	**37.7**
NH	36	5	13.9	9	8	88.9	31	10	32.3	2	1	50.0	**78**	**24**	**30.8**
NJ	215	39	18.1	23	10	43.5	83	25	30.1	16	6	37.5	**337**	**80**	**23.7**
NM	115	28	24.3	75	45	60.0	80	50	62.5	8	2	25.0	**278**	**125**	**45.0**
NY	307	43	14.0	59	19	32.2	161	44	27.3	25	9	36.0	**552**	**115**	**20.8**
NC	604	160	26.5	192	76	39.6	263	98	37.3	58	19	32.8	**1,117**	**353**	**31.6**
ND	21	7	33.3	10	9	90.0	27	17	63.0	10	3	30.0	**68**	**36**	**52.9**
OH	458	83	18.1	115	46	40.0	214	67	31.3	67	12	17.9	**854**	**208**	**24.4**
OK	234	56	23.9	129	50	38.8	156	64	41.0	12	2	16.7	**531**	**172**	**32.4**
OR	176	42	23.9	83	34	41.0	92	30	32.6	19	2	10.5	**370**	**108**	**29.2**
PA	389	67	17.2	97	42	43.3	216	60	27.8	30	5	16.7	**732**	**174**	**23.8**
RI	27	0	0.0	2	0	0.0	11	3	27.3	1	0	0.0	**41**	**3**	**7.3**
SC	410	81	19.8	124	45	36.3	203	67	33.0	27	10	37.0	**764**	**203**	**26.6**
SD	55	24	43.6	17	10	58.8	30	10	33.3	3	1	33.3	**105**	**45**	**42.9**
TN	457	74	16.2	154	59	38.3	254	76	29.9	36	10	27.8	**901**	**219**	**24.3**
TX	1,315	253	19.2	712	309	43.4	698	244	35.0	93	14	15.1	**2,818**	**820**	**29.1**
UT	101	20	19.8	37	23	62.2	66	27	40.9	13	5	38.5	**217**	**75**	**34.6**
VT	23	7	30.4	7	6	85.7	14	7	50.0	1	1	100.0	**45**	**21**	**46.7**
VA	358	91	25.4	101	31	30.7	190	59	31.1	32	7	21.9	**681**	**188**	**27.6**
WA	231	46	19.9	62	17	27.4	93	37	39.8	10	3	30.0	**396**	**103**	**26.0**
WV	71	16	22.5	48	15	31.3	57	15	26.3	8	4	50.0	**184**	**50**	**27.2**
WI	193	38	19.7	51	18	35.3	123	43	35.0	21	2	9.5	**388**	**101**	**26.0**
WY	16	5	31.3	27	18	66.7	24	17	70.8	4	1	25.0	**71**	**41**	**57.7**
USA	**13,529**	**2,786**	**20.6**	**4,757**	**1,934**	**40.7**	**6,961**	**2,566**	**36.9**	**1,078**	**275**	**25.5**	**26,325**	**7,561**	**28.7**
PR	105	13	12.4	8	2	25.0	37	8	21.6	4	0	0.0	**154**	**23**	**14.9**

*Includes occupants of other and unknown light trucks.

5. States

Table 116. Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	102	2,115,877	4.82
2	Louisiana	184	4,624,047	3.98
3	Florida	817	21,781,128	3.75
4	South Carolina	190	5,190,705	3.66
5	Arizona	248	7,276,316	3.41
6	Mississippi	94	2,949,965	3.19
7	Delaware	29	1,003,384	2.89
8	Georgia	306	10,799,566	2.83
9	California	1,108	39,237,836	2.82
10	Texas	817	29,527,941	2.77
11	District of Columbia	18	670,050	2.69
12	Oklahoma	106	3,986,639	2.66
13	Arkansas	79	3,025,891	2.61
14	Nevada	80	3,143,991	2.54
15	Alabama	128	5,039,877	2.54
16	Tennessee	177	6,975,218	2.54
17	North Carolina	248	10,551,162	2.35
18	New Jersey	212	9,267,130	2.29
19	Alaska	16	732,673	2.18
20	Maryland	129	6,165,129	2.09
21	Oregon	87	4,246,155	2.05
22	West Virginia	36	1,782,959	2.02
23	Wyoming	11	578,803	1.90
24	Missouri	117	6,168,187	1.90
25	Washington	142	7,738,692	1.83
26	Hawaii	25	1,441,553	1.73
27	Michigan	174	10,050,811	1.73

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

Rank	State	Pedestrians Killed	Population	Pedestrian Fatality Rate per 100,000 Population
28	Kentucky	75	4,509,394	1.66
29	Illinois	209	12,671,469	1.65
30	Indiana	111	6,805,985	1.63
31	Montana	18	1,104,271	1.63
32	Colorado	92	5,812,069	1.58
33	South Dakota	14	895,376	1.56
34	New York	293	19,835,913	1.48
35	Connecticut	53	3,605,597	1.47
36	Kansas	43	2,934,582	1.47
37	Ohio	168	11,780,017	1.43
38	Virginia	123	8,642,274	1.42
39	Maine	19	1,372,247	1.38
40	Pennsylvania	176	12,964,056	1.36
41	North Dakota	10	774,948	1.29
42	Utah	43	3,337,975	1.29
43	Vermont	8	645,570	1.24
44	Idaho	21	1,900,923	1.10
45	Massachusetts	74	6,984,723	1.06
46	Iowa	30	3,193,079	0.94
47	Minnesota	50	5,707,390	0.88
48	Wisconsin	48	5,895,908	0.81
49	Nebraska	15	1,963,692	0.76
50	Rhode Island	7	1,095,610	0.64
51	New Hampshire	8	1,388,992	0.58
	USA	**7,388**	**331,893,745**	**2.23**
	Puerto Rico	92	3,263,584	2.82

Source: Population—Census Bureau

5. States

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	656	67	47	5	281	29	328	33	**983**	**100**
AK	39	58	4	5	22	33	26	39	**67**	**100**
AZ	698	59	61	5	421	36	482	41	**1,180**	**100**
AR	459	66	49	7	185	27	234	34	**693**	**100**
CA	2,658	62	250	6	1,370	32	1,619	38	**4,285**	**100**
CO	433	63	41	6	216	31	256	37	**691**	**100**
CT	162	54	23	8	112	38	135	45	**298**	**100**
DE	96	70	5	4	34	25	39	29	**136**	**100**
DC	25	62	2	6	12	30	15	36	**41**	**100**
FL	2,562	69	158	4	1,019	27	1,176	31	**3,738**	**100**
GA	1,318	73	82	5	391	22	473	26	**1,797**	**100**
HI	57	60	10	11	28	29	38	40	**94**	**100**
ID	176	65	5	2	85	31	91	33	**271**	**100**
IL	785	59	86	6	461	35	547	41	**1,334**	**100**
IN	649	70	49	5	234	25	283	30	**932**	**100**
IA	206	58	28	8	118	33	146	41	**356**	**100**
KS	299	70	16	4	109	26	125	30	**424**	**100**
KY	583	72	31	4	190	24	221	27	**806**	**100**
LA	622	64	50	5	299	31	349	36	**972**	**100**
ME	94	61	15	9	45	29	60	39	**153**	**100**
MD	335	60	31	6	195	35	226	40	**561**	**100**
MA	243	58	22	5	150	36	172	41	**417**	**100**
MI	751	66	60	5	325	29	385	34	**1,136**	**100**
MN	335	69	22	4	130	27	152	31	**488**	**100**
MS	589	76	26	3	155	20	182	24	**772**	**100**
MO	655	65	68	7	290	29	358	35	**1,016**	**100**
MT	126	53	7	3	104	44	111	47	**239**	**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	142	64	14	6	65	29	79	36	**221**	**100**
NV	243	63	26	7	116	30	142	37	**385**	**100**
NH	65	55	8	7	45	38	53	45	**118**	**100**
NJ	479	69	42	6	178	25	220	31	**699**	**100**
NM	301	63	22	5	154	32	176	37	**481**	**100**
NY	705	61	64	6	388	34	452	39	**1,157**	**100**
NC	1,132	68	66	4	466	28	531	32	**1,663**	**100**
ND	63	62	5	5	33	33	38	38	**101**	**100**
OH	744	55	79	6	531	39	610	45	**1,354**	**100**
OK	523	69	45	6	192	25	236	31	**762**	**100**
OR	335	56	47	8	215	36	263	44	**599**	**100**
PA	834	68	59	5	337	27	395	32	**1,230**	**100**
RI	34	54	5	7	24	39	29	46	**63**	**100**
SC	745	62	52	4	401	33	453	38	**1,198**	**100**
SD	86	58	10	6	52	35	62	42	**148**	**100**
TN	907	68	65	5	355	27	420	32	**1,327**	**100**
TX	2,320	52	263	6	1,906	42	2,169	48	**4,498**	**100**
UT	238	73	10	3	79	24	89	27	**328**	**100**
VT	47	64	4	6	23	31	27	36	**74**	**100**
VA	637	65	54	6	281	29	335	34	**973**	**100**
WA	369	55	37	6	262	39	299	45	**670**	**100**
WV	197	70	17	6	65	23	82	29	**280**	**100**
WI	399	64	22	4	199	32	221	36	**620**	**100**
WY	69	62	4	3	38	34	41	38	**110**	**100**
USA	**27,221**	**63**	**2,266**	**5**	**13,384**	**31**	**15,650**	**36**	**42,939**	**100**
PR	191	57	30	9	116	34	146	43	**337**	**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 5 of this report.

5. States

Table 118. Drivers Involved in Fatal Crashes, by State and Their 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	1,071	78	46	3	252	18	298	22	**1,369**	**100**
AK	72	79	4	4	15	17	19	21	**91**	**100**
AZ	1,238	73	64	4	401	24	465	27	**1,703**	**100**
AR	731	76	50	5	175	18	225	24	**956**	**100**
CA	4,488	74	245	4	1,306	22	1,551	26	**6,038**	**100**
CO	762	75	42	4	209	21	251	25	**1,013**	**100**
CT	290	67	26	6	117	27	142	33	**432**	**100**
DE	166	81	5	2	34	17	39	19	**205**	**100**
DC	48	75	3	5	13	20	16	25	**64**	**100**
FL	4,341	80	162	3	943	17	1,106	20	**5,447**	**100**
GA	2,156	82	85	3	376	14	461	18	**2,617**	**100**
HI	89	70	10	8	28	22	38	30	**127**	**100**
ID	289	77	6	2	79	21	84	23	**373**	**100**
IL	1,369	72	93	5	432	23	525	28	**1,894**	**100**
IN	1,116	80	49	4	223	16	271	20	**1,387**	**100**
IA	344	70	30	6	115	24	145	30	**489**	**100**
KS	478	80	15	3	102	17	117	20	**595**	**100**
KY	945	82	32	3	179	15	210	18	**1,155**	**100**
LA	1,033	75	55	4	280	20	336	25	**1,369**	**100**
ME	141	72	13	7	41	21	54	28	**195**	**100**
MD	584	73	34	4	182	23	216	27	**800**	**100**
MA	411	71	25	4	146	25	171	29	**582**	**100**
MI	1,271	77	64	4	313	19	377	23	**1,648**	**100**
MN	525	79	22	3	121	18	143	21	**668**	**100**
MS	873	84	24	2	141	14	165	16	**1,037**	**100**
MO	1,079	76	65	5	277	19	342	24	**1,420**	**100**
MT	182	64	8	3	96	34	104	36	**286**	**100**

Table 118. Drivers Involved in Fatal Crashes, by State and Their 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	236	77	14	5	58	19	72	23	**308**	**100**
NV	431	76	26	5	110	19	136	24	**567**	**100**
NH	102	69	7	4	39	26	46	31	**148**	**100**
NJ	756	78	41	4	170	18	211	22	**967**	**100**
NM	479	75	23	4	140	22	162	25	**641**	**100**
NY	1,131	71	72	5	392	25	463	29	**1,594**	**100**
NC	1,843	78	69	3	439	19	507	22	**2,350**	**100**
ND	108	78	4	3	26	19	31	22	**138**	**100**
OH	1,305	68	93	5	524	27	617	32	**1,922**	**100**
OK	855	79	43	4	178	17	220	21	**1,075**	**100**
OR	575	69	49	6	206	25	255	31	**830**	**100**
PA	1,362	78	63	4	322	18	385	22	**1,747**	**100**
RI	65	69	5	5	24	25	28	31	**93**	**100**
SC	1,289	75	57	3	379	22	437	25	**1,726**	**100**
SD	126	70	8	4	45	25	53	30	**179**	**100**
TN	1,557	79	69	4	334	17	404	21	**1,961**	**100**
TX	4,268	66	301	5	1,874	29	2,175	34	**6,443**	**100**
UT	389	82	11	2	74	16	84	18	**473**	**100**
VT	75	74	5	5	22	21	27	26	**102**	**100**
VA	1,005	75	55	4	273	20	329	25	**1,334**	**100**
WA	652	69	41	4	252	27	294	31	**945**	**100**
WV	300	79	17	5	63	17	81	21	**381**	**100**
WI	669	76	21	2	189	21	209	24	**878**	**100**
WY	103	72	4	3	35	25	39	28	**142**	**100**
USA	**45,769**	**75**	**2,373**	**4**	**12,762**	**21**	**15,135**	**25**	**60,904**	**100**
PR	310	66	37	8	120	26	157	34	**467**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

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Table 119. Drivers Killed in Crashes, by State and Their 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	451	68	30	5	181	27	211	32	**662**	**100**
AK	25	74	0	0	9	26	9	26	**34**	**100**
AZ	444	66	25	4	202	30	226	34	**670**	**100**
AR	325	67	27	6	131	27	158	33	**483**	**100**
CA	1,524	63	125	5	754	31	878	37	**2,402**	**100**
CO	292	63	25	5	149	32	174	37	**466**	**100**
CT	125	58	15	7	75	35	90	42	**215**	**100**
DE	60	73	2	3	20	25	22	27	**82**	**100**
DC	10	58	2	13	5	29	8	42	**18**	**100**
FL	1,433	68	87	4	602	28	689	32	**2,122**	**100**
GA	870	74	55	5	250	21	305	26	**1,175**	**100**
HI	28	52	6	12	19	36	26	48	**54**	**100**
ID	128	66	3	2	63	33	67	34	**195**	**100**
IL	516	61	51	6	284	33	335	39	**851**	**100**
IN	465	72	21	3	161	25	182	28	**647**	**100**
IA	159	62	19	7	78	30	97	38	**256**	**100**
KS	226	75	10	3	68	22	77	25	**303**	**100**
KY	424	73	19	3	135	23	154	27	**578**	**100**
LA	380	64	29	5	186	31	215	36	**595**	**100**
ME	63	60	8	7	33	32	41	40	**104**	**100**
MD	213	62	17	5	113	33	130	38	**342**	**100**
MA	168	58	15	5	104	36	119	42	**287**	**100**
MI	517	69	30	4	204	27	234	31	**751**	**100**
MN	240	69	18	5	91	26	109	31	**349**	**100**
MS	424	81	10	2	91	17	101	19	**525**	**100**
MO	476	67	41	6	197	28	239	33	**715**	**100**
MT	91	53	3	2	79	46	82	47	**173**	**100**

Table 119. Drivers Killed in Crashes, by State and Their 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	109	67	8	5	47	29	55	33	**164**	**100**
NV	161	67	14	6	65	27	79	33	**240**	**100**
NH	48	56	4	5	34	39	38	44	**86**	**100**
NJ	243	66	28	7	100	27	128	34	**371**	**100**
NM	171	63	14	5	88	32	101	37	**272**	**100**
NY	447	65	33	5	202	30	236	35	**682**	**100**
NC	806	71	38	3	294	26	332	29	**1,138**	**100**
ND	42	68	3	5	17	27	20	32	**62**	**100**
OH	546	60	53	6	310	34	363	40	**909**	**100**
OK	362	71	23	5	123	24	146	29	**508**	**100**
OR	256	63	24	6	126	31	150	37	**406**	**100**
PA	566	68	41	5	221	27	262	32	**828**	**100**
RI	25	55	3	7	17	38	20	45	**45**	**100**
SC	478	59	35	4	293	36	328	41	**806**	**100**
SD	65	63	5	5	34	32	39	37	**104**	**100**
TN	654	72	44	5	216	24	260	28	**914**	**100**
TX	1,625	59	124	4	1,017	37	1,141	41	**2,766**	**100**
UT	156	77	3	1	45	22	48	23	**204**	**100**
VT	37	63	3	5	18	32	21	37	**58**	**100**
VA	433	65	38	6	194	29	232	35	**665**	**100**
WA	242	62	22	6	129	33	151	38	**393**	**100**
WV	141	70	14	7	46	23	61	30	**201**	**100**
WI	308	67	14	3	141	30	155	33	**463**	**100**
WY	52	62	3	4	28	34	32	38	**83**	**100**
USA	**18,050**	**66**	**1,283**	**5**	**8,089**	**29**	**9,372**	**34**	**27,422**	**100**
PR	105	54	22	11	66	34	88	46	**193**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 of this report.

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Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their 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	620	88	16	2	71	10	87	12	**707**	**100**
AK	47	82	4	6	6	11	10	18	**57**	**100**
AZ	795	77	40	4	199	19	239	23	**1,033**	**100**
AR	406	86	23	5	44	9	67	14	**473**	**100**
CA	2,964	82	120	3	552	15	672	18	**3,636**	**100**
CO	470	86	17	3	60	11	77	14	**547**	**100**
CT	165	76	11	5	41	19	52	24	**217**	**100**
DE	106	86	2	2	14	12	17	14	**123**	**100**
DC	37	81	1	2	8	17	9	19	**46**	**100**
FL	2,908	87	76	2	341	10	417	13	**3,325**	**100**
GA	1,286	89	31	2	126	9	156	11	**1,442**	**100**
HI	61	83	4	5	9	12	13	17	**73**	**100**
ID	161	90	2	1	15	9	17	10	**178**	**100**
IL	853	82	42	4	148	14	190	18	**1,043**	**100**
IN	651	88	28	4	62	8	90	12	**740**	**100**
IA	185	79	11	5	37	16	48	21	**233**	**100**
KS	252	86	6	2	35	12	40	14	**292**	**100**
KY	521	90	13	2	44	8	56	10	**577**	**100**
LA	653	84	27	3	94	12	121	16	**774**	**100**
ME	78	85	6	6	8	8	13	15	**91**	**100**
MD	371	81	17	4	70	15	87	19	**458**	**100**
MA	243	83	10	3	42	14	52	17	**295**	**100**
MI	755	84	34	4	109	12	143	16	**897**	**100**
MN	285	89	4	1	30	9	34	11	**319**	**100**
MS	448	88	14	3	50	10	64	12	**512**	**100**
MO	602	85	24	3	79	11	103	15	**705**	**100**
MT	91	81	4	4	17	15	22	19	**113**	**100**

Table 120. Surviving Drivers Involved in Fatal Crashes, by State and Their 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	127	88	6	4	11	7	17	12	**144**	**100**
NV	270	83	11	3	45	14	57	17	**327**	**100**
NH	54	88	2	4	5	9	8	12	**62**	**100**
NJ	513	86	14	2	70	12	83	14	**596**	**100**
NM	308	83	9	3	52	14	61	17	**369**	**100**
NY	684	75	38	4	190	21	228	25	**912**	**100**
NC	1,036	86	31	3	145	12	176	14	**1,212**	**100**
ND	66	86	1	1	9	12	11	14	**76**	**100**
OH	759	75	40	4	214	21	254	25	**1,013**	**100**
OK	493	87	20	4	54	10	74	13	**567**	**100**
OR	319	75	25	6	80	19	106	25	**424**	**100**
PA	796	87	23	2	100	11	123	13	**919**	**100**
RI	40	83	2	4	6	13	8	17	**48**	**100**
SC	812	88	22	2	86	9	108	12	**920**	**100**
SD	61	81	3	3	12	16	14	19	**75**	**100**
TN	903	86	26	2	118	11	144	14	**1,047**	**100**
TX	2,643	72	177	5	857	23	1,034	28	**3,677**	**100**
UT	232	86	8	3	28	11	37	14	**269**	**100**
VT	38	87	2	5	3	8	6	13	**44**	**100**
VA	572	86	18	3	79	12	97	14	**669**	**100**
WA	410	74	19	3	124	22	142	26	**552**	**100**
WV	160	89	3	2	17	10	20	11	**180**	**100**
WI	360	87	7	2	48	11	55	13	**415**	**100**
WY	51	87	1	1	7	12	8	13	**59**	**100**
USA	**27,719**	**83**	**1,091**	**3**	**4,673**	**14**	**5,763**	**17**	33,482	**100**
PR	205	75	15	6	54	20	69	25	**274**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more details, see page 5 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	983	**274**	36	15	0	46	59	83	35
AK	67	**27**	6	3	0	7	1	5	5
AZ	1,180	**373**	15	15	39	90	141	55	8
AR	693	**148**	8	11	1	26	27	21	54
CA	4,285	**1,509**	59	166	161	450	308	252	113
CO	691	**202**	11	12	3	86	36	29	25
CT	298	**119**	1	10	11	26	36	30	5
DE	136	**46**	0	4	2	13	9	14	4
DC	41	**19**	0	0	1	5	9	0	4
FL	3,738	**391**	8	18	3	145	83	85	49
GA	1,797	**369**	8	26	23	82	91	77	62
HI	94	**45**	0	2	0	28	15	0	0
ID	271	**59**	5	3	1	11	5	18	16
IL	1,334	**487**	24	76	9	123	111	82	57
IN	932	**252**	16	22	4	64	43	57	46
IA	356	**84**	2	3	0	23	12	26	17
KS	424	**98**	7	6	3	12	26	33	11
KY	806	**143**	13	8	1	28	35	27	31
LA	972	**281**	30	24	2	54	68	45	58
ME	153	**26**	0	0	0	4	3	13	5
MD	561	**168**	2	16	21	48	34	37	9
MA	417	**114**	2	21	8	29	25	16	13
MI	1,136	**321**	5	25	16	86	64	67	53
MN	488	**167**	2	13	6	34	53	39	18
MS	772	**122**	5	1	0	35	19	35	10
MO	1,016	**404**	11	42	27	104	65	80	75
MT	239	**86**	14	8	0	17	9	16	20

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	221	**36**	5	5	2	5	5	7	7
NV	385	**112**	2	6	0	36	30	12	26
NH	118	**40**	1	1	4	11	6	11	6
NJ	699	**178**	3	9	22	61	35	20	27
NM	481	**186**	24	12	1	51	32	43	21
NY	1,157	**418**	4	42	39	109	75	50	99
NC	1,663	**478**	9	26	29	102	92	124	96
ND	101	**29**	2	0	0	14	1	2	9
OH	1,354	**341**	4	50	11	54	66	94	56
OK	762	**181**	3	10	0	50	20	66	32
OR	599	**154**	5	5	0	44	40	45	15
PA	1,230	**500**	34	29	27	130	91	86	102
RI	63	**20**	0	4	2	6	4	3	1
SC	1,198	**486**	55	23	6	73	186	74	69
SD	148	**35**	3	0	0	7	12	8	5
TN	1,327	**231**	9	15	7	77	61	32	30
TX	4,498	**1,568**	68	171	79	424	296	386	141
UT	328	**109**	15	10	3	38	21	14	8
VT	74	**30**	2	0	0	3	8	9	8
VA	973	**337**	13	42	13	66	79	87	34
WA	670	**206**	11	24	14	38	39	60	18
WV	280	**64**	9	8	0	11	4	20	12
WI	620	**212**	6	9	2	55	51	53	35
WY	110	**45**	8	1	0	18	1	11	5
USA	**42,939**	**12,330**	**585**	**1,052**	**603**	**3,159**	**2,642**	**2,559**	**1,665**
PR	337	**112**	11	12	0	33	28	23	5

*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	6.69	25.4	17.10	18.3	43.18	67.8	70.66	68.5	**460**
AK	6.39	23.3	15.92	16.7	42.28	40.0	49.33	50.0	**30**
AZ	3.53	23.5	17.60	17.3	51.80	85.8	64.92	86.5	**289**
AR	5.74	17.9	14.25	16.3	43.78	76.0	60.69	76.6	**363**
CA	7.92	93.6	20.13	93.4	4.00	99.9	6.00	99.9	**1,133**
CO	6.23	60.2	12.49	59.5	38.46	82.2	52.78	82.6	**259**
CT	0.97	30.2	8.25	16.3	39.39	58.1	48.00	58.1	**43**
DE	3.63	28.6	7.43	4.8	28.35	45.2	38.61	45.2	**42**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**NA**
FL	2.26	94.9	11.05	93.9	NA	NA	NA	NA	**686**
GA	6.08	25.5	11.27	10.2	39.77	55.3	52.50	56.9	**548**
HI	4.42	0.0	16.47	0.0	39.29	63.2	54.86	63.2	**19**
ID	4.31	11.6	13.45	7.3	NA	NA	NA	NA	**164**
IL	2.89	27.1	10.61	24.3	39.00	99.7	51.00	99.7	**325**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**382**
IA	10.25	65.2	13.14	57.7	35.32	63.9	51.99	65.6	**227**
KS	8.12	10.7	11.90	3.6	38.22	46.4	51.73	49.6	**224**
KY	4.82	21.3	11.66	0.9	36.44	44.7	50.35	47.9	**445**
LA	6.18	19.3	15.49	8.5	48.28	46.8	65.37	49.0	**363**
ME	4.66	41.6	11.14	35.6	39.82	55.4	52.20	56.4	**101**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**39**
MA	4.44	28.0	11.80	0.0	39.75	52.0	49.42	52.0	**25**
MI	4.11	41.8	9.60	42.6	NA	NA	NA	NA	**385**
MN	3.12	6.6	11.17	4.1	43.24	58.9	53.96	60.2	**241**
MS	0.00	99.5	4.00	99.5	13.00	99.8	15.00	99.8	**413**
MO	8.26	49.8	15.77	41.8	46.35	53.9	67.10	56.5	**462**
MT	12.88	27.5	15.32	6.6	46.00	49.1	54.64	55.1	**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	6.08	39.4	13.38	34.3	31.94	64.2	46.76	67.2	**137**
NV	1.50	98.3	17.00	98.3	49.00	99.1	82.00	99.1	**116**
NH	2.20	13.2	8.80	15.1	42.92	52.8	46.26	56.6	**53**
NJ	7.95	34.4	9.58	14.8	40.63	50.8	53.28	52.5	**61**
NM	0.00	99.5	32.00	99.5	NA	NA	NA	NA	**215**
NY	2.72	13.2	10.13	9.5	44.39	69.0	54.64	69.8	**242**
NC	11.02	86.9	10.82	49.5	33.41	75.8	39.63	77.3	**719**
ND	5.67	27.0	14.81	6.3	43.41	41.3	58.00	49.2	**63**
OH	5.53	29.9	11.25	10.2	37.75	49.6	53.09	50.2	**472**
OK	7.38	79.3	19.34	61.4	48.91	74.0	67.94	76.4	**381**
OR	4.63	25.4	14.81	23.8	43.85	78.5	58.98	80.4	**311**
PA	4.40	72.3	12.12	44.0	42.40	70.8	53.94	71.0	**452**
RI	8.33	25.0	8.83	0.0	28.60	16.7	40.70	16.7	**12**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**613**
SD	5.25	38.0	15.53	17.6	40.33	55.6	52.07	57.4	**108**
TN	7.05	79.6	12.14	69.7	27.83	82.2	42.09	82.4	**489**
TX	10.09	99.3	17.75	99.2	57.45	99.3	80.30	99.3	**1,510**
UT	5.87	17.5	18.41	5.0	44.82	53.3	63.27	56.7	**120**
VT	3.57	28.1	10.80	4.7	43.62	46.9	57.09	46.9	**64**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**496**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**234**
WV	8.02	65.4	19.20	64.8	45.52	79.2	63.31	81.8	**159**
WI	4.70	30.4	10.43	31.0	36.41	74.5	48.82	74.5	**381**
WY	5.28	41.8	17.43	29.1	37.68	68.4	55.56	68.4	**79**
USA	**5.63**	**62.4**	**13.12**	**54.9**	**40.75**	**80.0**	**55.32**	**80.9**	**15,322**
PR	5.12	77.3	12.74	76.7	NA	NA	NA	NA	**150**

*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	3.85	12.9	10.03	8.9	28.33	65.2	44.94	65.6	**425**
AK	1.00	24.1	6.15	6.9	18.29	41.4	26.06	41.4	**29**
AZ	1.70	45.6	7.06	44.0	23.47	70.9	30.74	70.6	**732**
AR	4.13	13.8	7.92	13.1	27.75	68.7	40.65	69.0	**268**
CA	6.12	93.3	17.44	93.9	9.00	100.0	32.17	99.8	**2,848**
CO	1.60	21.8	5.25	20.7	19.49	56.8	26.30	56.5	**377**
CT	2.22	34.2	6.20	25.4	27.83	53.3	35.35	52.9	**240**
DE	2.12	24.4	5.96	14.4	21.92	30.0	29.66	32.2	**90**
DC	5.44	32.5	6.00	27.5	34.30	75.0	46.20	75.0	**40**
FL	1.91	97.5	7.35	96.9	NA	NA	NA	NA	**2,763**
GA	5.11	22.3	8.68	14.5	32.83	47.1	45.05	47.7	**1,122**
HI	3.60	6.8	7.13	1.4	30.95	46.6	39.56	46.6	**73**
ID	2.03	16.5	6.66	6.3	17.60	93.7	23.80	93.7	**79**
IL	2.59	33.5	6.33	33.5	59.00	99.9	66.00	99.9	**877**
IN	NA	NA	NA	NA	NA	NA	NA	NA	**479**
IA	4.91	55.0	6.28	47.0	22.33	51.0	30.66	53.0	**100**
KS	4.40	13.0	6.74	8.4	26.43	37.0	36.47	40.3	**154**
KY	3.28	10.8	6.57	2.8	29.25	30.2	37.99	31.6	**288**
LA	4.29	33.0	9.80	25.5	35.06	53.6	46.78	55.0	**522**
ME	3.41	10.0	6.18	6.7	25.20	33.3	35.00	33.3	**30**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**472**
MA	3.94	17.0	6.33	2.2	28.64	35.6	36.46	36.7	**371**
MI	3.01	57.6	6.32	54.1	NA	NA	NA	NA	**675**
MN	2.64	5.7	6.86	7.2	23.67	50.2	31.65	50.2	**209**
MS	NA	NA	NA	NA	NA	NA	NA	NA	**212**
MO	3.38	35.3	7.88	24.2	26.49	37.9	36.33	37.9	**467**
MT	2.40	34.0	6.12	20.8	25.95	62.3	35.74	64.2	**53**

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	3.04	9.1	5.31	7.3	23.82	49.1	29.86	49.1	**55**
NV	2.00	67.2	6.33	66.0	19.16	67.6	27.11	67.6	**244**
NH	3.04	13.5	8.91	9.6	26.31	44.2	37.62	44.2	**52**
NJ	4.78	25.5	7.22	14.3	31.89	43.5	41.05	45.0	**593**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**209**
NY	1.96	36.1	6.66	45.1	26.99	71.0	34.39	70.7	**856**
NC	4.67	71.4	6.89	50.1	25.27	72.4	31.50	74.4	**815**
ND	2.71	4.5	6.64	0.0	21.52	4.5	30.60	9.1	**22**
OH	4.38	16.0	6.29	5.1	22.99	35.5	32.72	36.9	**758**
OK	4.45	65.2	9.61	53.8	28.01	60.9	39.12	62.2	**299**
OR	1.56	26.1	6.14	24.9	25.10	68.0	33.34	68.0	**241**
PA	2.80	47.9	7.11	31.4	30.06	54.4	37.71	54.5	**697**
RI	3.65	10.4	4.94	2.1	27.97	20.8	36.11	20.8	**48**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**499**
SD	2.90	13.0	7.00	13.0	23.27	52.2	35.10	56.5	**23**
TN	5.46	89.3	12.00	84.2	22.84	89.3	36.09	89.3	**740**
TX	4.69	98.6	9.28	98.5	26.77	98.6	39.28	98.4	**2,553**
UT	2.84	15.0	6.10	5.8	25.09	32.9	32.93	34.1	**173**
VT	1.00	40.0	5.20	0.0	18.00	40.0	24.33	40.0	**5**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**407**
WA	NA	NA	NA	NA	NA	NA	NA	NA	**366**
WV	4.00	69.1	9.61	68.0	24.63	80.4	35.05	80.4	**97**
WI	3.84	32.8	6.38	37.6	27.96	70.4	38.31	69.3	**189**
WY	2.63	30.4	7.24	8.7	18.70	56.5	28.80	56.5	**23**
USA	**3.50**	**64.3**	**7.46**	**60.7**	**27.44**	**78.9**	**36.92**	**79.2**	**23,959**
PR	5.73	77.8	14.10	77.2	NA	NA	NA	NA	**180**

*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	252	115	45.6	8,467,513	2.98	1.36
Los Angeles	CA	332	142	42.8	3,849,297	8.62	3.69
Chicago	IL	233	67	28.8	2,696,555	8.64	2.48
Houston	TX	337	103	30.6	2,288,250	14.73	4.50
Phoenix	AZ	291	98	33.7	1,624,569	17.91	6.03
Philadelphia	PA	133	43	32.3	1,576,251	8.44	2.73
San Antonio	TX	200	65	32.5	1,451,853	13.78	4.48
San Diego	CA	118	47	39.8	1,381,611	8.54	3.40
Dallas	TX	228	61	26.8	1,288,457	17.70	4.73
San Jose	CA	76	28	36.8	983,489	7.73	2.85
Austin	TX	118	42	35.6	964,177	12.24	4.36
Jacksonville	FL	180	41	22.8	954,614	18.86	4.29
Fort Worth	TX	128	38	29.7	935,508	13.68	4.06
Columbus	OH	97	25	25.8	906,528	10.70	2.76
Indianapolis	IN	144	31	21.5	882,039	16.33	3.51
Charlotte	NC	109	25	22.9	879,709	12.39	2.84
San Francisco	CA	31	15	48.4	815,201	3.80	1.84
Seattle	WA	45	22	48.9	733,919	6.13	3.00
Denver	CO	68	17	25.0	711,463	9.56	2.39
Oklahoma City	OK	100	26	26.0	687,725	14.54	3.78
Nashville-Davidson	TN	118	33	28.0	678,851	17.38	4.86
El Paso	TX	82	16	19.5	678,415	12.09	2.36
Washington	DC	41	18	43.9	670,050	6.12	2.69
Boston	MA	32	9	28.1	654,776	4.89	1.37
Las Vegas	NV	34	14	41.2	646,790	5.26	2.16
Portland	OR	63	23	36.5	641,162	9.83	3.59
Detroit	MI	150	44	29.3	632,464	23.72	6.96
Louisville-Jefferson Co.	KY	106	23	21.7	628,594	16.86	3.66
Memphis	TN	238	55	23.1	628,127	37.89	8.76
Baltimore	MD	48	21	43.8	576,498	8.33	3.64
Milwaukee	WI	71	16	22.5	569,330	12.47	2.81
Albuquerque	NM	133	49	36.8	562,599	23.64	8.71
Fresno	CA	81	31	38.3	544,510	14.88	5.69
Tucson	AZ	114	39	34.2	543,242	20.99	7.18
Sacramento	CA	70	25	35.7	525,041	13.33	4.76
Mesa	AZ	56	10	17.9	509,475	10.99	1.96
Kansas City	MO	81	16	19.8	508,394	15.93	3.15
Atlanta	GA	102	32	31.4	496,461	20.55	6.45
Omaha	NE	29	4	13.8	487,300	5.95	0.82

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
Colorado Springs	CO	49	12	24.5	483,956	10.12	2.48
Raleigh	NC	34	6	17.6	469,124	7.25	1.28
Virginia Beach	VA	34	4	11.8	457,672	7.43	0.87
Long Beach	CA	32	18	56.3	456,062	7.02	3.95
Miami	FL	73	27	37.0	439,890	16.60	6.14
Oakland	CA	15	5	33.3	433,823	3.46	1.15
Minneapolis	MN	27	10	37.0	425,336	6.35	2.35
Tulsa	OK	81	23	28.4	411,401	19.69	5.59
Bakersfield	CA	53	18	34.0	407,615	13.00	4.42
Wichita	KS	50	9	18.0	395,699	12.64	2.27
Arlington	TX	53	9	17.0	392,786	13.49	2.29
Aurora	CO	41	8	19.5	389,347	10.53	2.05
Tampa	FL	79	27	34.2	387,050	20.41	6.98
New Orleans	LA	68	21	30.9	376,971	18.04	5.57
Cleveland	OH	73	15	20.5	367,991	19.84	4.08
Anaheim	CA	27	9	33.3	345,940	7.80	2.60
Honolulu	HI	18	6	33.3	345,510	5.21	1.74
Henderson	NV	5	2	40.0	322,178	1.55	0.62
Stockton	CA	34	9	26.5	322,120	10.56	2.79
Lexington-Fayette	KY	42	7	16.7	321,793	13.05	2.18
Corpus Christi	TX	41	11	26.8	317,773	12.90	3.46
Riverside	CA	35	12	34.3	317,261	11.03	3.78
Santa Ana	CA	25	13	52.0	309,441	8.08	4.20
Orlando	FL	54	21	38.9	309,154	17.47	6.79
Irvine	CA	7	0	0.0	309,031	2.27	0.00
Cincinnati	OH	47	8	17.0	308,935	15.21	2.59
Newark	NJ	37	17	45.9	307,220	12.04	5.53
St. Paul	MN	23	6	26.1	307,193	7.49	1.95
Pittsburgh	PA	22	4	18.2	300,431	7.32	1.33
Greensboro	NC	49	14	28.6	298,263	16.43	4.69
St. Louis	MO	71	22	31.0	293,310	24.21	7.50
Lincoln	NE	13	1	7.7	292,657	4.44	0.34
Plano	TX	11	1	9.1	288,253	3.82	0.35
Anchorage	AK	20	11	55.0	288,121	6.94	3.82
Durham	NC	17	3	17.6	285,527	5.95	1.05
Jersey City	NJ	15	7	46.7	283,927	5.28	2.47
Chandler	AZ	17	5	29.4	279,458	6.08	1.79
Chula Vista	CA	14	7	50.0	277,220	5.05	2.53
Buffalo	NY	22	6	27.3	276,807	7.95	2.17

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
North Las Vegas	NV	6	1	16.7	274,133	2.19	0.36
Gilbert	AZ	17	2	11.8	273,136	6.22	0.73
Madison	WI	17	5	29.4	269,196	6.32	1.86
Reno	NV	8	2	25.0	268,851	2.98	0.74
Toledo	OH	44	9	20.5	268,508	16.39	3.35
Fort Wayne	IN	33	6	18.2	265,974	12.41	2.26
Lubbock	TX	45	11	24.4	260,993	17.24	4.21
St. Petersburg	FL	41	13	31.7	258,201	15.88	5.03
Laredo	TX	19	4	21.1	256,153	7.42	1.56
Irving	TX	25	9	36.0	254,198	9.83	3.54
Chesapeake	VA	23	3	13.0	251,269	9.15	1.19
Winston-Salem	NC	34	9	26.5	250,320	13.58	3.60
Glendale	AZ	50	12	24.0	249,630	20.03	4.81
Scottsdale	AZ	16	4	25.0	242,753	6.59	1.65
Garland	TX	16	1	6.3	242,035	6.61	0.41
Boise City	ID	7	2	28.6	237,446	2.95	0.84
Norfolk	VA	28	9	32.1	235,089	11.91	3.83
Spokane	WA	28	9	32.1	229,071	12.22	3.93
Fremont	CA	17	4	23.5	227,514	7.47	1.76
Richmond	VA	17	4	23.5	226,604	7.50	1.77
Santa Clarita	CA	5	0	0.0	224,593	2.23	0.00
San Bernardino	CA	36	17	47.2	222,203	16.20	7.65
Baton Rouge	LA	80	19	23.8	222,185	36.01	8.55
Hialeah	FL	31	5	16.1	220,490	14.06	2.27
Tacoma	WA	26	5	19.2	219,205	11.86	2.28
Modesto	CA	20	10	50.0	218,771	9.14	4.57
Port St. Lucie	FL	16	2	12.5	217,523	7.36	0.92
Huntsville	AL	24	7	29.2	216,963	11.06	3.23
Des Moines	IA	23	3	13.0	212,031	10.85	1.41
Moreno Valley	CA	21	4	19.0	211,600	9.92	1.89
Fontana	CA	23	3	13.0	210,761	10.91	1.42
Frisco	TX	6	1	16.7	210,719	2.85	0.47
Rochester	NY	32	9	28.1	210,606	15.19	4.27
Yonkers	NY	10	1	10.0	209,530	4.77	0.48
Fayetteville	NC	21	2	9.5	208,778	10.06	0.96
Worcester	MA	8	1	12.5	205,918	3.89	0.49
Columbus	GA	27	8	29.6	205,617	13.13	3.89
Cape Coral	FL	10	1	10.0	204,510	4.89	0.49
McKinney	TX	4	0	0.0	202,690	1.97	0.00

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
Little Rock	AR	31	11	35.5	201,998	15.35	5.45
Oxnard	CA	1	0	0.0	201,879	0.50	0.00
Amarillo	TX	30	5	16.7	201,234	14.91	2.48
Augusta-Richmond Co.	GA	38	1	2.6	201,196	18.89	0.50
Salt Lake City	UT	25	10	40.0	200,478	12.47	4.99
Montgomery	AL	31	7	22.6	198,665	15.60	3.52
Birmingham	AL	47	13	27.7	197,575	23.79	6.58
Grand Rapids	MI	15	6	40.0	197,416	7.60	3.04
Grand Prairie	TX	18	2	11.1	197,347	9.12	1.01
Overland Park	KS	6	0	0.0	197,106	3.04	0.00
Tallahassee	FL	25	4	16.0	197,102	12.68	2.03
Huntington Beach	CA	15	6	40.0	196,652	7.63	3.05
Sioux Falls	SD	10	0	0.0	196,528	5.09	0.00
Peoria	AZ	17	4	23.5	194,917	8.72	2.05
Knoxville	TN	51	11	21.6	192,648	26.47	5.71
Glendale	CA	4	3	75.0	192,366	2.08	1.56
Vancouver	WA	9	4	44.4	192,169	4.68	2.08
Providence	RI	12	2	16.7	189,692	6.33	1.05
Akron	OH	25	3	12.0	189,347	13.20	1.58
Brownsville	TX	10	4	40.0	187,831	5.32	2.13
Mobile	AL	33	11	33.3	184,952	17.84	5.95
Newport News	VA	16	8	50.0	184,587	8.67	4.33
Tempe	AZ	24	6	25.0	184,118	13.04	3.26
Shreveport	LA	28	8	28.6	184,021	15.22	4.35
Chattanooga	TN	33	6	18.2	182,113	18.12	3.29
Fort Lauderdale	FL	48	16	33.3	181,668	26.42	8.81
Aurora	IL	7	2	28.6	179,266	3.90	1.12
Elk Grove	CA	4	0	0.0	178,997	2.23	0.00
Ontario	CA	23	7	30.4	177,963	12.92	3.93
Salem	OR	20	7	35.0	177,723	11.25	3.94
Cary	NC	2	0	0.0	176,987	1.13	0.00
Santa Rosa	CA	5	0	0.0	176,938	2.83	0.00
Rancho Cucamonga	CA	12	3	25.0	175,142	6.85	1.71
Eugene	OR	10	4	40.0	175,096	5.71	2.28
Oceanside	CA	16	4	25.0	172,982	9.25	2.31
Clarksville	TN	25	5	20.0	170,957	14.62	2.92
Garden Grove	CA	17	5	29.4	170,488	9.97	2.93
Lancaster	CA	19	7	36.8	170,150	11.17	4.11
Springfield	MO	29	4	13.8	169,724	17.09	2.36

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
Pembroke Pines	FL	12	3	25.0	169,391	7.08	1.77
Fort Collins	CO	11	3	27.3	168,538	6.53	1.78
Palmdale	CA	30	10	33.3	165,761	18.10	6.03
Salinas	CA	5	2	40.0	162,791	3.07	1.23
Hayward	CA	9	7	77.8	159,827	5.63	4.38
Corona	CA	17	3	17.6	159,743	10.64	1.88
Paterson	NJ	6	3	50.0	157,794	3.80	1.90
Murfreesboro	TN	5	0	0.0	157,519	3.17	0.00
Macon-Bibb Co.	GA	47	15	31.9	156,762	29.98	9.57
Lakewood	CO	18	2	11.1	156,605	11.49	1.28
Killeen	TX	16	7	43.8	156,261	10.24	4.48
Springfield	MA	6	3	50.0	154,789	3.88	1.94
Alexandria	VA	7	5	71.4	154,706	4.52	3.23
Kansas City	KS	24	9	37.5	154,545	15.53	5.82
Sunnyvale	CA	3	1	33.3	152,258	1.97	0.66
Hollywood	FL	23	7	30.4	152,131	15.12	4.60
Roseville	CA	10	1	10.0	151,901	6.58	0.66
Charleston	SC	22	8	36.4	151,612	14.51	5.28
Escondido	CA	14	6	42.9	150,665	9.29	3.98
Joliet	IL	17	1	5.9	150,372	11.31	0.67

Source: Population—Census Bureau

5. States

Table 125. Fatalities and Fatality Rates, by State, 1975-2021

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021
AL	902	882	1,114	996	1,148	862	850	983	**+9%**	3.63	2.51	2.20	1.76	1.92	1.34	1.26	1.37	**-62%**
AK	112	127	87	106	73	56	65	67	**-40%**	4.38	3.17	2.11	2.30	1.45	1.17	1.29	1.16	**-74%**
AZ	670	893	1,035	1,036	1,179	759	897	1,180	**+76%**	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	693	**+24%**	4.01	3.12	2.37	2.24	2.05	1.70	1.58	1.80	**-55%**
CA	4,092	4,960	4,192	3,753	4,333	2,720	3,387	4,285	**+5%**	3.09	2.39	1.52	1.22	1.32	0.84	1.01	1.38	**-55%**
CO	581	579	645	681	606	450	547	691	**+19%**	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	298	**-23%**	2.13	2.00	1.13	1.11	0.88	1.02	0.85	1.03	**-52%**
DE	122	104	121	123	133	101	131	136	**+11%**	3.37	1.94	1.61	1.49	1.40	1.13	1.32	1.34	**-60%**
DC	70	60	58	48	48	24	23	41	**-41%**	2.27	1.86	1.67	1.37	1.29	0.67	0.65	1.26	**-44%**
FL	1,998	2,832	2,805	2,999	3,518	2,444	2,938	3,738	**+87%**	3.24	3.22	2.19	1.99	1.75	1.25	1.42	1.72	**-47%**
GA	1,360	1,361	1,488	1,541	1,729	1,247	1,432	1,797	**+32%**	3.46	2.53	1.74	1.47	1.52	1.12	1.21	1.49	**-57%**
HI	144	126	130	132	140	113	93	94	**-35%**	3.47	1.86	1.64	1.55	1.39	1.13	0.90	0.94	**-73%**
ID	281	255	262	276	275	209	216	271	**-4%**	4.78	3.31	2.13	2.04	1.85	1.32	1.30	1.40	**-71%**
IL	2,041	1,534	1,586	1,418	1,363	927	998	1,334	**-35%**	3.56	2.17	1.68	1.38	1.27	0.88	0.95	1.37	**-62%**
IN	1,128	974	960	886	938	754	817	932	**-17%**	3.02	2.39	1.49	1.25	1.31	1.00	1.04	1.19	**-61%**
IA	670	474	527	445	450	390	320	356	**-47%**	3.75	2.35	2.03	1.51	1.45	1.24	0.96	1.08	**-71%**
KS	509	486	442	461	428	431	355	424	**-17%**	3.29	2.52	1.76	1.64	1.44	1.44	1.13	1.34	**-59%**
KY	863	712	849	820	985	760	761	806	**-7%**	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	972	**+4%**	4.60	2.79	2.31	2.30	2.14	1.59	1.56	1.78	**-61%**
ME	223	206	187	169	169	161	156	153	**-31%**	3.14	2.22	1.49	1.19	1.13	1.11	1.07	1.05	**-67%**
MD	670	729	671	588	614	496	520	561	**-16%**	2.66	2.19	1.50	1.17	1.09	0.88	0.90	0.99	**-63%**
MA	864	742	444	433	441	347	344	417	**-52%**	2.75	1.87	0.92	0.82	0.80	0.64	0.58	0.71	**-74%**
MI	1,779	1,545	1,530	1,382	1,129	942	967	1,136	**-36%**	3.06	2.29	1.79	1.41	1.09	0.97	0.99	1.17	**-62%**
MN	754	608	597	625	559	411	411	488	**-35%**	2.94	1.86	1.35	1.19	0.98	0.73	0.72	0.85	**-71%**
MS	546	662	868	949	931	641	677	772	**+41%**	3.80	3.45	2.94	2.67	2.32	1.61	1.70	1.89	**-50%**
MO	1,045	931	1,109	1,157	1,257	821	870	1,016	**-3%**	3.41	2.37	1.87	1.72	1.83	1.16	1.21	1.27	**-63%**
MT	291	223	215	237	251	189	224	239	**-18%**	5.08	3.03	2.28	2.40	2.26	1.69	1.81	1.77	**-65%**

Table 125. Fatalities and Fatality Rates, by State, 1975-2021 (Continued)

State	Fatalities									Fatality Rate per 100 Million VMT								
	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021	1975	1985	1995	2000	2005	2010	2015	2021	Difference, 1975-2021
NE	369	237	254	276	276	190	246	221	**-40%**	3.29	1.97	1.61	1.53	1.43	0.98	1.22	1.04	**-68%**
NV	218	259	313	323	427	257	326	385	**+77%**	4.74	3.42	2.24	1.83	2.06	1.16	1.26	1.42	**-70%**
NH	151	191	118	126	166	128	114	118	**-22%**	2.85	2.53	1.11	1.05	1.24	0.98	0.87	0.90	**-68%**
NJ	1,043	964	774	731	747	556	561	699	**-33%**	2.15	1.83	1.27	1.08	1.01	0.76	0.74	0.95	**-56%**
NM	555	535	485	432	488	349	298	481	**-13%**	5.59	4.03	2.29	1.90	2.04	1.38	1.09	1.79	**-68%**
NY	2,366	2,006	1,679	1,460	1,434	1,201	1,136	1,157	**-51%**	3.63	2.22	1.46	1.13	1.03	0.92	0.93	1.08	**-70%**
NC	1,506	1,482	1,448	1,557	1,547	1,320	1,379	1,663	**+10%**	4.14	2.97	1.90	1.74	1.53	1.29	1.23	1.41	**-66%**
ND	167	90	74	86	123	105	131	101	**-40%**	3.71	1.61	1.13	1.19	1.62	1.27	1.31	1.09	**-71%**
OH	1,766	1,646	1,360	1,366	1,321	1,080	1,110	1,354	**-23%**	2.75	2.18	1.35	1.29	1.20	0.97	0.98	1.20	**-56%**
OK	757	744	669	650	803	668	645	762	**+1%**	3.33	2.39	1.74	1.50	1.71	1.40	1.35	1.70	**-49%**
OR	562	559	574	451	487	317	446	599	**+7%**	3.53	2.61	1.91	1.33	1.38	0.94	1.24	1.63	**-54%**
PA	2,078	1,771	1,480	1,520	1,616	1,324	1,200	1,230	**-41%**	3.26	2.35	1.57	1.49	1.50	1.32	1.19	1.20	**-63%**
RI	110	109	69	80	87	67	45	63	**-43%**	1.94	1.87	1.00	0.96	1.05	0.81	0.57	0.84	**-57%**
SC	820	951	881	1,065	1,094	809	979	1,198	**+46%**	3.98	3.56	2.28	2.34	2.21	1.65	1.89	2.08	**-48%**
SD	195	130	158	173	186	140	134	148	**-24%**	3.76	2.07	2.06	2.05	2.22	1.58	1.44	1.48	**-61%**
TN	1,126	1,101	1,259	1,307	1,270	1,032	962	1,327	**+18%**	3.42	3.03	2.24	1.99	1.79	1.47	1.25	1.61	**-53%**
TX	3,372	3,678	3,183	3,779	3,536	3,023	3,582	4,498	**+33%**	3.99	2.57	1.76	1.72	1.50	1.29	1.39	1.58	**-60%**
UT	272	303	325	373	282	253	278	328	**+21%**	3.42	2.52	1.73	1.65	1.12	0.95	0.94	0.98	**-71%**
VT	143	115	106	76	73	71	57	74	**-48%**	4.32	2.45	1.71	1.12	0.95	0.98	0.78	1.12	**-74%**
VA	993	976	900	929	947	740	754	973	**-2%**	2.87	2.04	1.29	1.24	1.18	0.90	0.91	1.21	**-58%**
WA	758	744	653	631	649	460	551	670	**-12%**	3.16	2.16	1.33	1.18	1.17	0.80	0.92	1.16	**-63%**
WV	461	420	376	411	374	315	268	280	**-39%**	4.36	3.32	2.16	2.14	1.82	1.64	1.35	1.74	**-60%**
WI	930	744	745	799	815	572	566	620	**-33%**	3.25	2.03	1.45	1.40	1.36	0.96	0.91	0.95	**-71%**
WY	210	152	170	152	170	155	145	110	**-48%**	5.36	2.81	2.41	1.88	1.88	1.66	1.51	0.99	**-82%**
USA	**44,525**	**43,825**	**41,817**	**41,945**	**43,510**	**32,999**	**35,484**	**42,939**	**-4%**	**3.35**	**2.47**	**1.73**	**1.53**	**1.46**	**1.11**	**1.15**	**1.37**	**-59%**
PR	496	600	595	568	457	340	310	337	**-32%**	7.27	5.74	3.83	3.23	2.35	1.83	2.13	2.43	**-67%**

Source: VMT—FHWA

Restraint Use and Motorcycle Helmet Use Laws

Restraint Use Laws

The first mandatory seat belt use law was enacted in New York in 1984. Adult seat 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 seat belt use and thereby reduce deaths and injuries in motor vehicle crashes.

In 2021 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 website 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

In 2021 seat belt use rates in the United States ranged from 75.5 percent in New Hampshire to 97.2 percent in California. 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 2021 was 90.4 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 2021 can be found in *Seat Belt Use in 2021—Use Rates in the States and Territories*.[4]

Motorcycle Helmet Use Laws

In 2021 there were 18 States, the District of Columbia, and Puerto Rico that required helmet use by all motorcyclists. In 29 States helmet use was required for only a subset 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 website at www.ghsa.org/state-laws/issues/motorcyclists.

[4] National Center for Statistics and Analysis. (2022, May). *Seat belt use in 2021 — Use rates in the States and Territories* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 813 307). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813307

5. States

According to results from NOPUS, the overall rate of DOT-compliant motorcycle helmet use in the United States was 64.9 percent in 2021. Helmet use continued to be significantly higher in States that required all motorcyclists to be helmeted than in other States. In 2021 DOT compliant motorcycle helmet use in States requiring all to use helmets was 86.1 percent compared to 53.4 percent in other States. Information on motorcycle helmet use in 2021 can be found in *Motorcycle Helmet Use in 2021—Overall Results*.[5]

[5] National Center for Statistics and Analysis. (2022, March). *Motorcycle helmet use in 2021 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 813 270). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813270

Appendix

Appendix A: FARS Data Elements

2021 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 Class
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

Appendix A: FARS Data Elements

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

2021 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 Class
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

Appendix B: CRSS Data Elements

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* 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 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* 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, 2016-2021*.[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. (2023, April). *Crash Report Sampling System analytical user's manual, 2016-2021* (Report No. DOT HS 813 436). National Highway Traffic Safety Administration. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813436

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 2021.

Table C1. Percentage of Unknowns for 2021 CRSS Data Elements

Crash Level			
Atmospheric Condition	3.3%	Light Condition	0.6%
Crash Severity	3.1%	Manner of Collision	0.2%
Day of Week	0.0%	Minute of Crash	0.9%
First Harmful Event	<0.1%	Relation to Junction—Specific Location	0.3%
Hour of Crash	0.9%	Relation to Trafficway	<0.1%
Vehicle/Driver Level			
Initial Point of Impact	1.8%	Speed Limit	13.2%
Most Harmful Event	<0.1%	Traffic Control Device	16.0%
Roadway Surface Condition	8.8%	Vehicle Body Type	2.1%
Person Level			
Age	7.8%	Seating Position	1.5%
Injury Severity	4.5%	Sex	5.4%

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, 1899-2021

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	39,007	2,903,622	1.34
1939	30,895	285,402	10.83	1980	51,091	1,527,295	3.35	2021	42,939	3,132,411	1.37

Total Traffic Fatalities (1899-2021): 3,912,796

Sources: **Traffic fatalities, 1899-1974:** National Center for Health Statistics, *HEW and State Accident Summaries* (adjusted to 30-Day Traffic Deaths by NHTSA); **1975-2021:** 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

	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	
Year	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 2021 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.

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