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

Traffic Safety Facts 1997

A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System

1997 National Statistics

Motor Vehicle Traffic Crashes		
Fatal		37,280
Injury		2,185,000
Property Damage Only		4,542,000
Total		**6,764,000**
Traffic Crash Victims	**Killed**	**Injured**
Occupants		
Drivers	24,644	2,167,000
Passengers	10,931	1,086,000
Unknown	118	<500
Nonmotorists		
Pedestrians	5,307	77,000
Pedalcyclists	813	58,000
Other/Unknown	154	11,000
Total	**41,967**	**3,399,000**
Other National Statistics		
Vehicle Miles Traveled		2,560,373,000,000
Resident Population		267,636,061
Registered Vehicles		203,567,637
Licensed Drivers		NA
Economic Cost of Traffic Crashes (1994) (estimate for reported and unreported crashes)		$150.5 billion
National Rates: Fatalities		
Fatalities per 100 Million Vehicle Miles Traveled		1.6
Fatalities per 100,000 Population		15.68
Fatalities per 100,000 Registered Vehicles		20.62
Fatalities per 100,000 Licensed Drivers		NA
National Rates: Injured Persons		
Injured Persons per 100 Million Vehicle Miles Traveled		133
Injured Persons per 100,000 Population		1,270
Injured Persons per 100,000 Registered Vehicles		1,670
Injured Persons per 100,000 Licensed Drivers		NA

NA = not available.
Sources: Crashes, Fatalities, Injuries, and Costs—National Highway Traffic Safety Administration.
Population—U.S. Bureau of the Census.
Vehicle Miles Traveled—Federal Highway Administration.
Registered Vehicles—R.L. Polk & Co. and Federal Highway Administration.

Cover Photo—This two-vehicle crash occurred in Pittsfield Township, Michigan. A sports utility vehicle and a passenger car collided at a controlled intersection when one of the drivers disregarded the red light. Both drivers were belted and received only minor injuries. Photographer: David French, National Highway Traffic Safety Administration.

DOT HS 808 806

Traffic Safety Facts 1997:
A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
U.S. Department of Transportation
Washington, DC 20590

November 1998

ADMINISTRATOR'S MESSAGE

Dear Reader,

The National Highway Traffic Safety Administration is pleased to present its *Traffic Safety Facts 1997: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. This report combines data from two of our key crash databases, providing statistics on traffic crashes of all severities.

The mission of the National Highway Traffic Safety Administration is to reduce deaths, injuries, and economic losses from motor vehicle crashes. Fortunately, much progress has been made in reducing the number of deaths and serious injuries on our nation's highways. In 1997, the fatality rate per 100 million vehicle miles of travel reached a new historic low of 1.6, down from 1.7, the rate since 1992. More than 6.7 million police-reported motor vehicle crashes occurred on our highways in 1997—one every 5 seconds. On average, a person was injured in these crashes every 9 seconds, and someone was killed every 13 minutes.

Information about these crashes, such as the tables in this report, helps us better understand the problem and develop effective solutions. Reducing these numbers requires the continued efforts of state, local, and federal organizations working toward this common goal.

The National Highway Traffic Safety Administration is committed to keeping highway safety high on the list of national priorities.

I hope you find this publication useful.

Sincerely,

Ricardo Martinez, M.D.
Administrator
National Highway Traffic Safety Administration

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INTRODUCTION

In this annual report, *Traffic Safety Facts 1997: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*, the National Highway Traffic Safety Administration (NHTSA) 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 two of NHTSA's primary data systems has been combined to create a single source for motor vehicle crash statistics. The first data system, the Fatality Analysis Reporting System (FARS), is probably the better known of the two 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 (GES), which began operation in 1988. GES contains data from a nationally representative sample of police-reported crashes of all severities, including those that result in death, injury, or property damage. The next two sections provide a brief description of FARS and GES.

Both systems 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 are used to answer requests for information from the international and national highway traffic safety communities, including state and local governments, the Congress, Federal agencies, research organizations, industry, the media, and private citizens.

FARS OPERATIONS

FARS, which became operational in 1975, contains data on a census of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public, and must result in the death of an occupant of a vehicle or a nonmotorist within 30 days of the crash.

NHTSA has a cooperative agreement with an agency in each state's government to provide information on all qualifying fatal crashes in the state. These agreements are managed by Regional Contracting Officer's Technical Representatives located in the 10 NHTSA Regional Offices. Trained state employees, called "FARS analysts," are responsible for gathering, translating, and transmitting their state's data to NCSA in a 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 state's existing documents:

- Police Accident Reports
- State Vehicle Registration Files
- State Driver Licensing Files
- State Highway Department Data
- Vital Statistics
- Death Certificates
- Coroner/Medical Examiner Reports
- Hospital Medical Reports
- Emergency Medical Service Reports

From these documents, the analysts code more than 100 FARS data elements. (See Appendix A for a list of the 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 within FARS do 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 conform to the Privacy Act.

Each analyst enters data into a local microcomputer data file, and weekly 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 1997 FARS data file used for the statistics in this report was created in June 1998; however, the 1997 FARS file will *officially* close on January 15, 1999. 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 1996 are reflected in this report. The updated final counts for 1997 will be reflected in the 1998 annual report.

GES OPERATIONS

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

GES data collectors make weekly visits to approximately 400 police jurisdictions in 60 sites across the United States, where they randomly sample about 50,000 PARs per year. The collectors obtain copies of the PARs and send them to a central contractor for coding. No other data are collected beyond the selected PARs—no driver license, vehicle registration, or medical information is obtained.

Trained data entry personnel interpret and code data directly from the PARs into an electronic data file. Approximately 90 data elements are coded into a common format. (See Appendix B for a list of the GES data elements.) Some elements are 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) is coded. During data coding, the data are checked electronically for validity and consistency. After the data file is created, further quality checks are performed on the data through computer processing and by the data coding supervisors. The 1997 file used for the statistics in this report was completed in July 1998.

ABOUT THIS REPORT

Fatal crash data from FARS and nonfatal crash data from GES are presented in this report in five chapters. Chapter 1, "Trends," presents data from all years of FARS (1975 through 1997) and GES (1988 through 1997). The remaining chapters present data only from 1997. Chapter 2, "Crashes," describes general characteristics of crashes, such as when and how often they occurred, where they occurred, and what happened during the crash. 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 of the report, "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.

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

The reader may also notice that many tables have rows or footnotes for unknowns for FARS data, but not for GES data. The reason for this difference is that almost all the GES 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 blood alcohol concentration (BAC) test results. BAC values have been assigned to drivers and nonoccupants involved in fatal crashes when the alcohol test results are unknown. A complete description of the statistical procedures used for unknown data in GES and for unknown alcohol test results in FARS can be found in two technical reports: *Imputation in the General Estimates System* (DOT HS 807 985) and *A Method for Estimating Posterior BAC Distributions for Persons Involved in Fatal Traffic Accidents* (DOT HS 807 094). These reports are available from the National Center for Statistics and Analysis (NCSA) at the address given in the following section.

Changes from Last Year's Report

In this year's report a number of new tables and graphs have been added, and some of the tables contained in earlier editions of *Traffic Safety Facts* have been changed, in an effort to make the report more useful to its readers.

- In Chapter 4, "People," four new tables and two new graphs have been added. Table 57 on page 90 shows "Persons Killed or Injured in Crashes by Weather Condition and Light Condition." Table 58, also on page 90, shows "Persons Killed or Injured in Crashes by Speed Limit and Crash Type." On page 91, Table 59 shows "Persons Killed in Crashes by Speed Limit and Land Use," and Figure 20 shows "Percent of Fatalities by Speed Limit and Land Use." Table 60 on page 92 shows "Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type," and Figure 21 on page 93 shows "Percent of Persons Killed or Injured in Alcohol-Related Crashes by Time of Day." The rest of the tables and graphs in Chapter 4 correspond to those from earlier reports.

- In Chapter 5, "States," Table 105, "Fatal Crashes by State and First Harmful Event" (pages 142-143), has been modified from the corresponding Table 101 in earlier reports to include the numbers of crashes as well as the percent of the state total for each type of first harmful event. Table 106, "Fatal Crashes by State and Roadway Function Class" (pages 144-145), has been modified from the earlier Table 102 to show numbers of crashes rather than percents. In addition, the data for Interstate crashes have been further subdivided to show the numbers of fatal crashes on *rural* and *urban* Interstates. A new Table 107 (pages 146-147) has also been added to show similar data for "Fatalities by State and Roadway Function Class." Table 110, "Persons Killed, by State and Age Group" (pages 152-153), has been modified from the earlier Table 105 to show numbers of fatalities in each age group rather than percentages of the state totals. Table 111, "Occupants Killed, by State and Vehicle Type" (pages 154-155), has been modified from the corresponding Table 106 in earlier reports to show both the number of occupants killed for each vehicle type and the percent of the state total. On pages 162-167, three new tables have been added — Table 115, "Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver," Table 116, "Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver," and Table 117, "Surviving Drivers in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver" — expanding the data previously presented in Table 110, which has been replaced by the three new tables. Finally, a new Table 118, "Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit," has been added on pages 168-169. The remaining tables in Chapter 5 (Tables 119-126) correspond to the same tables (Tables 111-118) contained in previous editions of *Traffic Safety Facts*.

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 and GES. Additional data from FARS (1975 through 1997) or from GES (1988 through 1997) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about 2 weeks, depending on the nature and complexity of the data requested.
- Computer tapes or compact disks can be purchased in one of several formats amenable to analysis. This will enable you to process the data using your own computer system. Information on acquiring the tapes is available by contacting the NCSA at the address below.
- FARS and GES data can be obtained by downloading any of the published files from the Internet, at ftp://www.nhtsa.dot.gov. The files are available in SAS and sequential ASCII file formats. This will enable you to process the data using your own computer system.
- FARS data can also be accessed on the world wide web at www-fars.nhtsa.dot.gov. This web site provides instant access to the 1994 through 1997 FARS data via the Query Engine, Wizard, and Reports Library. The Query Engine will enable you to process the data using our interactive user interface. The Query Wizard is an inventory of popularly requested statistical reports not included in NHTSA official publications. These are national reports that may be customized by selection to state, county, or city jurisdictions. The Reports Library, which contains NHTSA's published reports (including this publication) provides searchable and browseable access to NCSA's reports on crashes.

Requests for more information from FARS or GES or for a copy of the data files, should be directed to:

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NRD-31
400 Seventh Street, S.W.
Washington, D.C. 20590
(202) 366-4198 or 1-800-934-8517
(202) 366-7078 (FAX)

Auto Safety Hotline

To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA world wide web site: www.nhtsa.dot.gov/people/ncsa. Current fact sheets, as well as recent NCSA research notes and abstracts of technical reports, can be downloaded in portable document format (.pdf). A traffic safety overview is also provided, with information from several fact sheets and data on lives saved by different types of passenger restraints. Comments and suggestions about the NCSA web site can be e-mailed to the following address: ncsaweb@nhtsa.dot.gov.

Chapter 1 ♦ Trends

1. TRENDS

The tables in this chapter present statistics about motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 1997; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 1997. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 1997. Care should be taken when comparing nonfatal crash and injury statistics from one year to the next. Since the statistics derived from GES data are estimates, year-to-year differences may be the result of the sampling process, not the result of an actual trend. The variability or sampling errors associated with the estimates must be considered when making any year-to-year comparisons using GES data. (For more information on sampling error, see Appendix C.) Below are some of the statistics you will find in this chapter:

- Fatal crashes dropped slightly (0.6 percent) from 1996 to 1997, and the fatality rate fell to 1.6 fatalities per 100 million vehicle miles of travel in 1997, down from 1.7 in 1996.
- The injury rate per 100 million vehicle miles of travel decreased by 0.6 percent from 1996 to 1997.
- The occupant fatality rate per 100,000 population, which declined by 23 percent from 1975 to 1992, increased by 3 percent from 1992 to 1997.
- The occupant injury rate per 100,000 population, which declined by 14 percent from 1988 to 1992, increased by 7 percent from 1992 to 1997.
- The nonmotorist fatality rate per 100,000 population has declined by 41 percent from 1975 to 1997.
- The nonmotorist injury rate per 100,000 population has declined by 30 percent from 1988 to 1997.
- The percent of alcohol-related fatalities has declined from 57.3 percent in 1982 to 38.6 percent in 1997.

Figure 1
Fatal Crashes, 1975-1997

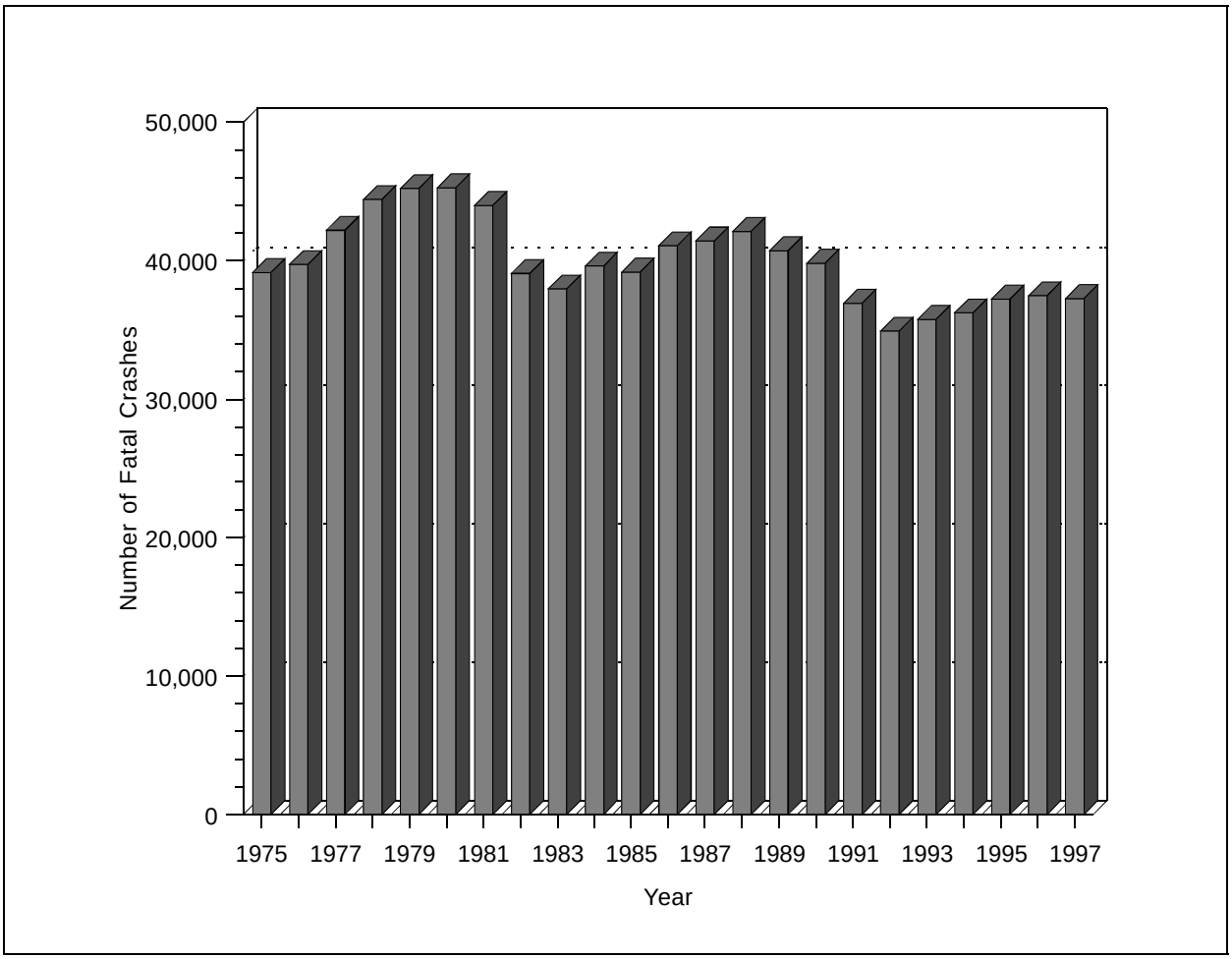


Table 1
Crashes by Crash Severity, 1988-1997

Year	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	32.4	4,611,000	67.0	**6,887,000**	**100.0**
1989	40,741	0.6	2,153,000	32.4	4,459,000	67.0	**6,653,000**	**100.0**
1990	39,836	0.6	2,122,000	32.8	4,309,000	66.6	**6,471,000**	**100.0**
1991	36,937	0.6	2,008,000	32.8	4,073,000	66.6	**6,117,000**	**100.0**
1992	34,942	0.6	1,991,000	33.2	3,974,000	66.2	**6,000,000**	**100.0**
1993	35,780	0.6	2,022,000	33.1	4,048,000	66.3	**6,106,000**	**100.0**
1994	36,254	0.6	2,123,000	32.7	4,336,000	66.8	**6,496,000**	**100.0**
1995	37,241	0.6	2,217,000	33.1	4,446,000	66.4	**6,699,000**	**100.0**
1996	37,494	0.5	2,256,000	33.0	4,548,000	66.5	**6,842,000**	**100.0**
1997	37,280	0.6	2,185,000	32.3	4,542,000	67.1	**6,764,000**	**100.0**

Table 2
Persons Killed or Injured and Fatality and Injury Rates by Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-1997

Killed

Year	Fatalities	Resident Population (Thousands)	Fatality Rate per 100,000 Population	Licensed Drivers (Thousands)	Fatality Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Fatality Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Fatality Rate per 100 Million VMT
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.5
1967	50,724	198,712	25.53	103,172	49.16	98,859	51.31	964	5.3
1968	52,725	200,706	26.27	105,410	50.02	102,987	51.20	1,016	5.2
1969	53,543	202,677	26.42	108,306	49.44	107,412	49.85	1,062	5.0
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.7
1971	52,542	207,661	25.30	114,426	45.92	116,330	45.17	1,179	4.5
1972	54,589	209,896	26.01	118,414	46.10	122,557	44.54	1,260	4.3
1973	54,052	211,909	25.51	121,546	44.47	130,025	41.57	1,313	4.1
1974	45,196	213,854	21.13	125,427	36.03	134,900	33.50	1,281	3.5
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.4
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.2
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.3
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.3
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.3
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.3
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.2
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.8
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.6
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.6
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.5
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.5
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.4
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.3
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.2
1990	44,599	249,440	17.88	167,015	26.70	184,275	24.20	2,144	2.1
1991	41,508	252,124	16.46	168,995	24.56	186,370	22.27	2,172	1.9
1992	39,250	255,002	15.39	173,125	22.67	184,938	21.22	2,247	1.7
1993	40,150	257,753	15.58	173,149	23.19	188,350	21.32	2,296	1.7
1994	40,716	260,292	15.64	175,403	23.21	192,497	21.15	2,358	1.7
1995	41,817	262,761	15.91	176,628	23.68	197,065	21.22	2,423	1.7
1996	42,065	265,179	15.86	179,539	23.43	201,631	20.86	2,486	1.7
1997	41,967	267,636	15.68	NA	--	203,568	20.62	2,560	1.6

Injured

Year	Injured	Resident Population (Thousands)	Injury Rate per 100,000 Population	Licensed Drivers (Thousands)	Injury Rate per 100,000 Licensed Drivers	Registered Motor Vehicles (Thousands)	Injury Rate per 100,000 Registered Vehicles	Vehicle Miles Traveled (Billions)	Injury Rate per 100 Million VMT
1988	3,416,000	244,499	1,397	162,854	2,098	177,455	1,925	2,026	169
1989	3,284,000	246,819	1,330	165,554	1,984	181,165	1,813	2,096	157
1990	3,231,000	249,440	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,124	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,002	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,753	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,292	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,761	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,511,000	265,179	1,324	179,539	1,956	201,631	1,741	2,486	141
1997	3,399,000	267,636	1,270	NA	--	203,568	1,670	2,560	133

NA = not available.

Source: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-1997—R.L. Polk & Co.; Population—U.S. Bureau of the Census; Traffic Deaths, 1966-1974—National Center for Health Statistics, D.H.H.S., State Accident Summaries (adjusted to 30-day traffic deaths by NHTSA); Traffic Deaths, 1975-1997—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-1997—General Estimates System (GES), NHTSA. Injury data not available for years before 1988.

Figure 2
Motor Vehicle Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1966-1997

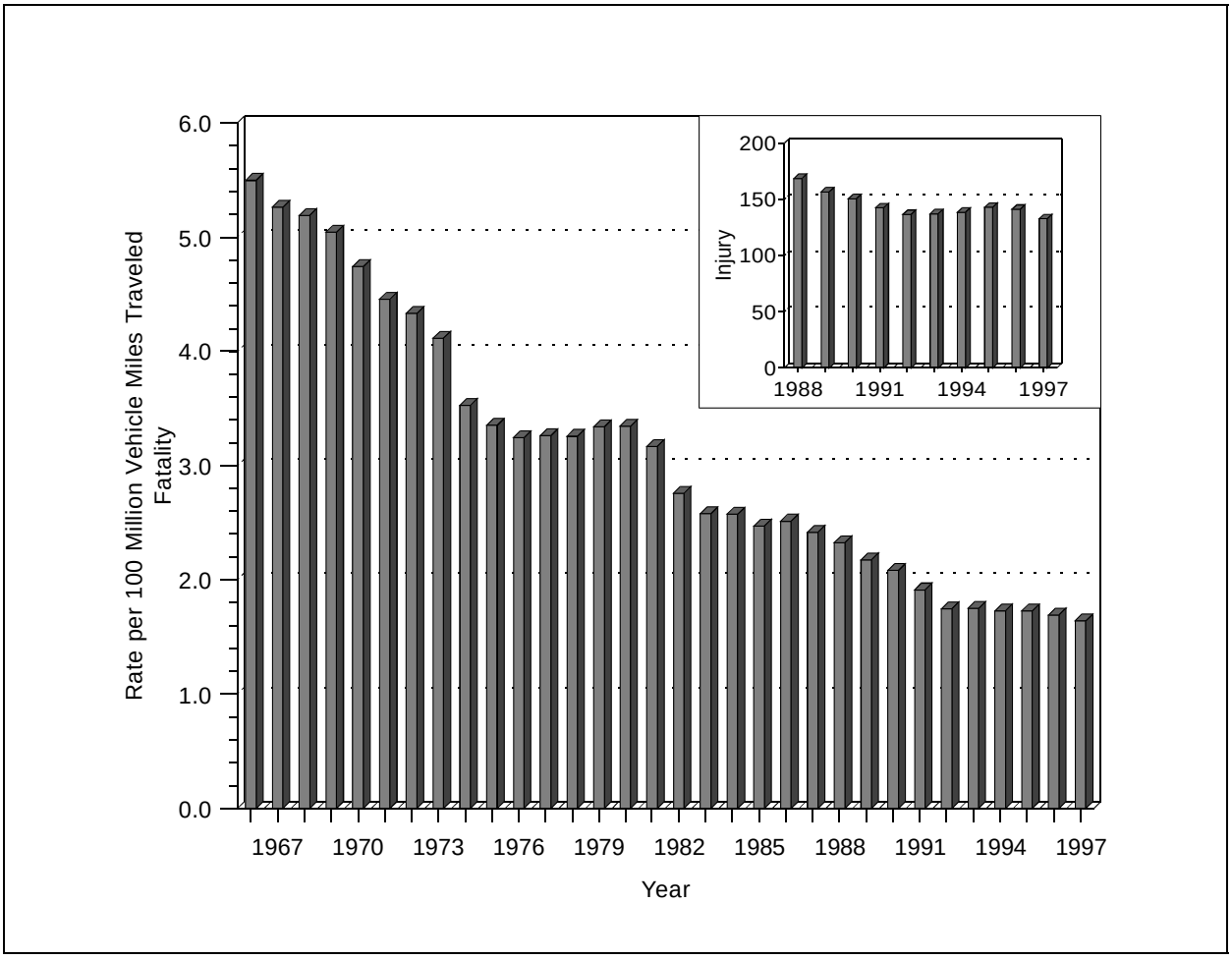


Table 3
Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-1997

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	3.7	40.11	8,636	4.2	41.35	3,977	4.9	74.16	3,265	58.0	65.77
1976	37,206	3.5	38.35	9,300	4.0	40.80	4,435	5.2	79.55	3,343	55.7	67.76
1977	39,038	3.5	39.45	10,400	4.0	42.57	5,164	5.4	90.76	4,164	65.6	84.41
1978	40,544	3.6	39.81	11,898	4.1	43.61	5,759	5.4	98.28	4,643	64.9	95.38
1979	39,999	3.6	38.63	12,544	4.3	43.36	6,084	5.6	103.27	4,916	56.9	90.67
1980	39,059	3.5	37.28	12,680	4.3	42.18	5,379	5.0	92.89	5,194	50.9	91.22
1981	38,864	3.5	36.66	12,331	4.0	39.48	5,230	4.8	91.49	4,963	46.4	85.11
1982	34,334	3.0	32.11	11,317	3.5	35.03	4,646	4.2	83.11	4,495	45.4	78.12
1983	33,298	2.8	30.52	11,118	3.3	33.62	4,877	4.2	88.54	4,302	49.1	77.03
1984	34,648	2.8	30.89	11,973	3.3	33.96	5,124	4.2	94.87	4,659	53.0	85.02
1985	34,277	2.7	29.46	12,464	3.2	33.09	5,153	4.2	85.94	4,608	50.7	84.64
1986	36,195	2.8	30.87	13,327	3.2	33.52	5,097	4.0	89.09	4,570	48.6	87.90
1987	36,580	2.8	30.52	14,514	3.3	34.81	5,108	3.8	89.33	4,067	42.8	83.24
1988	36,977	2.7	30.43	15,286	3.1	34.27	5,241	3.8	85.40	3,715	37.1	81.04
1989	35,410	2.5	28.85	15,700	3.0	33.31	4,984	3.5	80.05	3,192	30.8	72.21
1990	34,085	2.4	27.65	15,620	2.8	31.29	4,776	3.3	77.08	3,276	34.3	76.91
1991	31,291	2.2	25.37	14,832	2.5	28.49	4,347	2.9	70.43	2,829	30.8	67.72
1992	29,817	2.1	24.78	14,648	2.3	27.21	4,035	2.6	66.75	2,439	25.5	60.00
1993	30,233	2.1	24.97	15,332	2.3	27.10	4,328	2.7	71.09	2,477	25.0	62.27
1994	30,273	2.1	24.81	16,353	2.3	27.49	4,644	2.7	70.49	2,339	22.8	62.26
1995	30,940	2.1	25.11	17,587	2.3	28.13	4,472	2.5	66.55	2,268	23.1	58.20
1996	30,727	2.0	24.66	18,246	2.3	27.88	4,755	2.6	67.81	2,176	21.9	56.20
1997	29,750	1.9	23.86	18,541	2.2	27.55	4,871	2.5	68.77	2,147	21.3	56.11
Injury Crashes												
1988	3,073,000	222	2,529	683,000	140	1,530	96,000	69	1,562	98,000	974	2,129
1989	2,892,000	204	2,355	727,000	139	1,543	110,000	77	1,770	76,000	732	1,717
1990	2,838,000	199	2,302	729,000	131	1,460	107,000	73	1,730	82,000	854	1,916
1991	2,615,000	185	2,120	789,000	132	1,515	78,000	52	1,264	79,000	856	1,882
1992	2,640,000	184	2,194	758,000	118	1,409	95,000	62	1,567	61,000	642	1,509
1993	2,631,000	182	2,174	843,000	125	1,490	97,000	60	1,585	56,000	565	1,407
1994	2,785,000	191	2,283	912,000	128	1,533	96,000	56	1,452	54,000	526	1,433
1995	2,914,000	197	2,365	1,024,000	137	1,638	84,000	47	1,244	52,000	530	1,331
1996	2,908,000	194	2,334	1,080,000	137	1,650	94,000	51	1,337	51,000	516	1,323
1997	2,785,000	182	2,234	1,083,000	131	1,610	97,000	51	1,366	52,000	512	1,348
Property-Damage-Only Crashes												
1988	6,050,000	437	4,979	1,542,000	316	3,458	297,000	215	4,839	21,000	207	453
1989	5,678,000	401	4,625	1,613,000	309	3,421	300,000	210	4,825	20,000	188	441
1990	5,485,000	384	4,450	1,654,000	298	3,314	273,000	187	4,411	20,000	208	467
1991	5,084,000	360	4,122	1,675,000	281	3,217	248,000	166	4,022	25,000	268	589
1992	4,852,000	338	4,031	1,704,000	265	3,165	277,000	181	4,586	10,000	100	236
1993	4,789,000	331	3,956	1,884,000	279	3,331	296,000	185	4,861	17,000	169	420
1994	5,126,000	351	4,202	2,023,000	284	3,401	360,000	212	5,467	13,000	128	349
1995	5,335,000	361	4,329	2,149,000	287	3,437	289,000	162	4,307	13,000	131	329
1996	5,346,000	357	4,290	2,303,000	293	3,519	296,000	162	4,219	14,000	139	357
1997	5,235,000	343	4,199	2,371,000	288	3,523	342,000	179	4,828	11,000	105	276

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

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

Table 4
Persons Killed or Injured, by Person Type and Vehicle Type, 1975-1997

Year	Person Type											Total
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Motor-cycles	Buses	Other/ Unknown	Total	Pedestrian	Pedalcyclist	Other	Total	
Killed												
1975	25,929	4,856	961	3,189	53	937	*35,925*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	3,312	73	981	*37,102*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	4,104	42	959	*39,150*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	4,577	41	622	*41,533*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	4,894	39	579	*41,930*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	5,144	46	540	*41,927*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	4,906	56	603	*40,424*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	4,453	35	525	*35,646*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	4,265	53	362	*34,843*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	4,608	46	440	*36,284*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	4,564	57	544	*36,043*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	4,566	39	442	*38,234*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	4,036	51	436	*38,565*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	3,662	54	429	*39,170*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	3,141	50	424	*38,087*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	3,244	32	460	*37,134*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	2,806	31	466	*34,740*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	2,395	28	387	*32,880*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	2,449	18	425	*33,574*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	2,320	18	409	*34,318*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	2,227	33	392	*35,291*	5,584	833	109	*6,526*	**41,817**
1996	22,505	9,932	621	2,161	21	455	*35,695*	5,449	765	154	*6,368*	**42,065**
1997	21,989	10,224	717	2,106	17	640	*35,693*	5,307	813	154	*6,274*	**41,967**
Injured												
1988	2,585,000	478,000	37,000	105,000	15,000	4,000	*3,224,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	83,000	15,000	5,000	*3,088,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	84,000	33,000	4,000	*3,044,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	80,000	21,000	4,000	*2,931,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	65,000	20,000	12,000	*2,908,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	59,000	17,000	4,000	*2,978,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	57,000	16,000	4,000	*3,102,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	57,000	19,000	4,000	*3,303,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,478,000	768,000	33,000	56,000	20,000	4,000	*3,360,000*	82,000	59,000	11,000	*151,000*	**3,511,000**
1997	2,378,000	768,000	31,000	54,000	17,000	5,000	*3,253,000*	77,000	58,000	11,000	*146,000*	**3,399,000**

Table 5
Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-1997

Year	Sex						Total (>15 Years Old)*		
	Male (>15 Years Old)			Female (>15 Years Old)					
	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers	Number Involved in Crashes	Licensed Drivers (Thousands)	Involvement Rate per 100,000 Licensed Drivers
Drivers in Fatal Crashes									
1975	45,087	70,435	64.01	9,356	59,233	15.80	54,445	129,668	41.99
1976	45,091	72,452	62.24	9,953	61,458	16.19	55,045	133,910	41.11
1977	48,548	74,385	65.27	10,775	63,591	16.94	59,324	137,976	43.00
1978	51,665	75,504	68.43	11,221	65,177	17.22	62,887	140,681	44.70
1979	52,208	76,458	68.28	11,308	66,695	16.95	63,518	143,152	44.37
1980	50,921	77,135	66.02	11,353	68,067	16.68	62,277	145,202	42.89
1981	49,838	77,831	64.03	11,396	69,142	16.48	61,238	146,972	41.67
1982	43,877	78,484	55.91	10,579	71,627	14.77	54,462	150,111	36.28
1983	42,329	80,823	52.37	10,854	73,440	14.78	53,184	154,263	34.48
1984	44,213	80,916	54.64	11,806	74,398	15.87	56,022	155,315	36.07
1985	44,290	81,537	54.32	12,031	75,231	15.99	56,322	156,769	35.93
1986	46,083	82,740	55.70	12,603	76,651	16.44	58,688	159,390	36.82
1987	46,337	83,939	55.20	13,492	77,789	17.34	59,829	161,728	36.99
1988	46,840	84,099	55.70	13,814	78,661	17.56	60,658	162,760	37.27
1989	44,941	85,356	52.65	13,927	80,160	17.37	58,870	165,516	35.57
1990	43,802	85,769	51.07	13,586	81,203	16.73	57,393	166,972	34.37
1991	40,288	86,630	46.51	12,716	82,300	15.45	53,007	168,930	31.38
1992	38,186	88,363	43.21	12,492	84,716	14.75	50,682	173,079	29.28
1993	39,118	87,974	44.47	12,960	85,138	15.22	52,080	173,112	30.08
1994	39,784	89,165	44.62	13,449	86,183	15.61	53,238	175,347	30.36
1995	40,799	89,183	45.75	14,043	87,386	16.07	54,847	176,569	31.06
1996	40,899	90,504	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,300	NA	--	14,708	NA	--	55,010	NA	--
Drivers in Injury Crashes									
1988	2,423,000	84,099	2,881	1,485,000	78,661	1,887	3,907,000	162,760	2,401
1989	2,347,000	85,356	2,749	1,446,000	80,160	1,804	3,793,000	165,516	2,291
1990	2,285,000	85,769	2,664	1,458,000	81,203	1,795	3,743,000	166,972	2,242
1991	2,171,000	86,630	2,506	1,380,000	82,300	1,677	3,551,000	168,930	2,102
1992	2,114,000	88,363	2,392	1,439,000	84,716	1,699	3,553,000	173,079	2,053
1993	2,144,000	87,974	2,437	1,468,000	85,138	1,724	3,612,000	173,112	2,086
1994	2,264,000	89,165	2,539	1,574,000	86,183	1,826	3,838,000	175,347	2,189
1995	2,378,000	89,183	2,667	1,687,000	87,386	1,931	4,066,000	176,569	2,303
1996	2,395,000	90,504	2,646	1,727,000	89,007	1,941	4,122,000	179,510	2,296
1997	2,333,000	NA	--	1,676,000	NA	--	4,008,000	NA	--
Drivers in Property-Damage-Only Crashes									
1988	5,013,000	84,099	5,961	2,816,000	78,661	3,580	7,829,000	162,760	4,810
1989	4,915,000	85,356	5,758	2,687,000	80,160	3,352	7,602,000	165,516	4,593
1990	4,733,000	85,769	5,519	2,677,000	81,203	3,296	7,410,000	166,972	4,438
1991	4,419,000	86,630	5,101	2,600,000	82,300	3,159	7,019,000	168,930	4,155
1992	4,316,000	88,363	4,885	2,530,000	84,716	2,987	6,847,000	173,079	3,956
1993	4,402,000	87,974	5,003	2,561,000	85,138	3,008	6,963,000	173,112	4,022
1994	4,695,000	89,165	5,265	2,828,000	86,183	3,282	7,523,000	175,347	4,290
1995	4,847,000	89,183	5,434	2,905,000	87,386	3,325	7,752,000	176,569	4,390
1996	4,943,000	90,504	5,461	3,007,000	89,007	3,378	7,950,000	179,510	4,428
1997	4,904,000	NA	--	3,049,000	NA	--	7,953,000	NA	--

NA = not available.
* Total includes drivers (>15 years old) of unknown sex.
Source: Licensed Drivers—Federal Highway Administration.

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

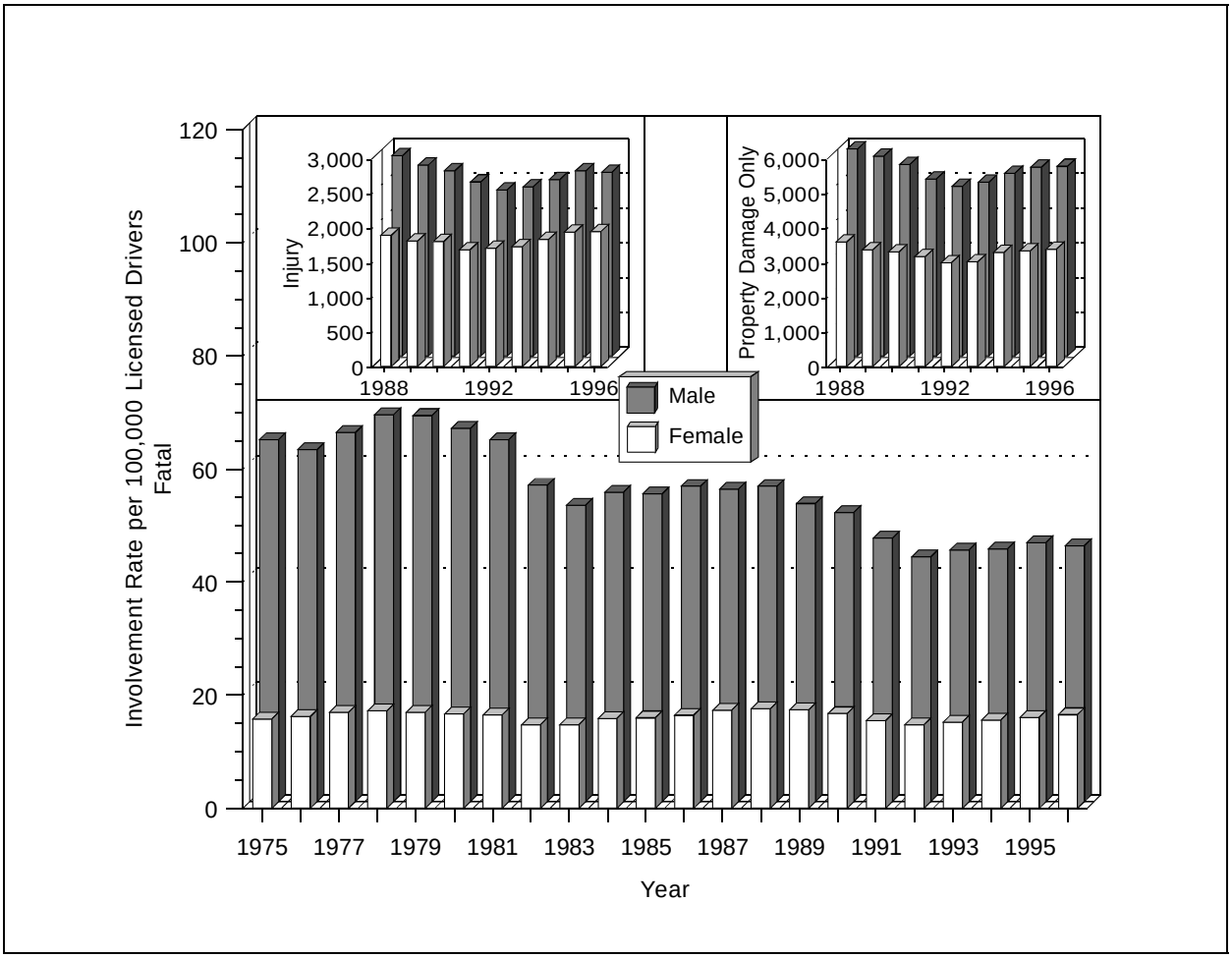


Table 6
Occupant Fatality and Injury Rates per Population by Age Group, 1975-1997

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	4.50	2.71	5.71	38.77	34.90	21.57	15.67	13.42	13.29	14.72	16.98	**16.67**
1976	4.50	2.56	6.14	40.95	35.01	21.27	15.27	13.71	13.58	14.92	17.27	**17.05**
1977	4.68	2.83	6.44	42.86	38.73	22.27	15.61	13.90	13.55	14.03	16.13	**17.81**
1978	4.61	2.66	6.60	44.45	40.75	24.26	16.72	14.07	13.44	14.79	16.36	**18.70**
1979	4.35	2.84	6.13	44.36	40.06	24.96	17.11	14.03	13.24	13.59	15.51	**18.67**
1980	4.24	2.67	6.00	42.94	39.86	24.82	16.85	14.51	12.83	12.96	15.27	**18.45**
1981	3.75	2.43	5.24	38.56	37.41	24.22	16.63	13.81	12.68	13.16	14.94	**17.62**
1982	3.67	2.22	4.85	34.51	32.75	20.45	14.30	11.84	11.24	11.85	14.89	**15.39**
1983	3.55	2.33	4.60	33.18	30.97	19.86	13.87	11.79	10.92	11.92	15.48	**14.90**
1984	3.13	2.33	5.21	34.94	32.89	20.26	13.91	11.87	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.31	2.50	5.26	34.16	30.62	19.81	13.34	12.20	11.91	13.36	18.49	**14.89**
1991	3.13	2.39	4.87	31.84	28.78	17.78	12.29	11.13	10.75	13.22	19.17	**13.78**
1992	2.98	2.40	4.75	28.50	25.91	16.52	11.72	10.62	10.53	13.27	18.86	**12.89**
1993	3.14	2.34	4.67	29.18	26.66	16.43	11.87	10.52	10.85	12.72	20.85	**13.02**
1994	3.46	2.34	5.07	30.72	26.28	16.02	11.81	11.15	10.71	13.98	20.80	**13.18**
1995	3.16	2.45	5.14	29.86	27.40	16.97	12.52	11.01	11.42	13.67	21.00	**13.43**
1996	3.40	2.34	5.08	29.49	27.20	16.73	12.59	11.14	11.58	14.22	20.95	**13.46**
1997	3.15	2.41	4.96	28.28	25.31	16.39	12.18	11.49	11.90	14.35	21.97	**13.34**
Injury Rate per 100,000 Population												
1988	417	444	734	3,283	2,666	1,800	1,308	1,030	876	710	656	**1,319**
1989	370	469	727	3,210	2,467	1,672	1,280	985	801	713	617	**1,251**
1990	329	430	675	3,112	2,494	1,672	1,227	989	845	750	515	**1,221**
1991	384	469	710	2,928	2,313	1,573	1,144	977	801	727	522	**1,162**
1992	323	436	686	3,002	2,248	1,571	1,102	971	783	721	587	**1,140**
1993	367	469	657	2,904	2,304	1,602	1,197	956	821	707	594	**1,155**
1994	410	465	705	2,983	2,370	1,662	1,227	988	856	755	601	**1,191**
1995	417	480	741	3,224	2,465	1,716	1,294	1,133	927	755	628	**1,257**
1996	420	538	740	3,168	2,442	1,774	1,304	1,092	912	798	663	**1,266**
1997	404	471	696	3,040	2,429	1,711	1,276	1,030	833	776	658	**1,216**

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

Table 7
Passenger Car Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Passenger Cars	Vehicle Miles Traveled (Millions)	Passenger Car Occupants Killed	Fatality Rate per 100,000 Registered Passenger Cars	Fatality Rate per 100 Million VMT	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million VMT
1975	94,478,029	1,030,376	25,929	27.44	2.5	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.4	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.4	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.5	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.5	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.5	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.4	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.0	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.9	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.9	*	*	*
1985	116,348,085	1,248,981	23,212	19.95	1.9	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	2.0	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.9	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.9	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.8	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.7	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.6	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.5	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.5	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.5	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.5	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.5	2,478,000	1,989	165
1997	124,672,920	1,527,634	21,989	17.64	1.4	2,378,000	1,907	156

* Injury data not available before 1988.

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

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

Figure 4
Passenger Car Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1997

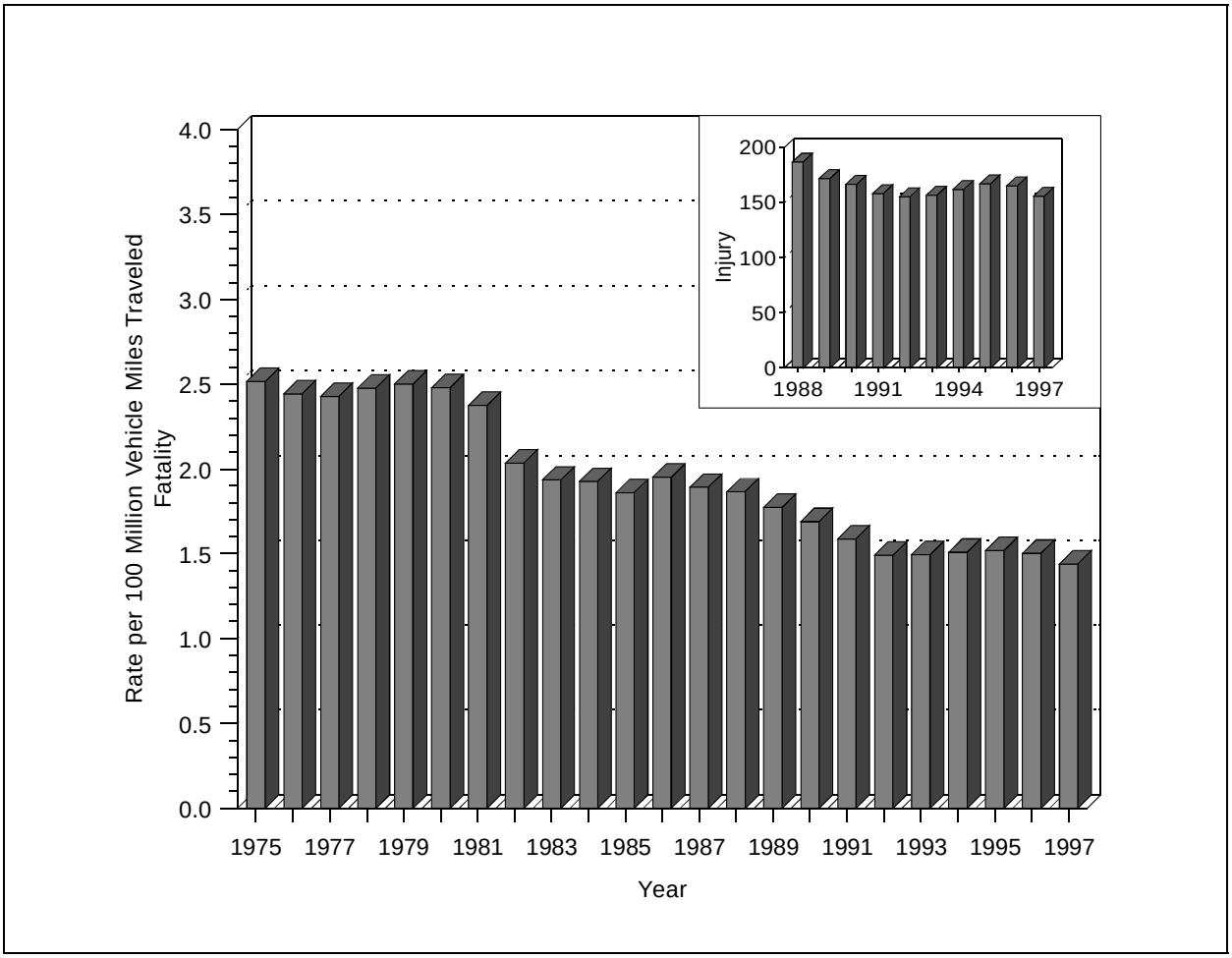


Table 8
Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Light Trucks	Vehicle Miles Traveled (Millions)	Light Truck Occupants Killed	Fatality Rate per 100,000 Registered Light Trucks	Fatality Rate per 100 Million VMT	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million VMT
1975	20,886,680	204,274	4,856	23.25	2.4	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.3	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.3	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.3	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.4	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.5	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.3	*	*	*
1982	32,307,692	322,026	6,359	19.68	2.0	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.9	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.8	*	*	*
1985	37,665,180	388,778	6,689	17.76	1.7	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.8	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.8	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.7	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.6	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.5	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.4	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.3	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.3	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.3	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.3	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.3	768,000	1,174	98
1997	67,287,470	824,482	10,224	15.19	1.2	768,000	1,142	93

* Injury data not available before 1988.

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

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

Figure 5
Light Truck Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1997

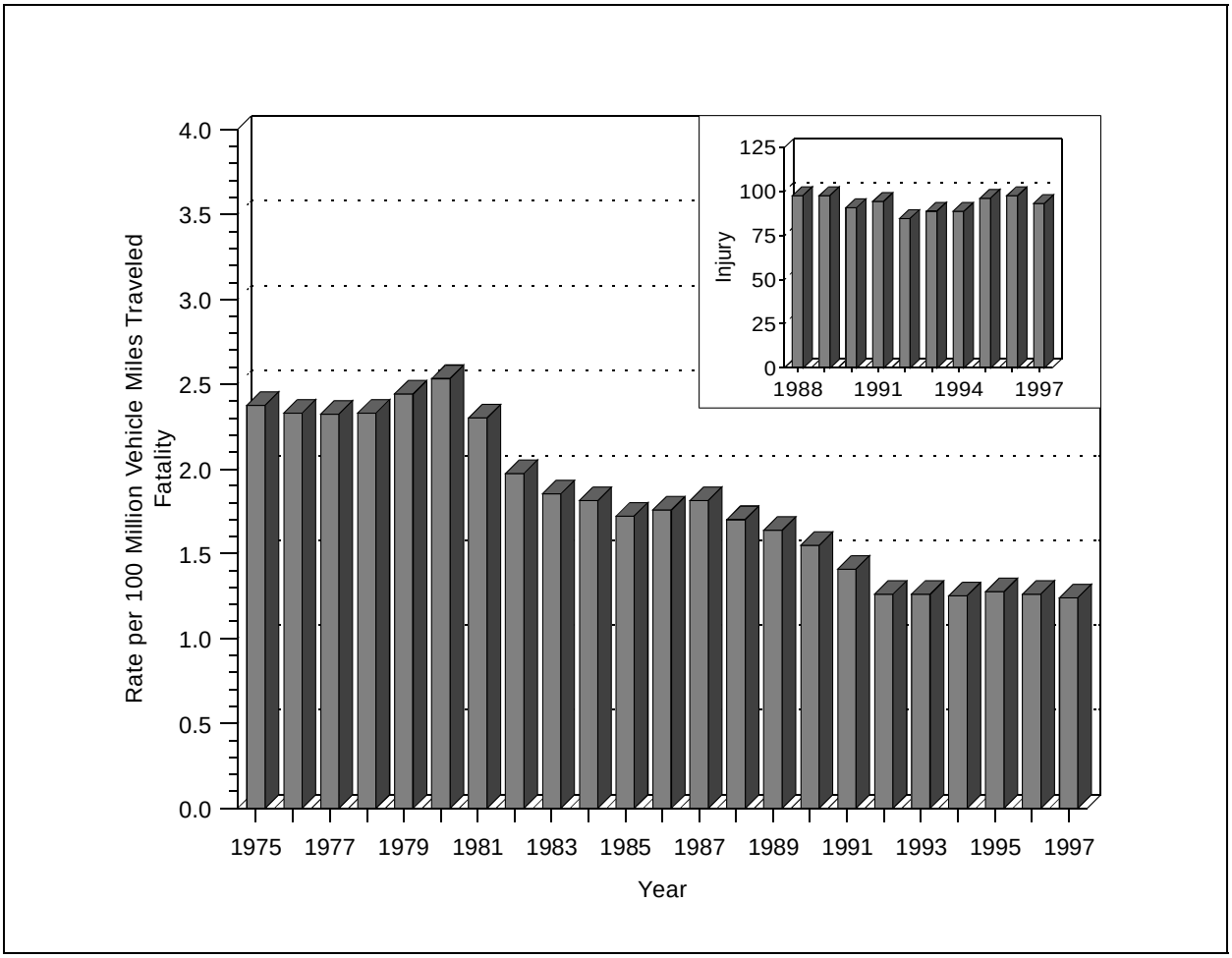


Table 9
Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Large Trucks	Vehicle Miles Traveled (Millions)	Large Truck Occupants Killed	Fatality Rate per 100,000 Registered Large Trucks	Fatality Rate per 100 Million VMT	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million VMT
1975	5,362,369	81,330	961	17.92	1.2	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.3	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.4	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.3	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.3	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.2	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.0	*	*	*
1982	5,590,415	111,423	944	16.89	0.8	*	*	*
1983	5,508,392	116,132	982	17.83	0.8	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.9	*	*	*
1985	5,996,337	123,504	977	16.29	0.8	*	*	*
1986	5,720,880	126,675	926	16.19	0.7	*	*	*
1987	5,718,266	133,517	852	14.90	0.6	*	*	*
1988	6,136,884	137,985	911	14.84	0.7	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.6	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.5	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.4	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.4	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.4	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.4	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.4	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.3	33,000	466	18
1997	7,083,326	191,345	717	10.12	0.4	31,000	442	16

* Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 6
Large Truck Occupant Fatality and Injury Rates
per 100 Million Vehicle Miles Traveled, 1975-1997

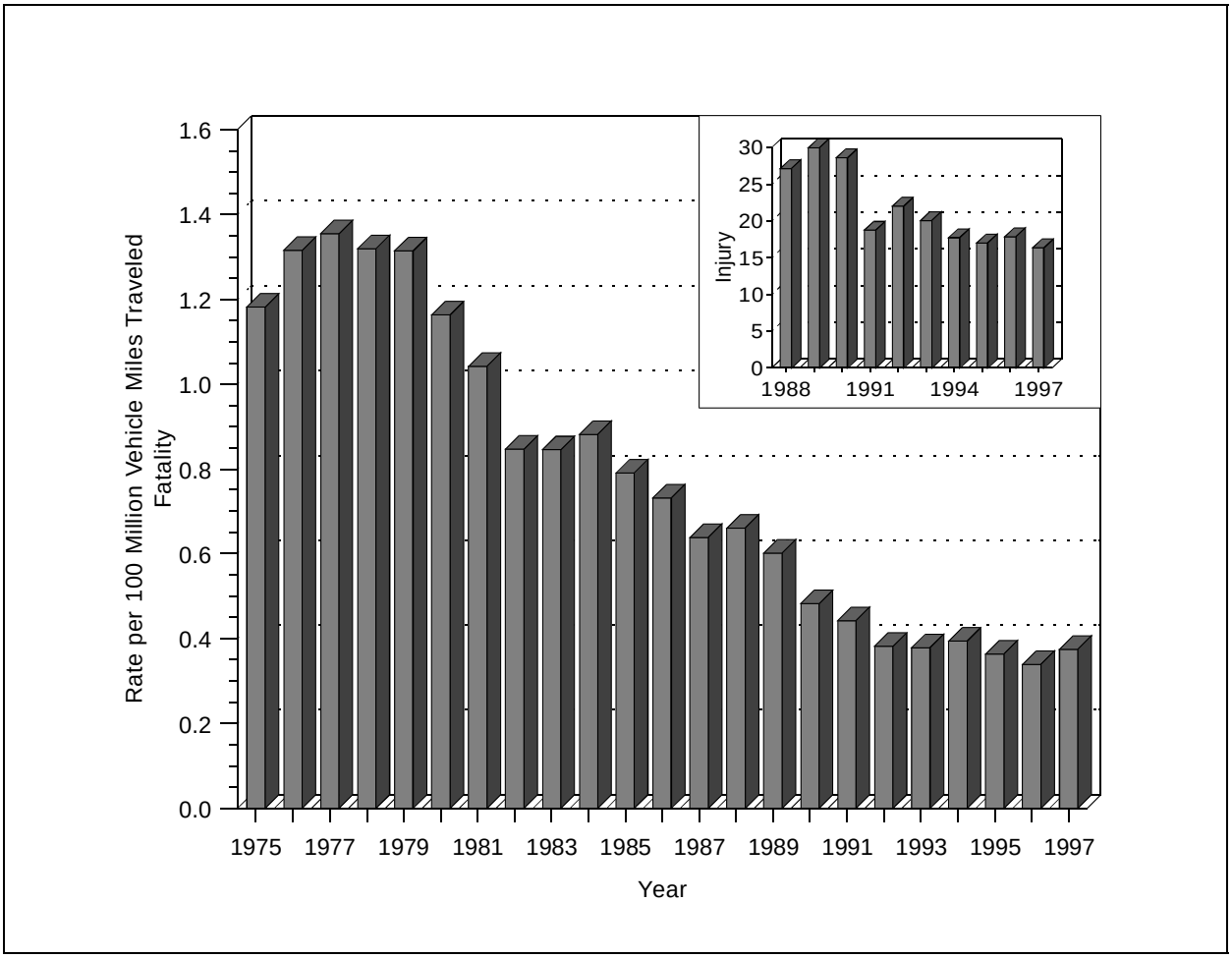


Table 10
Motorcycle Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-1997

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Occupants Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million VMT	Motorcycle Occupants Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million VMT
1975	4,964,070	5,629	3,189	64.24	56.7	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.2	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.6	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.9	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.7	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.4	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.9	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.9	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.7	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.5	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.2	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.6	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.5	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.5	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.3	83,000	1,887	805
1990	4,259,462	9,557	3,244	76.16	33.9	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.6	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.1	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.7	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.7	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.7	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.8	56,000	1,439	562
1997	3,826,373	10,076	2,106	55.04	20.9	54,000	1,405	534

* Injury data not available before 1988.

Source: Registered Vehicles and Vehicle Miles Traveled—Federal Highway Administration.

Figure 7
Motorcycle Occupant Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-1997

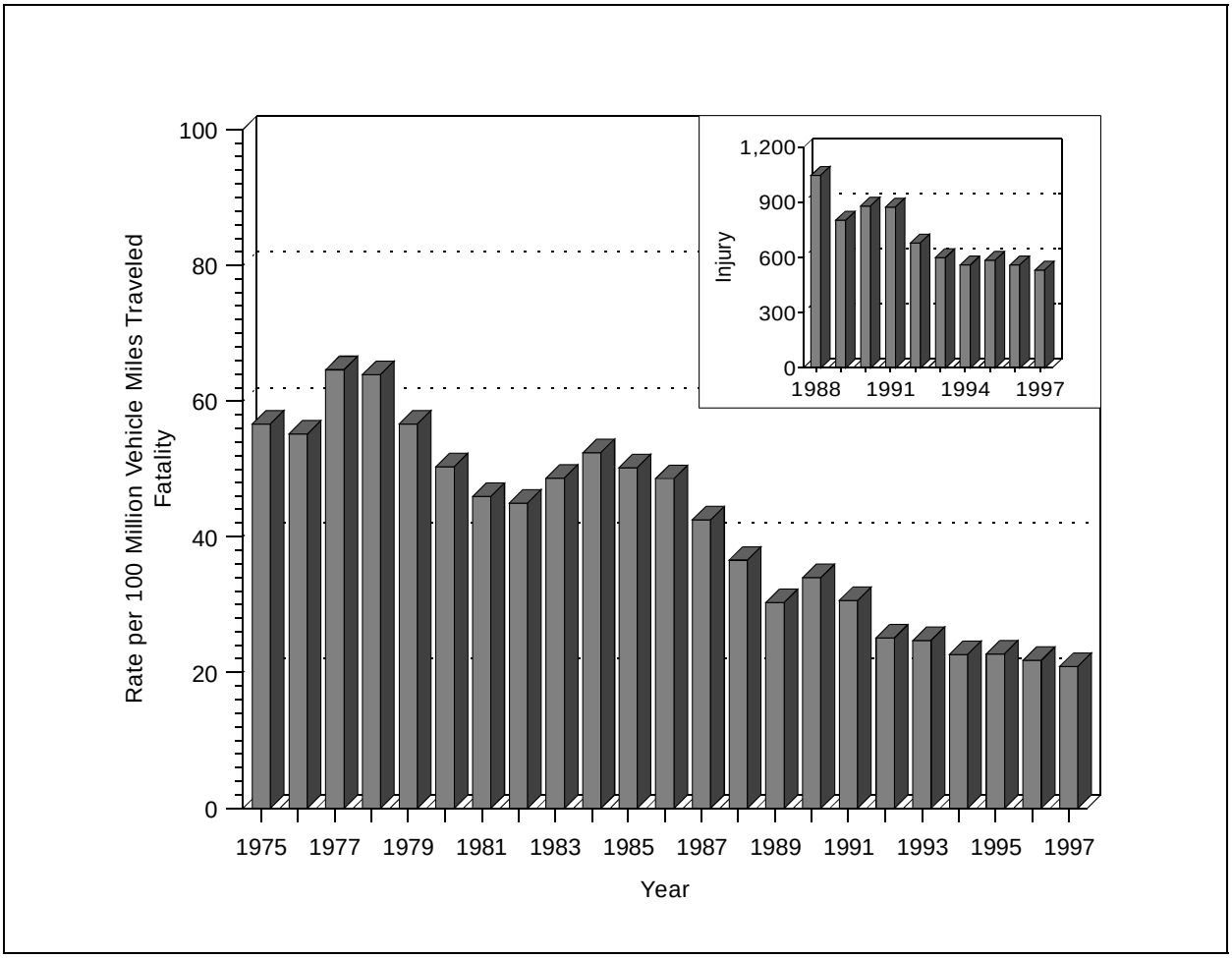


Table 11
Persons Killed or Injured in Crashes Involving a Large Truck, by Person Type and Crash Type, 1975-1997

Year	Person Type					Total
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	
	Single Vehicle	Multiple Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1976	774	358	*1,132*	3,384	492	**5,008**
1977	884	403	*1,287*	3,925	511	**5,723**
1978	929	466	*1,395*	4,354	607	**6,356**
1979	967	465	*1,432*	4,615	655	**6,702**
1980	861	401	*1,262*	4,084	625	**5,971**
1981	785	348	*1,133*	4,126	547	**5,806**
1982	639	305	*944*	3,790	495	**5,229**
1983	676	306	*982*	3,941	568	**5,491**
1984	755	319	*1,074*	4,036	530	**5,640**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	412	209	*621*	4,087	434	**5,142**
1997	496	221	*717*	4,189	449	**5,355**
			Injured			
1988	17,000	20,000	*37,000*	89,000	4,000	**130,000**
1989	20,000	23,000	*43,000*	111,000	2,000	**156,000**
1990	16,000	26,000	*42,000*	106,000	2,000	**150,000**
1991	13,000	15,000	*28,000*	80,000	2,000	**110,000**
1992	13,000	20,000	*34,000*	102,000	3,000	**139,000**
1993	13,000	19,000	*32,000*	95,000	6,000	**133,000**
1994	11,000	19,000	*30,000*	99,000	3,000	**133,000**
1995	15,000	15,000	*30,000*	84,000	2,000	**117,000**
1996	15,000	18,000	*33,000*	95,000	3,000	**130,000**
1997	14,000	17,000	*31,000*	99,000	2,000	**133,000**

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-1997

Year	Age Group (Years)											Total
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74	
Fatality Rate per 100,000 Population												
1975	3.64	5.99	3.89	3.79	2.98	2.39	2.75	3.17	3.66	6.05	10.76	**3.99**
1976	3.52	5.63	3.71	3.72	3.04	2.43	2.62	3.30	3.60	5.58	10.12	**3.87**
1977	2.99	5.35	3.68	3.98	3.18	2.68	2.66	3.20	4.05	5.80	10.57	**3.97**
1978	3.14	5.45	3.76	4.04	3.51	2.90	2.78	3.33	3.77	5.36	8.93	**3.96**
1979	2.87	5.16	3.68	4.51	4.01	3.14	2.99	3.34	3.68	5.50	9.17	**4.08**
1980	2.67	4.68	3.64	4.45	4.34	3.17	2.80	3.39	3.69	5.00	9.89	**4.03**
1981	2.14	4.44	3.27	4.20	4.18	3.36	2.82	3.22	3.42	4.88	8.74	**3.87**
1982	2.15	3.89	3.07	4.11	4.27	3.06	3.00	3.05	3.05	4.45	7.41	**3.58**
1983	2.03	3.69	3.05	3.67	3.83	2.91	2.46	2.80	3.12	3.77	7.37	**3.31**
1984	1.92	3.61	3.13	3.55	3.63	2.95	2.58	2.93	3.34	4.01	7.64	**3.38**
1985	2.05	3.67	3.01	3.31	3.38	2.71	2.65	2.69	3.36	3.90	7.35	**3.27**
1986	1.89	3.58	3.22	3.45	3.54	2.93	2.51	2.98	2.86	3.64	7.34	**3.27**
1987	1.66	3.63	3.24	3.12	3.39	2.83	2.69	2.88	3.14	3.79	7.20	**3.23**
1988	1.69	3.65	2.88	2.92	3.37	2.94	2.70	2.77	3.04	3.94	7.70	**3.24**
1989	1.54	3.06	2.53	2.58	2.90	3.00	2.73	2.61	3.18	3.49	7.10	**3.04**
1990	1.60	2.65	2.34	2.53	2.84	2.97	2.77	2.63	3.09	3.67	6.97	**2.99**
1991	1.43	2.40	2.39	2.46	2.85	2.64	2.36	2.44	2.67	3.08	5.94	**2.68**
1992	1.29	2.24	2.07	2.21	2.20	2.38	2.39	2.42	2.56	3.09	5.43	**2.50**
1993	1.35	2.18	2.23	2.07	2.25	2.62	2.51	2.25	2.52	2.95	5.49	**2.55**
1994	1.31	2.18	2.09	2.02	2.22	2.33	2.46	2.35	2.41	2.82	5.53	**2.46**
1995	1.12	2.01	2.07	2.03	2.39	2.40	2.61	2.38	2.50	2.97	5.25	**2.48**
1996	1.22	1.87	1.93	1.98	2.37	2.17	2.49	2.40	2.63	2.94	4.79	**2.40**
1997	0.96	1.72	1.82	2.12	2.14	2.21	2.44	2.38	2.48	2.97	4.49	**2.34**
Injury Rate per 100,000 Population												
1988	35	178	195	116	117	74	45	38	35	25	45	**79**
1989	32	179	198	127	96	69	53	43	42	33	39	**79**
1990	34	139	181	128	109	76	52	37	26	29	38	**75**
1991	26	138	158	96	91	70	41	37	31	31	30	**66**
1992	33	119	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	94	95	66	49	45	26	27	38	**66**
1994	24	112	151	120	88	59	47	36	33	24	29	**63**
1995	33	103	160	94	87	62	52	27	22	30	26	**62**
1996	31	91	156	88	80	57	38	36	26	26	22	**57**
1997	27	92	132	76	66	51	50	34	29	29	22	**55**

Table 13
Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1997

	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	Total Fatalities in Alcohol-Related Crashes	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Number	Percent
1982	18,780	42.7	4,809	10.9	20,356	46.3	43,945	25,165	57.3
1983	18,943	44.5	4,472	10.5	19,174	45.0	42,589	23,646	55.5
1984	20,499	46.3	4,766	10.8	18,992	42.9	44,257	23,758	53.7
1985	21,109	48.2	4,604	10.5	18,111	41.3	43,825	22,716	51.8
1986	22,042	47.8	5,109	11.1	18,936	41.1	46,087	24,045	52.2
1987	22,749	49.0	5,112	11.0	18,529	39.9	46,390	23,641	51.0
1988	23,461	49.8	4,895	10.4	18,731	39.8	47,087	23,626	50.2
1989	23,178	50.8	4,541	10.0	17,863	39.2	45,582	22,404	49.2
1990	22,515	50.5	4,434	9.9	17,650	39.6	44,599	22,084	49.5
1991	21,621	52.1	3,957	9.5	15,930	38.4	41,508	19,887	47.9
1992	21,392	54.5	3,625	9.2	14,234	36.3	39,250	17,858	45.5
1993	22,677	56.5	3,496	8.7	13,977	34.8	40,150	17,473	43.5
1994	24,136	59.3	3,480	8.5	13,100	32.2	40,716	16,580	40.7
1995	24,570	58.8	3,746	9.0	13,501	32.3	41,817	17,247	41.2
1996	24,847	59.1	3,774	9.0	13,444	32.0	42,065	17,218	40.9
1997	25,778	61.4	3,485	8.3	12,704	30.3	41,967	16,189	38.6

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

Figure 8
Proportion of Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-1997

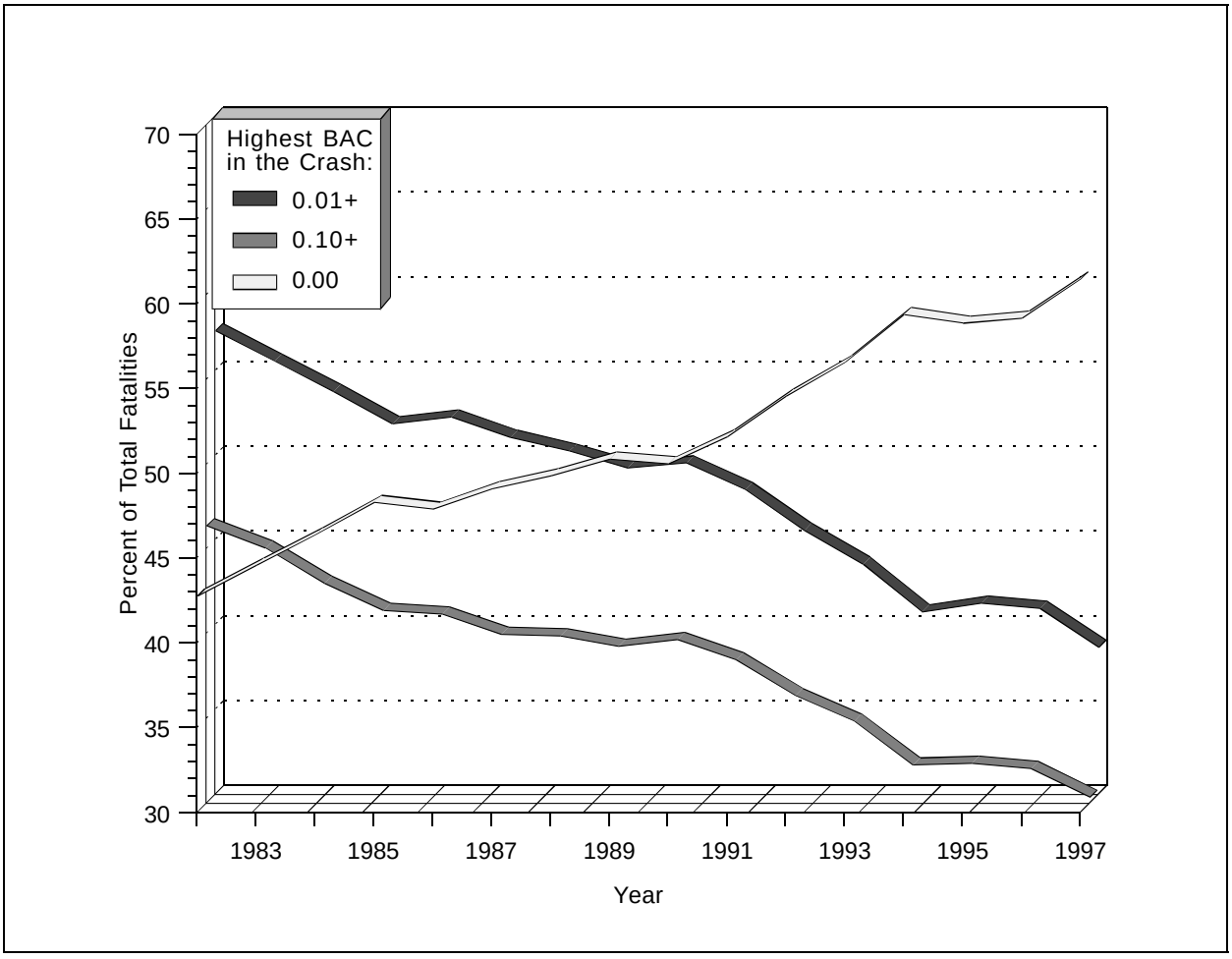


Table 14
Persons Killed During Holiday Periods, by Alcohol Involvement, 1982-1997

Year	Holiday Period*					
	New Year's Day		Memorial Day		Fourth of July	
	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**	Killed	Percent Alcohol-Related**
1982	***	***	498 (3)	68.1	600 (3)	70.0
1983	375 (3)	69.0	539 (3)	63.0	620 (3)	67.5
1984	346 (3)	69.1	527 (3)	67.0	223 (1)	64.8
1985	496 (4)	59.5	557 (3)	62.2	689 (4)	63.2
1986	223 (1)	65.5	616 (3)	62.6	611 (3)	67.5
1987	535 (4)	60.7	519 (3)	60.7	556 (3)	60.2
1988	407 (3)	63.1	531 (3)	61.6	631 (3)	62.9
1989	443 (3)	54.6	594 (3)	58.2	749 (4)	59.9
1990	421 (3)	56.7	589 (3)	61.7	268 (1)	64.8
1991	441 (4)	60.1	533 (3)	61.2	718 (4)	57.0
1992	164 (1)	73.6	438 (3)	57.3	535 (3)	55.8
1993	370 (3)	57.5	454 (3)	51.7	525 (3)	54.3
1994	372 (3)	54.5	482 (3)	48.2	519 (3)	49.2
1995	392 (3)	47.8	483 (3)	51.9	661 (4)	48.9
1996	420 (3)	52.3	514 (3)	52.0	629 (4)	46.8
1997	192 (1)	67.1	513 (3)	46.6	508 (3)	49.7
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	68.1	601 (4)	62.0	458 (3)	64.8
1983	636 (3)	69.6	533 (4)	58.6	353 (3)	59.8
1984	609 (3)	65.9	559 (4)	59.7	643 (4)	66.4
1985	605 (3)	63.7	566 (4)	56.6	152 (1)	65.9
1986	663 (3)	64.0	598 (4)	58.6	508 (4)	59.0
1987	630 (3)	63.4	659 (4)	55.6	409 (3)	57.2
1988	592 (3)	63.6	601 (4)	58.1	511 (3)	60.1
1989	589 (3)	60.0	561 (4)	56.8	553 (3)	61.1
1990	599 (3)	65.9	563 (4)	54.5	567 (4)	51.2
1991	577 (3)	55.6	546 (4)	52.2	135 (1)	50.2
1992	460 (3)	54.5	403 (4)	57.1	410 (3)	50.2
1993	522 (3)	57.8	570 (4)	47.2	402 (3)	54.4
1994	494 (3)	55.0	575 (4)	47.3	455 (3)	48.8
1995	511 (3)	48.7	527 (4)	52.2	358 (3)	46.8
1996	525 (3)	51.6	588 (4)	46.1	167 (1)	53.7
1997	507 (3)	50.1	570 (4)	40.5	478 (4)	43.5

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

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

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

*** No data available.

Table 15
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-1997

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	23,725	17.4	12.1	32,085	54.6	43.0	56,029	38.9	30.0
1983	24,381	16.7	11.7	30,037	54.2	42.8	54,656	37.5	29.0
1984	26,415	15.7	10.7	30,775	53.0	41.3	57,512	36.0	27.3
1985	27,578	14.8	10.1	30,008	51.0	39.9	57,883	33.8	25.7
1986	28,434	14.9	10.1	31,543	51.5	39.6	60,335	34.3	25.8
1987	29,227	14.5	9.9	31,854	50.1	38.5	61,442	33.2	25.0
1988	30,196	14.1	9.6	31,715	50.3	39.1	62,253	32.8	24.9
1989	29,953	13.6	9.3	30,170	49.4	38.8	60,435	31.7	24.2
1990	28,797	13.6	9.3	29,778	49.7	39.2	58,893	32.1	24.7
1991	26,829	12.6	8.7	27,249	48.8	38.4	54,391	31.1	23.9
1992	26,236	11.7	7.9	25,380	46.2	36.4	51,901	28.9	22.1
1993	27,770	10.8	7.4	25,355	45.0	35.5	53,401	27.3	21.0
1994	29,134	10.2	7.0	25,112	42.4	33.3	54,549	25.3	19.3
1995	30,066	10.5	7.1	25,755	42.3	33.0	56,164	25.4	19.2
1996	30,802	10.2	6.8	25,864	42.1	32.5	57,001	25.0	18.8
1997	30,929	9.6	6.3	25,336	40.5	31.5	56,602	23.7	17.8

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

Table 16
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Sex, 1982-1997

	Male			Female		
		Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	44,370	41.8	32.4	10,675	25.7	18.9
1983	42,812	40.5	31.4	10,958	24.8	18.5
1984	44,723	38.8	29.6	11,907	23.6	17.1
1985	44,846	36.7	28.2	12,142	21.8	15.5
1986	46,653	37.6	28.5	12,744	20.9	14.8
1987	46,884	36.4	27.6	13,614	21.0	15.0
1988	47,402	36.2	27.7	13,951	20.3	14.6
1989	45,448	35.0	27.0	14,054	19.8	14.4
1990	44,281	35.7	27.7	13,726	19.2	13.8
1991	40,731	34.5	26.8	12,825	19.0	13.6
1992	38,598	32.2	24.9	12,596	17.8	12.8
1993	39,556	30.5	23.7	13,082	16.5	12.0
1994	40,233	28.5	22.0	13,567	15.2	11.0
1995	41,235	28.5	21.7	14,184	15.5	11.1
1996	41,376	28.2	21.4	14,850	15.5	11.1
1997	40,658	26.6	20.3	14,846	14.5	10.3

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

Table 17
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Vehicle Type, 1982-1997

Year	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+	Total	BAC= 0.01+	BAC= 0.10+
1982	34,121	39.9	30.6	11,199	43.4	34.7	4,582	8.0	4.3	4,490	53.5	40.5
1983	33,069	38.6	29.7	11,017	41.5	33.3	4,790	7.7	4.5	4,288	54.2	40.8
1984	34,395	36.4	27.6	11,866	39.3	30.6	5,056	7.6	4.3	4,650	53.6	40.2
1985	34,071	34.5	26.1	12,372	36.3	28.7	5,091	6.1	3.6	4,598	52.8	39.3
1986	35,959	34.7	25.8	13,208	37.1	29.4	5,015	5.4	2.9	4,558	54.4	40.9
1987	36,371	33.7	25.1	14,407	36.8	28.7	5,046	4.4	2.7	4,061	51.3	38.2
1988	36,769	33.3	25.0	15,167	37.0	29.4	5,141	4.8	2.8	3,704	49.9	36.3
1989	35,204	31.8	24.0	15,579	35.4	28.2	4,903	5.3	2.7	3,182	52.5	39.7
1990	33,893	32.0	24.3	15,501	36.1	28.8	4,709	5.0	2.3	3,269	52.1	39.3
1991	31,102	30.6	23.4	14,702	35.6	28.2	4,291	4.4	2.0	2,816	51.0	38.6
1992	29,670	29.0	21.9	14,540	32.6	25.8	3,980	3.1	1.5	2,435	47.8	35.6
1993	30,060	27.3	20.7	15,207	31.1	24.7	4,271	3.3	1.6	2,471	44.0	32.8
1994	30,103	25.6	19.4	16,235	29.0	22.8	4,592	2.8	1.4	2,330	40.3	29.0
1995	30,773	25.7	19.2	17,483	28.3	22.2	4,410	3.1	1.4	2,262	40.7	29.2
1996	30,595	25.6	18.8	18,118	27.8	21.9	4,703	2.6	1.4	2,175	42.2	30.2
1997	29,589	24.3	18.2	18,414	26.0	20.2	4,815	2.1	1.1	2,146	39.0	27.9

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

Figure 9
Proportion of Drivers Involved in Fatal Crashes with BAC = 0.10+ by Vehicle Type, 1982-1997

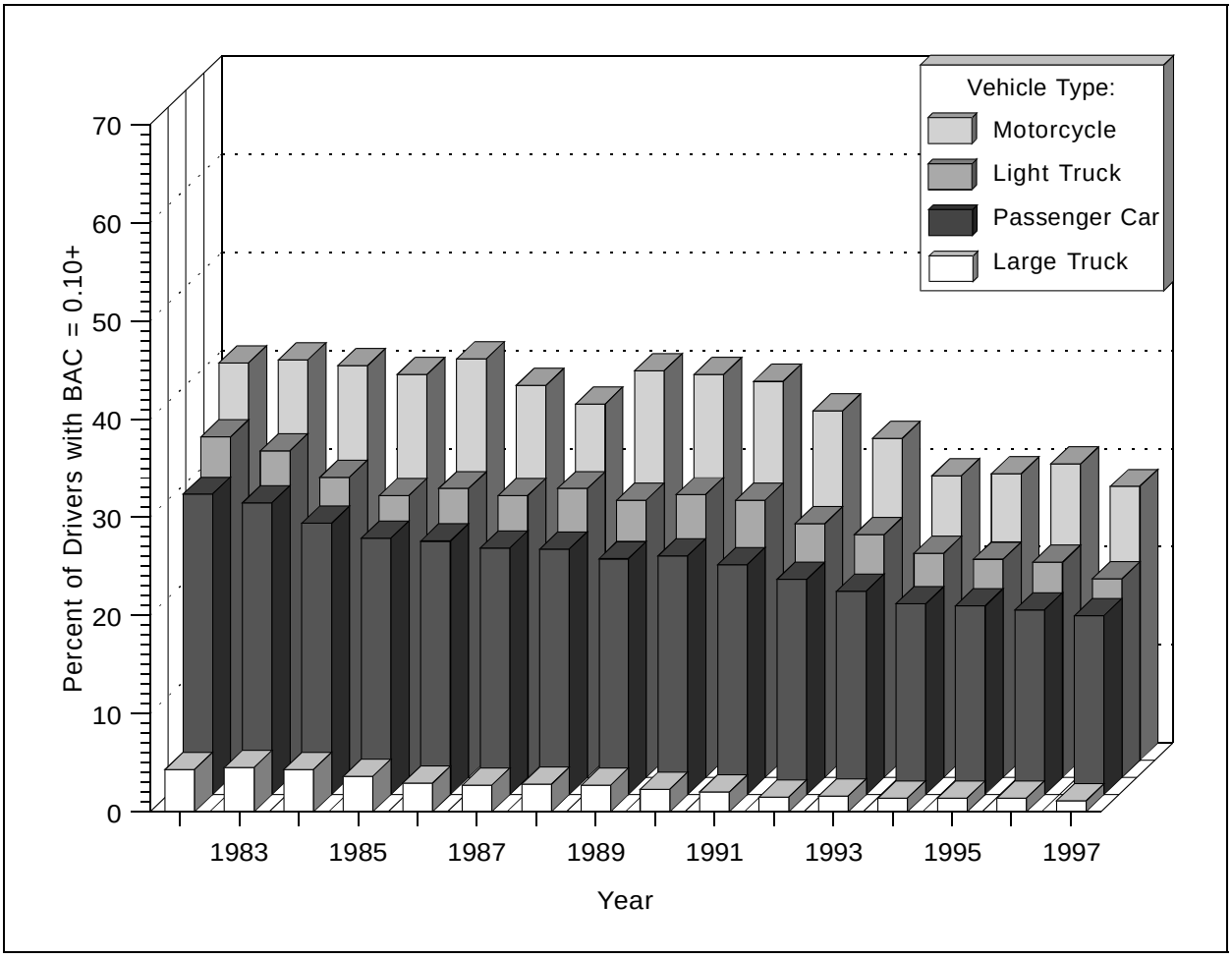


Table 18
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-1997

	Age								
	<16 Years			16-20 Years			21-24 Years		
		Percent			Percent			Percent	
Year	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+	Total	BAC = 0.01+	BAC = 0.10+
1982	412	13.3	8.2	9,858	44.0	31.1	9,018	51.5	40.0
1983	416	12.2	7.4	9,334	42.1	29.7	8,432	50.6	39.1
1984	446	14.8	7.5	9,804	39.6	26.6	8,963	49.0	37.3
1985	479	15.5	8.8	9,386	35.5	23.9	9,046	45.9	35.3
1986	504	15.3	8.1	10,163	36.4	23.7	9,129	47.2	36.1
1987	469	15.9	7.9	9,910	33.4	21.0	8,808	45.5	34.1
1988	448	13.6	6.0	10,171	32.3	20.7	8,555	46.0	35.2
1989	402	10.8	6.0	9,442	29.9	19.5	7,723	45.0	34.5
1990	409	12.5	5.9	8,821	31.7	21.1	7,195	44.9	34.7
1991	364	14.0	5.4	8,002	29.8	20.0	6,748	44.5	33.8
1992	350	11.9	4.4	7,192	26.8	17.6	6,323	41.0	30.7
1993	383	9.7	3.6	7,256	24.5	16.1	6,406	39.4	30.7
1994	397	10.3	6.5	7,723	22.6	14.1	6,291	37.4	28.2
1995	410	10.0	4.4	7,725	20.6	12.7	6,263	37.2	27.7
1996	413	9.0	3.5	7,824	21.5	14.1	6,205	36.9	26.8
1997	343	6.5	3.5	7,670	21.5	14.3	5,660	35.0	26.3
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	43.9	35.1	7,984	34.9	27.9	4,980	29.2	23.3
1983	14,470	43.6	34.8	8,068	34.1	27.6	4,992	26.8	21.4
1984	15,233	41.7	33.0	8,563	32.3	25.9	5,084	24.9	19.7
1985	15,257	41.0	32.4	8,892	30.4	24.3	5,150	24.0	18.9
1986	16,179	41.5	33.0	9,240	30.6	24.5	5,077	23.7	18.2
1987	16,562	41.6	32.9	9,778	31.4	25.4	5,470	22.4	17.5
1988	16,398	41.1	32.7	10,077	31.5	25.4	5,761	23.2	18.2
1989	15,928	40.1	31.9	10,106	31.2	25.2	6,038	23.8	18.9
1990	15,764	41.3	33.0	10,177	32.0	25.8	5,867	22.5	17.6
1991	14,151	40.1	32.3	9,482	31.2	25.2	5,458	23.0	18.1
1992	13,049	38.4	30.9	9,284	30.0	24.2	5,672	21.0	16.3
1993	13,038	36.1	28.6	9,738	29.3	23.5	5,970	20.1	15.8
1994	12,891	33.9	26.8	9,951	27.3	22.3	6,493	19.5	15.5
1995	13,048	33.9	26.8	10,677	28.6	22.7	6,815	19.6	15.4
1996	12,889	33.4	26.3	10,955	27.7	22.0	7,127	20.0	15.4
1997	12,378	31.1	23.8	10,828	27.3	22.1	7,462	18.9	14.8
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	22.8	17.4	2,343	16.9	12.5	1,551	8.9	5.9
1983	3,862	21.8	16.8	2,434	14.0	10.3	1,592	9.1	5.9
1984	4,059	20.1	15.3	2,620	15.3	11.3	1,696	8.1	4.8
1985	4,112	18.5	13.8	2,650	13.9	9.9	1,829	6.8	4.2
1986	4,019	18.5	13.6	2,844	13.5	9.4	2,037	6.3	3.1
1987	4,223	18.1	13.8	2,987	12.6	8.7	2,091	6.4	3.8
1988	4,320	18.4	14.1	3,079	13.8	9.3	2,297	7.0	4.1
1989	4,202	18.0	13.7	3,107	12.4	8.5	2,324	6.6	3.9
1990	4,068	16.7	12.5	3,161	11.9	8.2	2,340	6.6	3.7
1991	3,695	15.5	12.0	3,017	12.1	8.4	2,454	6.4	3.4
1992	3,688	15.6	11.5	3,024	11.9	8.4	2,450	5.4	3.1
1993	3,824	16.0	12.4	3,031	10.2	7.3	2,817	5.8	3.4
1994	3,828	13.5	10.5	3,194	10.7	7.7	2,867	4.7	3.0
1995	4,079	16.0	12.3	3,251	9.6	6.6	2,989	5.1	3.1
1996	4,237	14.3	10.6	3,319	10.5	7.3	3,068	5.4	3.3
1997	4,364	13.1	9.4	3,367	9.5	6.8	3,281	5.1	2.8

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

Figure 10
Proportion of Drivers in Fatal Crashes with BAC = 0.10+ by Age, 1982-1997

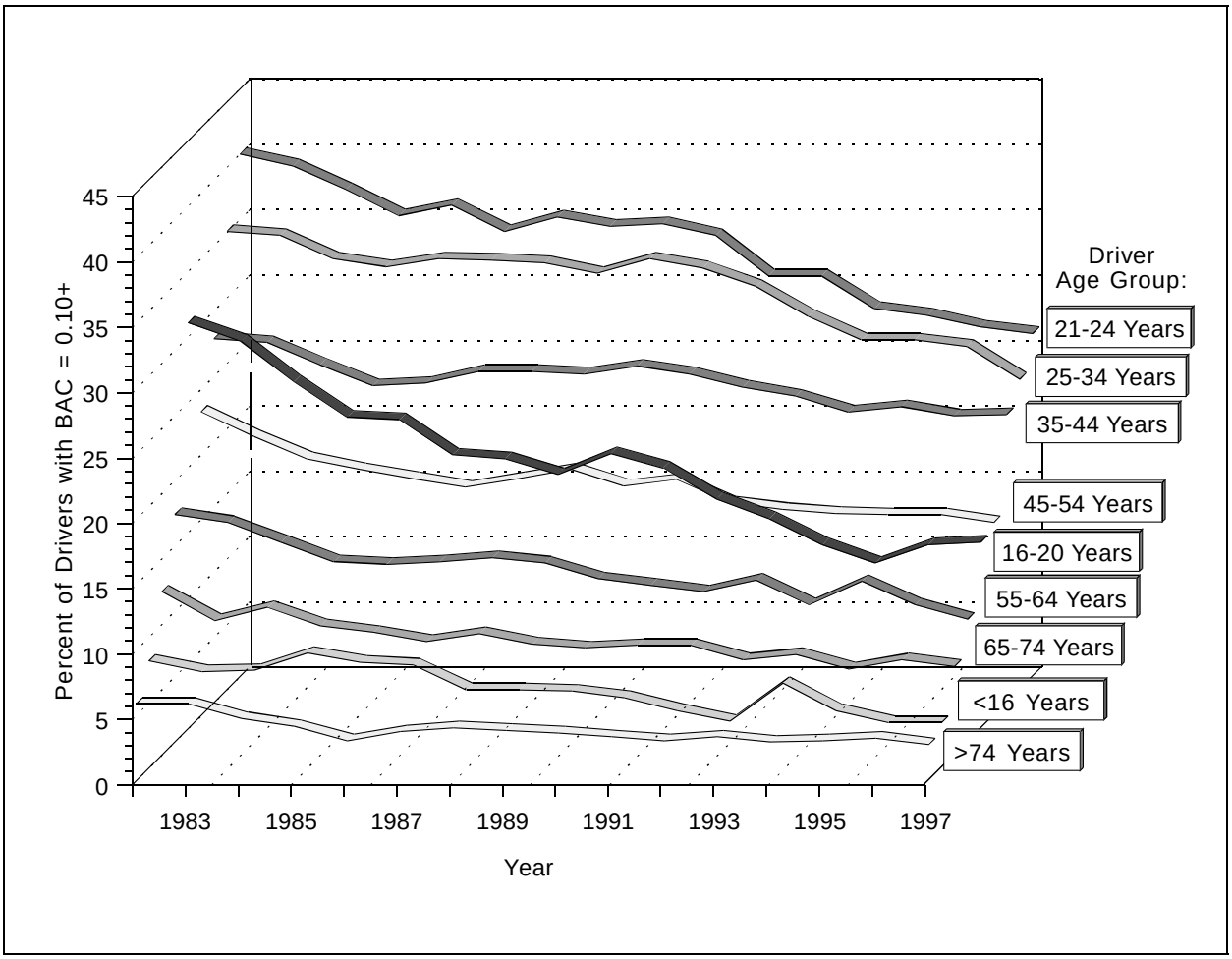


Table 19
Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-1997

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total	BAC = 0.00	BAC = 0.01-0.09	BAC = 0.10+	Total
1982	22,674	2,698	5,967	*31,339*	11,576	2,289	10,825	*24,690*	34,250	4,987	16,793	**56,029**
1983	22,426	2,512	5,581	*30,518*	11,720	2,165	10,253	*24,138*	34,145	4,677	15,834	**54,656**
1984	23,888	2,587	5,448	*31,923*	12,943	2,365	10,281	*25,589*	36,831	4,952	15,729	**57,512**
1985	25,106	2,350	5,089	*32,546*	13,215	2,317	9,805	*25,337*	38,321	4,668	14,894	**57,883**
1986	25,835	2,626	5,244	*33,705*	13,798	2,514	10,317	*26,630*	39,633	5,140	15,560	**60,335**
1987	26,727	2,657	5,224	*34,609*	14,322	2,403	10,108	*26,833*	41,049	5,060	15,332	**61,442**
1988	27,306	2,562	5,132	*35,000*	14,507	2,395	10,351	*27,253*	41,813	4,957	15,483	**62,253**
1989	26,903	2,317	4,826	*34,046*	14,367	2,194	9,828	*26,389*	41,271	4,511	14,654	**60,435**
1990	26,054	2,329	4,761	*33,143*	13,924	2,050	9,776	*25,750*	39,978	4,378	14,537	**58,893**
1991	24,172	2,060	4,229	*30,461*	13,328	1,852	8,749	*23,930*	37,500	3,913	12,978	**54,391**
1992	23,762	1,827	3,728	*29,317*	13,158	1,697	7,729	*22,584*	36,919	3,524	11,457	**51,901**
1993	24,874	1,753	3,632	*30,259*	13,944	1,616	7,582	*23,142*	38,818	3,369	11,214	**53,401**
1994	25,916	1,710	3,233	*30,858*	14,826	1,580	7,285	*23,691*	40,741	3,290	10,518	**54,549**
1995	26,753	1,745	3,277	*31,774*	15,143	1,722	7,525	*24,390*	41,895	3,467	10,802	**56,164**
1996	27,326	1,829	3,313	*32,467*	15,443	1,716	7,375	*24,534*	42,768	3,545	10,688	**57,001**
1997	27,170	1,712	3,076	*31,958*	16,039	1,601	7,003	*24,644*	43,209	3,313	10,080	**56,602**

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

Table 20
Pedestrians Killed, 14 Years and Older, by Blood Alcohol Concentration (BAC), 1982-1997

Year	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,266	53.1	482	7.8	2,406	39.1	**6,154**	**100.0**
1983	3,049	53.4	455	8.0	2,206	38.6	**5,710**	**100.0**
1984	3,234	54.8	430	7.3	2,242	38.0	**5,907**	**100.0**
1985	3,120	54.7	478	8.4	2,104	36.9	**5,702**	**100.0**
1986	3,171	55.6	465	8.2	2,066	36.2	**5,702**	**100.0**
1987	3,226	56.4	462	8.1	2,027	35.5	**5,715**	**100.0**
1988	3,372	57.9	426	7.3	2,026	34.8	**5,825**	**100.0**
1989	3,176	56.1	449	7.9	2,033	35.9	**5,658**	**100.0**
1990	3,204	57.3	385	6.9	2,006	35.9	**5,595**	**100.0**
1991	2,872	57.4	333	6.7	1,800	36.0	**5,005**	**100.0**
1992	2,734	56.8	335	7.0	1,743	36.2	**4,812**	**100.0**
1993	2,819	58.0	309	6.4	1,732	35.6	**4,860**	**100.0**
1994	2,791	58.9	350	7.4	1,595	33.7	**4,737**	**100.0**
1995	2,895	59.1	331	6.8	1,670	34.1	**4,896**	**100.0**
1996	2,762	57.8	324	6.8	1,691	35.4	**4,777**	**100.0**
1997	2,900	62.1	263	5.6	1,509	32.3	**4,671**	**100.0**

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

Table 21
Drivers of Passenger Cars and Light Trucks in Crashes by Crash Severity and Restraint Use, 1975-1997

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
1975	2,583	5.6	29,710	64.3	13,931	30.1	**46,224**	**100.0**
1976	2,062	4.5	29,905	64.7	14,239	30.8	**46,206**	**100.0**
1977	1,897	3.9	33,011	67.3	14,154	28.8	**49,062**	**100.0**
1978	1,882	3.6	37,606	72.3	12,510	24.1	**51,998**	**100.0**
1979	1,680	3.2	38,326	73.5	12,123	23.3	**52,129**	**100.0**
1980	1,482	2.9	37,889	73.8	11,935	23.3	**51,306**	**100.0**
1981	1,488	2.9	38,353	75.6	10,905	21.5	**50,746**	**100.0**
1982	1,515	3.3	33,793	74.6	10,012	22.1	**45,320**	**100.0**
1983	1,835	4.2	32,332	73.3	9,919	22.5	**44,086**	**100.0**
1984	2,756	6.0	32,979	71.3	10,526	22.8	**46,261**	**100.0**
1985	6,172	13.3	29,705	64.0	10,566	22.8	**46,443**	**100.0**
1986	10,891	22.2	28,778	58.5	9,498	19.3	**49,167**	**100.0**
1987	14,474	28.5	28,154	55.4	8,150	16.1	**50,778**	**100.0**
1988	16,948	32.6	28,146	54.2	6,842	13.2	**51,936**	**100.0**
1989	17,545	34.5	26,764	52.7	6,474	12.7	**50,783**	**100.0**
1990	18,340	37.1	24,706	50.0	6,348	12.9	**49,394**	**100.0**
1991	18,457	40.3	21,843	47.7	5,504	12.0	**45,804**	**100.0**
1992	19,106	43.2	19,836	44.9	5,268	11.9	**44,210**	**100.0**
1993	20,932	46.2	19,139	42.3	5,196	11.5	**45,267**	**100.0**
1994	22,763	49.1	18,946	40.9	4,629	10.0	**46,338**	**100.0**
1995	24,165	50.1	19,428	40.3	4,663	9.7	**48,256**	**100.0**
1996	25,207	51.7	18,759	38.5	4,747	9.7	**48,713**	**100.0**
1997	25,126	52.3	18,150	37.8	4,727	9.8	**48,003**	**100.0**
Drivers in Injury Crashes								
1988	2,313,000	62.1	802,000	21.5	609,000	16.4	**3,724,000**	**100.0**
1989	2,267,000	62.8	749,000	20.8	592,000	16.4	**3,607,000**	**100.0**
1990	2,290,000	64.4	703,000	19.8	563,000	15.8	**3,556,000**	**100.0**
1991	2,308,000	68.0	581,000	17.1	505,000	14.9	**3,394,000**	**100.0**
1992	2,420,000	71.5	476,000	14.0	490,000	14.5	**3,386,000**	**100.0**
1993	2,557,000	73.8	435,000	12.6	475,000	13.7	**3,467,000**	**100.0**
1994	2,856,000	77.4	418,000	11.3	416,000	11.3	**3,690,000**	**100.0**
1995	3,118,000	79.3	388,000	9.9	425,000	10.8	**3,931,000**	**100.0**
1996	3,169,000	79.6	369,000	9.3	443,000	11.1	**3,981,000**	**100.0**
1997	3,070,000	79.5	345,000	8.9	446,000	11.6	**3,862,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
1988	4,517,000	60.4	1,200,000	16.0	1,763,000	23.6	**7,481,000**	**100.0**
1989	4,531,000	62.6	1,015,000	14.0	1,691,000	23.4	**7,237,000**	**100.0**
1990	4,499,000	63.4	978,000	13.8	1,616,000	22.8	**7,094,000**	**100.0**
1991	4,516,000	67.2	712,000	10.6	1,490,000	22.2	**6,718,000**	**100.0**
1992	4,671,000	71.6	508,000	7.8	1,344,000	20.6	**6,523,000**	**100.0**
1993	4,986,000	75.0	451,000	6.8	1,209,000	18.2	**6,646,000**	**100.0**
1994	5,534,000	77.7	392,000	5.5	1,198,000	16.8	**7,124,000**	**100.0**
1995	5,914,000	79.3	356,000	4.8	1,184,000	15.9	**7,454,000**	**100.0**
1996	6,057,000	79.5	332,000	4.4	1,234,000	16.2	**7,623,000**	**100.0**
1997	6,027,000	79.5	317,000	4.2	1,236,000	16.3	**7,580,000**	**100.0**

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

Table 22
Occupants of Passenger Cars and Light Trucks Killed and Injured, by Restraint Use, 1975-1997

Year	Restraint Used		Restraint Not Used		Restraint Use Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
1975	986	3.2	21,076	68.5	8,723	28.3	**30,785**	**100.0**
1976	796	2.5	21,979	69.5	8,829	27.9	**31,604**	**100.0**
1977	778	2.4	23,593	72.0	8,387	25.6	**32,758**	**100.0**
1978	784	2.2	26,671	76.4	7,443	21.3	**34,898**	**100.0**
1979	683	2.0	27,130	77.5	7,173	20.5	**34,986**	**100.0**
1980	671	1.9	27,483	78.7	6,781	19.4	**34,935**	**100.0**
1981	649	1.9	26,974	80.0	6,103	18.1	**33,726**	**100.0**
1982	679	2.3	23,558	79.3	5,452	18.4	**29,689**	**100.0**
1983	827	2.8	23,080	79.1	5,274	18.1	**29,181**	**100.0**
1984	1,208	4.0	23,299	77.4	5,609	18.6	**30,116**	**100.0**
1985	2,391	8.0	22,131	74.0	5,379	18.0	**29,901**	**100.0**
1986	4,074	12.6	23,420	72.6	4,767	14.8	**32,261**	**100.0**
1987	5,249	15.8	23,799	71.7	4,142	12.5	**33,190**	**100.0**
1988	6,210	18.2	24,359	71.4	3,545	10.4	**34,114**	**100.0**
1989	6,546	19.5	23,613	70.2	3,455	10.3	**33,614**	**100.0**
1990	6,775	20.7	22,547	69.0	3,371	10.3	**32,693**	**100.0**
1991	7,332	23.8	20,488	66.6	2,956	9.6	**30,776**	**100.0**
1992	7,699	26.1	19,053	64.6	2,733	9.3	**29,485**	**100.0**
1993	8,679	28.9	18,553	61.7	2,845	9.5	**30,077**	**100.0**
1994	9,620	31.1	18,658	60.4	2,623	8.5	**30,901**	**100.0**
1995	10,115	31.6	19,167	59.9	2,709	8.5	**31,991**	**100.0**
1996	10,683	32.9	18,881	58.2	2,873	8.9	**32,437**	**100.0**
1997	10,887	33.8	18,551	57.6	2,775	8.6	**32,213**	**100.0**
Occupants Injured								
1988	1,752,000	57.2	912,000	29.8	399,000	13.0	**3,063,000**	**100.0**
1989	1,720,000	58.5	863,000	29.4	359,000	12.2	**2,942,000**	**100.0**
1990	1,737,000	60.3	820,000	28.4	325,000	11.3	**2,882,000**	**100.0**
1991	1,785,000	63.8	725,000	25.9	287,000	10.3	**2,797,000**	**100.0**
1992	1,854,000	66.8	622,000	22.4	300,000	10.8	**2,776,000**	**100.0**
1993	1,983,000	69.2	589,000	20.6	294,000	10.2	**2,866,000**	**100.0**
1994	2,208,000	73.7	564,000	18.8	223,000	7.4	**2,995,000**	**100.0**
1995	2,415,000	75.7	549,000	17.2	227,000	7.1	**3,192,000**	**100.0**
1996	2,490,000	76.7	524,000	16.2	232,000	7.1	**3,247,000**	**100.0**
1997	2,412,000	76.7	482,000	15.3	252,000	8.0	**3,146,000**	**100.0**

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

Chapter 2 ♦ Crashes

2. CRASHES

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

- More than 6.7 million police-reported motor vehicle crashes occurred in the United States in 1997. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (37,280) resulting in a death.

- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 1997, with 1,190 and 1,196 fatal crashes, respectively.

- Fifty-six percent of fatal crashes involved only one vehicle, compared to 28 percent of both injury crashes and property-damage-only crashes.

- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 22 percent of property-damage-only crashes occurred on these roads.

- Collision with another motor vehicle in transport was the most common first harmful event for fatal, injury, and property-damage-only crashes. Collisions with fixed objects and noncollisions accounted for only 18 percent of all crashes, but they accounted for 40 percent of fatal crashes.

- Thirty-nine percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 75 percent involved alcohol.

Table 23
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	2,855	1.5	188,000	100	433,000	230	**624,000**	**331**
February	2,499	1.4	156,000	85	349,000	191	**507,000**	**278**
March	2,763	1.3	182,000	86	347,000	165	**532,000**	**253**
April	2,826	1.4	172,000	83	362,000	174	**536,000**	**258**
May	3,352	1.5	191,000	86	369,000	166	**564,000**	**254**
June	3,233	1.5	188,000	86	355,000	161	**546,000**	**248**
July	3,386	1.5	181,000	78	354,000	153	**538,000**	**233**
August	3,537	1.5	189,000	82	365,000	158	**557,000**	**241**
September	3,088	1.5	178,000	84	351,000	167	**532,000**	**253**
October	3,373	1.5	191,000	87	416,000	190	**610,000**	**279**
November	3,165	1.6	179,000	89	408,000	202	**590,000**	**293**
December	3,203	1.5	192,000	92	434,000	209	**629,000**	**303**
Total	**37,280**	**1.5**	**2,185,000**	**86**	**4,542,000**	**179**	**6,764,000**	**267**

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

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

Time of Day	Day of Week							Total
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	
Fatal Crashes								
Midnight to 3 am	1,196	407	344	403	444	582	1,190	**4,566**
3 am to 6 am	646	255	250	257	296	311	655	**2,670**
6 am to 9 am	411	570	550	575	570	579	451	**3,706**
9 am to Noon	431	550	489	524	500	606	586	**3,686**
Noon to 3 pm	697	620	650	714	685	796	798	**4,960**
3 pm to 6 pm	869	854	844	869	862	959	921	**6,178**
6 pm to 9 pm	907	699	695	787	762	1,003	1,058	**5,911**
9 pm to Midnight	644	528	560	690	700	1,138	1,007	**5,267**
Unknown	78	30	34	30	40	44	63	**336**
Total*	**5,879**	**4,513**	**4,416**	**4,849**	**4,859**	**6,018**	**6,729**	**37,280**
Injury Crashes								
Midnight to 3 am	31,000	11,000	8,000	8,000	12,000	16,000	30,000	**116,000**
3 am to 6 am	13,000	8,000	5,000	6,000	7,000	9,000	15,000	**63,000**
6 am to 9 am	14,000	42,000	46,000	48,000	46,000	41,000	20,000	**258,000**
9 am to Noon	25,000	39,000	41,000	41,000	39,000	45,000	47,000	**276,000**
Noon to 3 pm	46,000	61,000	54,000	60,000	57,000	71,000	62,000	**410,000**
3 pm to 6 pm	43,000	86,000	86,000	90,000	81,000	96,000	59,000	**541,000**
6 pm to 9 pm	42,000	47,000	42,000	49,000	48,000	57,000	44,000	**330,000**
9 pm to Midnight	22,000	19,000	22,000	23,000	27,000	39,000	40,000	**191,000**
Total	**236,000**	**312,000**	**304,000**	**326,000**	**318,000**	**373,000**	**317,000**	**2,185,000**
Property-Damage-Only Crashes								
Midnight to 3 am	48,000	16,000	18,000	22,000	23,000	25,000	54,000	**205,000**
3 am to 6 am	26,000	15,000	13,000	16,000	19,000	19,000	28,000	**136,000**
6 am to 9 am	22,000	96,000	113,000	103,000	105,000	95,000	43,000	**577,000**
9 am to Noon	50,000	92,000	85,000	87,000	86,000	111,000	100,000	**612,000**
Noon to 3 pm	81,000	128,000	126,000	140,000	124,000	144,000	118,000	**862,000**
3 pm to 6 pm	84,000	165,000	165,000	186,000	181,000	221,000	106,000	**1,109,000**
6 pm to 9 pm	80,000	88,000	87,000	98,000	93,000	117,000	88,000	**650,000**
9 pm to Midnight	48,000	42,000	40,000	51,000	51,000	90,000	69,000	**391,000**
Total	**439,000**	**642,000**	**648,000**	**701,000**	**683,000**	**823,000**	**607,000**	**4,542,000**
All Crashes								
Midnight to 3 am	80,000	27,000	26,000	30,000	35,000	41,000	85,000	**325,000**
3 am to 6 am	39,000	24,000	19,000	22,000	26,000	28,000	44,000	**202,000**
6 am to 9 am	37,000	139,000	160,000	152,000	152,000	136,000	64,000	**839,000**
9 am to Noon	75,000	132,000	127,000	128,000	126,000	156,000	147,000	**891,000**
Noon to 3 pm	128,000	189,000	181,000	201,000	181,000	216,000	181,000	**1,277,000**
3 pm to 6 pm	128,000	252,000	251,000	277,000	263,000	319,000	166,000	**1,657,000**
6 pm to 9 pm	122,000	136,000	130,000	147,000	142,000	175,000	133,000	**985,000**
9 pm to Midnight	71,000	61,000	62,000	74,000	79,000	130,000	109,000	**587,000**
Total	**681,000**	**959,000**	**956,000**	**1,031,000**	**1,005,000**	**1,202,000**	**930,000**	**6,764,000**

* Includes 17 fatal crashes that occurred on unknown days.

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

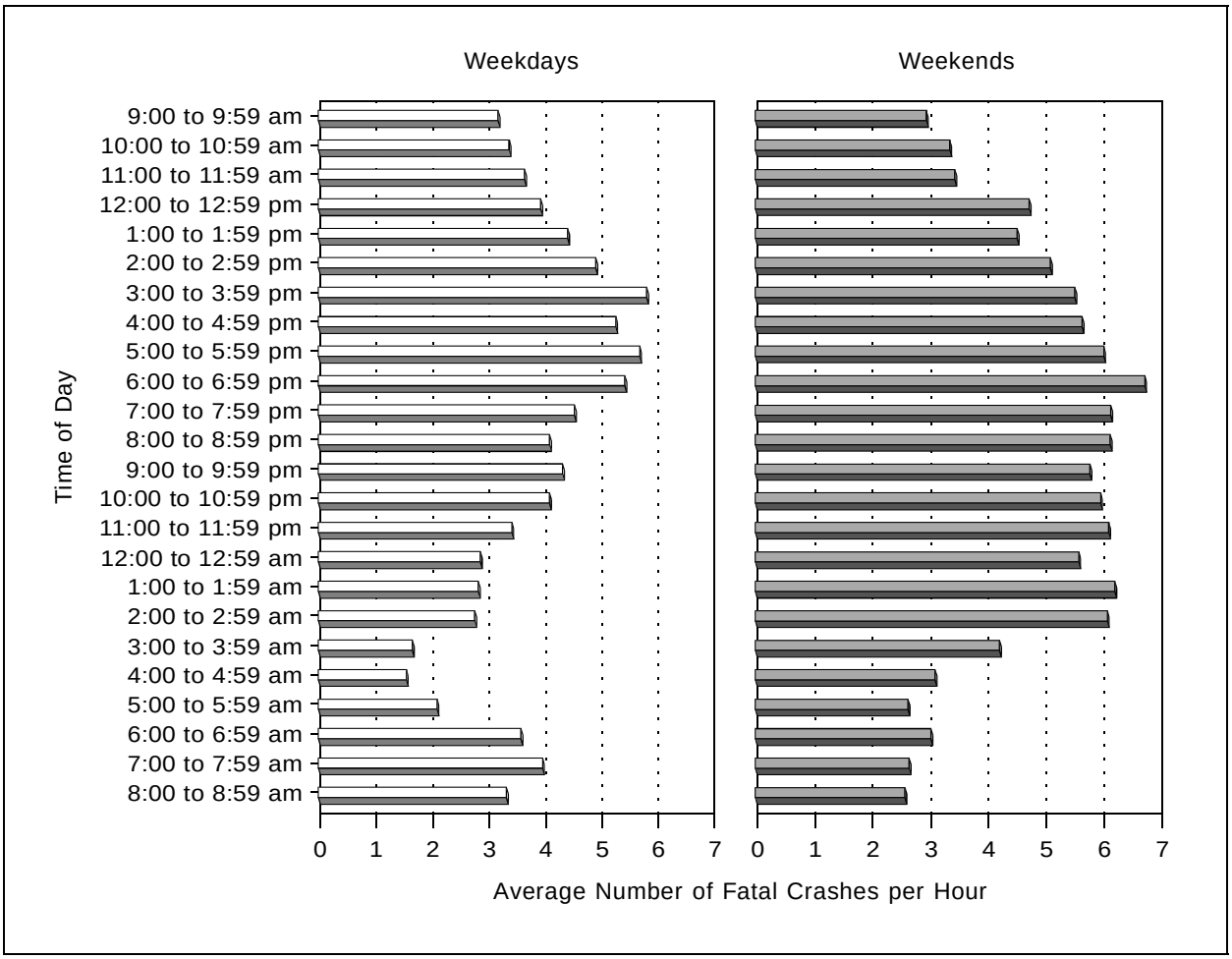


Table 25
Crashes by Weather Condition, Light Condition, and Crash Severity

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Fatal Crashes					
Normal	16,393	4,991	9,308	1,296	**32,034**
Rain	1,575	580	923	168	**3,251**
Snow/Sleet	455	103	303	51	**914**
Other	160	74	317	52	**604**
Unknown	70	18	67	4	**477**
Total*	**18,653**	**5,766**	**10,918**	**1,571**	**37,280**
Injury Crashes					
Normal	1,299,000	276,000	187,000	65,000	**1,827,000**
Rain	179,000	55,000	32,000	15,000	**281,000**
Snow/Sleet	34,000	12,000	13,000	3,000	**62,000**
Other	6,000	4,000	4,000	1,000	**15,000**
Total	**1,518,000**	**346,000**	**236,000**	**84,000**	**2,185,000**
Property-Damage-Only Crashes					
Normal	2,643,000	526,000	424,000	142,000	**3,734,000**
Rain	381,000	98,000	72,000	30,000	**582,000**
Snow/Sleet	102,000	39,000	43,000	10,000	**194,000**
Other	17,000	3,000	7,000	4,000	**31,000**
Total	**3,144,000**	**666,000**	**546,000**	**186,000**	**4,542,000**
All Crashes					
Normal	3,959,000	807,000	620,000	208,000	**5,594,000**
Rain	562,000	154,000	106,000	45,000	**866,000**
Snow/Sleet	137,000	51,000	56,000	13,000	**257,000**
Other	23,000	7,000	11,000	5,000	**47,000**
Total	**4,681,000**	**1,018,000**	**793,000**	**271,000**	**6,764,000**

* Includes 372 fatal crashes that occurred under unknown light conditions.

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

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	11,237	80.6	8,004	56.1	201	2.9	28	0.4
11 to 20	1,924	13.8	4,957	34.8	1,533	21.9	195	2.9
21 to 30	398	2.9	902	6.3	1,590	22.7	783	11.5
31 to 40	122	0.9	229	1.6	1,354	19.3	1,348	19.8
41 to 50	83	0.6	89	0.6	900	12.8	1,448	21.2
51 to 60	68	0.5	37	0.3	609	8.7	1,005	14.7
61 to 120	112	0.8	44	0.3	828	11.8	2,017	29.6
Total*	**13,944**	**100.0**	**14,262**	**100.0**	**7,015**	**100.0**	**6,824**	**100.0**
Urban Fatal Crashes								
0 to 10	7,368	93.7	6,871	89.3	321	7.5	67	1.6
11 to 20	357	4.5	720	9.4	1,450	34.0	617	14.5
21 to 30	72	0.9	64	0.8	1,331	31.2	1,340	31.5
31 to 40	27	0.3	23	0.3	610	14.3	1,046	24.6
41 to 50	10	0.1	3	**	272	6.4	588	13.8
51 to 60	11	0.1	3	**	123	2.9	274	6.4
61 to 120	20	0.3	6	0.1	162	3.8	319	7.5
Total*	**7,865**	**100.0**	**7,690**	**100.0**	**4,269**	**100.0**	**4,251**	**100.0**

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

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

Crash Type	Relation to Roadway					Total
	On Roadway	Off Roadway	Shoulder	Median	Other/Unknown	
Fatal Crashes						
Single Vehicle	6,692	11,126	1,670	933	371	**20,792**
Multiple Vehicle	15,739	259	221	141	128	**16,488**
Total	**22,431**	**11,385**	**1,891**	**1,074**	**499**	**37,280**
Injury Crashes						
Single Vehicle	171,000	356,000	37,000	41,000	5,000	**610,000**
Multiple Vehicle	1,558,000	10,000	4,000	3,000	*	**1,575,000**
Total	**1,729,000**	**365,000**	**41,000**	**44,000**	**5,000**	**2,185,000**
Property-Damage-Only Crashes						
Single Vehicle	322,000	582,000	317,000	68,000	17,000	**1,305,000**
Multiple Vehicle	3,217,000	10,000	5,000	3,000	1,000	**3,237,000**
Total	**3,539,000**	**592,000**	**322,000**	**71,000**	**17,000**	**4,542,000**
All Crashes						
Single Vehicle	500,000	949,000	356,000	109,000	22,000	**1,936,000**
Multiple Vehicle	4,791,000	20,000	9,000	7,000	1,000	**4,828,000**
Total	**5,291,000**	**969,000**	**365,000**	**116,000**	**23,000**	**6,764,000**

* Less than 500.

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

Relation to Junction	Traffic Control Device				Total
	None	Traffic Signal	Stop Sign	Other/Unknown	
Fatal Crashes					
Nonjunction	25,054	97	192	1,302	**26,645**
Junction:					
Intersection	1,875	2,344	2,898	218	**7,335**
Intersection Related	574	415	197	50	**1,236**
Other/Unknown	1,276	44	57	687	**2,064**
Total	**28,779**	**2,900**	**3,344**	**2,257**	**37,280**
Injury Crashes					
Nonjunction	871,000	4,000	1,000	38,000	**914,000**
Junction:					
Intersection	163,000	324,000	221,000	18,000	**726,000**
Intersection Related	83,000	142,000	33,000	5,000	**263,000**
Other/Unknown	232,000	13,000	15,000	21,000	**281,000**
Total	**1,349,000**	**483,000**	**271,000**	**82,000**	**2,185,000**
Property-Damage-Only Crashes					
Nonjunction	2,011,000	16,000	3,000	77,000	**2,106,000**
Junction:					
Intersection	307,000	475,000	345,000	43,000	**1,170,000**
Intersection Related	190,000	320,000	94,000	17,000	**621,000**
Other/Unknown	516,000	37,000	37,000	55,000	**645,000**
Total	**3,023,000**	**848,000**	**479,000**	**192,000**	**4,542,000**
All Crashes					
Nonjunction	2,906,000	20,000	4,000	116,000	**3,046,000**
Junction:					
Intersection	471,000	802,000	569,000	61,000	**1,904,000**
Intersection Related	274,000	462,000	128,000	22,000	**885,000**
Other/Unknown	749,000	50,000	52,000	77,000	**928,000**
Total	**4,401,000**	**1,334,000**	**753,000**	**276,000**	**6,764,000**

Table 29
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	2,945	14.2	1,169	7.1	**4,114**	**11.0**
35 or 40 mph	3,745	18.0	2,662	16.1	**6,407**	**17.2**
45 or 50 mph	3,193	15.4	3,202	19.4	**6,395**	**17.2**
55 mph	6,578	31.6	6,258	38.0	**12,836**	**34.4**
60 mph or higher	3,530	17.0	2,810	17.0	**6,340**	**17.0**
No Statutory Limit	119	0.6	43	0.3	**162**	**0.4**
Unknown	682	3.3	344	2.1	**1,026**	**2.8**
Total	**20,792**	**100.0**	**16,488**	**100.0**	**37,280**	**100.0**
Injury Crashes						
30 mph or less	168,000	27.6	348,000	22.1	**516,000**	**23.6**
35 or 40 mph	138,000	22.7	616,000	39.1	**754,000**	**34.5**
45 or 50 mph	82,000	13.4	335,000	21.3	**416,000**	**19.1**
55 mph	158,000	25.9	188,000	11.9	**346,000**	**15.8**
60 mph or higher	62,000	10.1	86,000	5.5	**148,000**	**6.8**
No Statutory Limit	2,000	0.3	2,000	0.1	**4,000**	**0.2**
Total	**610,000**	**100.0**	**1,575,000**	**100.0**	**2,185,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	425,000	32.5	933,000	28.8	**1,357,000**	**29.9**
35 or 40 mph	200,000	15.3	1,160,000	35.8	**1,360,000**	**29.9**
45 or 50 mph	168,000	12.9	648,000	20.0	**817,000**	**18.0**
55 mph	379,000	29.1	316,000	9.8	**695,000**	**15.3**
60 mph or higher	128,000	9.8	175,000	5.4	**303,000**	**6.7**
No Statutory Limit	5,000	0.4	4,000	0.1	**9,000**	**0.2**
Total	**1,305,000**	**100.0**	**3,237,000**	**100.0**	**4,542,000**	**100.0**
All Crashes						
30 mph or less	596,000	30.8	1,282,000	26.6	**1,878,000**	**27.8**
35 or 40 mph	342,000	17.7	1,779,000	36.8	**2,121,000**	**31.4**
45 or 50 mph	253,000	13.1	986,000	20.4	**1,239,000**	**18.3**
55 mph	544,000	28.1	510,000	10.6	**1,054,000**	**15.6**
60 mph or higher	193,000	10.0	264,000	5.5	**457,000**	**6.8**
No Statutory Limit	7,000	0.4	6,000	0.1	**13,000**	**0.2**
Total*	**1,936,000**	**100.0**	**4,828,000**	**100.0**	**6,764,000**	**100.0**

* Includes fatal crashes with unknown speed limit.

Table 30
Fatal Crashes by Speed Limit and Land Use

Speed Limit	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
30 mph or less	910	22.1	3,132	76.1	72	1.8	**4,114**	**100.0**
35 or 40 mph	1,814	28.3	4,460	69.6	133	2.1	**6,407**	**100.0**
45 or 50 mph	3,165	49.5	3,095	48.4	135	2.1	**6,395**	**100.0**
55 mph	10,417	81.2	2,324	18.1	95	0.7	**12,836**	**100.0**
60 mph or higher	4,699	74.1	1,620	25.6	21	0.3	**6,340**	**100.0**
No Statutory Limit	141	87.0	15	9.3	6	3.7	**162**	**100.0**
Unknown	362	35.3	436	42.5	228	22.2	**1,026**	**100.0**
Total	**21,508**	**57.7**	**15,082**	**40.5**	**690**	**1.9**	**37,280**	**100.0**

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

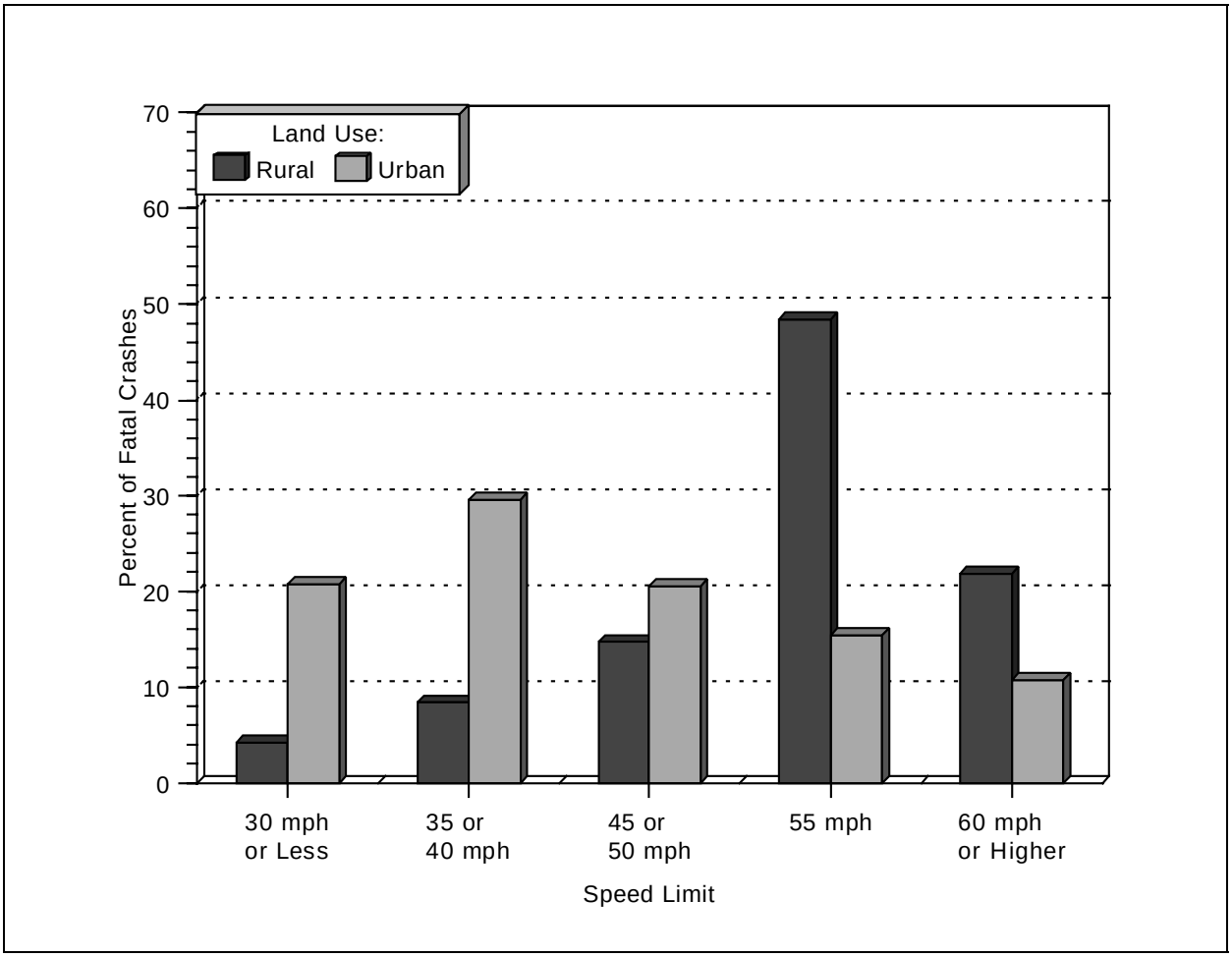


Table 31
Crashes by Number of Lanes, Trafficway Flow, and Crash Severity

Number of Lanes	Trafficway Flow				Total
	Not Divided	Divided	One-Way	Unknown	
Fatal Crashes					
One Lane	29	132	61	5	**227**
Two Lanes	21,729	6,790	111	23	**28,653**
Three Lanes	369	2,111	84	13	**2,577**
Four Lanes	2,054	1,893	33	2	**3,982**
More Than Four	271	620	6	3	**900**
Unknown	176	144	18	603	**941**
Total	**24,628**	**11,690**	**313**	**649**	**37,280**
Injury Crashes					
One Lane	2,000	2,000	30,000	1,000	**36,000**
Two Lanes	643,000	194,000	21,000	43,000	**900,000**
Three Lanes	64,000	172,000	14,000	15,000	**265,000**
Four Lanes	164,000	92,000	7,000	12,000	**276,000**
More Than Four	219,000	35,000	2,000	7,000	**263,000**
Unknown	181,000	45,000	18,000	201,000	**445,000**
Total	**1,274,000**	**540,000**	**92,000**	**279,000**	**2,185,000**
Property-Damage-Only Crashes					
One Lane	5,000	4,000	74,000	6,000	**89,000**
Two Lanes	1,295,000	353,000	42,000	123,000	**1,813,000**
Three Lanes	126,000	262,000	31,000	22,000	**442,000**
Four Lanes	314,000	166,000	22,000	26,000	**528,000**
More Than Four	385,000	80,000	2,000	24,000	**491,000**
Unknown	405,000	89,000	31,000	654,000	**1,179,000**
Total	**2,530,000**	**954,000**	**202,000**	**855,000**	**4,542,000**
All Crashes					
One Lane	8,000	7,000	104,000	7,000	**126,000**
Two Lanes	1,959,000	553,000	64,000	166,000	**2,741,000**
Three Lanes	191,000	436,000	46,000	37,000	**710,000**
Four Lanes	480,000	260,000	29,000	38,000	**808,000**
More Than Four	604,000	116,000	4,000	32,000	**755,000**
Unknown	587,000	134,000	49,000	855,000	**1,625,000**
Total	**3,828,000**	**1,506,000**	**295,000**	**1,135,000**	**6,764,000**

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

First Harmful Event	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Collision with Motor Vehicle in Transport:								
Angle	7,620	20.4	833,000	38.1	1,598,000	35.2	**2,438,000**	**36.1**
Rear End	1,833	4.9	629,000	28.8	1,290,000	28.4	**1,921,000**	**28.4**
Sideswipe	599	1.6	35,000	1.6	258,000	5.7	**294,000**	**4.3**
Head On	5,428	14.6	57,000	2.6	42,000	0.9	**105,000**	**1.5**
Other/Unknown	125	0.3	1,000	*	3,000	0.1	**4,000**	**0.1**
Subtotal	*15,605*	*41.9*	*1,555,000*	*71.2*	*3,191,000*	*70.3*	***4,762,000***	***70.4***
Collision with Fixed Object:								
Pole/Post	1,849	5.0	68,000	3.1	140,000	3.1	**210,000**	**3.1**
Culvert/Curb/Ditch	2,002	5.4	68,000	3.1	118,000	2.6	**188,000**	**2.8**
Shrubbery/Tree	2,900	7.8	74,000	3.4	78,000	1.7	**155,000**	**2.3**
Guard Rail	1,048	2.8	36,000	1.6	74,000	1.6	**111,000**	**1.6**
Embankment	1,086	2.9	32,000	1.5	39,000	0.9	**72,000**	**1.1**
Bridge	380	1.0	6,000	0.3	9,000	0.2	**16,000**	**0.2**
Other/Unknown	1,499	4.0	71,000	3.3	171,000	3.8	**244,000**	**3.6**
Subtotal	*10,764*	*28.9*	*355,000*	*16.3*	*629,000*	*13.8*	***995,000***	***14.7***
Collision with Object Not Fixed:								
Parked Motor Vehicle	466	1.3	35,000	1.6	329,000	7.2	**365,000**	**5.4**
Animal	127	0.3	15,000	0.7	254,000	5.6	**269,000**	**4.0**
Pedestrian	4,943	13.3	71,000	3.3	2,000	*	**78,000**	**1.2**
Pedalcyclist	808	2.2	57,000	2.6	6,000	0.1	**63,000**	**0.9**
Train	311	0.8	1,000	0.1	1,000	*	**3,000**	*****
Other/Unknown	245	0.7	5,000	0.2	22,000	0.5	**28,000**	**0.4**
Subtotal	*6,900*	*18.5*	*185,000*	*8.5*	*614,000*	*13.5*	***806,000***	***11.9***
Noncollision:								
Rollover	3,551	9.5	75,000	3.4	51,000	1.1	**129,000**	**1.9**
Other/Unknown	429	1.2	14,000	0.7	57,000	1.3	**72,000**	**1.1**
Subtotal	*3,980*	*10.7*	*89,000*	*4.1*	*108,000*	*2.4*	***201,000***	***3.0***
Total**	**37,280**	**100.0**	**2,185,000**	**100.0**	**4,542,000**	**100.0**	**6,764,000**	**100.0**

* Less than 0.05 percent.

** Includes 31 fatal crashes with an unknown first harmful event.

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

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/ Unknown
Fatal Crashes (Total = 14,053)						
Passenger Car	3,468	4,881	1,857	534	108	184
Light Truck	1,137	1,010	378	37	129	
Large Truck	79	70	9	25		
Motorcycle	25	5	12			
Bus	0	1				
Other/Unknown	104					
Injury Crashes (Total = 1,351,000)						
Passenger Car	677,000	475,000	44,000	18,000	7,000	2,000
Light Truck	100,000	16,000	7,000	2,000	1,000	
Large Truck	2,000	*	*	*		
Property-Damage-Only Crashes (Total = 3,032,000)						
Passenger Car	1,324,000	1,165,000	154,000	6,000	24,000	6,000
Light Truck	265,000	65,000	1,000	6,000	2,000	
Large Truck	11,000	*	2,000	1,000		

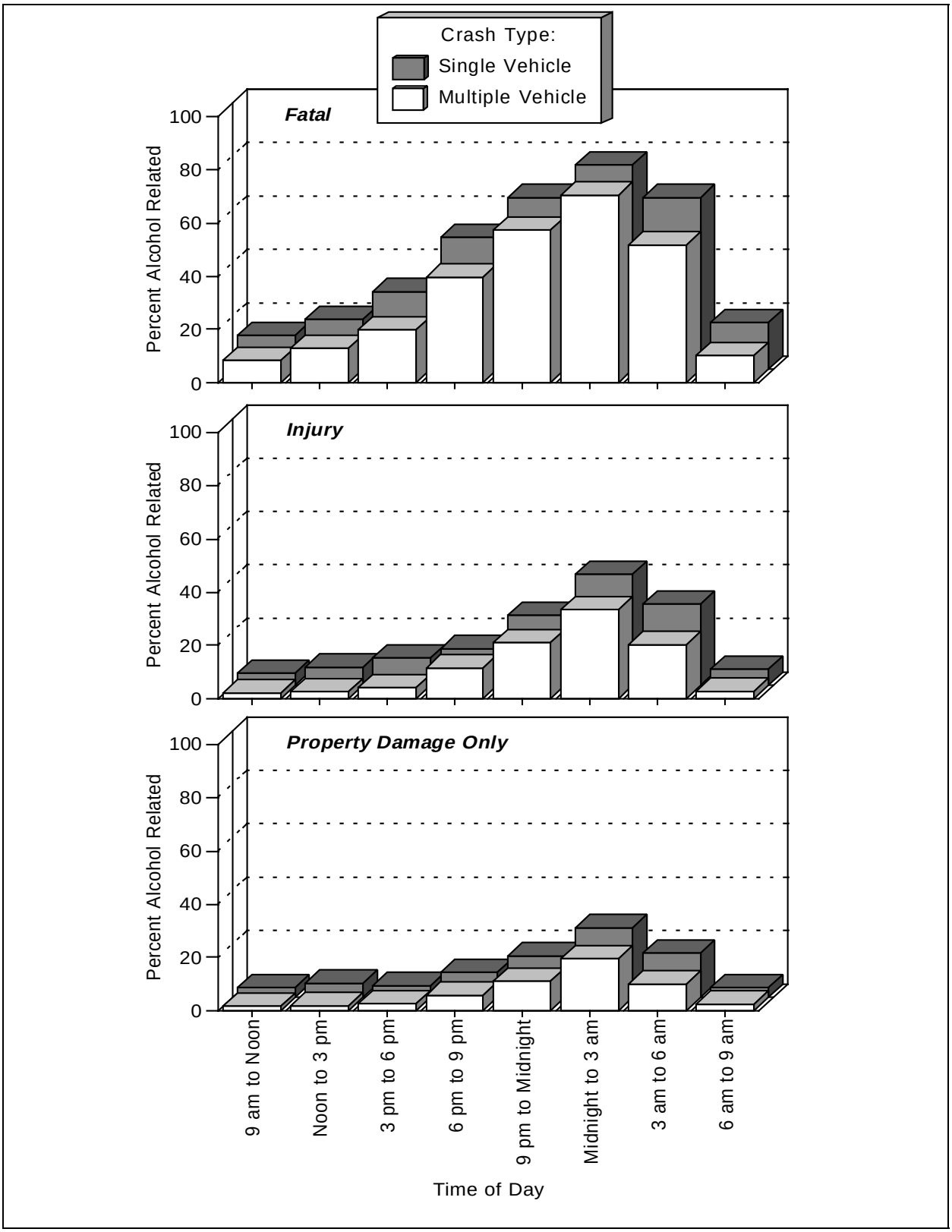
* Less than 500.

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

Time of Day	Crash Type: Single Vehicle Number	Single Vehicle Alcohol Related	Single Vehicle Percent Alcohol Related	Crash Type: Multiple Vehicle Number	Multiple Vehicle Alcohol Related	Multiple Vehicle Percent Alcohol Related	Total Number	Total Alcohol Related	Total Percent Alcohol Related
Fatal Crashes*									
Midnight to 3 am	3,446	2,643	76.7	1,120	790	70.5	**4,566**	**3,433**	**75.2**
3 am to 6 am	1,968	1,272	64.6	702	363	51.8	**2,670**	**1,635**	**61.2**
6 am to 9 am	1,846	327	17.7	1,860	188	10.1	**3,706**	**515**	**13.9**
9 am to Noon	1,524	193	12.7	2,162	181	8.4	**3,686**	**374**	**10.2**
Noon to 3 pm	2,053	388	18.9	2,907	374	12.9	**4,960**	**761**	**15.3**
3 pm to 6 pm	2,784	818	29.4	3,394	673	19.8	**6,178**	**1,491**	**24.1**
6 pm to 9 pm	3,345	1,660	49.6	2,566	1,021	39.8	**5,911**	**2,681**	**45.4**
9 pm to Midnight	3,502	2,258	64.5	1,765	1,013	57.4	**5,267**	**3,271**	**62.1**
Unknown	324	199	61.4	12	3	23.1	**336**	**202**	**60.0**
Total	**20,792**	**9,759**	**46.9**	**16,488**	**4,604**	**27.9**	**37,280**	**14,363**	**38.5**
Injury Crashes**									
Midnight to 3 am	68,000	28,000	41.9	48,000	16,000	33.6	**116,000**	**45,000**	**38.4**
3 am to 6 am	42,000	13,000	30.7	21,000	4,000	20.2	**63,000**	**17,000**	**27.2**
6 am to 9 am	64,000	4,000	6.0	193,000	5,000	2.8	**258,000**	**9,000**	**3.6**
9 am to Noon	65,000	3,000	4.6	210,000	4,000	2.1	**276,000**	**7,000**	**2.7**
Noon to 3 pm	82,000	6,000	6.8	328,000	9,000	2.6	**410,000**	**14,000**	**3.5**
3 pm to 6 pm	114,000	12,000	10.2	428,000	17,000	4.1	**541,000**	**29,000**	**5.4**
6 pm to 9 pm	97,000	13,000	13.7	233,000	27,000	11.5	**330,000**	**40,000**	**12.1**
9 pm to Midnight	78,000	21,000	26.5	113,000	24,000	21.0	**191,000**	**44,000**	**23.2**
Total	**610,000**	**99,000**	**16.3**	**1,575,000**	**107,000**	**6.8**	**2,185,000**	**206,000**	**9.4**
Property-Damage-Only Crashes**									
Midnight to 3 am	135,000	36,000	26.4	70,000	14,000	19.5	**205,000**	**49,000**	**24.1**
3 am to 6 am	96,000	16,000	16.8	40,000	4,000	10.1	**136,000**	**20,000**	**14.8**
6 am to 9 am	161,000	6,000	3.7	416,000	10,000	2.4	**577,000**	**16,000**	**2.8**
9 am to Noon	137,000	5,000	3.6	475,000	8,000	1.7	**612,000**	**13,000**	**2.2**
Noon to 3 pm	159,000	8,000	5.2	703,000	13,000	1.8	**862,000**	**21,000**	**2.4**
3 pm to 6 pm	195,000	9,000	4.4	914,000	24,000	2.7	**1,109,000**	**33,000**	**3.0**
6 pm to 9 pm	216,000	20,000	9.3	434,000	25,000	5.8	**650,000**	**45,000**	**7.0**
9 pm to Midnight	205,000	32,000	15.5	186,000	21,000	11.1	**391,000**	**52,000**	**13.4**
Total	**1,305,000**	**132,000**	**10.1**	**3,237,000**	**119,000**	**3.7**	**4,542,000**	**250,000**	**5.5**

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

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



Chapter 3 ♦ Vehicles

3. VEHICLES

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

- Ninety-five percent of the 12 million vehicles involved in motor vehicle crashes in 1997 were passenger cars or light trucks.

- Large trucks accounted for 9 percent of the vehicles in fatal crashes, but only 4 percent of the vehicles involved in injury and property-damage-only crashes. Of the 4,871 large trucks involved in fatal crashes, 76 percent were combination trucks.

- The proportion of vehicles that rolled over in fatal crashes (18.3 percent) was almost 5 times as high as the proportion in injury crashes (3.9 percent) and 14 times as high as the proportion in property-damage-only crashes (1.3 percent).

- Compared with other vehicle types, utility vehicles experienced the highest rollover rates: 36 percent in fatal crashes, 9 percent in injury crashes, and 3 percent in property-damage-only crashes.

- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 1997. For fatal crashes, however, fires occurred in nearly 3 percent of the vehicles involved.

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

- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (27.5 percent), and buses in fatal crashes had the lowest proportion (1.4 percent).

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

Vehicle Type	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	29,750	52.2	2,785,000	69.0	5,235,000	65.4	**8,050,000**	**66.5**
Light Truck	18,541	32.5	1,083,000	26.8	2,371,000	29.6	**3,472,000**	**28.7**
Large Truck	4,871	8.5	97,000	2.4	342,000	4.3	**444,000**	**3.7**
Motorcycle	2,147	3.8	52,000	1.3	11,000	0.1	**64,000**	**0.5**
Bus	294	0.5	13,000	0.3	41,000	0.5	**54,000**	**0.4**
Other	469	0.8	6,000	0.2	12,000	0.1	**18,000**	**0.2**
Total*	**56,978**	**100.0**	**4,035,000**	**100.0**	**8,010,000**	**100.0**	**12,103,000**	**100.0**

* Includes 906 vehicles of unknown type involved in fatal crashes.

Figure 14
Proportion of Vehicles Involved in Traffic Crashes

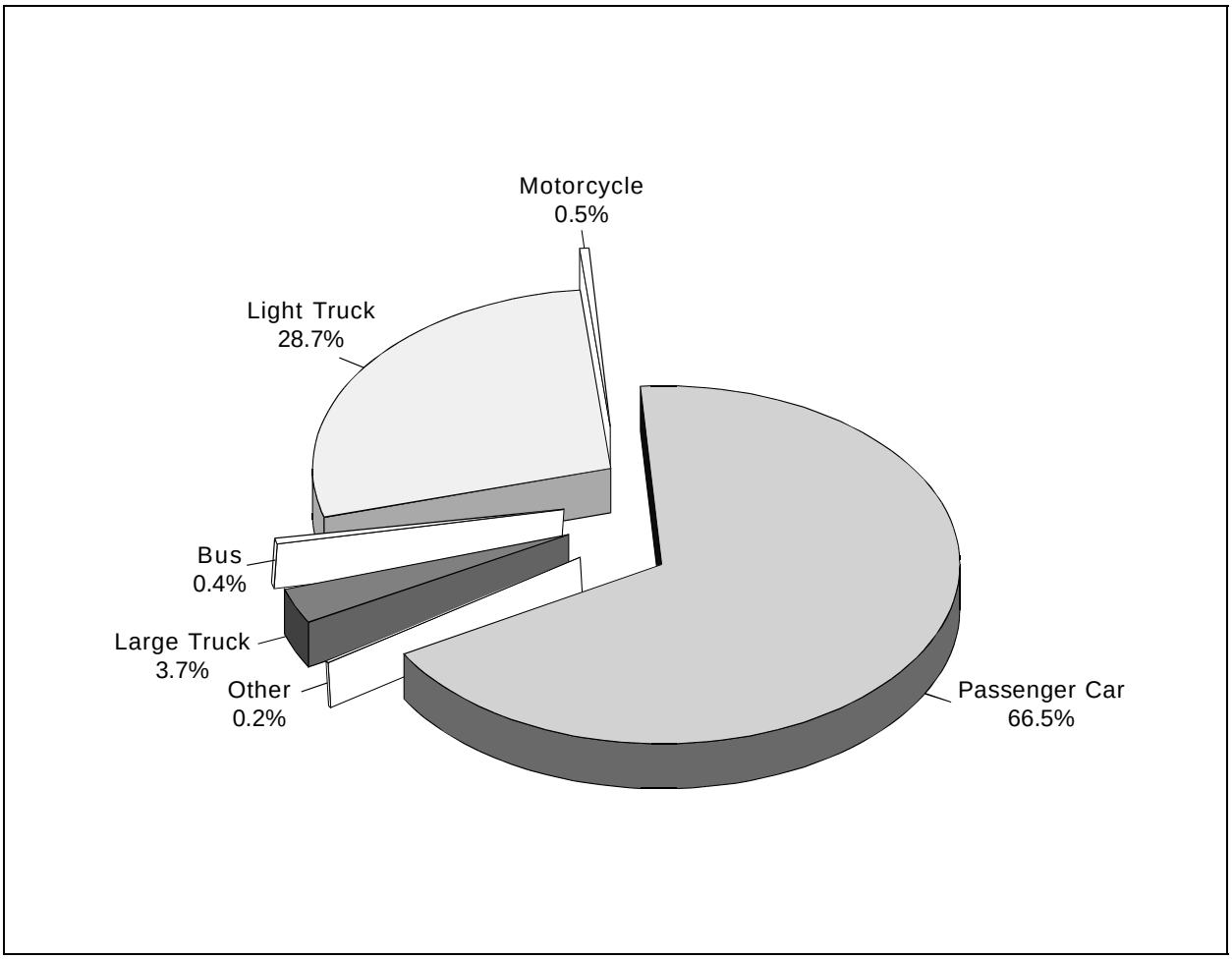


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**29,750**	**52.2**
Convertible	255	0.4
2 Door Sedan, Hardtop, Coupe	9,092	16.0
3 Door/2 Door Hatchback	2,040	3.6
4 Door Sedan Hardtop	15,716	27.6
5 Door/4 Door Hatchback	452	0.8
Station Wagon	1,082	1.9
Hatchback, Doors Unknown	65	0.1
Other Auto	233	0.4
Unknown Auto	726	1.3
Auto-Based Pickup	87	0.2
Auto-Based Panel	2	*
Light Trucks	**18,541**	**32.5**
Compact Utility	3,234	5.7
Large Utility	527	0.9
Utility Station Wagon	342	0.6
Utility, Unknown Body Type	10	*
Minivan	2,079	3.6
Large Van	1,350	2.4
Step Van	80	0.1
Van-Based School Bus	4	*
Van-Based Transit Bus	9	*
Other Van Type	41	0.1
Unknown Van Type	65	0.1
Compact Pickup	4,257	7.5
Standard Pickup	6,183	10.9
Pickup with Camper	70	0.1
Unknown Pickup Style Truck	90	0.2
Cab Chassis-Based Light Truck	112	0.2
Other Conventional Light Truck	4	*
Unknown Light Truck (not pickup)	20	*
Unknown Light Vehicle Type	60	0.1
Unknown Truck	4	*
Large Trucks	**4,871**	**8.5**
Step Van	37	0.1
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	152	0.3
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	261	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	770	1.4
Single Unit Truck, Unknown GVWR	94	0.2
Truck Tractor	3,505	6.2
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	8	*
Unknown Heavy Truck (GVWR > 26,000 lb)	6	*
Unknown Large Truck Type	38	0.1
Motorcycles	**2,147**	**3.8**
Motorcycle	2,057	3.6
Moped	23	*
Three Wheel Motorcycle or Moped	5	*
Off-Road Motorcycle (Two Wheel)	30	0.1
Other Motorcycle/Minibike	22	*
Unknown Motorcycle	10	*
Buses	**294**	**0.5**
School Bus	106	0.2
Cross Country/Intercity Bus	33	0.1
Transit Bus	103	0.2
Other Bus	25	*
Unknown Bus	27	*
Other Vehicles	**469**	**0.8**
Large Limousine	6	*
Van-Based Motorhome	24	*
Light Truck-Based Motorhome	4	*
Large Truck-Based Motorhome	25	*
Unknown Truck Camper/Motorhome	37	0.1
All Terrain Vehicle	132	0.2
Snowmobile	51	0.1
Farm Equipment Except Trucks	104	0.2
Construction Equipment Except Trucks	18	*
Motorized Wheelchair	5	*
Other Vehicle	63	0.1
Unknown Body Type	**906**	**1.6**
Total	**56,978**	**100.0**

* Less than 0.05 percent.

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

Vehicle Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	4,397	14.8	25,353	85.2	**29,750**	**100.0**
Light Truck						
Pickup	2,585	24.4	8,015	75.6	**10,600**	**100.0**
Utility	1,464	35.6	2,649	64.4	**4,113**	**100.0**
Van	713	19.7	2,915	80.3	**3,628**	**100.0**
Other	24	12.0	176	88.0	**200**	**100.0**
Large Truck	684	14.0	4,187	86.0	**4,871**	**100.0**
Bus	9	3.1	285	96.9	**294**	**100.0**
Other/Unknown	137	10.0	1,238	90.0	**1,375**	**100.0**
Total*	**10,013**	**18.3**	**44,818**	**81.7**	**54,831**	**100.0**
Injury Crashes						
Passenger Car	81,000	2.9	2,704,000	97.1	**2,785,000**	**100.0**
Light Truck						
Pickup	35,000	6.6	498,000	93.4	**533,000**	**100.0**
Utility	17,000	8.9	180,000	91.1	**197,000**	**100.0**
Van	9,000	3.3	250,000	96.7	**259,000**	**100.0**
Other	5,000	5.7	88,000	94.3	**94,000**	**100.0**
Large Truck	8,000	8.5	89,000	91.5	**97,000**	**100.0**
Bus	**	0.2	13,000	99.8	**13,000**	**100.0**
Other/Unknown	1,000	15.4	5,000	84.6	**6,000**	**100.0**
Total*	**157,000**	**3.9**	**3,827,000**	**96.1**	**3,984,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	45,000	0.9	5,190,000	99.1	**5,235,000**	**100.0**
Light Truck						
Pickup	27,000	2.2	1,183,000	97.8	**1,210,000**	**100.0**
Utility	12,000	2.8	407,000	97.2	**419,000**	**100.0**
Van	7,000	1.2	569,000	98.8	**576,000**	**100.0**
Other	3,000	1.7	163,000	98.3	**166,000**	**100.0**
Large Truck	7,000	2.0	335,000	98.0	**342,000**	**100.0**
Bus	**	**	41,000	100.0	**41,000**	**100.0**
Other/Unknown	**	2.2	11,000	97.8	**12,000**	**100.0**
Total*	**100,000**	**1.3**	**7,899,000**	**98.7**	**8,000,000**	**100.0**
All Crashes						
Passenger Car	130,000	1.6	7,919,000	98.4	**8,050,000**	**100.0**
Light Truck						
Pickup	65,000	3.7	1,689,000	96.3	**1,754,000**	**100.0**
Utility	31,000	4.9	589,000	95.1	**620,000**	**100.0**
Van	16,000	2.0	822,000	98.0	**839,000**	**100.0**
Other	8,000	3.2	251,000	96.8	**260,000**	**100.0**
Large Truck	16,000	3.6	428,000	96.4	**444,000**	**100.0**
Bus	**	0.1	53,000	99.9	**54,000**	**100.0**
Other/Unknown	1,000	7.0	18,000	93.0	**19,000**	**100.0**
Total*	**267,000**	**2.2**	**11,771,000**	**97.8**	**12,038,000**	**100.0**

* Excludes motorcycles.

** Less than 500 or less than 0.05 percent.

Figure 15
Percent Rollover Occurrence by Vehicle Type and Crash Severity

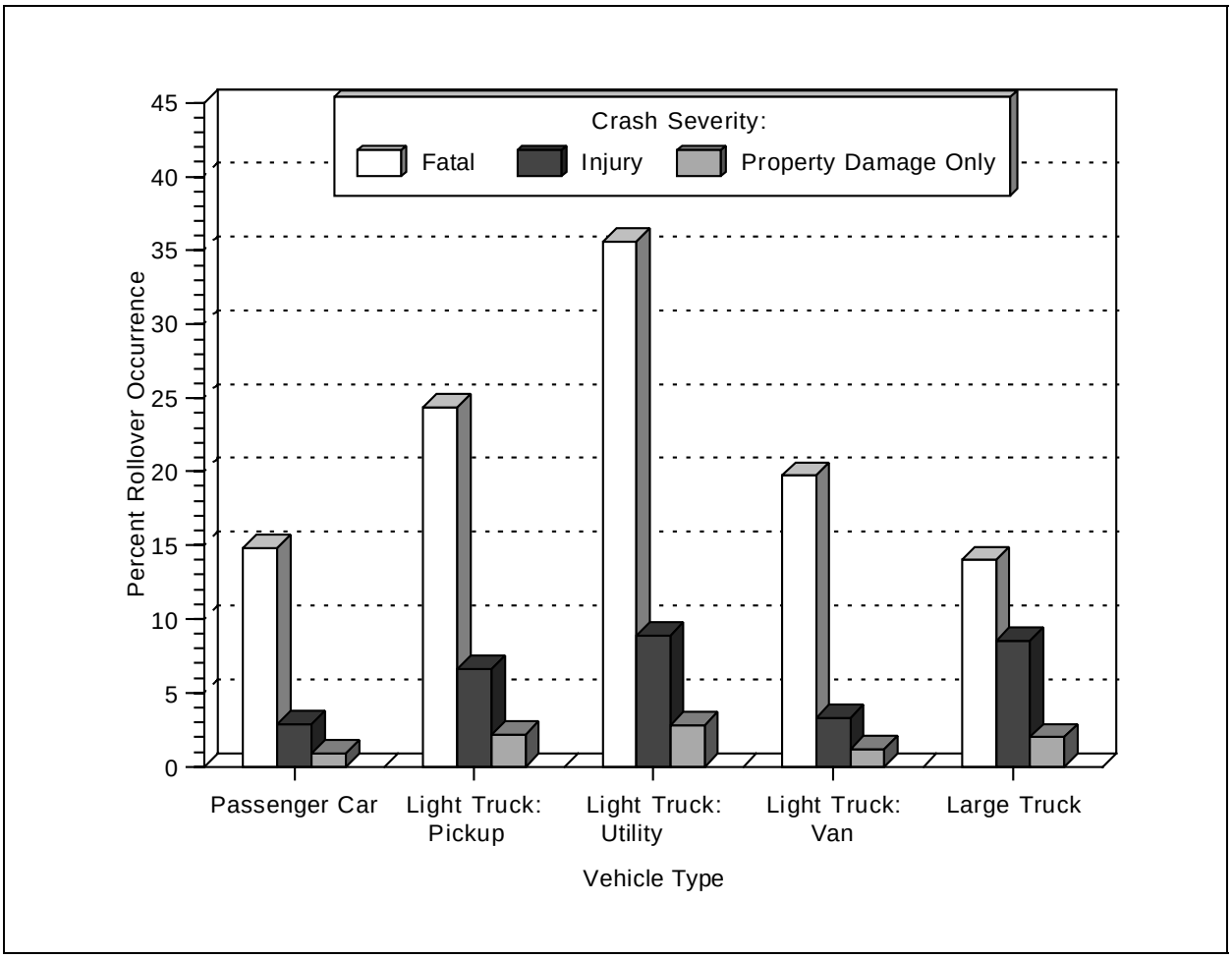


Table 38
Vehicles Involved in Crashes by Vehicle Type, Fire Occurrence, and Crash Severity

Vehicle Type	Fire Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Passenger Car	758	2.5	28,992	97.5	**29,750**	**100.0**
Light Truck	449	2.4	18,092	97.6	**18,541**	**100.0**
Large Truck	219	4.5	4,652	95.5	**4,871**	**100.0**
Motorcycle	20	0.9	2,127	99.1	**2,147**	**100.0**
Bus	2	0.7	292	99.3	**294**	**100.0**
Other/Unknown	12	0.9	1,363	99.1	**1,375**	**100.0**
Total	**1,460**	**2.6**	**55,518**	**97.4**	**56,978**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	2,783,000	99.9	**2,785,000**	**100.0**
Light Truck	1,000	0.1	1,082,000	99.9	**1,083,000**	**100.0**
Large Truck	*	0.3	96,000	99.7	**97,000**	**100.0**
Motorcycle	*	0.1	52,000	99.9	**52,000**	**100.0**
Bus	*	*	13,000	100.0	**13,000**	**100.0**
Other/Unknown	*	*	6,000	100.0	**6,000**	**100.0**
Total	**4,000**	**0.1**	**4,032,000**	**99.9**	**4,035,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	4,000	0.1	5,230,000	99.9	**5,235,000**	**100.0**
Light Truck	2,000	0.1	2,368,000	99.9	**2,371,000**	**100.0**
Large Truck	*	0.1	342,000	99.9	**342,000**	**100.0**
Motorcycle	*	*	11,000	100.0	**11,000**	**100.0**
Bus	*	*	41,000	100.0	**41,000**	**100.0**
Other/Unknown	*	1.1	12,000	98.9	**12,000**	**100.0**
Total	**7,000**	**0.1**	**8,003,000**	**99.9**	**8,010,000**	**100.0**
All Crashes						
Passenger Car	7,000	0.1	8,042,000	99.9	**8,050,000**	**100.0**
Light Truck	4,000	0.1	3,468,000	99.9	**3,472,000**	**100.0**
Large Truck	1,000	0.2	443,000	99.8	**444,000**	**100.0**
Motorcycle	*	0.1	64,000	99.9	**64,000**	**100.0**
Bus	*	*	54,000	100.0	**54,000**	**100.0**
Other/Unknown	*	0.7	19,000	99.3	**19,000**	**100.0**
Total	**12,000**	**0.1**	**12,090,000**	**99.9**	**12,103,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Vehicle Maneuver	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Going Straight	33,397	68.3	2,086,000	63.1	4,119,000	56.1	**6,239,000**	**58.3**
Turning Left	2,892	5.9	381,000	11.5	686,000	9.3	**1,071,000**	**10.0**
Stopped in Traffic Lane	657	1.3	295,000	8.9	728,000	9.9	**1,024,000**	**9.6**
Turning Right	309	0.6	79,000	2.4	285,000	3.9	**365,000**	**3.4**
Slowed in Traffic Lane	282	0.6	111,000	3.4	359,000	4.9	**470,000**	**4.4**
Merging/Changing Lanes	722	1.5	59,000	1.8	296,000	4.0	**355,000**	**3.3**
Negotiating Curve	7,107	14.5	62,000	1.9	95,000	1.3	**164,000**	**1.5**
Backing Up	144	0.3	11,000	0.3	124,000	1.7	**135,000**	**1.3**
Passing Other Vehicle	1,017	2.1	33,000	1.0	107,000	1.5	**142,000**	**1.3**
Starting in Traffic Lane	513	1.0	35,000	1.1	75,000	1.0	**111,000**	**1.0**
Leaving Parking Space	38	0.1	6,000	0.2	44,000	0.6	**50,000**	**0.5**
Making U-Turn	183	0.4	20,000	0.6	42,000	0.6	**62,000**	**0.6**
Entering Parking Space	12	*	2,000	0.1	20,000	0.3	**23,000**	**0.2**
Disabled in Traffic Lane	23	*	5,000	0.1	9,000	0.1	**13,000**	**0.1**
Other Maneuver	1,015	2.1	121,000	3.7	353,000	4.8	**475,000**	**4.4**
Total**	**48,898**	**100.0**	**3,307,000**	**100.0**	**7,343,000**	**100.0**	**10,698,000**	**100.0**

* Less than 0.05 percent.
** Includes 587 vehicles involved in fatal crashes with unknown vehicle maneuver.

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

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	14	1,659	15	2,053	**29**	**3,712**
Other	11	1,586	36	6,124	**47**	**7,710**
Minor Arterial	3	1,572	24	4,467	**27**	**6,039**
Major Collector	10	3,041	19	4,526	**29**	**7,567**
Minor Collector	1	1,053	2	1,022	**3**	**2,075**
Local Road or Street	4	3,018	2	1,955	**6**	**4,973**
Unknown Rural	0	168	0	195	**0**	**363**
Total	**43**	**12,097**	**98**	**20,342**	**141**	**32,439**
Urban Fatal Crashes						
Principal Arterial						
Interstate	7	1,113	15	2,185	**22**	**3,298**
Freeway/Expressway	5	626	4	1,217	**9**	**1,843**
Other	4	2,301	14	5,700	**18**	**8,001**
Minor Arterial	0	1,681	4	3,317	**4**	**4,998**
Collector	1	662	4	830	**5**	**1,492**
Local Road or Street	2	1,905	2	1,827	**4**	**3,732**
Unknown Urban	0	41	0	50	**0**	**91**
Total	**19**	**8,329**	**43**	**15,126**	**62**	**23,455**
All Fatal Crashes						
Principal Arterial						
Interstate	21	2,772	30	4,238	**51**	**7,010**
Freeway/Expressway	5	626	4	1,217	**9**	**1,843**
Other	15	3,887	50	11,824	**65**	**15,711**
Minor Arterial	3	3,253	28	7,784	**31**	**11,037**
Collector	12	4,756	25	6,378	**37**	**11,134**
Local Road or Street	6	4,923	4	3,782	**10**	**8,705**
Unknown Rural	0	168	0	195	**0**	**363**
Unknown Urban	0	41	0	50	**0**	**91**
Unknown Rural or Urban	1	366	0	718	**1**	**1,084**
Total	**63**	**20,792**	**141**	**36,186**	**204**	**56,978**

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

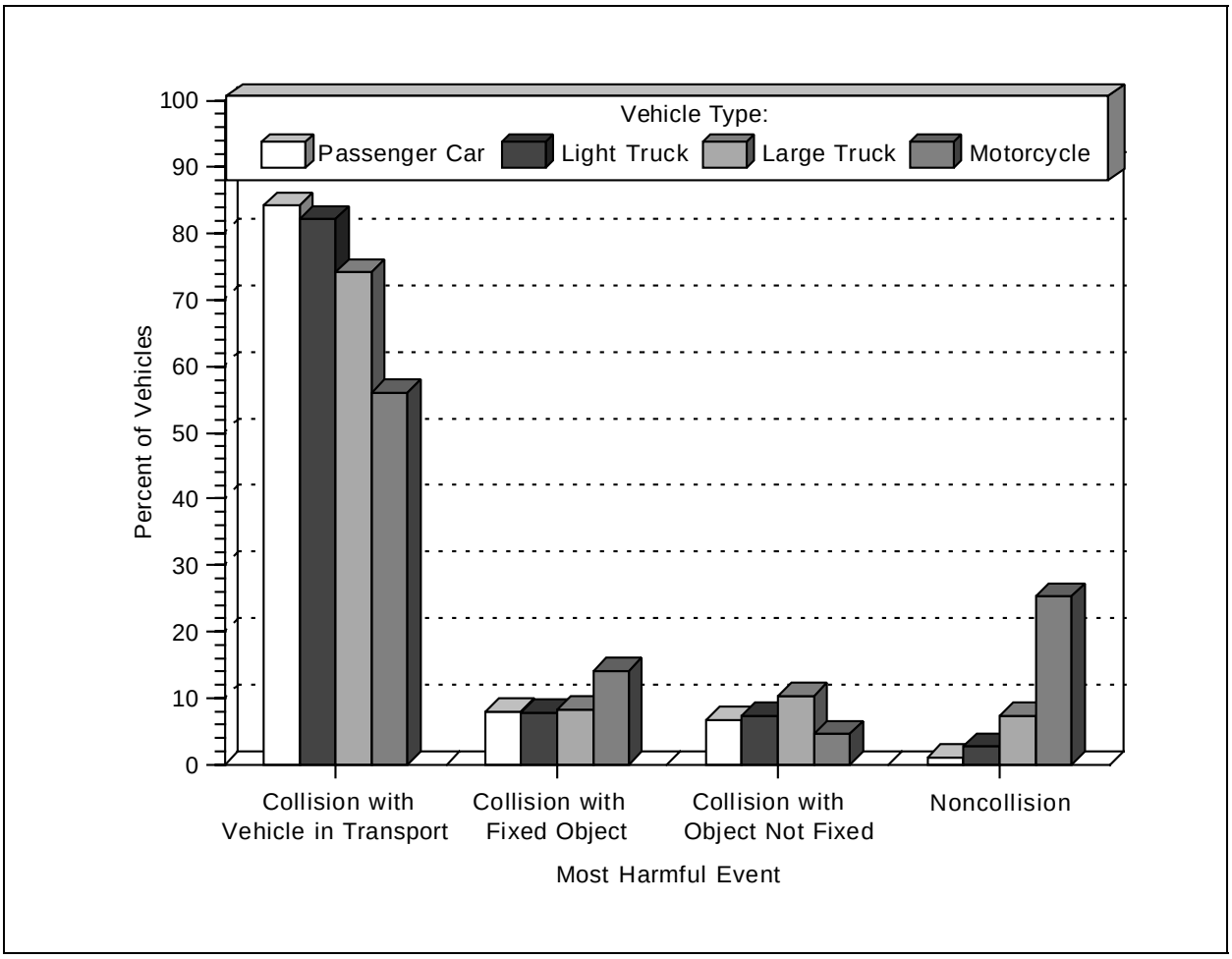
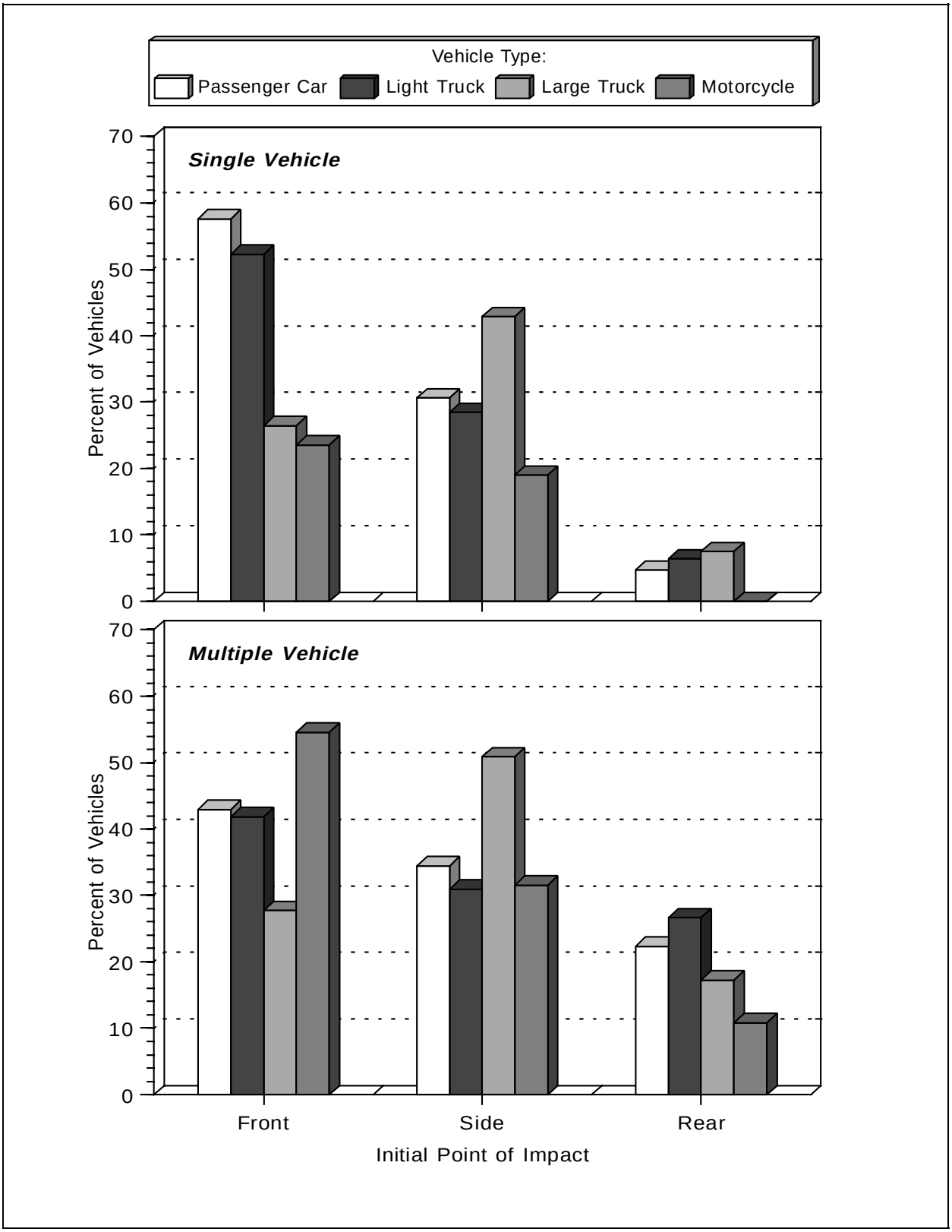


Figure 17
Percent of Vehicles in Crashes by Initial Point of Impact, Crash Type, and Vehicle Type



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

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

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	10,789	36.3	1,111,000	39.9	1,791,000	34.2	**2,913,000**	**36.2**
Left Side	2,897	9.7	370,000	13.3	876,000	16.7	**1,249,000**	**15.5**
Right Side	2,487	8.4	318,000	11.4	770,000	14.7	**1,091,000**	**13.6**
Rear	1,245	4.2	569,000	20.4	950,000	18.2	**1,520,000**	**18.9**
Other/Unknown	234	0.8	1,000	*	*	*	**1,000**	*****
Subtotal	*17,652*	*59.3*	*2,369,000*	*85.1*	*4,387,000*	*83.8*	***6,774,000***	***84.2***
Collision with Fixed Object	*4,879*	*16.4*	*231,000*	*8.3*	*406,000*	*7.8*	***642,000***	***8.0***
Collision with Object Not Fixed:								
Nonmotorist	3,297	11.1	93,000	3.3	5,000	0.1	**102,000**	**1.3**
Other	495	1.7	47,000	1.7	393,000	7.5	**440,000**	**5.5**
Subtotal	*3,792*	*12.7*	*139,000*	*5.0*	*398,000*	*7.6*	***541,000***	***6.7***
Noncollision	*3,419*	*11.5*	*46,000*	*1.6*	*43,000*	*0.8*	***92,000***	***1.1***
Total**	**29,750**	**100.0**	**2,785,000**	**100.0**	**5,235,000**	**100.0**	**8,050,000**	**100.0**

* Less than 0.05 percent.
** Includes 8 passenger cars involved in fatal crashes with unknown most harmful event.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	7,053	64.3	254,000	63.7	440,000	54.4	**702,000**	**57.6**
Left Side	951	8.7	43,000	10.7	116,000	14.3	**160,000**	**13.1**
Right Side	880	8.0	56,000	14.1	156,000	19.3	**213,000**	**17.5**
Rear	256	2.3	8,000	2.0	49,000	6.1	**58,000**	**4.7**
Noncollision	1,010	9.2	33,000	8.2	26,000	3.3	**60,000**	**4.9**
Other/Unknown	825	7.5	5,000	1.3	21,000	2.6	**27,000**	**2.2**
Total	**10,975**	**100.0**	**399,000**	**100.0**	**809,000**	**100.0**	**1,219,000**	**100.0**
Multiple-Vehicle Crashes								
Front	11,364	60.5	1,119,000	46.9	1,808,000	40.9	**2,938,000**	**43.0**
Left Side	3,045	16.2	374,000	15.7	881,000	19.9	**1,258,000**	**18.4**
Right Side	2,629	14.0	321,000	13.5	774,000	17.5	**1,098,000**	**16.1**
Rear	1,372	7.3	570,000	23.9	951,000	21.5	**1,523,000**	**22.3**
Noncollision	12	0.1	1,000	0.1	7,000	0.2	**9,000**	**0.1**
Other/Unknown	353	1.9	1,000	0.1	3,000	0.1	**5,000**	**0.1**
Total	**18,775**	**100.0**	**2,386,000**	**100.0**	**4,426,000**	**100.0**	**6,830,000**	**100.0**
All Crashes								
Front	18,417	61.9	1,373,000	49.3	2,249,000	43.0	**3,640,000**	**45.2**
Left Side	3,996	13.4	417,000	15.0	997,000	19.1	**1,418,000**	**17.6**
Right Side	3,509	11.8	378,000	13.6	930,000	17.8	**1,311,000**	**16.3**
Rear	1,628	5.5	578,000	20.7	1,001,000	19.1	**1,580,000**	**19.6**
Noncollision	1,022	3.4	34,000	1.2	34,000	0.6	**69,000**	**0.9**
Other/Unknown	1,178	4.0	6,000	0.2	24,000	0.5	**32,000**	**0.4**
Total	**29,750**	**100.0**	**2,785,000**	**100.0**	**5,235,000**	**100.0**	**8,050,000**	**100.0**

Table 43
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	8,010	43.2	447,000	41.3	745,000	31.4	**1,200,000**	**34.6**
Left Side	835	4.5	129,000	11.9	335,000	14.1	**465,000**	**13.4**
Right Side	669	3.6	109,000	10.0	312,000	13.1	**421,000**	**12.1**
Rear	735	4.0	221,000	20.4	547,000	23.1	**769,000**	**22.1**
Other/Unknown	142	0.8	*	*	*	*	*****	*****
Subtotal	*10,391*	*56.0*	*905,000*	*83.5*	*1,939,000*	*81.8*	***2,854,000***	***82.2***
Collision with Fixed Object	*2,019*	*10.9*	*93,000*	*8.6*	*174,000*	*7.4*	***270,000***	***7.8***
Collision with Object Not Fixed:								
Nonmotorist	2,097	11.3	33,000	3.1	2,000	0.1	**37,000**	**1.1**
Other	288	1.6	14,000	1.3	201,000	8.5	**215,000**	**6.2**
Subtotal	*2,385*	*12.9*	*48,000*	*4.4*	*203,000*	*8.6*	***253,000***	***7.3***
Noncollision	*3,745*	*20.2*	*37,000*	*3.4*	*54,000*	*2.3*	***95,000***	***2.7***
Total**	**18,541**	**100.0**	**1,083,000**	**100.0**	**2,371,000**	**100.0**	**3,472,000**	**100.0**

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

Table 44
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	4,162	57.4	95,000	56.3	203,000	50.5	**302,000**	**52.3**
Left Side	361	5.0	14,000	8.5	41,000	10.3	**56,000**	**9.7**
Right Side	413	5.7	26,000	15.3	82,000	20.3	**108,000**	**18.7**
Rear	97	1.3	2,000	1.1	35,000	8.7	**37,000**	**6.4**
Noncollision	1,688	23.3	29,000	17.1	33,000	8.3	**64,000**	**11.1**
Other/Unknown	527	7.3	3,000	1.7	8,000	1.9	**11,000**	**1.9**
Total	**7,248**	**100.0**	**169,000**	**100.0**	**402,000**	**100.0**	**578,000**	**100.0**
Multiple-Vehicle Crashes								
Front	8,514	75.4	450,000	49.2	753,000	38.2	**1,211,000**	**41.9**
Left Side	921	8.2	131,000	14.3	338,000	17.1	**469,000**	**16.2**
Right Side	756	6.7	110,000	12.0	314,000	16.0	**425,000**	**14.7**
Rear	868	7.7	221,000	24.2	548,000	27.8	**770,000**	**26.6**
Noncollision	16	0.1	2,000	0.2	13,000	0.7	**15,000**	**0.5**
Other/Unknown	218	1.9	*	*	2,000	0.1	**3,000**	**0.1**
Total	**11,293**	**100.0**	**914,000**	**100.0**	**1,969,000**	**100.0**	**2,894,000**	**100.0**
All Crashes								
Front	12,676	68.4	545,000	50.3	956,000	40.3	**1,514,000**	**43.6**
Left Side	1,282	6.9	145,000	13.4	379,000	16.0	**525,000**	**15.1**
Right Side	1,169	6.3	136,000	12.5	396,000	16.7	**533,000**	**15.3**
Rear	965	5.2	223,000	20.6	583,000	24.6	**807,000**	**23.2**
Noncollision	1,704	9.2	31,000	2.8	47,000	2.0	**79,000**	**2.3**
Other/Unknown	745	4.0	3,000	0.3	10,000	0.4	**14,000**	**0.4**
Total	**18,541**	**100.0**	**1,083,000**	**100.0**	**2,371,000**	**100.0**	**3,472,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

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	2,439	50.1	31,000	31.9	60,000	17.6	**94,000**	**21.1**
Left Side	392	8.0	18,000	18.8	63,000	18.4	**82,000**	**18.4**
Right Side	195	4.0	16,000	16.9	77,000	22.5	**93,000**	**21.1**
Rear	682	14.0	15,000	15.1	44,000	12.9	**59,000**	**13.4**
Other/Unknown	108	2.2	*	0.4	*	0.1	**1,000**	**0.2**
Subtotal	*3,816*	*78.3*	*80,000*	*83.2*	*245,000*	*71.6*	***329,000***	***74.2***
Collision with Fixed Object	*172*	*3.5*	*6,000*	*6.3*	*30,000*	*8.9*	***37,000***	***8.3***
Collision with Object Not Fixed:								
Nonmotorist	399	8.2	1,000	1.1	*	*	**2,000**	**0.3**
Other	66	1.4	1,000	1.4	43,000	12.5	**44,000**	**9.9**
Subtotal	*465*	*9.5*	*2,000*	*2.6*	*43,000*	*12.5*	***46,000***	***10.3***
Noncollision	*417*	*8.6*	*8,000*	*8.0*	*24,000*	*7.1*	***32,000***	***7.3***
Total**	**4,871**	**100.0**	**97,000**	**100.0**	**342,000**	**100.0**	**444,000**	**100.0**

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

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	485	56.8	4,000	25.2	22,000	26.3	**26,000**	**26.4**
Left Side	30	3.5	1,000	6.0	8,000	10.2	**9,000**	**9.5**
Right Side	80	9.4	2,000	16.8	30,000	36.4	**33,000**	**33.4**
Rear	43	5.0	*	2.9	7,000	8.3	**7,000**	**7.5**
Noncollision	117	13.7	6,000	45.1	11,000	13.8	**18,000**	**18.4**
Other/Unknown	99	11.6	1,000	4.0	4,000	4.9	**5,000**	**4.9**
Total	**854**	**100.0**	**14,000**	**100.0**	**83,000**	**100.0**	**98,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,585	64.4	32,000	38.1	62,000	23.9	**96,000**	**27.7**
Left Side	404	10.1	18,000	22.2	63,000	24.4	**82,000**	**23.7**
Right Side	204	5.1	17,000	20.0	77,000	29.8	**94,000**	**27.2**
Rear	697	17.4	15,000	17.7	44,000	17.0	**59,000**	**17.2**
Noncollision	2	*	1,000	1.7	12,000	4.6	**13,000**	**3.9**
Other/Unknown	125	3.1	*	0.2	1,000	0.3	**1,000**	**0.3**
Total	**4,017**	**100.0**	**83,000**	**100.0**	**259,000**	**100.0**	**346,000**	**100.0**
All Crashes								
Front	3,070	63.0	35,000	36.3	84,000	24.4	**122,000**	**27.4**
Left Side	434	8.9	19,000	19.8	72,000	20.9	**91,000**	**20.6**
Right Side	284	5.8	19,000	19.5	108,000	31.4	**127,000**	**28.6**
Rear	740	15.2	15,000	15.6	51,000	14.9	**67,000**	**15.0**
Noncollision	119	2.4	8,000	8.1	23,000	6.8	**31,000**	**7.1**
Other/Unknown	224	4.6	1,000	0.8	5,000	1.5	**6,000**	**1.3**
Total	**4,871**	**100.0**	**97,000**	**100.0**	**342,000**	**100.0**	**444,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	200	16.8	989	83.2	**1,189**	**100.0**
Combination Truck	484	13.1	3,198	86.9	**3,682**	**100.0**
Total	**684**	**14.0**	**4,187**	**86.0**	**4,871**	**100.0**
Injury Crashes						
Single-Unit Truck	3,000	7.4	40,000	92.6	**43,000**	**100.0**
Combination Truck	5,000	9.4	49,000	90.6	**54,000**	**100.0**
Total	**8,000**	**8.5**	**89,000**	**91.5**	**97,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	3,000	1.9	139,000	98.1	**142,000**	**100.0**
Combination Truck	4,000	2.1	196,000	97.9	**200,000**	**100.0**
Total	**7,000**	**2.0**	**335,000**	**98.0**	**342,000**	**100.0**
All Crashes						
Single-Unit Truck	6,000	3.3	180,000	96.7	**186,000**	**100.0**
Combination Truck	10,000	3.8	248,000	96.2	**257,000**	**100.0**
Total	**16,000**	**3.6**	**428,000**	**96.4**	**444,000**	**100.0**

Table 48
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	296	9.5	2,826	90.5	**3,122**	**100.0**
Two or More	31	14.6	181	85.4	**212**	**100.0**
Unknown Number	1	5.6	17	94.4	**18**	**100.0**
Total	**328**	**9.8**	**3,024**	**90.2**	**3,352**	**100.0**
Injury Crashes						
One	2,000	4.0	42,000	96.0	**44,000**	**100.0**
Two or More	*	2.2	1,000	97.8	**1,000**	**100.0**
Unknown Number	*	10.7	*	89.3	*****	**100.0**
Total	**2,000**	**4.0**	**44,000**	**96.0**	**45,000**	**100.0**
Property-Damage-Only Crashes						
One	5,000	3.0	157,000	97.0	**162,000**	**100.0**
Two or More	*	2.6	5,000	97.4	**5,000**	**100.0**
Unknown Number	*	*	2,000	100.0	**2,000**	**100.0**
Total	**5,000**	**3.0**	**163,000**	**97.0**	**168,000**	**100.0**
All Crashes						
One	7,000	3.3	202,000	96.7	**209,000**	**100.0**
Two or More	*	3.0	6,000	97.0	**6,000**	**100.0**
Unknown Number	*	0.4	2,000	99.6	**2,000**	**100.0**
Total	**7,000**	**3.3**	**209,000**	**96.7**	**217,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						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	847	39.5	16,000	31.3	3,000	29.2	**20,000**	**31.3**
Left Side	94	4.4	4,000	8.1	2,000	18.8	**6,000**	**9.7**
Right Side	73	3.4	4,000	8.2	1,000	8.8	**5,000**	**8.1**
Rear	58	2.7	2,000	4.6	2,000	14.5	**4,000**	**6.2**
Other/Unknown	51	2.4	*	0.4	*	2.7	**1,000**	**0.8**
Subtotal	*1,123*	*52.3*	*27,000*	*52.5*	*8,000*	*74.1*	***36,000***	***56.1***
Collision with Fixed Object	*590*	*27.5*	*8,000*	*14.7*	*1,000*	*8.1*	***9,000***	***14.1***
Collision with Object Not Fixed:								
Nonmotorist	32	1.5	1,000	1.4	*	*	**1,000**	**1.2**
Other	67	3.1	2,000	3.6	*	2.7	**2,000**	**3.4**
Subtotal	*99*	*4.6*	*3,000*	*4.9*	*	*2.7*	***3,000***	***4.6***
Noncollision	*333*	*15.5*	*14,000*	*27.8*	*2,000*	*15.0*	***16,000***	***25.3***
Total**	**2,147**	**100.0**	**52,000**	**100.0**	**11,000**	**100.0**	**64,000**	**100.0**

* Less than 500 or less than 0.05 percent.
** Includes 2 motorcycles involved in fatal crashes with unknown most harmful event.

Table 50
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	502	53.2	6,000	24.9	*	0.9	**6,000**	**23.5**
Left Side	54	5.7	2,000	7.7	1,000	21.0	**2,000**	**8.9**
Right Side	70	7.4	2,000	9.0	1,000	20.1	**3,000**	**10.1**
Rear	6	0.6	*	*	*	*	*****	*****
Noncollision	179	19.0	14,000	58.1	2,000	58.0	**15,000**	**56.7**
Other/Unknown	133	14.1	*	0.4	*	*	*****	**0.8**
Total	**944**	**100.0**	**24,000**	**100.0**	**3,000**	**100.0**	**27,000**	**100.0**
Multiple-Vehicle Crashes								
Front	890	74.0	16,000	58.0	3,000	39.4	**20,000**	**54.6**
Left Side	102	8.5	4,000	15.1	2,000	25.4	**6,000**	**17.0**
Right Side	78	6.5	4,000	15.6	1,000	11.9	**5,000**	**14.5**
Rear	67	5.6	2,000	8.5	2,000	19.6	**4,000**	**10.8**
Noncollision	5	0.4	1,000	2.8	*	3.6	**1,000**	**2.9**
Other/Unknown	61	5.1	*	*	*	*	*****	**0.2**
Total	**1,203**	**100.0**	**28,000**	**100.0**	**8,000**	**100.0**	**37,000**	**100.0**
All Crashes								
Front	1,392	64.8	22,000	42.8	3,000	29.5	**27,000**	**41.4**
Left Side	156	7.3	6,000	11.7	3,000	24.3	**9,000**	**13.6**
Right Side	148	6.9	6,000	12.6	1,000	14.0	**8,000**	**12.6**
Rear	73	3.4	2,000	4.6	2,000	14.5	**4,000**	**6.2**
Noncollision	184	8.6	15,000	28.1	2,000	17.7	**17,000**	**25.8**
Other/Unknown	194	9.0	*	0.2	*	*	*****	**0.4**
Total	**2,147**	**100.0**	**52,000**	**100.0**	**11,000**	**100.0**	**64,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Most Harmful Event	Crash Severity						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	131	44.6	4,000	28.5	6,000	15.6	**10,000**	**18.8**
Left Side	14	4.8	2,000	13.9	11,000	26.0	**12,000**	**23.0**
Right Side	8	2.7	2,000	14.5	10,000	24.9	**12,000**	**22.3**
Rear	38	12.9	4,000	30.9	7,000	16.7	**11,000**	**20.0**
Other/Unknown	2	0.7	*	*	*	*	*****	*****
Subtotal	*193*	*65.6*	*11,000*	*87.8*	*34,000*	*83.2*	***45,000***	***84.2***
Collision with Fixed Object	*4*	*1.4*	*	*2.6*	*1,000*	*3.5*	***2,000***	***3.3***
Collision with Object Not Fixed:								
Nonmotorist	92	31.3	1,000	5.7	*	*	**1,000**	**1.5**
Other	0	--	*	1.4	5,000	12.6	**5,000**	**9.9**
Subtotal	*92*	*31.3*	*1,000*	*7.1*	*5,000*	*12.6*	***6,000***	***11.4***
Noncollision	*5*	*1.7*	*	*2.5*	*	*0.7*	***1,000***	***1.1***
Total	**294**	**100.0**	**13,000**	**100.0**	**41,000**	**100.0**	**54,000**	**100.0**

* Less than 500 or less than 0.05 percent.

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	53	56.4	*	20.9	1,000	18.1	**1,000**	**19.1**
Left Side	2	2.1	*	9.7	1,000	13.9	**1,000**	**12.9**
Right Side	12	12.8	1,000	48.8	3,000	54.1	**4,000**	**52.6**
Rear	3	3.2	*	*	1,000	14.0	**1,000**	**11.2**
Noncollision	2	2.1	*	20.6	*	*	*****	**4.0**
Other/Unknown	22	23.4	*	*	*	*	*****	**0.3**
Total	**94**	**100.0**	**2,000**	**100.0**	**6,000**	**100.0**	**8,000**	**100.0**
Multiple-Vehicle Crashes								
Front	136	68.0	4,000	32.7	6,000	18.5	**10,000**	**22.1**
Left Side	14	7.0	2,000	15.7	11,000	30.7	**12,000**	**27.0**
Right Side	10	5.0	2,000	16.5	10,000	29.4	**12,000**	**26.2**
Rear	38	19.0	4,000	35.1	7,000	20.6	**11,000**	**24.1**
Noncollision	0	0.0	*	*	*	0.8	*****	**0.6**
Other/Unknown	2	1.0	*	*	*	*	*****	*****
Total	**200**	**100.0**	**11,000**	**100.0**	**34,000**	**100.0**	**46,000**	**100.0**
All Crashes								
Front	189	64.3	4,000	31.2	7,000	18.4	**12,000**	**21.7**
Left Side	16	5.4	2,000	15.0	11,000	28.1	**13,000**	**24.9**
Right Side	22	7.5	3,000	20.4	14,000	33.2	**16,000**	**30.1**
Rear	41	13.9	4,000	30.9	8,000	19.5	**12,000**	**22.2**
Noncollision	2	0.7	*	2.5	*	0.7	**1,000**	**1.1**
Other/Unknown	24	8.2	*	*	*	*	*****	*****
Total	**294**	**100.0**	**13,000**	**100.0**	**41,000**	**100.0**	**54,000**	**100.0**

* Less than 500 or less than 0.05 percent.

Chapter 4 ♦ People

4. PEOPLE

This chapter presents statistics about the **Drivers**, **Passengers**, **Pedestrians**, and **Pedalcyclists** involved in motor vehicle crashes in 1997. The tables and figures are presented in nine groups: all killed or injured persons, crash-involved drivers, occupants (drivers and passengers), alcohol, restraints, motorcycle related, school bus related, pedestrians, and pedalcyclists. Below are some of the statistics you will find in this section:

- A total of 41,967 people lost their lives in motor vehicle crashes in 1997. Another 3.4 million people were injured.

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

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

- For every age group, the fatality rate per 100,000 population was lower for females than for males. The injury rate based on population was lower for females than for males only for people over 74 years old.

- Nearly 39 percent of the persons who were killed in traffic crashes in 1997 died in alcohol-related crashes. Almost 10 percent of the injured persons received their injuries in alcohol-related crashes.

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

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	24,644	259,000	590,000	1,318,000	2,167,000	**2,191,000**
Passenger	10,931	128,000	278,000	680,000	1,086,000	**1,097,000**
Unknown Occupant	118	*	*	*	*	**1,000**
Subtotal	*35,693*	*387,000*	*868,000*	*1,999,000*	*3,253,000*	***3,289,000***
Nonmotorists						
Pedestrian	5,307	20,000	31,000	26,000	77,000	**82,000**
Pedalcyclist	813	8,000	31,000	19,000	58,000	**59,000**
Other/Unknown	154	2,000	4,000	6,000	11,000	**11,000**
Subtotal	*6,274*	*30,000*	*66,000*	*50,000*	*146,000*	***152,000***
Total	**41,967**	**417,000**	**934,000**	**2,049,000**	**3,399,000**	**3,441,000**

* Less than 500.

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

Age (Years)	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
<5	788	8,000	24,000	51,000	82,000	**83,000**
5-9	815	15,000	33,000	62,000	111,000	**112,000**
10-15	1,554	25,000	60,000	104,000	190,000	**191,000**
16-20	5,757	67,000	186,000	337,000	590,000	**596,000**
21-24	3,781	41,000	97,000	206,000	344,000	**348,000**
25-34	7,365	82,000	192,000	424,000	698,000	**705,000**
35-44	6,432	73,000	143,000	368,000	583,000	**590,000**
45-54	4,667	45,000	82,000	231,000	358,000	**362,000**
55-64	3,137	23,000	50,000	115,000	188,000	**191,000**
65-74	3,203	22,000	35,000	92,000	149,000	**152,000**
>74	4,123	16,000	32,000	58,000	106,000	**110,000**
Total	***41,967**	**417,000**	**934,000**	**2,049,000**	**3,399,000**	**3,441,000**

* Includes 345 fatalities of unknown age.

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

Sex	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Male	27,658	214,000	501,000	929,000	1,645,000	**1,672,000**
Female	14,068	202,000	433,000	1,119,000	1,754,000	**1,768,000**
Total	***41,967**	**417,000**	**934,000**	**2,049,000**	**3,399,000**	**3,441,000**

* Includes 241 fatalities of unknown sex.

Figure 18
Percent of Persons Killed or Injured, by Age

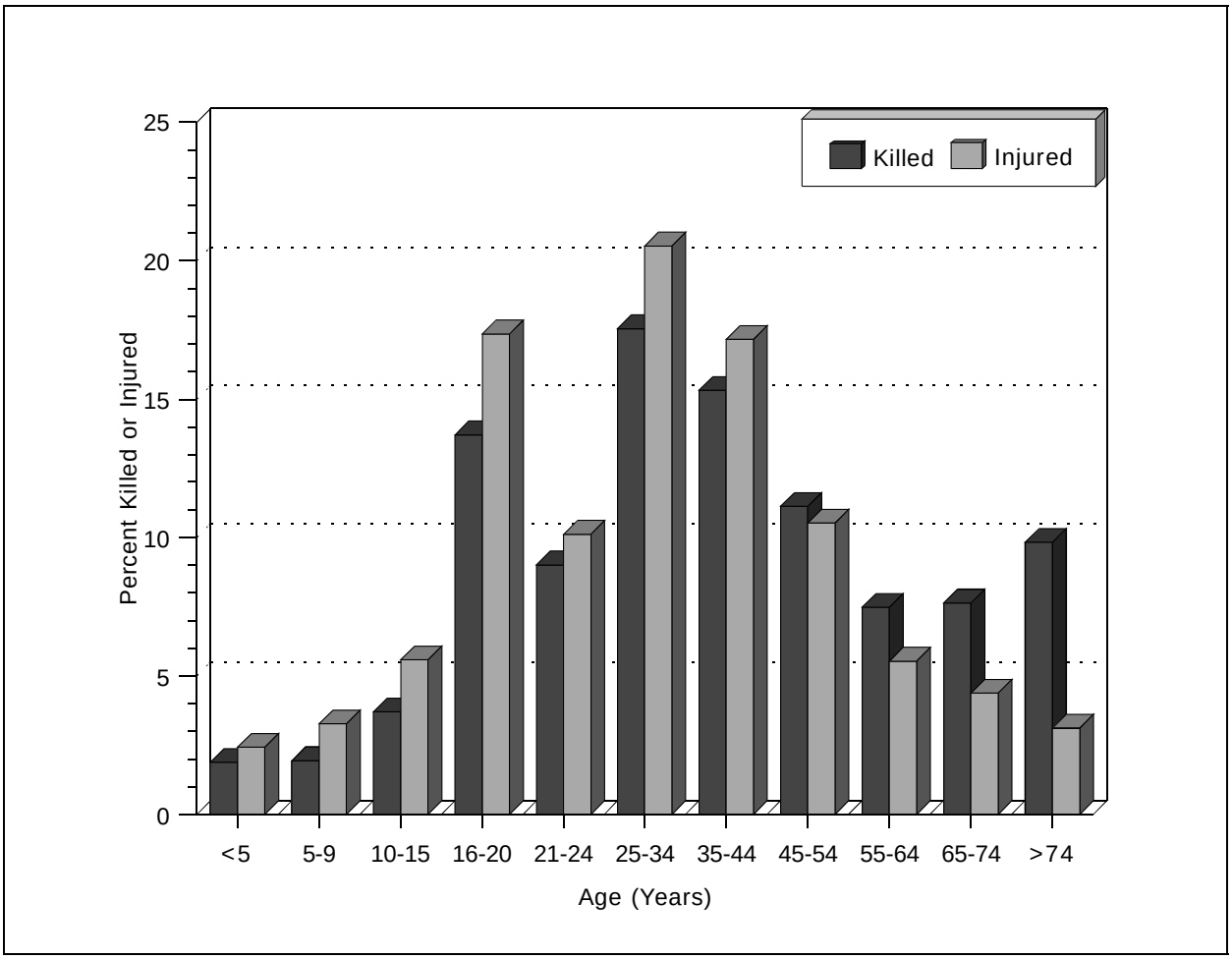


Table 56
Persons Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	415	9,801	4.23	371	9,349	3.97	788	19,150	4.11
5-9	459	10,104	4.54	355	9,634	3.68	815	19,738	4.13
10-15	919	11,745	7.82	634	11,164	5.68	1,554	22,910	6.78
16-20	3,887	9,763	39.81	1,868	9,173	20.36	5,757	18,936	30.40
21-24	2,846	7,054	40.34	934	6,720	13.90	3,781	13,774	27.45
25-34	5,322	19,810	26.86	2,041	19,799	10.31	7,365	39,610	18.59
35-44	4,470	21,883	20.43	1,960	22,115	8.86	6,432	43,998	14.62
45-54	3,196	16,457	19.42	1,470	17,176	8.56	4,667	33,633	13.88
55-64	1,978	10,391	19.04	1,157	11,422	10.13	3,137	21,813	14.38
65-74	1,848	8,269	22.35	1,355	10,230	13.25	3,203	18,499	17.31
>74	2,232	5,741	38.88	1,891	9,836	19.22	4,123	15,577	26.47
Unknown	86	*	*	32	*	*	345	*	*
Total	**27,658**	**131,018**	**21.11**	**14,068**	**136,618**	**10.30**	****41,967**	**267,636**	**15.68**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	39,000	9,801	401	43,000	9,349	461	82,000	19,150	431
5-9	55,000	10,104	544	56,000	9,634	583	111,000	19,738	563
10-15	93,000	11,745	793	96,000	11,164	864	190,000	22,910	828
16-20	281,000	9,763	2,878	309,000	9,173	3,370	590,000	18,936	3,116
21-24	171,000	7,054	2,424	173,000	6,720	2,571	344,000	13,774	2,496
25-34	349,000	19,810	1,762	349,000	19,799	1,763	698,000	39,610	1,763
35-44	286,000	21,883	1,305	298,000	22,115	1,347	583,000	43,998	1,326
45-54	172,000	16,457	1,044	186,000	17,176	1,082	358,000	33,633	1,063
55-64	88,000	10,391	843	101,000	11,422	880	188,000	21,813	862
65-74	65,000	8,269	788	84,000	10,230	819	149,000	18,499	805
>74	46,000	5,741	802	60,000	9,836	608	106,000	15,577	680
Total	**1,645,000**	**131,018**	**1,255**	**1,754,000**	**136,618**	**1,284**	**3,399,000**	**267,636**	**1,270**

* Not applicable.

** Includes 241 fatalities of unknown sex.

Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

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

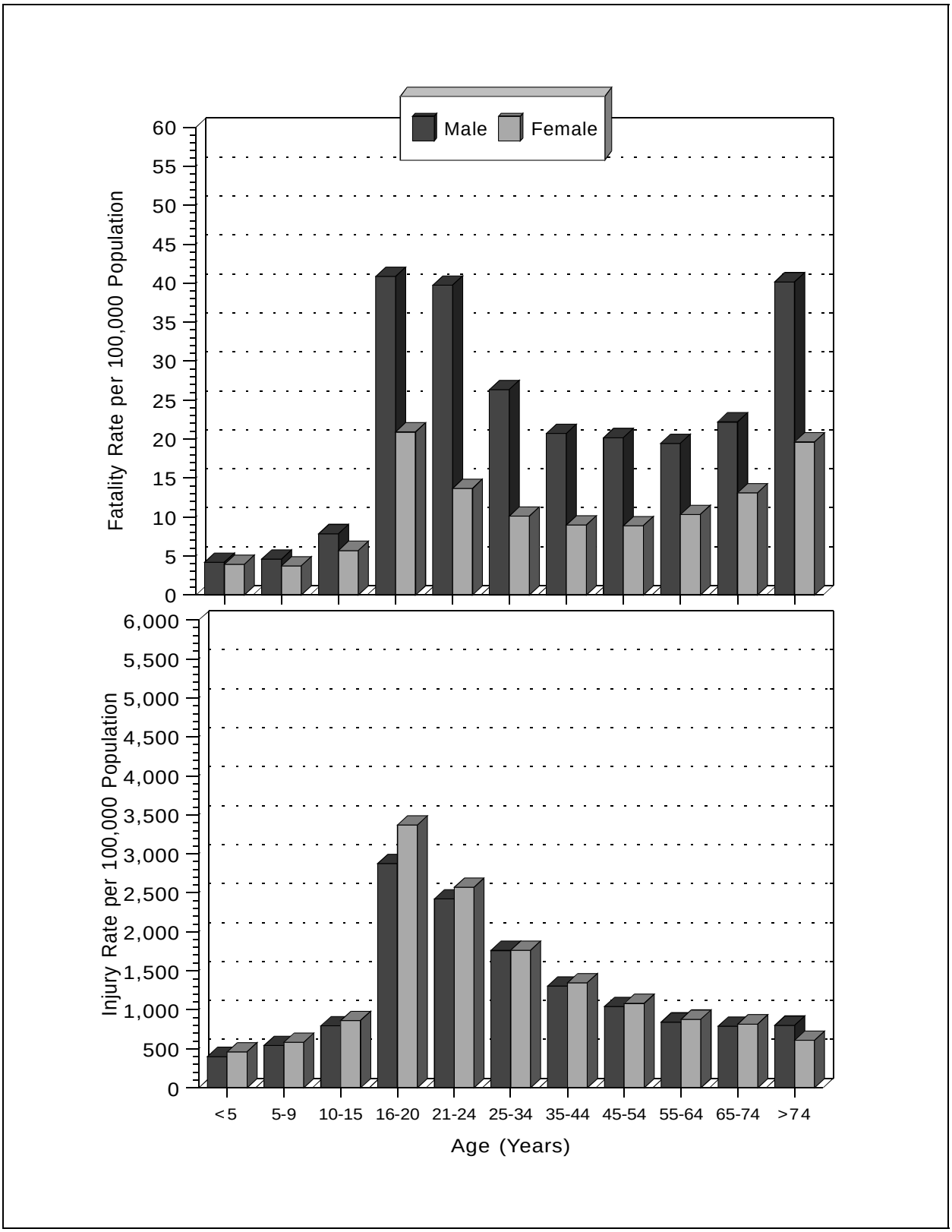


Table 57
Persons Killed or Injured in Crashes by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, but Lighted	Dark	Dawn or Dusk	
Persons Killed					
Normal	18,410	5,470	10,537	1,492	**35,959**
Rain	1,818	620	1,085	199	**3,727**
Snow/Sleet	532	111	343	59	**1,047**
Other	198	77	361	64	**701**
Unknown	90	18	76	4	**533**
Total*	**21,048**	**6,296**	**12,402**	**1,818**	**41,967**
Persons Injured					
Normal	2,005,000	440,000	294,000	101,000	**2,839,000**
Rain	281,000	89,000	50,000	24,000	**444,000**
Snow/Sleet	52,000	17,000	21,000	5,000	**95,000**
Other	9,000	6,000	5,000	2,000	**21,000**
Total	**2,346,000**	**552,000**	**370,000**	**131,000**	**3,399,000**

* Includes 403 fatalities in crashes that occurred under unknown light conditions.

Table 58
Persons Killed or Injured in Crashes by Speed Limit and Crash Type

Speed Limit	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
30 mph or less	3,121	14.0	1,263	6.4	**4,384**	**10.4**
35 or 40 mph	3,964	17.8	2,929	14.9	**6,893**	**16.4**
45 or 50 mph	3,400	15.2	3,646	18.6	**7,046**	**16.8**
55 mph	7,039	31.5	7,684	39.1	**14,723**	**35.1**
60 mph or higher	3,937	17.6	3,665	18.7	**7,602**	**18.1**
No Statutory Limit	135	0.6	61	0.3	**196**	**0.5**
Unknown	725	3.2	398	2.0	**1,123**	**2.7**
Total	**22,321**	**100.0**	**19,646**	**100.0**	**41,967**	**100.0**
Persons Injured						
30 mph or less	201,000	25.8	538,000	20.5	**739,000**	**21.7**
35 or 40 mph	169,000	21.7	1,017,000	38.8	**1,186,000**	**34.9**
45 or 50 mph	106,000	13.6	566,000	21.6	**672,000**	**19.8**
55 mph	213,000	27.4	347,000	13.2	**560,000**	**16.5**
60 mph or higher	88,000	11.3	150,000	5.7	**238,000**	**7.0**
No Statutory Limit	2,000	0.3	3,000	0.1	**5,000**	**0.2**
Total	**779,000**	**100.0**	**2,620,000**	**100.0**	**3,399,000**	**100.0**

Table 59
Persons 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	972	22.2	3,336	76.1	76	1.7	**4,384**	**100.0**
35 or 40 mph	2,009	29.1	4,743	68.8	141	2.0	**6,893**	**100.0**
45 or 50 mph	3,522	50.0	3,377	47.9	147	2.1	**7,046**	**100.0**
55 mph	12,045	81.8	2,579	17.5	99	0.7	**14,723**	**100.0**
60 mph or higher	5,693	74.9	1,884	24.8	25	0.3	**7,602**	**100.0**
No Statutory Limit	175	89.3	15	7.7	6	3.1	**196**	**100.0**
Unknown	416	37.0	462	41.1	245	21.8	**1,123**	**100.0**
Total	**24,832**	**59.2**	**16,396**	**39.1**	**739**	**1.8**	**41,967**	**100.0**

Figure 20
Percent of Fatalities by Speed Limit and Land Use

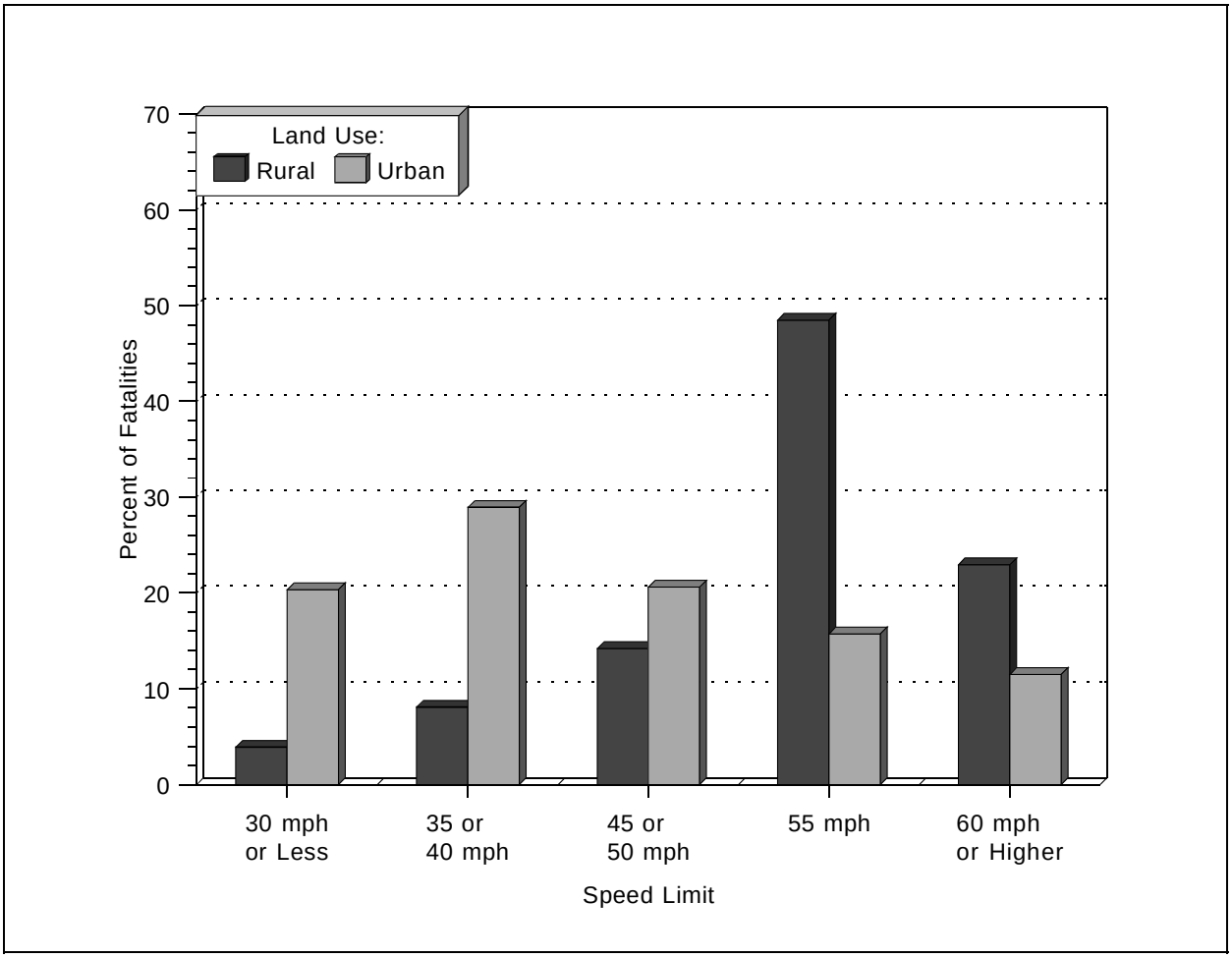


Table 60
Persons Killed or Injured in Crashes and Percent Alcohol Related by Time of Day and Crash Type

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Persons Killed*									
Midnight to 3 am	3,795	2,916	76.8	1,405	993	70.7	**5,200**	**3,909**	**75.2**
3 am to 6 am	2,145	1,379	64.3	846	451	53.3	**2,991**	**1,829**	**61.2**
6 am to 9 am	1,987	345	17.4	2,130	225	10.6	**4,117**	**571**	**13.9**
9 am to Noon	1,618	209	12.9	2,530	230	9.1	**4,148**	**439**	**10.6**
Noon to 3 pm	2,183	408	18.7	3,439	474	13.8	**5,622**	**882**	**15.7**
3 pm to 6 pm	2,984	868	29.1	4,007	835	20.8	**6,991**	**1,702**	**24.4**
6 pm to 9 pm	3,519	1,752	49.8	3,121	1,253	40.1	**6,640**	**3,004**	**45.2**
9 pm to Midnight	3,732	2,387	64.0	2,152	1,243	57.8	**5,884**	**3,630**	**61.7**
Unknown	358	218	60.8	16	4	22.3	**374**	**221**	**59.2**
Total	**22,321**	**10,482**	**47.0**	**19,646**	**5,707**	**29.1**	**41,967**	**16,189**	**38.6**
Persons Injured**									
Midnight to 3 am	91,000	40,000	43.8	86,000	31,000	35.8	**177,000**	**71,000**	**39.9**
3 am to 6 am	53,000	18,000	34.2	35,000	7,000	20.2	**89,000**	**25,000**	**28.6**
6 am to 9 am	79,000	5,000	6.6	298,000	8,000	2.7	**376,000**	**13,000**	**3.6**
9 am to Noon	78,000	3,000	4.2	336,000	8,000	2.3	**415,000**	**11,000**	**2.6**
Noon to 3 pm	106,000	7,000	6.8	535,000	14,000	2.6	**641,000**	**21,000**	**3.3**
3 pm to 6 pm	143,000	13,000	9.4	704,000	31,000	4.4	**847,000**	**45,000**	**5.3**
6 pm to 9 pm	125,000	17,000	13.6	420,000	53,000	12.5	**545,000**	**70,000**	**12.8**
9 pm to Midnight	104,000	26,000	25.3	205,000	45,000	21.9	**310,000**	**71,000**	**23.0**
Total	**779,000**	**130,000**	**16.8**	**2,620,000**	**197,000**	**7.5**	**3,399,000**	**327,000**	**9.6**

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

Figure 21
Percent of Persons Killed or Injured in Alcohol-Related Crashes by Time of Day

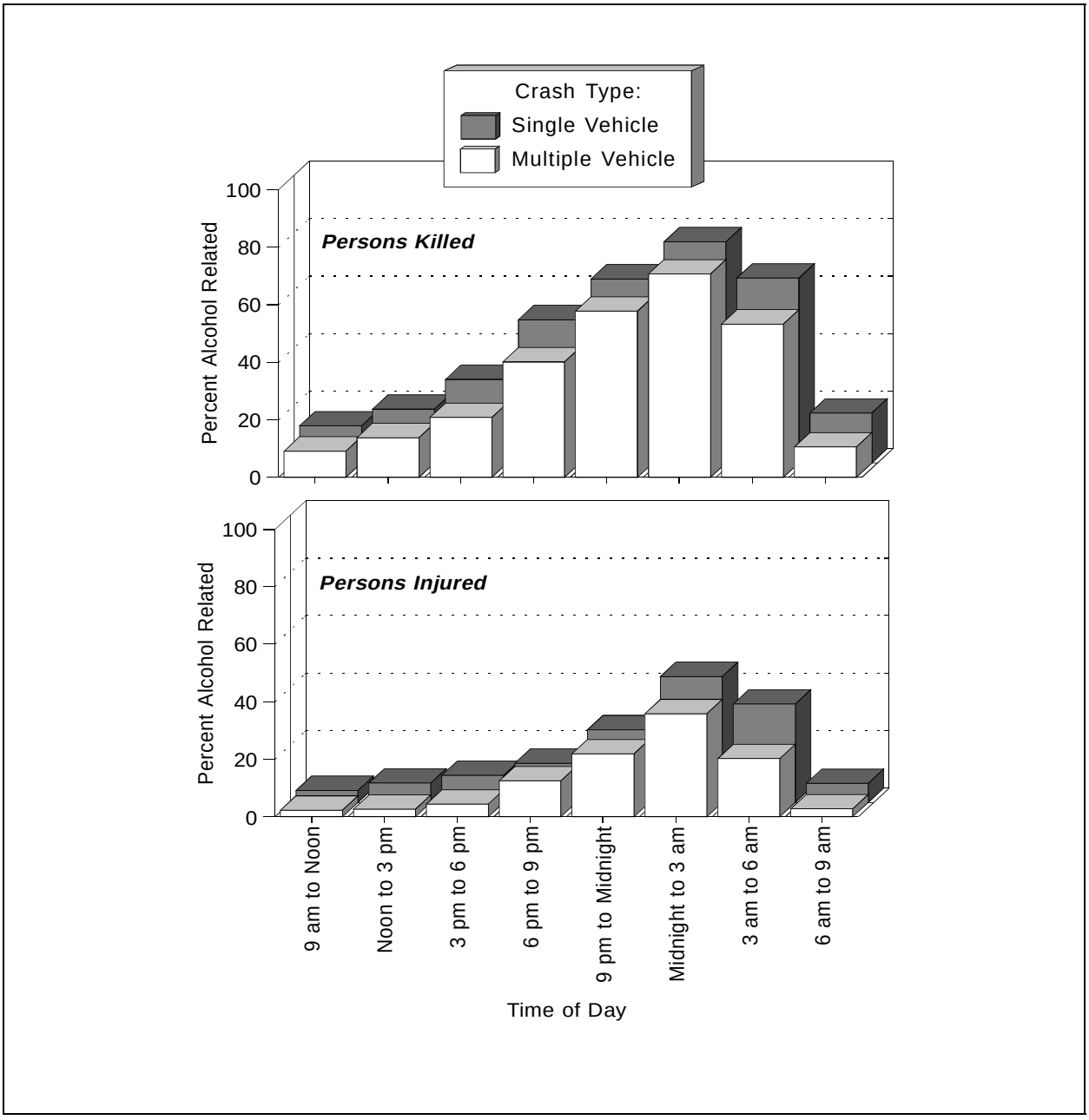


Table 61
Persons Killed in Construction/Maintenance Zones, by Roadway Function Class and Person Type

Roadway Function Class	Person Type					Total
	Driver	Passenger	Pedestrian	Pedalcyclist	Other Nonmotorist	
Principal Arterial						
Interstate	108	52	20	0	0	**180**
Freeway or Expressway	26	9	5	0	0	**40**
Other	125	54	16	4	2	**201**
Minor Arterial	52	27	11	2	0	**92**
Collector	53	20	14	2	0	**89**
Local Road or Street	24	10	10	3	0	**47**
Unknown	5	2	2	0	0	**9**
Total	**393**	**174**	**78**	**11**	**2**	**658**

Table 62
Persons Killed in Crashes Involving Emergency Vehicles, by Person Type, Crash Type, and Vehicle Type

Person Type	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Total	In Emergency Use*	Total	In Emergency Use*	Total	In Emergency Use*
Ambulance						
Ambulance Passenger	2	2	6	3	**8**	**5**
Occupant of Other Vehicle	0	0	21	13	**21**	**13**
Pedestrian	2	2	0	0	**2**	**2**
Total	**4**	**4**	**27**	**16**	**31**	**20**
Fire Truck						
Fire Truck Driver	4	3	1	1	**5**	**4**
Fire Truck Passenger	2	1	1	1	**3**	**2**
Occupant of Other Vehicle	0	0	13	11	**13**	**11**
Pedestrian	3	3	0	0	**3**	**3**
Pedalcyclist	1	1	0	0	**1**	**1**
Total	**10**	**8**	**15**	**13**	**25**	**21**
Police Vehicle						
Police Vehicle Driver	10	5	9	3	**19**	**8**
Police Vehicle Passenger	0	0	6	4	**6**	**4**
Occupant of Other Vehicle	0	0	54	25	**54**	**25**
Pedestrian	13	4	9	4	**22**	**8**
Pedalcyclist	2	0	0	0	**2**	**0**
Total	**25**	**9**	**78**	**36**	**103**	**45**

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

Figure 22
Fatality and Injury Rates per 1,000 Crashes by First Harmful Event and Manner of Collision

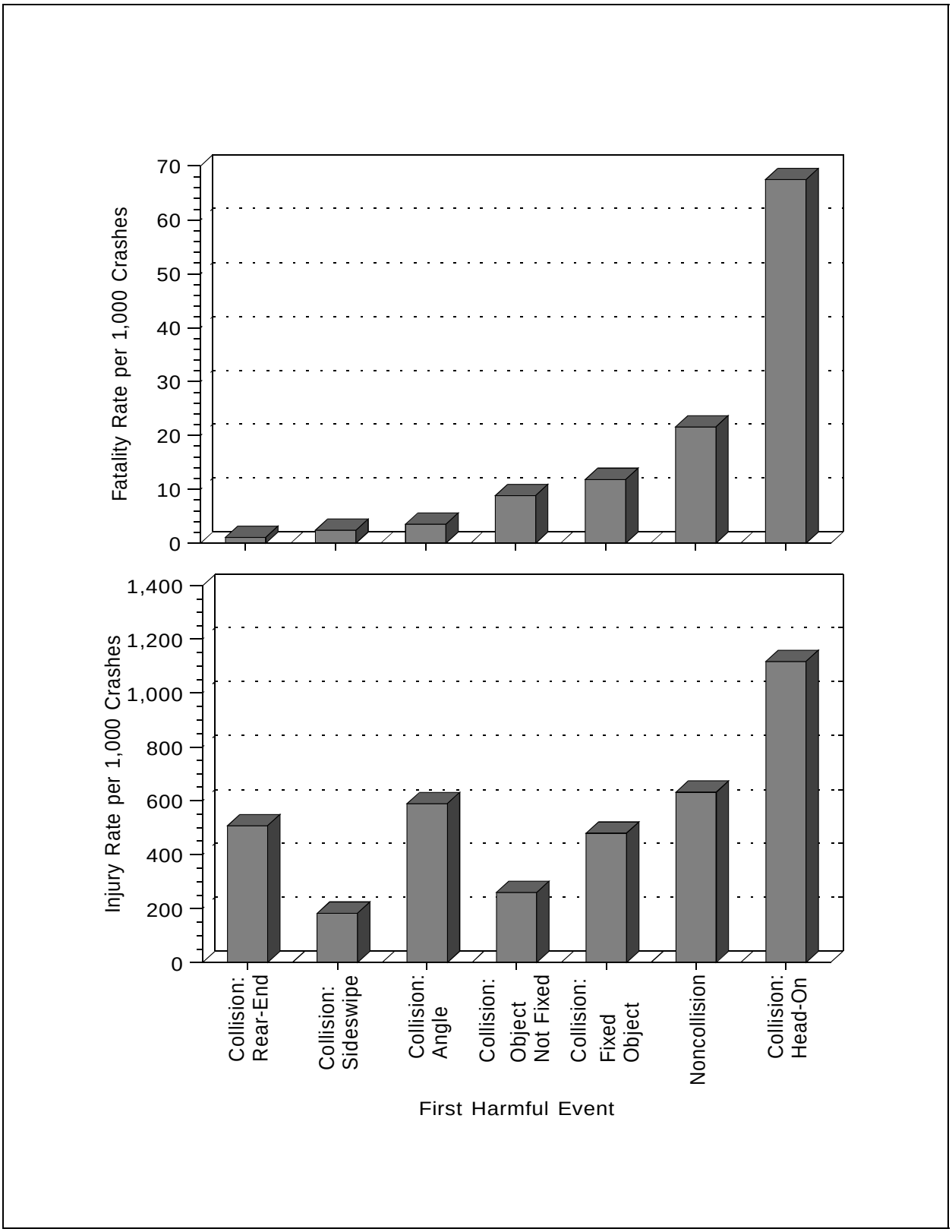


Figure 23
Fatality and Injury Rates per 1,000 Crashes by Time of Day

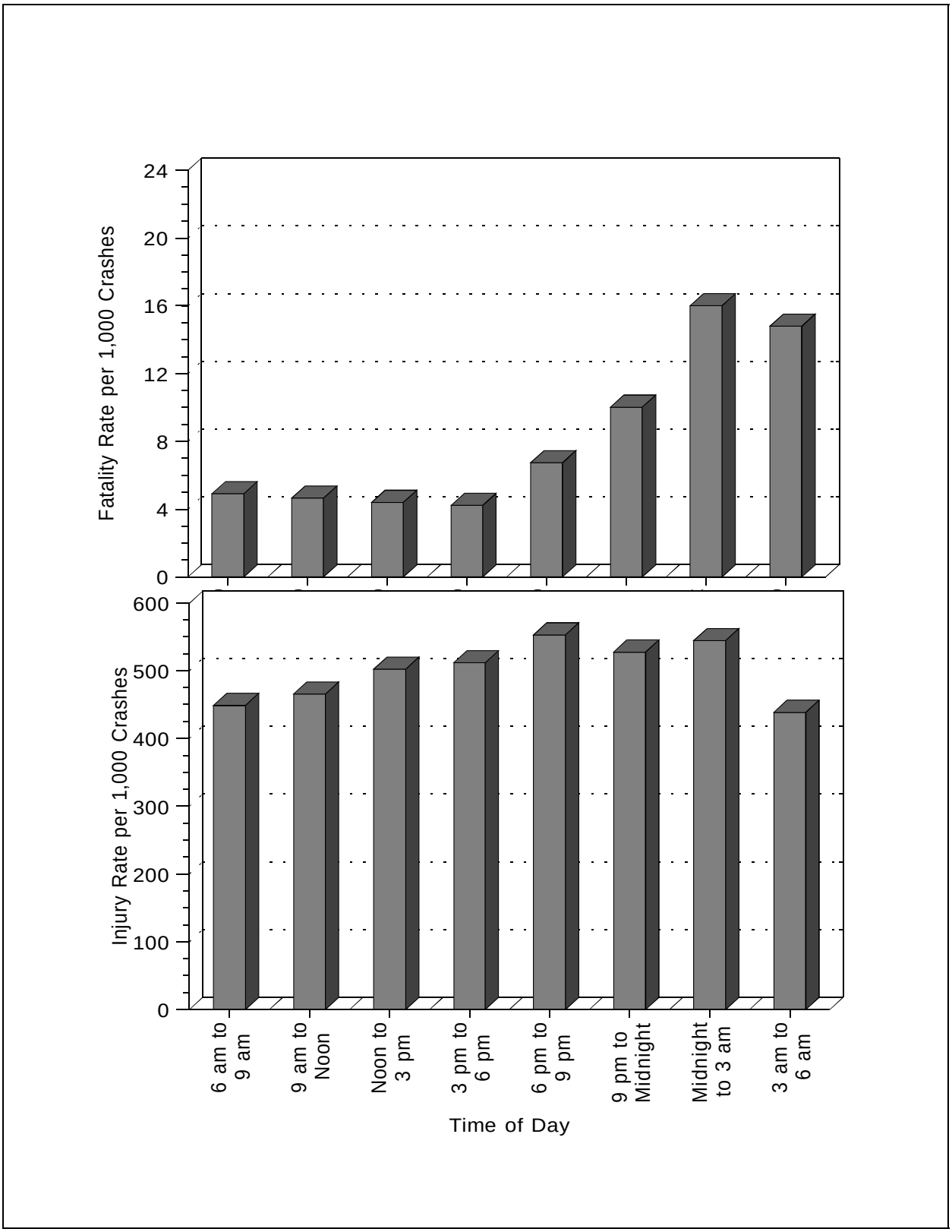


Figure 24
Fatality and Injury Rates per 1,000 Crashes by Speed Limit

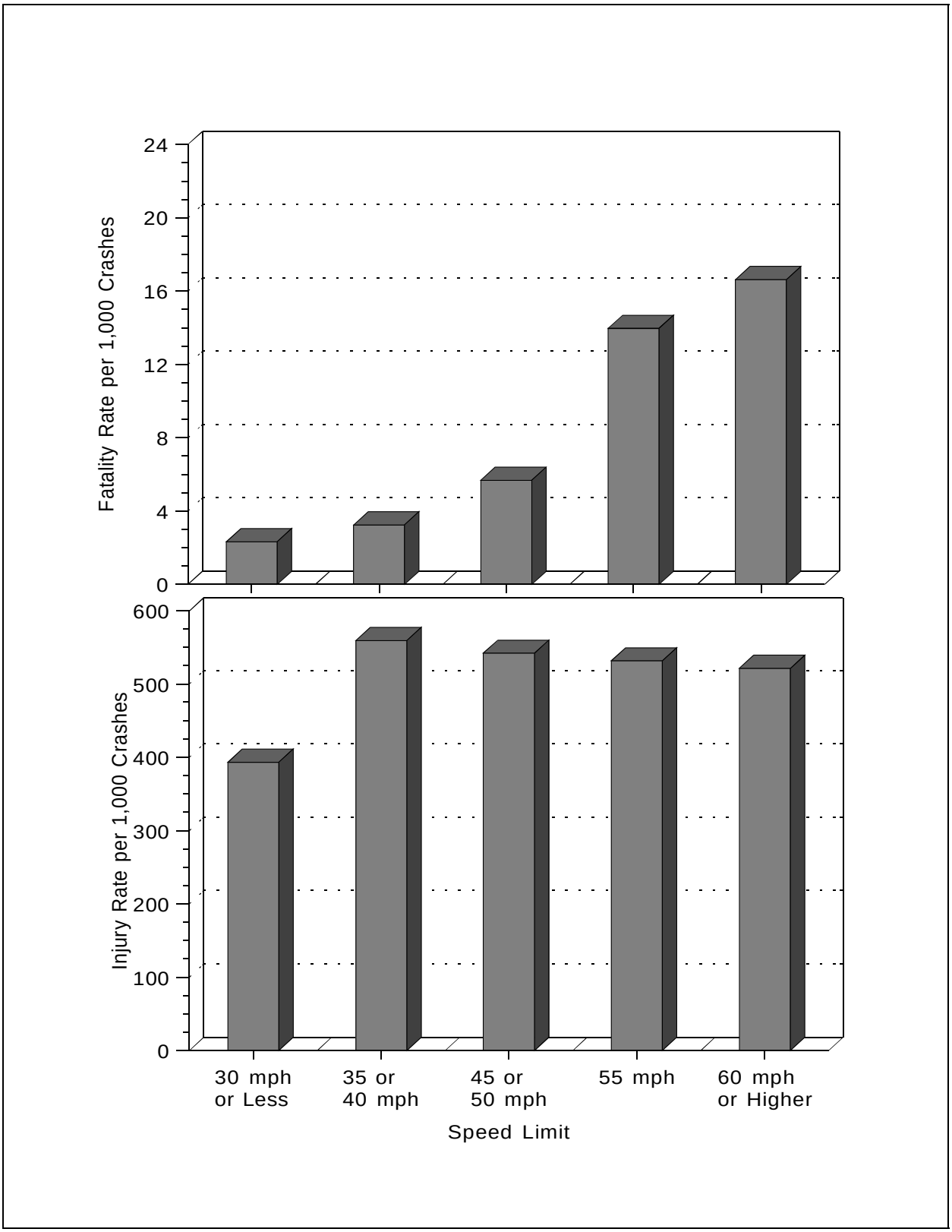


Table 63
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity, 1996

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	306	*	107	*	**413**	*****
16-20	5,619	89.30	2,204	38.02	**7,824**	**64.72**
21-24	4,740	74.43	1,465	24.39	**6,205**	**50.14**
25-34	9,576	49.17	3,312	17.60	**12,889**	**33.66**
35-44	8,070	39.76	2,885	14.29	**10,955**	**27.06**
45-54	5,316	34.09	1,811	11.70	**7,127**	**22.94**
55-64	3,146	31.76	1,091	11.20	**4,237**	**21.56**
65-69	1,228	29.00	487	11.51	**1,715**	**20.26**
>69	3,204	38.44	1,468	16.78	**4,672**	**27.35**
Unknown	171	--	20	--	**964**	**--**
Total**	**41,376**	**45.71**	**14,850**	**16.68**	**57,001**	**31.75**
Drivers in Injury Crashes						
<16	13,000	*	10,000	*	**23,000**	*****
16-20	377,000	5,985	287,000	4,958	**664,000**	**5,492**
21-24	260,000	4,081	175,000	2,914	**435,000**	**3,514**
25-34	590,000	3,027	428,000	2,274	**1,017,000**	**2,657**
35-44	482,000	2,373	371,000	1,837	**853,000**	**2,106**
45-54	319,000	2,046	223,000	1,441	**542,000**	**1,745**
55-64	168,000	1,695	107,000	1,093	**274,000**	**1,397**
65-69	68,000	1,617	44,000	1,034	**112,000**	**1,326**
>69	132,000	1,580	93,000	1,062	**225,000**	**1,315**
Total	**2,408,000**	**2,660**	**1,738,000**	**1,952**	**4,145,000**	**2,309**
Drivers in Property-Damage-Only Crashes						
<16	21,000	*	12,000	*	**33,000**	*****
16-20	728,000	11,572	480,000	8,277	**1,208,000**	**9,992**
21-24	493,000	7,738	314,000	5,232	**807,000**	**6,521**
25-34	1,177,000	6,044	735,000	3,906	**1,912,000**	**4,993**
35-44	1,105,000	5,442	647,000	3,203	**1,751,000**	**4,325**
45-54	734,000	4,705	412,000	2,662	**1,146,000**	**3,687**
55-64	338,000	3,414	191,000	1,959	**529,000**	**2,692**
65-69	121,000	2,864	77,000	1,811	**198,000**	**2,337**
>69	247,000	2,964	152,000	1,738	**399,000**	**2,336**
Total	**4,963,000**	**5,483**	**3,019,000**	**3,391**	**7,982,000**	**4,446**
Drivers in All Crashes						
<16	34,000	*	22,000	*	**56,000**	*****
16-20	1,110,000	17,645	769,000	13,273	**1,880,000**	**15,549**
21-24	757,000	11,893	491,000	8,170	**1,248,000**	**10,086**
25-34	1,776,000	9,120	1,166,000	6,197	**2,942,000**	**7,684**
35-44	1,594,000	7,855	1,021,000	5,054	**2,615,000**	**6,458**
45-54	1,058,000	6,785	637,000	4,115	**1,695,000**	**5,455**
55-64	509,000	5,141	298,000	3,063	**808,000**	**4,110**
65-69	191,000	4,510	121,000	2,856	**312,000**	**3,683**
>69	382,000	4,583	246,000	2,816	**628,000**	**3,678**
Unknown	***	*	***	*	**1,000**	*****
Total	**7,413,000**	**8,189**	**4,771,000**	**5,360**	**12,185,000**	**6,787**

* Not applicable.
** Includes 775 drivers of unknown sex.
*** Less than 500.
Note: 1997 data for licensed drivers not available at time of publication.
Source: Licensed Drivers—Federal Highway Administration.

Figure 25
Driver Involvement Rates per 100,000 Licensed Drivers by Crash Severity, Age, and Sex, 1996

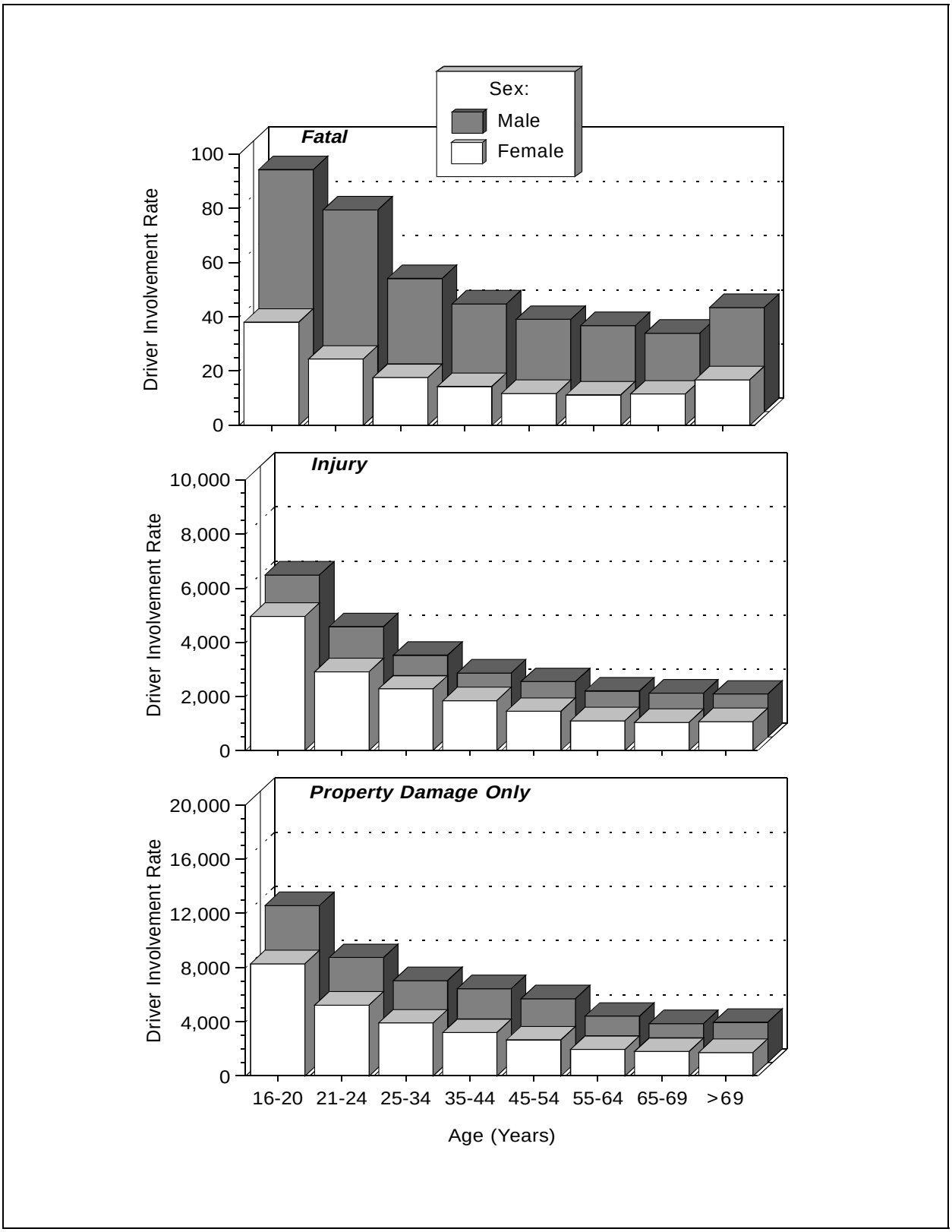


Table 64
Drivers Involved in Fatal Crashes by Previous Driving Record and License Status

Previous Convictions	Valid License (48,994)		Invalid License (5,941)		Total (54,935)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	7,881	16.1	937	15.8	8,818	16.1
Previous Recorded Suspensions or Revocations	3,355	6.8	2,867	48.3	6,222	11.3
Previous DWI Convictions	869	1.8	932	15.7	1,801	3.3
Previous Speeding Convictions	10,572	21.6	1,152	19.4	11,724	21.3
Previous Other Harmful Moving Convictions	7,716	15.7	1,373	23.1	9,089	16.5
Drivers with No Previous Conviction	29,065	59.3	2,564	43.2	31,629	57.6

Notes: Table does not include 1,667 drivers with unknown license status. FARS records prior driving records (convictions only, not violations) for events occurring within 3 years of the date of the crash. The same driver can have one or more of these convictions.

Table 65
Related Factors for Drivers Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	16,338	28.9
Driving too fast for conditions or in excess of posted speed limit	11,439	20.2
Failure to yield right of way	5,279	9.3
Inattentive (talking, eating, etc.)	4,075	7.2
Failure to obey traffic signs, signals, or officer	3,067	5.4
Operating vehicle in erratic, reckless, careless, or negligent manner	2,866	5.1
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	2,239	4.0
Drowsy, asleep, fatigued, ill, or blackout	1,760	3.1
Overcorrecting/oversteering	1,726	3.0
Making improper turn	1,305	2.3
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,272	2.2
Driving wrong way on one-way trafficway or on wrong side of road	1,225	2.2
Other factors	8,730	15.4
None reported	20,840	36.8
Unknown	951	1.7
Total Drivers	**56,602**	**100.0**

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

Table 66
Vehicle Occupants Killed or Injured, by Vehicle Type, Person Type, and Injury Severity

Vehicle and Person Type	Occupants Killed	Occupants Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Passenger Car						
Drivers	14,710	178,000	416,000	993,000	1,587,000	**1,601,000**
Passengers	7,204	84,000	200,000	506,000	791,000	**798,000**
Unknown	75	*	*	*	*	*
Total	*21,989*	*262,000*	*616,000*	*1,499,000*	*2,378,000*	***2,400,000***
Light Truck						
Drivers	6,921	64,000	139,000	297,000	500,000	**507,000**
Passengers	3,281	40,000	73,000	155,000	268,000	**271,000**
Unknown	22	*	*	*	*	*
Total	*10,224*	*103,000*	*212,000*	*453,000*	*768,000*	***778,000***
Large Truck						
Drivers	622	4,000	7,000	14,000	25,000	**26,000**
Passengers	94	1,000	1,000	4,000	6,000	**6,000**
Unknown	1	*	*	*	*	*
Total	*717*	*4,000*	*9,000*	*19,000*	*31,000*	***32,000***
Motorcycle						
Operators	1,929	13,000	25,000	11,000	49,000	**51,000**
Passengers	177	2,000	2,000	**	5,000	**5,000**
Unknown	0	*	*	*	*	*
Total	*2,106*	*15,000*	*27,000*	*12,000*	*54,000*	***56,000***
Bus	*17*	*1,000*	*1,000*	*15,000*	*17,000*	***17,000***
Other/Unknown	*640*	*1,000*	*2,000*	*2,000*	*5,000*	***6,000***
Total	**35,693**	**387,000**	**868,000**	**1,999,000**	**3,253,000**	**3,289,000**

* Not applicable.
** Less than 500.

Table 67
Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Male	12,771	7,495	678	1,918	13	354	**23,229**
Female	9,208	2,722	39	188	4	98	**12,259**
Unknown	10	7	0	0	0	188	**205**
Total	**21,989**	**10,224**	**717**	**2,106**	**17**	**640**	**35,693**
Occupants Injured							
Male	995,000	462,000	30,000	48,000	7,000	4,000	**1,545,000**
Female	1,383,000	306,000	2,000	6,000	10,000	2,000	**1,708,000**
Total	**2,378,000**	**768,000**	**31,000**	**54,000**	**17,000**	**5,000**	**3,253,000**

Table 68
Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
<5	406	187	5	0	0	6	**604**
5-9	274	183	4	2	3	10	**476**
10-15	669	368	4	39	1	55	**1,136**
16-20	3,762	1,326	21	184	2	61	**5,356**
21-24	2,211	910	27	294	0	44	**3,486**
25-34	3,710	1,923	150	636	2	70	**6,491**
35-44	2,746	1,882	169	497	0	63	**5,357**
45-54	2,029	1,326	177	289	5	39	**3,865**
55-64	1,482	856	114	113	3	27	**2,595**
65-74	1,854	697	35	38	1	29	**2,654**
>74	2,803	551	9	13	0	47	**3,423**
Unknown	43	15	2	1	0	189	**250**
Total	**21,989**	**10,224**	**717**	**2,106**	**17**	**640**	**35,693**
Occupants Injured							
<5	55,000	22,000	*	*	*	*	**77,000**
5-9	64,000	27,000	*	*	2,000	*	**93,000**
10-15	111,000	40,000	*	2,000	5,000	2,000	**159,000**
16-20	452,000	113,000	1,000	5,000	3,000	1,000	**576,000**
21-24	259,000	62,000	3,000	9,000	1,000	1,000	**335,000**
25-34	483,000	168,000	10,000	15,000	2,000	*	**678,000**
35-44	377,000	162,000	8,000	12,000	1,000	*	**561,000**
45-54	241,000	91,000	5,000	7,000	2,000	*	**346,000**
55-64	132,000	44,000	3,000	2,000	1,000	*	**182,000**
65-74	115,000	26,000	*	2,000	*	*	**144,000**
>74	89,000	13,000	*	*	*	*	**102,000**
Total	**2,378,000**	**768,000**	**31,000**	**54,000**	**17,000**	**5,000**	**3,253,000**

* Less than 500.

Table 69
Vehicle Occupants Killed or Injured, by Age, Person Type, and Sex

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex				Total		Sex				Total	
	Male		Female				Male		Female			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	--	0	--	**0**	**--**	300	49.7	302	50.0	**604**	**100.0**
5-9	1	100.0	0	--	**1**	**100.0**	237	49.9	237	49.9	**475**	**100.0**
10-15	127	71.8	50	28.2	**177**	**100.0**	505	52.7	453	47.2	**959**	**100.0**
16-20	2,313	71.5	923	28.5	**3,236**	**100.0**	1,282	60.5	836	39.4	**2,120**	**100.0**
21-24	1,939	78.8	522	21.2	**2,461**	**100.0**	678	66.1	346	33.8	**1,025**	**100.0**
25-34	3,722	75.1	1,234	24.9	**4,957**	**100.0**	925	60.3	608	39.6	**1,534**	**100.0**
35-44	3,156	73.6	1,131	26.4	**4,288**	**100.0**	521	48.7	547	51.2	**1,069**	**100.0**
45-54	2,274	73.6	816	26.4	**3,090**	**100.0**	322	41.5	452	58.3	**775**	**100.0**
55-64	1,401	69.9	602	30.1	**2,003**	**100.0**	186	31.4	404	68.2	**592**	**100.0**
65-74	1,295	66.2	661	33.8	**1,956**	**100.0**	196	28.1	502	71.9	**698**	**100.0**
>74	1,524	65.3	810	34.7	**2,334**	**100.0**	282	25.9	807	74.1	**1,089**	**100.0**
Unknown	15	10.6	1	0.7	**141**	**100.0**	28	25.7	15	13.8	**109**	**100.0**
Total*	**17,767**	**72.1**	**6,750**	**27.4**	**24,644**	**100.0**	**5,462**	**49.4**	**5,509**	**49.9**	**11,049**	**100.0**
Occupants Injured												
<5	**	**	**	**	******	******	36,000	47.1	41,000	52.9	**77,000**	**100.0**
5-9	**	**	**	**	******	******	43,000	46.3	50,000	53.7	**93,000**	**100.0**
10-15	7,000	57.6	5,000	42.4	**12,000**	**100.0**	65,000	44.2	83,000	55.8	**148,000**	**100.0**
16-20	177,000	49.4	182,000	50.6	**359,000**	**100.0**	94,000	43.4	123,000	56.6	**217,000**	**100.0**
21-24	123,000	51.6	116,000	48.4	**239,000**	**100.0**	42,000	44.1	53,000	55.9	**96,000**	**100.0**
25-34	264,000	50.5	259,000	49.5	**522,000**	**100.0**	71,000	45.4	85,000	54.6	**155,000**	**100.0**
35-44	223,000	49.9	224,000	50.1	**446,000**	**100.0**	45,000	39.6	69,000	60.4	**115,000**	**100.0**
45-54	143,000	52.3	131,000	47.7	**274,000**	**100.0**	21,000	29.4	51,000	70.6	**72,000**	**100.0**
55-64	73,000	52.1	67,000	47.9	**140,000**	**100.0**	11,000	25.4	31,000	74.6	**42,000**	**100.0**
65-74	54,000	52.4	49,000	47.6	**103,000**	**100.0**	8,000	20.8	32,000	79.2	**41,000**	**100.0**
>74	37,000	51.8	35,000	48.2	**72,000**	**100.0**	7,000	22.6	24,000	77.4	**31,000**	**100.0**
Total	**1,101,000**	**50.8**	**1,066,000**	**49.2**	**2,167,000**	**100.0**	**444,000**	**40.9**	**642,000**	**59.1**	**1,086,000**	**100.0**

* Includes 127 killed drivers and 78 killed passengers of unknown sex.
** Less than 500 or less than 0.05 percent.

Table 70
Vehicle Occupants Killed or Injured, by Vehicle Type and Most Harmful Event

Vehicle Type	Most Harmful Event: Collision with: Motor Vehicle in Transport		Collision with: Object Not Fixed		Collision with: Fixed Object		Noncollision		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	12,352	56.2	534	2.4	5,368	24.4	3,728	17.0	**21,989**	**100.0**
Light Truck	3,789	37.1	307	3.0	2,106	20.6	4,022	39.3	**10,224**	**100.0**
Large Truck	158	22.0	48	6.7	166	23.2	344	48.0	**717**	**100.0**
Motorcycle	1,105	52.5	69	3.3	595	28.3	335	15.9	**2,106**	**100.0**
Bus	10	58.8	0	--	3	17.6	4	23.5	**17**	**100.0**
Other/Unknown	213	33.3	15	2.3	89	13.9	119	18.6	**640**	**100.0**
Total*	**17,627**	**49.4**	**973**	**2.7**	**8,327**	**23.3**	**8,552**	**24.0**	**35,693**	**100.0**
Occupants Injured										
Passenger Car	1,955,000	82.2	54,000	2.3	303,000	12.7	66,000	2.8	**2,378,000**	**100.0**
Light Truck	575,000	74.8	16,000	2.1	124,000	16.2	53,000	6.9	**768,000**	**100.0**
Large Truck	16,000	52.6	1,000	4.3	6,000	19.6	7,000	23.4	**31,000**	**100.0**
Motorcycle	28,000	51.7	2,000	4.1	8,000	15.6	15,000	28.6	**54,000**	**100.0**
Bus	16,000	92.6	**	0.8	1,000	3.1	1,000	3.6	**17,000**	**100.0**
Other/Unknown	2,000	33.9	**	3.2	1,000	28.0	2,000	34.9	**5,000**	**100.0**
Total	**2,591,000**	**79.7**	**74,000**	**2.3**	**444,000**	**13.6**	**144,000**	**4.4**	**3,253,000**	**100.0**

* Includes 214 fatalities with unknown most harmful event.
** Less than 500 or less than 0.05 percent.

Table 71
Vehicle Occupants Killed or Injured, by Initial Point of Impact and Vehicle Type

Initial Point of Impact	Vehicle Type						Total
	Passenger Cars	Light Trucks	Large Trucks	Motorcycles	Buses	Other/ Unknown	
Occupants Killed							
Front	11,562	5,500	440	1,367	13	188	**19,070**
Left Side	3,841	915	33	152	1	41	**4,983**
Right Side	3,534	958	51	149	1	45	**4,738**
Rear	1,066	394	21	64	0	45	**1,590**
Other*	527	293	31	76	0	3	**930**
Noncollision	1,095	1,893	120	186	2	76	**3,372**
Unknown	364	271	21	112	0	242	**1,010**
Total	**21,989**	**10,224**	**717**	**2,106**	**17**	**640**	**35,693**
Occupants Injured							
Front	1,049,000	338,000	11,000	23,000	5,000	2,000	**1,428,000**
Left Side	382,000	110,000	5,000	6,000	2,000	**	**505,000**
Right Side	357,000	101,000	4,000	6,000	2,000	1,000	**472,000**
Rear	532,000	171,000	3,000	2,000	7,000	**	**716,000**
Other*	8,000	4,000	1,000	**	**	**	**12,000**
Noncollision	51,000	44,000	7,000	15,000	1,000	2,000	**120,000**
Total	**2,378,000**	**768,000**	**31,000**	**54,000**	**17,000**	**5,000**	**3,253,000**

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

Table 72
Vehicle Occupants Killed or Injured, by Vehicle Type and Ejection

Vehicle Type	Ejected		Not Ejected		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
Passenger Car	4,369	19.9	17,539	79.8	81	0.4	**21,989**	**100.0**
Light Truck	4,119	40.3	6,048	59.2	57	0.6	**10,224**	**100.0**
Large Truck	228	31.8	483	67.4	6	0.8	**717**	**100.0**
Bus	4	23.5	13	76.5	0	0.0	**17**	**100.0**
Other/Unknown	149	23.3	262	40.9	229	35.8	**640**	**100.0**
Total*	**8,869**	**26.4**	**24,345**	**72.5**	**373**	**1.1**	**33,587**	**100.0**
Occupants Injured								
Passenger Car	11,000	0.5	2,367,000	99.5	**	**	**2,378,000**	**100.0**
Light Truck	6,000	0.7	762,000	99.3	**	**	**768,000**	**100.0**
Large Truck	1,000	2.4	31,000	97.6	**	**	**31,000**	**100.0**
Bus	**	**	17,000	100.0	**	**	**17,000**	**100.0**
Other/Unknown	**	1.5	5,000	98.5	**	**	**5,000**	**100.0**
Total*	**17,000**	**0.5**	**3,182,000**	**99.5**	****	****	**3,199,000**	**100.0**

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

Table 73
Occupants Killed or Injured in Two-Vehicle Crashes, by Vehicle Types Involved

Vehicles Involved				Total Occupants Killed
Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	
Passenger Car	--	Passenger Car	--	**4,107**
Passenger Car	4,523	Light Truck	1,083	**5,606**
Passenger Car	2,122	Large Truck	34	**2,156**
Passenger Car	12	Motorcycle	542	**554**
Passenger Car	119	Bus	0	**119**
Passenger Car	113	Other/Unknown	71	**184**
Light Truck	--	Light Truck	--	**1,348**
Light Truck	1,154	Large Truck	42	**1,196**
Light Truck	4	Motorcycle	399	**403**
Light Truck	45	Bus	1	**46**
Light Truck	51	Other/Unknown	79	**130**
Large Truck	--	Large Truck	--	**83**
Large Truck	0	Motorcycle	74	**74**
Large Truck	3	Bus	9	**12**
Large Truck	0	Other/Unknown	27	**27**
Motorcycle	--	Motorcycle	--	**27**
Motorcycle	5	Bus	0	**5**
Motorcycle	12	Other/Unknown	0	**12**
Bus	0	Other/Unknown	1	**1**
Other/Unknown	--	Other/Unknown	--	**109**
Total Occupants Killed				**16,199**

Vehicles Involved				Total Occupants Injured
Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	
Passenger Car	--	Passenger Car	--	**1,117,000**
Passenger Car	470,000	Light Truck	292,000	**762,000**
Passenger Car	52,000	Large Truck	8,000	**60,000**
Passenger Car	3,000	Motorcycle	19,000	**21,000**
Passenger Car	5,000	Bus	9,000	**14,000**
Passenger Car	2,000	Other/Unknown	1,000	**3,000**
Light Truck	71,000	Light Truck	92,000	**163,000**
Light Truck	19,000	Large Truck	3,000	**22,000**
Light Truck	1,000	Motorcycle	7,000	**8,000**
Light Truck	1,000	Bus	6,000	**7,000**
Light Truck	1,000	Other/Unknown	1,000	**2,000**
Large Truck	--	Large Truck	--	**3,000**
Total Occupants Injured				**2,183,000**

Table 74
Occupants Involved in Fatal Crashes and Occupant Fatalities, by Vehicle Body Type

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Passenger Cars	**51,175**	**53.9**	**21,989**	**61.6**
Convertible	419	0.4	174	0.5
2 Door Sedan, Hardtop, Coupe	15,295	16.1	6,921	19.4
3 Door/2 Door Hatchback	3,492	3.7	1,665	4.7
4 Door Sedan Hardtop	27,319	28.8	11,347	31.8
5 Door/4 Door Hatchback	806	0.8	394	1.1
Station Wagon	1,990	2.1	809	2.3
Hatchback, Doors Unknown	124	0.1	60	0.2
Other Auto	415	0.4	150	0.4
Unknown Auto	1,173	1.2	404	1.1
Auto-Based Pickup	139	0.1	65	0.2
Auto-Based Panel	3	*	0	--
Light Trucks	**32,728**	**34.5**	**10,224**	**28.6**
Compact Utility	5,992	6.3	1,929	5.4
Large Utility	1,013	1.1	272	0.8
Utility Station Wagon	827	0.9	171	0.5
Utility, Unknown Body Type	17	*	6	*
Minivan	4,858	5.1	1,200	3.4
Large Van	3,041	3.2	663	1.9
Step Van	136	0.1	18	0.1
Van-Based School Bus	7	*	0	--
Van-Based Transit Bus	28	*	2	*
Other Van Type	73	0.1	12	*
Unknown Van Type	164	0.2	26	0.1
Compact Pickup	6,311	6.7	2,652	7.4
Standard Pickup	9,644	10.2	3,105	8.7
Pickup with Camper	145	0.2	49	0.1
Unknown Pickup Style Truck	128	0.1	52	0.1
Cab Chassis-Based Light Truck	179	0.2	35	0.1
Other Conventional Light Truck	4	*	1	*
Unknown Light Truck (not pickup)	57	0.1	8	*
Unknown Light Vehicle Type	99	0.1	22	0.1
Unknown Truck	5	*	1	*

Body Type	Occupants Involved		Occupants Killed	
	No.	%	No.	%
Large Trucks	**5,644**	**5.9**	**717**	**2.0**
Step Van	46	*	7	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	201	0.2	33	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	351	0.4	56	0.2
Single Unit Heavy Truck (GVWR > 26,000 lb)	866	0.9	111	0.3
Single Unit Truck, Unknown GVWR	118	0.1	23	0.1
Truck Tractor	3,967	4.2	480	1.3
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	14	*	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	6	*	1	*
Unknown Large Truck Type	75	0.1	5	*
Motorcycles	**2,501**	**2.6**	**2,106**	**5.9**
Motorcycle	2,404	2.5	2,018	5.7
Moped	23	*	22	0.1
Three Wheel Motorcycle or Moped	7	*	6	*
Off-Road Motorcycle (Two Wheel)	35	*	28	0.1
Other Motorcycle/Minibike	22	*	22	0.1
Unknown Motorcycle	10	*	10	*
Buses**	**891**	**0.9**	**17**	*****
School Bus	299	0.3	7	*
Cross Country/Intercity Bus	245	0.3	4	*
Transit Bus	158	0.2	3	*
Other Bus	115	0.1	2	*
Unknown Bus	74	0.1	1	*
Other Vehicles	**739**	**0.8**	**340**	**1.0**
Large Limousine	7	*	1	*
Van-Based Motorhome	55	0.1	8	*
Light Truck-Based Motorhome	5	*	1	*
Large Truck-Based Motorhome	69	0.1	17	*
Unknown Truck Camper/Motorhome	87	0.1	12	*
All Terrain Vehicle	182	0.2	130	0.4
Snowmobile	60	0.1	50	0.1
Farm Equipment Except Trucks	164	0.2	52	0.1
Construction Equipment Except Trucks	19	*	3	*
Motorized Wheelchair	5	*	5	*
Other Vehicle	86	0.1	61	0.2
Unknown Body Type	**1,218**	**1.3**	**300**	**0.8**
Total	**94,896**	**100.0**	**35,693**	**100.0**

* Less than 0.05 percent.

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

Table 75
Passenger Car Occupants Involved in Fatal Crashes and Occupants Killed, by Car Wheelbase Size

Passenger Car Wheelbase Size	Occupants Involved in Fatal Crashes		Occupants Killed		Percent of Occupants Killed by Car Wheelbase Size
	Number	Percent of Total	Number	Percent of Total	
Minicompact (under 95 inches)	3,418	6.7	1,745	7.9	51.1
Subcompact (95 to 99 inches)	9,518	18.6	4,397	20.0	46.2
Compact (100 to 104 inches)	16,221	31.7	7,108	32.3	43.8
Intermediate (105 to 109 inches)	11,520	22.5	4,736	21.5	41.1
Full Size (110 to 114 inches)	5,690	11.1	2,222	10.1	39.1
Largest Size (115 inches and over)	3,318	6.5	1,230	5.6	37.1
Unknown	1,490	2.9	551	2.5	37.0
Total	**51,175**	**100.0**	**21,989**	**100.0**	**43.0**

Table 76
Persons Killed or Injured in Alcohol-Related Crashes, by Person Type and Injury Severity

Person Type	Persons Killed*	Persons Injured by Injury Severity**			Total Injured
		Incapacitating	Nonincapacitating	Other	
Vehicle Occupants					
Driver	9,706	40,000	77,000	89,000	206,000
Passenger	3,722	21,000	28,000	56,000	105,000
Unknown Occupant	45	***	***	***	***
Subtotal	*13,473*	*61,000*	*105,000*	*145,000*	*310,000*
Nonmotorists					
Pedestrian	2,392	4,000	3,000	3,000	11,000
Pedalcyclist	269	1,000	2,000	***	3,000
Other	56	1,000	1,000	2,000	3,000
Subtotal	*2,716*	*6,000*	*6,000*	*5,000*	*17,000*
Total	**16,189**	**66,000**	**111,000**	**150,000**	**327,000**

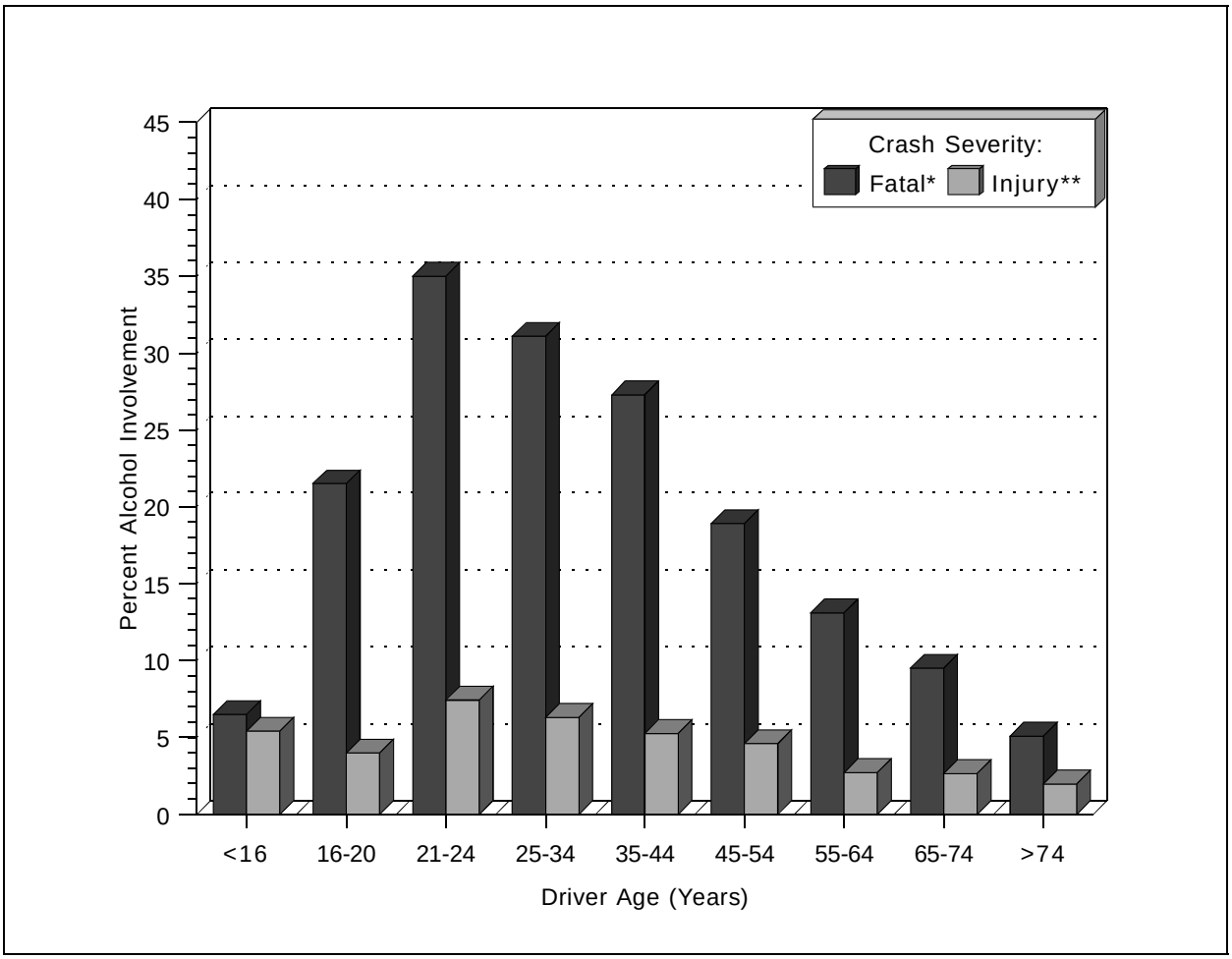
* Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dl) or greater in the crash. BAC values have been assigned by NHTSA when alcohol test results are unknown. For more information, see page 7 of this report.
** Police-reported alcohol involvement in the crash.
*** Less than 500.

Table 77
Drivers Involved in Crashes by Age, Alcohol Involvement, and Crash Severity

Age (Years)	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
<16	22	6.5	321	93.5	**343**	**100.0**
16-20	1,650	21.5	6,020	78.5	**7,670**	**100.0**
21-24	1,979	35.0	3,681	65.0	**5,660**	**100.0**
25-34	3,852	31.1	8,526	68.9	**12,378**	**100.0**
35-44	2,959	27.3	7,869	72.7	**10,828**	**100.0**
45-54	1,413	18.9	6,049	81.1	**7,462**	**100.0**
55-64	572	13.1	3,792	86.9	**4,364**	**100.0**
65-74	321	9.5	3,046	90.5	**3,367**	**100.0**
>74	168	5.1	3,113	94.9	**3,281**	**100.0**
Unknown	458	36.7	791	63.3	**1,249**	**100.0**
Total	**13,393**	**23.7**	**43,209**	**76.3**	**56,602**	**100.0**
Drivers in Injury Crashes**						
<16	1,000	5.4	18,000	94.6	**19,000**	**100.0**
16-20	26,000	4.0	636,000	96.0	**662,000**	**100.0**
21-24	33,000	7.4	406,000	92.6	**439,000**	**100.0**
25-34	62,000	6.3	917,000	93.7	**979,000**	**100.0**
35-44	42,000	5.3	759,000	94.7	**801,000**	**100.0**
45-54	24,000	4.6	501,000	95.4	**525,000**	**100.0**
55-64	7,000	2.7	260,000	97.3	**268,000**	**100.0**
65-74	5,000	2.7	192,000	97.3	**197,000**	**100.0**
>74	3,000	2.0	134,000	98.0	**136,000**	**100.0**
Total	**204,000**	**5.1**	**3,824,000**	**94.9**	**4,027,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
<16	1,000	3.3	28,000	96.7	**29,000**	**100.0**
16-20	44,000	3.4	1,257,000	96.6	**1,301,000**	**100.0**
21-24	32,000	3.9	803,000	96.1	**835,000**	**100.0**
25-34	55,000	2.9	1,805,000	97.1	**1,860,000**	**100.0**
35-44	47,000	3.0	1,518,000	97.0	**1,565,000**	**100.0**
45-54	41,000	3.5	1,144,000	96.5	**1,185,000**	**100.0**
55-64	10,000	1.9	510,000	98.1	**520,000**	**100.0**
65-74	6,000	1.6	351,000	98.4	**357,000**	**100.0**
>74	17,000	5.1	313,000	94.9	**330,000**	**100.0**
Total	**252,000**	**3.2**	**7,730,000**	**96.8**	**7,982,000**	**100.0**

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

Figure 26
Percent of Driver Alcohol Involvement for Fatal and Injury Crashes



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

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

Table 78
Drivers Killed or Injured, by Time of Day, Day of Week, Age, Alcohol Involvement, and Crash Type

Time of Day and Day of Week	Killed*				Injured**			
	Under 21		21 and Older		Under 21		21 and Older	
	Number Killed	Percent with Alcohol Involvement	Number Killed	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement	Number Injured	Percent with Alcohol Involvement
Single-Vehicle Crashes								
Daytime	**639**	**14.3**	**3,870**	**26.1**	**51,000**	**6.1**	**168,000**	**8.5**
Weekday	404	10.4	2,645	21.1	37,000	4.5	120,000	6.8
Weekend	235	21.1	1,225	36.8	14,000	10.2	48,000	12.6
Nighttime	**1,188**	**52.7**	**5,514**	**72.0**	**63,000**	**19.1**	**151,000**	**34.1**
Weekday	496	42.9	2,415	66.9	26,000	13.8	73,000	29.8
Weekend	692	59.6	3,099	75.9	37,000	22.9	78,000	38.1
Multiple-Vehicle Crashes								
Daytime	**890**	**6.4**	**7,398**	**10.5**	**174,000**	**0.6**	**1,116,000**	**1.2**
Weekday	656	5.5	5,640	8.8	139,000	0.2	905,000	1.0
Weekend	234	9.0	1,758	15.6	35,000	2.2	211,000	2.1
Nighttime	**654**	**25.4**	**4,081**	**41.6**	**82,000**	**3.6**	**361,000**	**8.9**
Weekday	319	22.1	1,967	35.8	42,000	2.4	190,000	6.9
Weekend	335	28.6	2,114	47.0	40,000	4.8	172,000	11.1

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

Table 79
Drivers Killed in Crashes, by Age and Driver's Blood Alcohol Concentration (BAC)

Age (Years)	Driver's BAC								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	165	92.5	5	2.9	8	4.6	13	7.5	**178**	**100.0**
16-20	2,292	70.8	244	7.5	700	21.6	944	29.2	**3,236**	**100.0**
21-24	1,234	50.2	222	9.0	1,004	40.8	1,227	49.8	**2,461**	**100.0**
25-34	2,491	50.2	419	8.4	2,048	41.3	2,466	49.8	**4,957**	**100.0**
35-44	2,261	52.7	281	6.6	1,745	40.7	2,027	47.3	**4,288**	**100.0**
45-54	2,053	66.4	187	6.0	850	27.5	1,037	33.6	**3,090**	**100.0**
55-64	1,558	77.8	105	5.2	340	17.0	445	22.2	**2,003**	**100.0**
65-74	1,699	86.9	64	3.3	192	9.8	257	13.1	**1,956**	**100.0**
>74	2,196	94.1	59	2.5	79	3.4	138	5.9	**2,334**	**100.0**
Unknown	90	63.6	15	10.7	36	25.7	51	36.4	**141**	**100.0**
Total	**16,039**	**65.1**	**1,601**	**6.5**	**7,003**	**28.4**	**8,605**	**34.9**	**24,644**	**100.0**

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

Figure 27
Alcohol Involvement (BAC ≥ 0.01) for Drivers Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

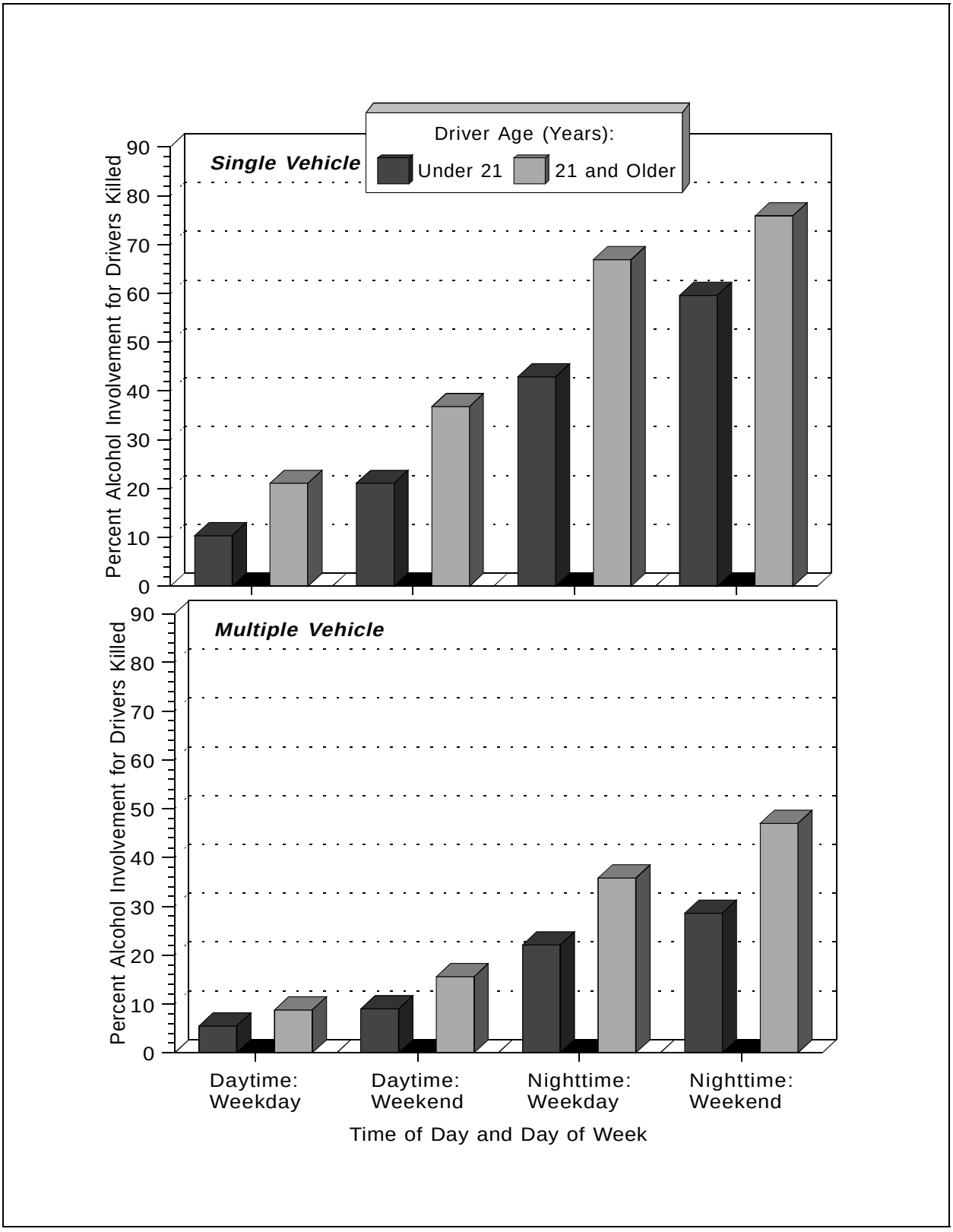


Table 80
Drivers Involved in Crashes by Vehicle Type, Alcohol Involvement, and Crash Severity

Vehicle Type	Alcohol Involvement				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes*						
Passenger Car	7,195	24.3	22,394	75.7	**29,589**	**100.0**
Light Truck	4,789	26.0	13,625	74.0	**18,414**	**100.0**
Large Truck	103	2.1	4,712	97.9	**4,815**	**100.0**
Motorcycle	838	39.0	1,308	61.0	**2,146**	**100.0**
Bus	2	0.7	292	99.3	**294**	**100.0**
Other/Unknown	467	34.7	877	65.3	**1,344**	**100.0**
Total	**13,393**	**23.7**	**43,209**	**76.3**	**56,602**	**100.0**
Drivers in Injury Crashes**						
Passenger Car	136,000	4.9	2,645,000	95.1	**2,781,000**	**100.0**
Light Truck	62,000	5.8	1,019,000	94.2	**1,081,000**	**100.0**
Large Truck	1,000	0.6	95,000	99.4	**95,000**	**100.0**
Motorcycle	4,000	7.8	48,000	92.2	**52,000**	**100.0**
Bus	***	***	13,000	100.0	**13,000**	**100.0**
Other/Unknown	1,000	15.0	5,000	85.0	**6,000**	**100.0**
Total	**204,000**	**5.1**	**3,824,000**	**94.9**	**4,027,000**	**100.0**
Drivers in Property-Damage-Only Crashes**						
Passenger Car	171,000	3.3	5,048,000	96.7	**5,219,000**	**100.0**
Light Truck	80,000	3.4	2,281,000	96.6	**2,361,000**	**100.0**
Large Truck	1,000	0.2	339,000	99.8	**340,000**	**100.0**
Motorcycle	1,000	5.7	10,000	94.3	**10,000**	**100.0**
Bus	***	***	40,000	100.0	**40,000**	**100.0**
Other/Unknown	***	0.1	11,000	99.9	**11,000**	**100.0**
Total	**252,000**	**3.2**	**7,730,000**	**96.8**	**7,982,000**	**100.0**

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

** Police-reported alcohol involvement.

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

Table 81
Persons Killed, by Age and Highest Blood Alcohol Concentration (BAC) in the Crash

Age (Years)	Highest BAC in Crash								Total	
	0.00		0.01-0.09		0.10 or Higher		0.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	624	79.2	53	6.7	111	14.1	164	20.8	**788**	**100.0**
5-9	662	81.3	57	7.0	95	11.7	153	18.7	**815**	**100.0**
10-15	1,201	77.3	117	7.5	235	15.2	353	22.7	**1,554**	**100.0**
16-20	3,661	63.6	602	10.5	1,495	26.0	2,096	36.4	**5,757**	**100.0**
21-24	1,728	45.7	432	11.4	1,621	42.9	2,053	54.3	**3,781**	**100.0**
25-34	3,334	45.3	736	10.0	3,295	44.7	4,031	54.7	**7,365**	**100.0**
35-44	3,076	47.8	530	8.2	2,827	43.9	3,356	52.2	**6,432**	**100.0**
45-54	2,805	60.1	357	7.7	1,505	32.2	1,862	39.9	**4,667**	**100.0**
55-64	2,232	71.1	224	7.1	681	21.7	905	28.9	**3,137**	**100.0**
65-74	2,599	81.1	158	4.9	446	13.9	604	18.9	**3,203**	**100.0**
>74	3,669	89.0	180	4.4	274	6.6	454	11.0	**4,123**	**100.0**
Unknown	187	54.2	39	11.4	119	34.4	158	45.8	**345**	**100.0**
Total	**25,778**	**61.4**	**3,485**	**8.3**	**12,704**	**30.3**	**16,189**	**38.6**	**41,967**	**100.0**

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

Table 82
Pedestrians Killed, by Pedestrian's and Driver's Blood Alcohol Concentration (BAC)

Pedestrian's BAC	Driver's BAC						Total	
	0.00		0.01-0.09		0.10 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
0.00	2,909	55.8	176	3.4	333	6.4	**3,417**	**65.6**
0.01-0.09	196	3.8	26	0.5	41	0.8	**263**	**5.1**
0.10 or Higher	1,128	21.7	141	2.7	260	5.0	**1,529**	**29.3**
Total*	**4,232**	**81.2**	**343**	**6.6**	**634**	**12.2**	**5,209**	**100.0**

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

Table 83
Drivers Involved in Crashes by Vehicle Type, Restraint Use, and Crash Severity

Vehicle Type	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Drivers in Fatal Crashes								
Passenger Car	15,832	53.5	10,606	35.8	3,151	10.6	**29,589**	**100.0**
Light Truck	9,294	50.5	7,544	41.0	1,576	8.6	**18,414**	**100.0**
Large Truck	3,273	68.0	998	20.7	544	11.3	**4,815**	**100.0**
Bus	220	74.8	35	11.9	39	13.3	**294**	**100.0**
Other/Unknown	154	11.5	361	26.9	829	61.7	**1,344**	**100.0**
Total*	**28,773**	**52.8**	**19,544**	**35.9**	**6,139**	**11.3**	**54,456**	**100.0**
Drivers in Injury Crashes								
Passenger Car	2,221,000	79.9	237,000	8.5	323,000	11.6	**2,781,000**	**100.0**
Light Truck	849,000	78.6	108,000	10.0	124,000	11.4	**1,081,000**	**100.0**
Large Truck	68,000	71.8	11,000	11.9	16,000	16.3	**95,000**	**100.0**
Bus	10,000	79.5	1,000	6.8	2,000	13.7	**13,000**	**100.0**
Other/Unknown	1,000	12.6	4,000	60.7	2,000	26.7	**6,000**	**100.0**
Total*	**3,149,000**	**79.2**	**361,000**	**9.1**	**465,000**	**11.7**	**3,976,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	4,143,000	79.4	210,000	4.0	866,000	16.6	**5,219,000**	**100.0**
Light Truck	1,884,000	79.8	107,000	4.5	370,000	15.7	**2,361,000**	**100.0**
Large Truck	221,000	65.0	22,000	6.5	97,000	28.5	**340,000**	**100.0**
Bus	31,000	76.5	2,000	6.2	7,000	17.4	**40,000**	**100.0**
Other/Unknown	5,000	42.4	3,000	26.6	3,000	31.0	**11,000**	**100.0**
Total*	**6,284,000**	**78.8**	**345,000**	**4.3**	**1,343,000**	**16.8**	**7,972,000**	**100.0**
Drivers in All Crashes								
Passenger Car	6,380,000	79.5	458,000	5.7	1,192,000	14.8	**8,029,000**	**100.0**
Light Truck	2,743,000	79.2	223,000	6.4	495,000	14.3	**3,461,000**	**100.0**
Large Truck	293,000	66.5	34,000	7.8	113,000	25.6	**440,000**	**100.0**
Bus	41,000	77.2	3,000	6.3	9,000	16.5	**53,000**	**100.0**
Other/Unknown	6,000	30.4	7,000	37.8	6,000	31.8	**19,000**	**100.0**
Total*	**9,462,000**	**78.8**	**726,000**	**6.0**	**1,814,000**	**15.1**	**12,002,000**	**100.0**

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

Table 84
Passenger Car, Light Truck, and Large Truck Occupants Killed or Injured, by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed								
<5	257	43.0	302	50.5	39	6.5	**598**	**100.0**
5-9	175	38.0	251	54.4	35	7.6	**461**	**100.0**
10-15	254	24.4	701	67.3	86	8.3	**1,041**	**100.0**
16-20	1,412	27.6	3,250	63.6	447	8.7	**5,109**	**100.0**
21-24	768	24.4	2,090	66.4	290	9.2	**3,148**	**100.0**
25-34	1,467	25.4	3,806	65.8	510	8.8	**5,783**	**100.0**
35-44	1,365	28.5	3,023	63.0	409	8.5	**4,797**	**100.0**
45-54	1,246	35.3	1,966	55.7	320	9.1	**3,532**	**100.0**
55-64	966	39.4	1,262	51.5	224	9.1	**2,452**	**100.0**
65-74	1,265	48.9	1,091	42.2	230	8.9	**2,586**	**100.0**
>74	1,853	55.1	1,219	36.2	291	8.7	**3,363**	**100.0**
Unknown	9	15.0	38	63.3	13	21.7	**60**	**100.0**
Total	**11,037**	**33.5**	**18,999**	**57.7**	**2,894**	**8.8**	**32,930**	**100.0**
Occupants Injured								
<5	62,000	79.9	11,000	14.1	5,000	5.9	**77,000**	**100.0**
5-9	66,000	72.8	18,000	19.7	7,000	7.4	**91,000**	**100.0**
10-15	103,000	67.9	37,000	24.6	11,000	7.5	**151,000**	**100.0**
16-20	398,000	70.2	125,000	22.1	44,000	7.7	**566,000**	**100.0**
21-24	233,000	71.9	61,000	18.7	31,000	9.4	**324,000**	**100.0**
25-34	506,000	76.6	98,000	14.8	57,000	8.6	**660,000**	**100.0**
35-44	436,000	79.6	66,000	12.0	45,000	8.3	**547,000**	**100.0**
45-54	276,000	81.9	34,000	10.1	27,000	8.0	**337,000**	**100.0**
55-64	149,000	83.3	18,000	10.1	12,000	6.6	**179,000**	**100.0**
65-74	120,000	85.1	12,000	8.7	9,000	6.2	**141,000**	**100.0**
>74	84,000	82.2	10,000	9.5	9,000	8.3	**102,000**	**100.0**
Total	**2,432,000**	**76.6**	**489,000**	**15.4**	**255,000**	**8.0**	**3,177,000**	**100.0**

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

Table 85
Passenger Car, Light Truck, or Large Truck Occupant Survivors of Fatal Crashes by Age and Restraint Use

Age (Years)	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	1,482	67.9	585	26.8	117	5.4	**2,184**	**100.0**
5-9	1,250	55.0	868	38.2	154	6.8	**2,272**	**100.0**
10-15	1,648	45.7	1,729	47.9	231	6.4	**3,608**	**100.0**
16-20	4,468	47.2	4,187	44.3	807	8.5	**9,462**	**100.0**
21-24	2,782	50.6	2,142	39.0	570	10.4	**5,494**	**100.0**
25-34	6,404	59.7	3,297	30.8	1,020	9.5	**10,721**	**100.0**
35-44	5,798	66.8	2,105	24.2	780	9.0	**8,683**	**100.0**
45-54	4,123	72.9	1,099	19.4	436	7.7	**5,658**	**100.0**
55-64	2,348	74.3	527	16.7	285	9.0	**3,160**	**100.0**
65-74	1,575	75.9	328	15.8	173	8.3	**2,076**	**100.0**
>74	1,193	76.7	252	16.2	111	7.1	**1,556**	**100.0**
Unknown	356	20.4	375	21.5	1,012	58.1	**1,743**	**100.0**
Total	**33,427**	**59.0**	**17,494**	**30.9**	**5,696**	**10.1**	**56,617**	**100.0**

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

Table 86
Passenger Car Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car Occupants Killed								
Front Seat	**7,960**	**40.5**	**9,940**	**50.6**	**1,760**	**9.0**	**19,660**	**100.0**
Left	5,838	39.7	7,528	51.2	1,350	9.2	**14,716**	**100.0**
Middle	12	21.1	40	70.2	5	8.8	**57**	**100.0**
Right	2,109	43.3	2,358	48.4	400	8.2	**4,867**	**100.0**
Other/Unknown	1	5.0	14	70.0	5	25.0	**20**	**100.0**
Second Seat	**478**	**23.3**	**1,373**	**67.0**	**198**	**9.7**	**2,049**	**100.0**
Left	201	26.0	496	64.2	75	9.7	**772**	**100.0**
Middle	48	17.4	205	74.3	23	8.3	**276**	**100.0**
Right	221	23.7	623	66.7	90	9.6	**934**	**100.0**
Other/Unknown	8	11.9	49	73.1	10	14.9	**67**	**100.0**
Other	**8**	**13.3**	**47**	**78.3**	**5**	**8.3**	**60**	**100.0**
Unknown	**11**	**5.0**	**138**	**62.7**	**71**	**32.3**	**220**	**100.0**
Total	**8,457**	**38.5**	**11,498**	**52.3**	**2,034**	**9.3**	**21,989**	**100.0**
Passenger Car Occupants Injured								
Front Seat	**1,694,000**	**80.0**	**260,000**	**12.3**	**164,000**	**7.7**	**2,118,000**	**100.0**
Left	1,289,000	81.0	174,000	10.9	128,000	8.0	**1,591,000**	**100.0**
Middle	9,000	70.2	3,000	22.3	1,000	7.5	**13,000**	**100.0**
Right	396,000	77.1	83,000	16.1	35,000	6.8	**514,000**	**100.0**
Second Seat	**149,000**	**58.6**	**79,000**	**31.0**	**27,000**	**10.4**	**255,000**	**100.0**
Left	55,000	58.5	30,000	31.6	9,000	10.0	**94,000**	**100.0**
Middle	20,000	54.8	13,000	34.4	4,000	10.9	**37,000**	**100.0**
Right	74,000	59.8	37,000	29.6	13,000	10.6	**124,000**	**100.0**
Other	**2,000**	**50.3**	**1,000**	**23.9**	**1,000**	**25.8**	**5,000**	**100.0**
Total	**1,846,000**	**77.6**	**340,000**	**14.3**	**192,000**	**8.1**	**2,378,000**	**100.0**

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

Table 87
Light Truck Occupants Killed or Injured, by Seating Position and Restraint Use

Seating Position	Restraint Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Light Truck Occupants Killed								
Front Seat	**2,239**	**25.1**	**6,069**	**68.0**	**614**	**6.9**	**8,922**	**100.0**
Left	1,688	24.4	4,748	68.6	484	7.0	**6,920**	**100.0**
Middle	21	13.5	123	79.4	11	7.1	**155**	**100.0**
Right	527	29.1	1,167	64.5	115	6.4	**1,809**	**100.0**
Other/Unknown	3	7.9	31	81.6	4	10.5	**38**	**100.0**
Second Seat	**172**	**24.6**	**470**	**67.1**	**58**	**8.3**	**700**	**100.0**
Left	70	26.4	170	64.2	25	9.4	**265**	**100.0**
Middle	24	16.9	109	76.8	9	6.3	**142**	**100.0**
Right	73	27.9	167	63.7	22	8.4	**262**	**100.0**
Other/Unknown	5	16.1	24	77.4	2	6.5	**31**	**100.0**
Other	**15**	**3.5**	**387**	**91.5**	**21**	**5.0**	**423**	**100.0**
Unknown	**4**	**2.2**	**127**	**70.9**	**48**	**26.8**	**179**	**100.0**
Total	**2,430**	**23.8**	**7,053**	**69.0**	**741**	**7.2**	**10,224**	**100.0**
Light Truck Occupants Injured								
Front Seat	**520,000**	**75.0**	**119,000**	**17.2**	**54,000**	**7.7**	**693,000**	**100.0**
Left	386,000	76.3	77,000	15.3	43,000	8.5	**506,000**	**100.0**
Middle	9,000	49.5	7,000	40.9	2,000	9.7	**18,000**	**100.0**
Right	124,000	74.1	34,000	20.5	9,000	5.4	**168,000**	**100.0**
Second Seat	**43,000**	**65.9**	**17,000**	**26.7**	**5,000**	**7.4**	**65,000**	**100.0**
Left	15,000	69.1	5,000	24.5	1,000	6.4	**22,000**	**100.0**
Middle	8,000	59.4	4,000	31.2	1,000	9.4	**13,000**	**100.0**
Right	20,000	66.4	8,000	26.3	2,000	7.3	**29,000**	**100.0**
Other	**3,000**	**30.3**	**6,000**	**54.5**	**2,000**	**15.2**	**10,000**	**100.0**
Total	**566,000**	**73.7**	**142,000**	**18.5**	**60,000**	**7.8**	**768,000**	**100.0**

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

Table 88
Passenger Car and Light Truck Occupants Killed and Injured, by Restraint Use and Type of Restraint

Restraint Use and Type of Restraint	Vehicle Type			
	Passenger Car		Light Truck	
	Number	Percent	Number	Percent
Occupants Killed				
Restraint Used				
Lap/Shoulder Belt	5,746	26.1	1,754	17.2
Lap Belt	295	1.3	165	1.6
Shoulder Belt	304	1.4	5	0.0
Child Safety Seat	129	0.6	42	0.4
Type Unknown	644	2.9	190	1.9
Restraint Used, Airbag Deployed	1,304	5.9	259	2.5
Safety Belt Used Improperly	35	0.2	15	0.1
Subtotal	*8,457*	*38.5*	*2,430*	*23.8*
No Restraint Used	10,414	47.4	6,717	65.7
No Restraint Used, Airbag Deployed	1,060	4.8	326	3.2
Child Safety Seat Used Improperly	24	0.1	10	0.1
Restraint Use Unknown	2,034	9.3	741	7.2
Total	**21,989**	**100.0**	**10,224**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	1,391,000	58.5	434,000	56.4
Lap Belt	84,000	3.5	35,000	4.5
Shoulder Belt	21,000	0.9	2,000	0.3
Child Safety Seat	23,000	1.0	9,000	1.1
Type Unknown	165,000	6.9	55,000	7.2
Restraint Used, Airbag Deployed	162,000	6.8	31,000	4.0
Subtotal	*1,846,000*	*77.6*	*566,000*	*73.7*
No Restraint Used	325,000	13.7	140,000	18.3
No Restraint Used, Airbag Deployed	15,000	0.6	2,000	0.2
Restraint Use Unknown	192,000	8.1	60,000	7.8
Total	**2,378,000**	**100.0**	**768,000**	**100.0**

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

Table 89
Motorcycle Occupants Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Motorcycle Occupants Killed						
Midnight to 3 am	83	8.5	148	13.2	**231**	**11.0**
3 am to 6 am	28	2.9	51	4.6	**79**	**3.8**
6 am to 9 am	46	4.7	25	2.2	**71**	**3.4**
9 am to Noon	73	7.4	70	6.3	**143**	**6.8**
Noon to 3 pm	152	15.5	163	14.6	**315**	**15.0**
3 pm to 6 pm	224	22.8	182	16.3	**406**	**19.3**
6 pm to 9 pm	203	20.7	261	23.4	**464**	**22.0**
9 pm to Midnight	164	16.7	212	19.0	**376**	**17.9**
Unknown	8	0.8	5	0.4	**21**	**1.0**
Total*	**981**	**100.0**	**1,117**	**100.0**	**2,106**	**100.0**
Motorcycle Occupants Injured						
Midnight to 3 am	1,000	4.0	2,000	10.7	**4,000**	**6.8**
3 am to 6 am	**	0.9	1,000	3.7	**1,000**	**2.1**
6 am to 9 am	3,000	10.2	**	1.5	**3,000**	**6.5**
9 am to Noon	3,000	9.5	1,000	6.2	**4,000**	**8.1**
Noon to 3 pm	5,000	16.6	4,000	19.2	**10,000**	**17.7**
3 pm to 6 pm	11,000	33.8	5,000	21.4	**15,000**	**28.6**
6 pm to 9 pm	4,000	14.1	5,000	22.9	**10,000**	**17.8**
9 pm to Midnight	3,000	10.9	3,000	14.4	**7,000**	**12.4**
Total	**31,000**	**100.0**	**23,000**	**100.0**	**54,000**	**100.0**

* Includes 8 motorcycle operators killed on unknown day of week.
** Less than 500.

Figure 28
Average Number of Motorcyclists Killed per Hour by Time of Day and Day of Week

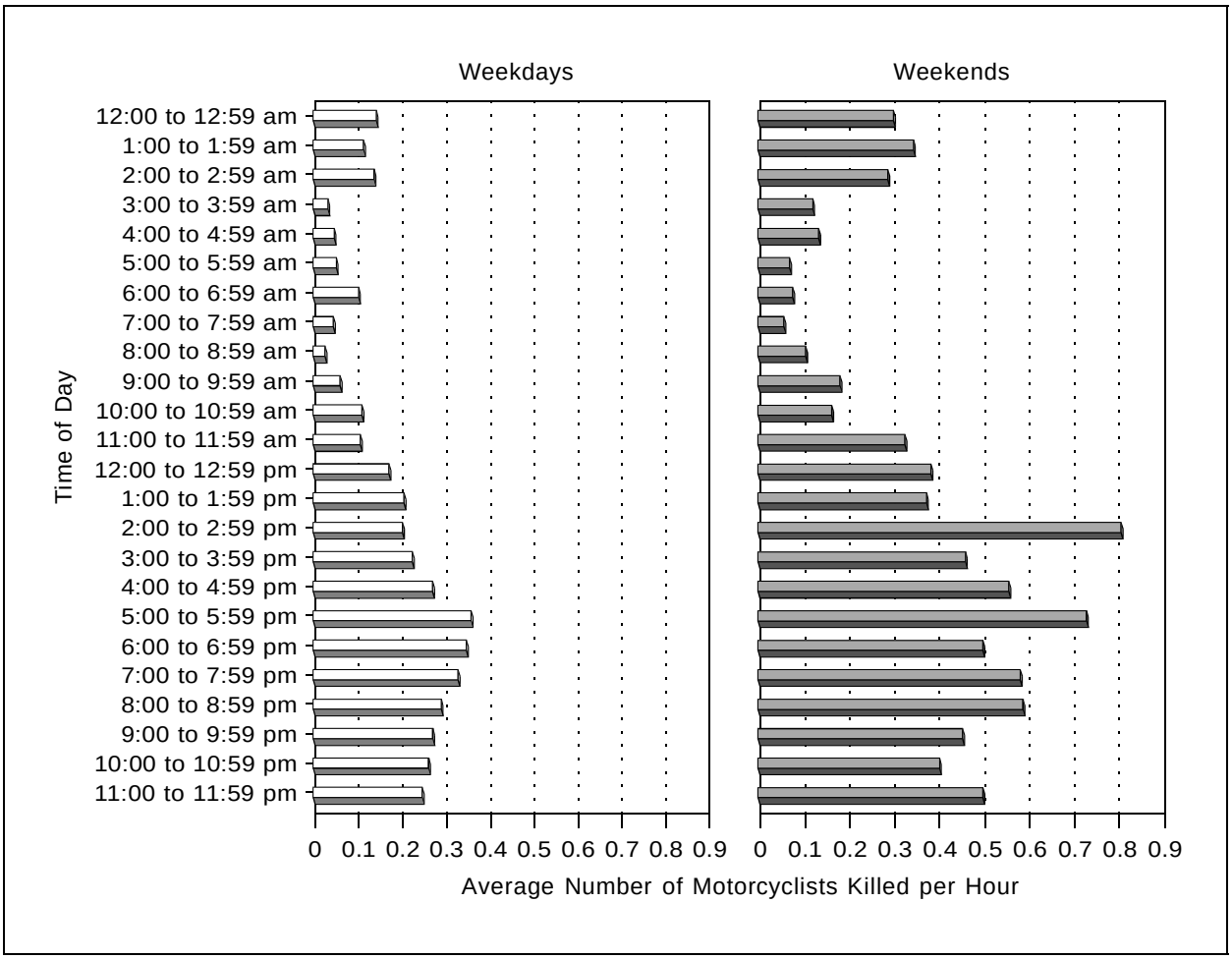


Table 90
Motorcyclists Killed, by Person Type and Helmet Use

Person Type	Helmet Use						Total	
	Used		Not Used		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Operators	1,056	54.7	789	40.9	84	4.4	**1,929**	**100.0**
Passengers	82	46.3	87	49.2	8	4.5	**177**	**100.0**
Total	**1,138**	**54.0**	**876**	**41.6**	**92**	**4.4**	**2,106**	**100.0**

Table 91
Motorcycle Operators Involved in Fatal Crashes by Age and License Compliance

Age (Years)	License Compliance					Total
	Not Licensed	No Motorcycle License Required	No Valid Motorcycle License	Valid Motorcycle License	Unknown	
<16	22	3	3	3	1	**32**
16-20	23	5	54	103	1	**186**
21-24	12	1	111	175	1	**300**
25-34	27	2	228	387	7	**651**
35-44	12	1	118	371	2	**504**
45-54	3	1	41	262	1	**308**
55-64	3	1	12	96	1	**113**
65-74	1	0	5	32	0	**38**
>74	0	2	2	9	0	**13**
Unknown	0	0	0	0	1	**1**
Total	**103**	**16**	**574**	**1,438**	**15**	**2,146**

Table 92
Pedestrians Killed in School Bus Related Crashes, by Age and Striking Vehicle

Age (Years)	Striking Vehicle		Total
	Bus	Other Vehicle	
<5	0	0	**0**
5-9	6	2	**8**
10-15	3	0	**3**
>15	7	0	**7**
Total	**16**	**2**	**18**

Table 93
Persons Killed or Injured in School Bus Related Crashes by Person Type

Person Type	Killed		Injured	
	Number	Percent	Number	Percent
School Bus Driver	5	3.9	2,000	11.4
School Bus Passenger	5	3.9	10,000	53.5
Pedestrian	18	14.1	*	0.2
Pedalcyclist	5	3.9	*	0.3
Occupant of Other Vehicle	95	74.2	7,000	34.4
Other/Unknown	0	--	*	0.1
Total	**128**	**100.0**	**19,000**	**100.0**

* Less than 500.

Table 94
Pedestrians Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
<5	20	12.1	145	87.9	**165**	**100.0**
5-9	45	18.8	193	80.4	**240**	**100.0**
10-15	46	19.2	193	80.8	**239**	**100.0**
16-20	36	12.0	259	86.3	**300**	**100.0**
21-24	34	13.4	217	85.8	**253**	**100.0**
25-34	108	14.3	643	84.9	**757**	**100.0**
35-44	134	14.5	778	84.4	**922**	**100.0**
45-54	147	21.0	549	78.3	**701**	**100.0**
55-64	129	26.4	357	73.2	**488**	**100.0**
65-74	162	32.2	339	67.4	**503**	**100.0**
>74	222	34.0	428	65.5	**653**	**100.0**
Unknown	23	26.7	30	34.9	**86**	**100.0**
Total*	**1,106**	**20.8**	**4,131**	**77.8**	**5,307**	**100.0**
Pedestrians Injured						
<5	***	9.6	3,000	86.6	**4,000**	**100.0**
5-9	2,000	16.7	9,000	82.1	**11,000**	**100.0**
10-15	5,000	44.3	6,000	52.4	**11,000**	**100.0**
16-20	2,000	32.1	4,000	62.6	**7,000**	**100.0**
21-24	2,000	34.9	3,000	60.9	**5,000**	**100.0**
25-34	3,000	34.8	5,000	59.4	**9,000**	**100.0**
35-44	4,000	35.0	7,000	59.9	**12,000**	**100.0**
45-54	3,000	45.4	4,000	51.4	**8,000**	**100.0**
55-64	3,000	62.8	1,000	31.3	**4,000**	**100.0**
65-74	2,000	46.7	2,000	46.4	**4,000**	**100.0**
>74	1,000	52.8	1,000	43.4	**2,000**	**100.0**
Total**	**28,000**	**35.8**	**46,000**	**60.0**	**77,000**	**100.0**

* Includes 70 pedestrians killed at other or unknown locations.
** Includes 3,000 pedestrians injured at other or unknown locations.

Table 95
Pedestrians Killed or Injured and Fatality and Injury Rates per 100,000 Population by Age and Sex

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedestrians Killed									
<5	99	9,801	1.01	66	9,349	0.71	**165**	**19,150**	**0.86**
5-9	144	10,104	1.43	96	9,634	1.00	**240**	**19,738**	**1.22**
10-15	138	11,745	1.17	101	11,164	0.90	**239**	**22,910**	**1.04**
16-20	205	9,763	2.10	95	9,173	1.04	**300**	**18,936**	**1.58**
21-24	196	7,054	2.78	57	6,720	0.85	**253**	**13,774**	**1.84**
25-34	571	19,810	2.88	186	19,799	0.94	**757**	**39,610**	**1.91**
35-44	667	21,883	3.05	255	22,115	1.15	**922**	**43,998**	**2.10**
45-54	509	16,457	3.09	192	17,176	1.12	**701**	**33,633**	**2.08**
55-64	344	10,391	3.31	144	11,422	1.26	**488**	**21,813**	**2.24**
65-74	319	8,269	3.86	184	10,230	1.80	**503**	**18,499**	**2.72**
>74	386	5,741	6.72	267	9,836	2.71	**653**	**15,577**	**4.19**
Unknown	37	*	*	16	*	*	**86**	*****	*****
Total**	**3,615**	**131,018**	**2.76**	**1,659**	**136,618**	**1.21**	**5,307**	**267,636**	**1.98**
Pedestrians Injured									
<5	2,000	9,801	23	2,000	9,349	18	**4,000**	**19,150**	**21**
5-9	7,000	10,104	67	4,000	9,634	45	**11,000**	**19,738**	**56**
10-15	6,000	11,745	53	4,000	11,164	39	**11,000**	**22,910**	**46**
16-20	3,000	9,763	35	3,000	9,173	36	**7,000**	**18,936**	**36**
21-24	2,000	7,054	33	2,000	6,720	36	**5,000**	**13,774**	**35**
25-34	6,000	19,810	28	3,000	19,799	17	**9,000**	**39,610**	**23**
35-44	9,000	21,883	41	3,000	22,115	14	**12,000**	**43,998**	**28**
45-54	4,000	16,457	24	4,000	17,176	21	**8,000**	**33,633**	**22**
55-64	2,000	10,391	24	2,000	11,422	16	**4,000**	**21,813**	**19**
65-74	2,000	8,269	26	2,000	10,230	22	**4,000**	**18,499**	**24**
>74	1,000	5,741	20	1,000	9,836	13	**2,000**	**15,577**	**16**
Total	**45,000**	**131,018**	**35**	**31,000**	**136,618**	**23**	**77,000**	**267,636**	**29**

* Not applicable.

** Includes 33 pedestrian fatalities of unknown sex.

Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 96
Pedestrians Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed						
Midnight to 3 am	204	6.6	357	16.3	**561**	**10.6**
3 am to 6 am	162	5.2	177	8.1	**339**	**6.4**
6 am to 9 am	422	13.6	76	3.5	**498**	**9.4**
9 am to Noon	259	8.3	76	3.5	**335**	**6.3**
Noon to 3 pm	319	10.3	116	5.3	**435**	**8.2**
3 pm to 6 pm	540	17.4	171	7.8	**711**	**13.4**
6 pm to 9 pm	684	22.0	629	28.7	**1,313**	**24.7**
9 pm to Midnight	511	16.5	574	26.2	**1,085**	**20.4**
Unknown	3	0.1	19	0.9	**30**	**0.6**
Total	**3,104**	**100.0**	**2,195**	**100.0**	**5,307**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.3	2,000	7.1	**3,000**	**3.8**
3 am to 6 am	1,000	1.4	1,000	5.3	**2,000**	**2.6**
6 am to 9 am	7,000	13.3	**	1.2	**7,000**	**9.6**
9 am to Noon	7,000	12.6	2,000	6.5	**8,000**	**10.8**
Noon to 3 pm	9,000	16.3	3,000	11.7	**12,000**	**14.9**
3 pm to 6 pm	16,000	30.2	3,000	13.5	**19,000**	**25.2**
6 pm to 9 pm	9,000	16.6	8,000	34.1	**17,000**	**21.8**
9 pm to Midnight	4,000	7.3	5,000	20.6	**9,000**	**11.3**
Total	**54,000**	**100.0**	**23,000**	**100.0**	**77,000**	**100.0**

* Includes 8 pedestrians killed at unknown time of day and day of week.
** Less than 500.

Figure 29
Average Number of Pedestrians Killed per Hour by Time of Day and Day of Week

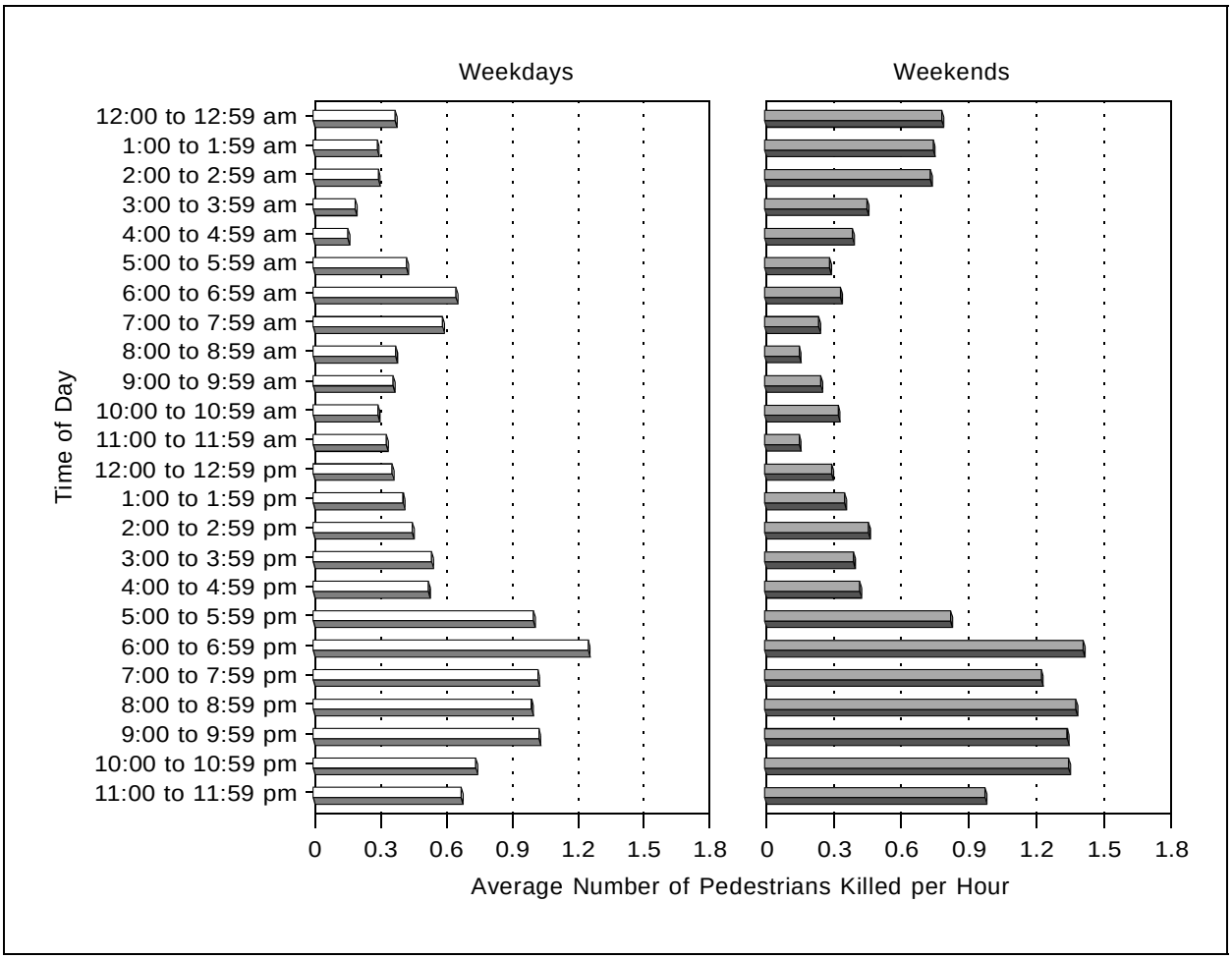


Table 97
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedestrians Killed												
Passenger Car	2,283	89.6	56	2.2	66	2.6	18	0.7	124	4.9	**2,547**	**100.0**
Light Truck	1,410	88.8	42	2.6	36	2.3	25	1.6	75	4.7	**1,588**	**100.0**
Large Truck	191	66.6	21	7.3	9	3.1	23	8.0	43	15.0	**287**	**100.0**
Motorcycle	22	100.0	0	--	0	--	0	--	0	--	**22**	**100.0**
Other/Unknown	170	43.4	9	2.3	6	1.5	4	1.0	203	51.8	**392**	**100.0**
Total	**4,076**	**84.3**	**128**	**2.6**	**117**	**2.4**	**70**	**1.4**	**445**	**9.2**	**4,836**	**100.0**
Pedestrians Injured												
Passenger Car	37,000	73.1	7,000	13.8	5,000	9.5	2,000	3.2	*	0.4	**51,000**	**100.0**
Light Truck	14,000	66.7	4,000	20.2	2,000	7.4	*	1.7	1,000	4.0	**22,000**	**100.0**
Other	1,000	57.8	1,000	32.0	*	5.7	*	3.0	*	1.4	**2,000**	**100.0**
Total	**53,000**	**70.8**	**12,000**	**16.2**	**7,000**	**8.8**	**2,000**	**2.7**	**1,000**	**1.4**	**74,000**	**100.0**

* Less than 500.

Table 98
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Walking, playing, working, etc., in roadway	1,558	29.4
Improper crossing of roadway or intersection	1,518	28.6
Failure to yield right of way	791	14.9
Darting or running into road	704	13.3
Not visible	355	6.7
Inattentive (talking, eating, etc.)	171	3.2
Physical impairment	77	1.5
Failure to obey traffic signs, signals, or officer	67	1.3
Emotional (e.g., depression, angry, disturbed)	29	0.5
Ill, blackout	18	0.3
Getting on/off/in/out of transport vehicle	13	0.2
Nonmotorist pushing vehicle	13	0.2
Other factors	101	1.9
None reported	1,295	24.4
Unknown	118	2.2
Total	**5,307**	**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 99
Pedalcyclists Killed or Injured, by Age and Location

Age (Years)	Location				Total	
	Intersection		Nonintersection			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
<5	1	14.3	6	85.7	**7**	**100.0**
5-9	25	28.4	63	71.6	**88**	**100.0**
10-15	61	39.4	94	60.6	**155**	**100.0**
16-20	29	33.3	58	66.7	**87**	**100.0**
21-24	12	35.3	22	64.7	**34**	**100.0**
25-34	34	31.8	72	67.3	**107**	**100.0**
35-44	46	33.1	93	66.9	**139**	**100.0**
45-54	25	29.4	60	70.6	**85**	**100.0**
55-64	12	28.6	30	71.4	**42**	**100.0**
65-74	13	39.4	20	60.6	**33**	**100.0**
>74	9	30.0	21	70.0	**30**	**100.0**
Unknown	3	50.0	1	16.7	**6**	**100.0**
Total*	**270**	**33.2**	**540**	**66.4**	**813**	**100.0**
Pedalcyclists Injured						
<5	**	34.3	**	65.7	****	**100.0**
5-9	3,000	52.2	3,000	44.8	**6,000**	**100.0**
10-15	9,000	46.3	10,000	52.8	**18,000**	**100.0**
16-20	4,000	59.7	3,000	38.9	**7,000**	**100.0**
21-24	2,000	49.6	2,000	49.7	**3,000**	**100.0**
25-34	5,000	56.5	3,000	35.6	**9,000**	**100.0**
35-44	5,000	64.4	3,000	34.7	**7,000**	**100.0**
45-54	1,000	42.3	2,000	57.7	**3,000**	**100.0**
55-64	1,000	44.0	1,000	54.6	**2,000**	**100.0**
65-74	1,000	74.1	**	25.9	**1,000**	**100.0**
>74	**	33.1	1,000	66.9	**1,000**	**100.0**
Total	**30,000**	**52.4**	**26,000**	**45.5**	**58,000**	**100.0**

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

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

Age (Years)	Male			Female			Total		
	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate	Number	Population (Thousands)	Rate
Pedalcyclists Killed									
<5	6	9,801	0.06	1	9,349	0.01	**7**	**19,150**	**0.04**
5-9	72	10,104	0.71	16	9,634	0.17	**88**	**19,738**	**0.45**
10-15	129	11,745	1.10	26	11,164	0.23	**155**	**22,910**	**0.68**
16-20	79	9,763	0.81	8	9,173	0.09	**87**	**18,936**	**0.46**
21-24	30	7,054	0.43	4	6,720	0.06	**34**	**13,774**	**0.25**
25-34	97	19,810	0.49	10	19,799	0.05	**107**	**39,610**	**0.27**
35-44	118	21,883	0.54	21	22,115	0.09	**139**	**43,998**	**0.32**
45-54	80	16,457	0.49	5	17,176	0.03	**85**	**33,633**	**0.25**
55-64	37	10,391	0.36	5	11,422	0.04	**42**	**21,813**	**0.19**
65-74	30	8,269	0.36	3	10,230	0.03	**33**	**18,499**	**0.18**
>74	29	5,741	0.51	1	9,836	0.01	**30**	**15,577**	**0.19**
Unknown	4	*	*	0	*	*	**6**	*****	*****
Total**	**711**	**131,018**	**0.54**	**100**	**136,618**	**0.07**	**813**	**267,636**	**0.30**
Pedalcyclists Injured									
<5	***	9,801	2	***	9,349	1	*******	**19,150**	**2**
5-9	5,000	10,104	46	2,000	9,634	19	**6,000**	**19,738**	**33**
10-15	14,000	11,745	122	4,000	11,164	36	**18,000**	**22,910**	**80**
16-20	6,000	9,763	57	1,000	9,173	12	**7,000**	**18,936**	**35**
21-24	3,000	7,054	37	1,000	6,720	11	**3,000**	**13,774**	**24**
25-34	7,000	19,810	36	2,000	19,799	8	**9,000**	**39,610**	**22**
35-44	7,000	21,883	31	1,000	22,115	3	**7,000**	**43,998**	**17**
45-54	3,000	16,457	18	***	17,176	1	**3,000**	**33,633**	**10**
55-64	2,000	10,391	15	***	11,422	2	**2,000**	**21,813**	**8**
65-74	1,000	8,269	8	***	10,230	2	**1,000**	**18,499**	**4**
>74	1,000	5,741	13	***	9,836	1	**1,000**	**15,577**	**5**
Total	**47,000**	**131,018**	**36**	**11,000**	**136,618**	**8**	**58,000**	**267,636**	**22**

* Not applicable.
** Includes 2 pedalcyclist fatalities of unknown sex.
*** Less than 500.
Source: Population—Bureau of the Census. Totals may not equal sum of components due to independent rounding.

Table 101
Pedalcyclists Killed or Injured, by Time of Day and Day of Week

Time of Day	Day of Week				Total	
	Weekday		Weekend			
	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed						
Midnight to 3 am	21	4.0	30	10.4	**51**	**6.3**
3 am to 6 am	12	2.3	11	3.8	**23**	**2.8**
6 am to 9 am	50	9.6	14	4.8	**64**	**7.9**
9 am to Noon	45	8.6	24	8.3	**69**	**8.5**
Noon to 3 pm	61	11.7	31	10.7	**92**	**11.3**
3 pm to 6 pm	137	26.2	39	13.5	**176**	**21.6**
6 pm to 9 pm	126	24.1	87	30.1	**213**	**26.2**
9 pm to Midnight	68	13.0	52	18.0	**120**	**14.8**
Unknown	2	0.4	1	0.3	***5**	**0.6**
Total	**522**	**100.0**	**289**	**100.0**	**813**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	0.6	**	2.1	**1,000**	**1.0**
3 am to 6 am	**	0.1	**	0.1	**	**0.1**
6 am to 9 am	3,000	8.2	**	1.7	**4,000**	**6.5**
9 am to Noon	4,000	10.0	2,000	15.8	**7,000**	**11.6**
Noon to 3 pm	7,000	17.1	3,000	20.0	**10,000**	**17.9**
3 pm to 6 pm	16,000	37.3	3,000	19.3	**19,000**	**32.5**
6 pm to 9 pm	8,000	19.9	5,000	31.4	**13,000**	**23.0**
9 pm to Midnight	3,000	6.7	1,000	9.5	**4,000**	**7.5**
Total	**42,000**	**100.0**	**16,000**	**100.0**	**58,000**	**100.0**

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

Table 102
Pedalcyclists Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

Vehicle Type	Initial Point of Impact: Front		Right Side		Left Side		Rear		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	346	91.0	13	3.4	10	2.6	2	0.5	9	2.4	**380**	**100.0**
Light Truck	242	86.7	11	3.9	9	3.2	7	2.5	10	3.6	**279**	**100.0**
Large Truck	33	46.5	19	26.8	2	2.8	9	12.7	8	11.3	**71**	**100.0**
Motorcycle	7	100.0	0	--	0	--	0	--	0	--	**7**	**100.0**
Other/Unknown	23	46.9	5	10.2	2	4.1	2	4.1	17	34.7	**49**	**100.0**
Total	**651**	**82.8**	**48**	**6.1**	**23**	**2.9**	**20**	**2.5**	**44**	**5.6**	**786**	**100.0**
Pedalcyclists Injured												
Passenger Car	25,000	57.2	12,000	28.1	6,000	13.1	1,000	1.5	*	0.1	**43,000**	**100.0**
Light Truck	7,000	57.7	4,000	31.9	1,000	9.8	*	0.5	*	0.2	**13,000**	**100.0**
Other	*	27.0	*	36.6	*	7.3	*	13.7	*	15.5	**1,000**	**100.0**
Total	**33,000**	**56.6**	**17,000**	**29.2**	**7,000**	**12.2**	**1,000**	**1.6**	*****	**0.5**	**58,000**	**100.0**

* Less than 500.

Table 103
Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	178	21.9
Riding, playing, working, etc., in roadway	170	20.9
Improper crossing of roadway or intersection	103	12.7
Failure to obey (e.g., signs, control devices, officers)	71	8.7
Operating without required equipment	39	4.8
Inattentive (talking, eating, etc.)	34	4.2
Not visible	33	4.1
Failure to keep in proper lane or running off road	32	3.9
Making improper turn	27	3.3
Erratic, reckless, careless, or negligent operation	18	2.2
Improper lane changing	17	2.1
Driving on wrong side of road	14	1.7
Improper entry to or exit from trafficway	6	0.7
Failing to have lights on when required	4	0.5
Other factors	100	12.3
None reported	217	26.7
Unknown	21	2.6
Total	**813**	**100.0**

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

Chapter 5 ♦ States

5. STATES

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

- Traffic fatalities decreased slightly, by 0.2 percent, from 1996 to 1997 for the nation as a whole. Twenty-seven states showed increases, ranging from less than 1 percent to as much as 33 percent.

- The pedestrian fatality rate per 100,000 population was 1.98 for the nation. The District of Columbia had the highest rate (4.54) and Rhode Island had the lowest (0.71).

- Nearly 2 percent of all traffic crash fatalities in 1997 were pedalcyclists. The District of Columbia and Vermont reported no pedalcyclists killed.

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

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

- Motorcycle helmets are required for all riders in 23 states, the District of Columbia, and Puerto Rico. Twenty-four states have helmet requirements with exceptions (age, rider type, roadway type), and three states do not require helmets at all.

- State laws in 34 states and the District of Columbia make it a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of 0.10 g/dl. Fourteen states have adopted 0.08 g/dl. Two states and Puerto Rico do not have illegal per se BAC levels.

Table 104
1997 Traffic Fatalities by State and Percent Change from 1996

State	Fatalities			State	Fatalities		
	1996	1997	Percent Change		1996	1997	Percent Change
AL	1,146	1,189	+4	NE	293	302	+3
AK	81	77	-5	NV	348	347	-0
AZ	994	951	-4	NH	134	125	-7
AR	615	660	+7	NJ	814	774	-5
CA	3,989	3,688	-8	NM	485	484	-0
CO	617	613	-1	NY	1,593	1,643	+3
CT	310	338	+9	NC	1,494	1,483	-1
DE	116	143	+23	ND	85	105	+24
DC	62	60	-3	OH	1,391	1,441	+4
FL	2,753	2,782	+1	OK	772	838	+9
GA	1,573	1,577	+0	OR	526	523	-1
HI	148	131	-11	PA	1,469	1,557	+6
ID	258	259	+0	RI	69	75	+9
IL	1,477	1,395	-6	SC	930	903	-3
IN	984	935	-5	SD	175	148	-15
IA	465	468	+1	TN	1,239	1,223	-1
KS	490	481	-2	TX	3,742	3,510	-6
KY	842	857	+2	UT	321	366	+14
LA	902	913	+1	VT	88	96	+9
ME	169	192	+14	VA	877	984	+12
MD	608	608	0	WA	712	676	-5
MA	417	442	+6	WV	348	379	+9
MI	1,505	1,446	-4	WI	761	725	-5
MN	576	600	+4	WY	143	137	-4
MS	811	861	+6	**USA**	**42,065**	**41,967**	**-0**
MO	1,148	1,192	+4				
MT	200	265	+33	PR	601	591	-2

Figure 30
1997 Traffic Fatalities by State and Percent Change from 1996

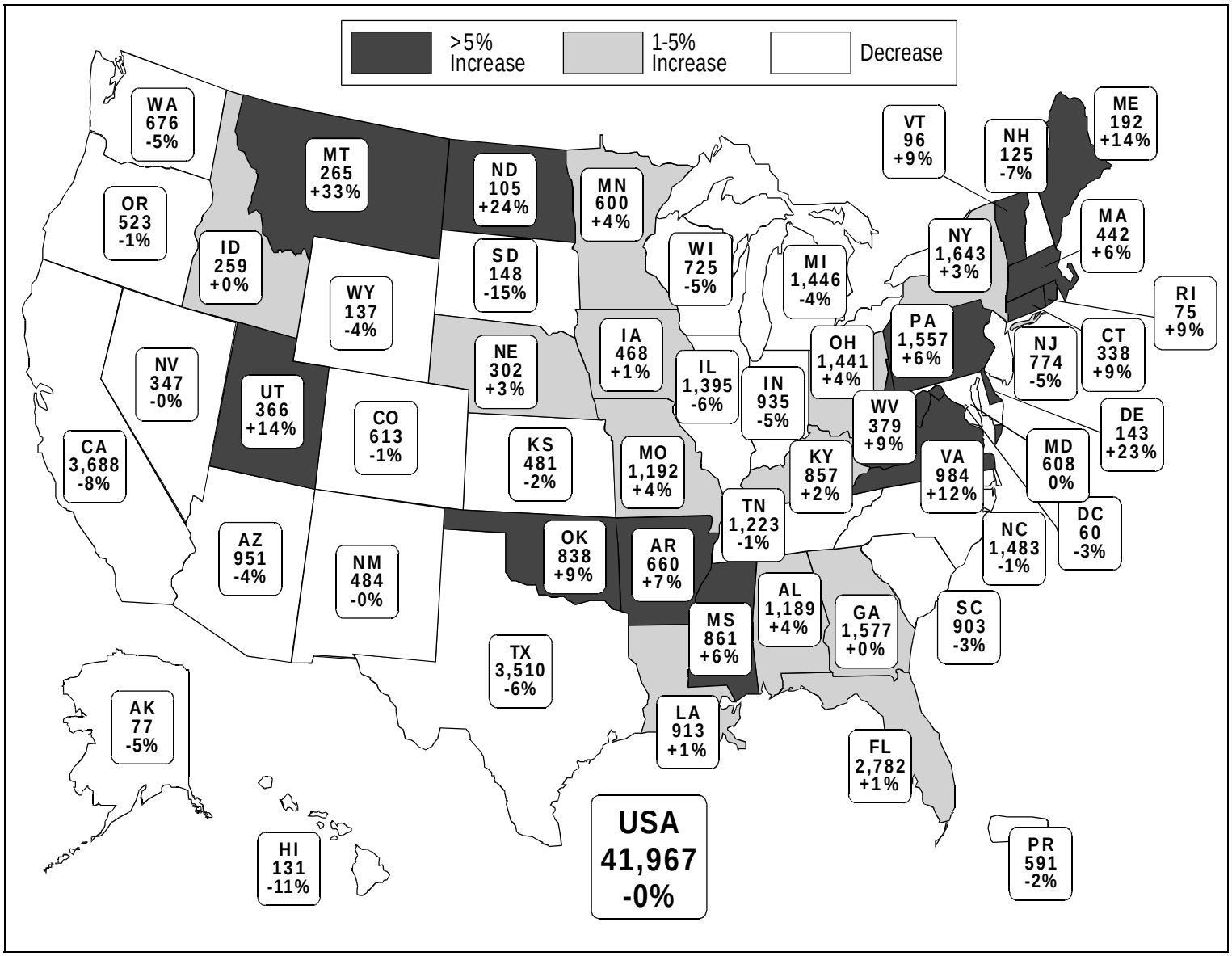


Table 105
Fatal Crashes by State and First Harmful Event

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	460	43.9	87	8.3	397	37.9	20	1.9	73	7.0	10	1.0	**1,047**	**100.0**
AK	25	36.8	10	14.7	11	16.2	3	4.4	16	23.5	3	4.4	**68**	**100.0**
AZ	307	36.3	179	21.2	156	18.4	14	1.7	149	17.6	12	1.4	**846**	**100.0**
AR	242	42.9	49	8.7	181	32.1	18	3.2	66	11.7	8	1.4	**564**	**100.0**
CA	1,156	35.3	813	24.8	868	26.5	88	2.7	321	9.8	33	1.0	**3,279**	**100.0**
CO	208	39.0	63	11.8	139	26.0	18	3.4	103	19.3	3	0.6	**534**	**100.0**
CT	101	32.2	56	17.8	137	43.6	5	1.6	12	3.8	3	1.0	**314**	**100.0**
DE	50	41.7	16	13.3	38	31.7	1	0.8	13	10.8	2	1.7	**120**	**100.0**
DC	14	24.6	22	38.6	20	35.1	0	0.0	1	1.8	0	0.0	**57**	**100.0**
FL	1,111	44.0	630	25.0	512	20.3	54	2.1	184	7.3	34	1.3	**2,525**	**100.0**
GA	630	44.8	191	13.6	425	30.2	27	1.9	111	7.9	20	1.4	**1,405**	**100.0**
HI	53	45.3	21	17.9	27	23.1	6	5.1	6	5.1	4	3.4	**117**	**100.0**
ID	74	33.6	20	9.1	53	24.1	8	3.6	63	28.6	2	0.9	**220**	**100.0**
IL	540	42.9	222	17.6	339	26.9	43	3.4	107	8.5	8	0.6	**1,259**	**100.0**
IN	408	48.2	83	9.8	278	32.9	28	3.3	43	5.1	6	0.7	**846**	**100.0**
IA	216	52.6	32	7.8	72	17.5	16	3.9	71	17.3	4	1.0	**411**	**100.0**
KS	202	48.2	32	7.6	101	24.1	22	5.3	54	12.9	8	1.9	**419**	**100.0**
KY	330	42.6	70	9.0	289	37.3	16	2.1	60	7.8	9	1.2	**774**	**100.0**
LA	308	37.8	153	18.8	247	30.3	34	4.2	58	7.1	14	1.7	**814**	**100.0**
ME	74	43.0	18	10.5	66	38.4	0	0.0	13	7.6	1	0.6	**172**	**100.0**
MD	242	42.6	115	20.2	185	32.6	8	1.4	13	2.3	5	0.9	**568**	**100.0**
MA	139	33.4	90	21.6	161	38.7	10	2.4	13	3.1	3	0.7	**416**	**100.0**
MI	645	50.3	189	14.7	338	26.3	44	3.4	63	4.9	4	0.3	**1,283**	**100.0**
MN	277	52.5	62	11.7	91	17.2	16	3.0	75	14.2	7	1.3	**528**	**100.0**
MS	322	43.5	59	8.0	244	32.9	26	3.5	89	12.0	1	0.1	**741**	**100.0**
MO	451	43.8	92	8.9	334	32.5	34	3.3	108	10.5	10	1.0	**1,029**	**100.0**
MT	61	27.4	8	3.6	58	26.0	11	4.9	83	37.2	2	0.9	**223**	**100.0**
NE	129	49.4	20	7.7	42	16.1	16	6.1	52	19.9	2	0.8	**261**	**100.0**
NV	122	37.9	62	19.3	46	14.3	3	0.9	88	27.3	1	0.3	**322**	**100.0**
NH	47	39.2	14	11.7	45	37.5	2	1.7	10	8.3	2	1.7	**120**	**100.0**

Table 105
Fatal Crashes by State and First Harmful Event (Continued)

State	First Harmful Event												Total Fatal Crashes	
	Collision with								Non-Collision					
	Motor Vehicle in Transport		Non-Motorist		Fixed Object		Object Not Fixed		Overturn		Other			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	281	40.2	158	22.6	217	31.0	23	3.3	11	1.6	9	1.3	**699**	**100.0**
NM	136	34.0	68	17.0	67	16.8	13	3.3	109	27.3	7	1.8	**400**	**100.0**
NY	573	38.2	405	27.0	417	27.8	51	3.4	39	2.6	16	1.1	**1,501**	**100.0**
NC	579	44.9	203	15.7	418	32.4	16	1.2	64	5.0	10	0.8	**1,290**	**100.0**
ND	38	42.7	6	6.7	7	7.9	3	3.4	32	36.0	3	3.4	**89**	**100.0**
OH	601	47.3	141	11.1	452	35.6	43	3.4	28	2.2	5	0.4	**1,270**	**100.0**
OK	318	44.1	63	8.7	266	36.9	33	4.6	37	5.1	4	0.6	**721**	**100.0**
OR	169	36.7	72	15.6	141	30.6	11	2.4	57	12.4	11	2.4	**461**	**100.0**
PA	612	43.3	184	13.0	523	37.0	31	2.2	45	3.2	17	1.2	**1,412**	**100.0**
RI	24	36.4	7	10.6	28	42.4	4	6.1	2	3.0	1	1.5	**66**	**100.0**
SC	319	40.0	115	14.4	263	33.0	41	5.1	50	6.3	10	1.3	**798**	**100.0**
SD	45	35.2	7	5.5	29	22.7	6	4.7	40	31.3	1	0.8	**128**	**100.0**
TN	462	41.9	106	9.6	406	36.8	25	2.3	90	8.2	13	1.2	**1,102**	**100.0**
TX	1,314	42.6	470	15.3	706	22.9	118	3.8	428	13.9	44	1.4	**3,081**	**100.0**
UT	128	41.4	40	12.9	44	14.2	9	2.9	83	26.9	5	1.6	**309**	**100.0**
VT	38	43.2	12	13.6	23	26.1	1	1.1	12	13.6	2	2.3	**88**	**100.0**
VA	351	39.0	109	12.1	367	40.8	7	0.8	46	5.1	20	2.2	**900**	**100.0**
WA	227	38.5	81	13.7	164	27.8	16	2.7	89	15.1	13	2.2	**590**	**100.0**
WV	140	41.1	26	7.6	117	34.3	9	2.6	45	13.2	4	1.2	**341**	**100.0**
WI	278	43.8	66	10.4	182	28.7	20	3.1	77	12.1	12	1.9	**635**	**100.0**
WY	28	23.9	6	5.1	27	23.1	6	5.1	49	41.9	1	0.9	**117**	**100.0**
USA*	**15,605**	**41.9**	**5,823**	**15.6**	**10,764**	**28.9**	**1,077**	**2.9**	**3,551**	**9.5**	**429**	**1.2**	**37,280**	**100.0**
PR	155	28.1	223	40.5	119	21.6	23	4.2	10	1.8	21	3.8	**551**	**100.0**

* Total includes 31 fatal crashes with unknown first harmful event.

Table 106
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							
AL	79	66	4	258	213	291	134	2	**1,047**
AK	19	2	0	8	11	11	17	0	**68**
AZ	98	26	19	261	150	171	100	21	**846**
AR	28	16	10	152	97	146	115	0	**564**
CA	203	265	263	1,023	697	442	384	2	**3,279**
CO	76	39	31	151	92	91	54	0	**534**
CT	7	38	10	77	87	54	41	0	**314**
DE	0	10	2	42	15	23	28	0	**120**
DC	0	1	2	0	0	0	53	1	**57**
FL	166	117	44	750	268	64	544	572	**2,525**
GA	73	90	18	311	342	335	229	7	**1,405**
HI	0	11	7	38	33	21	7	0	**117**
ID	41	3	1	50	34	54	37	0	**220**
IL	71	104	7	311	213	198	355	0	**1,259**
IN	52	22	10	192	151	180	187	52	**846**
IA	22	14	0	112	76	122	65	0	**411**
KS	23	20	15	116	85	91	69	0	**419**
KY	36	30	1	126	126	305	150	0	**774**
LA	68	31	9	179	164	240	115	8	**814**
ME	12	3	8	32	39	54	21	3	**172**
MD	26	39	20	136	94	93	89	71	**568**
MA	9	39	16	129	92	61	69	1	**416**
MI	40	85	30	325	314	303	185	1	**1,283**
MN	12	23	10	135	150	145	53	0	**528**
MS	86	1	1	159	10	222	261	1	**741**
MO	93	82	37	248	174	284	107	4	**1,029**
MT	50	1	0	61	38	25	48	0	**223**
NE	22	1	0	79	53	40	66	0	**261**
NV	44	15	32	59	91	56	25	0	**322**
NH	10	5	5	19	28	30	22	1	**120**

Table 106
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							
NJ	13	37	43	232	164	112	95	3	**699**
NM	105	11	0	92	60	70	62	0	**400**
NY	33	59	137	373	304	276	318	1	**1,501**
NC	50	36	15	212	180	367	430	0	**1,290**
ND	9	0	2	28	9	15	26	0	**89**
OH	44	64	18	279	248	359	257	1	**1,270**
OK	57	46	21	149	144	175	129	0	**721**
OR	31	10	6	175	79	118	42	0	**461**
PA	54	49	26	318	268	246	240	211	**1,412**
RI	0	6	5	26	17	7	5	0	**66**
SC	49	23	11	175	161	241	101	37	**798**
SD	13	2	0	43	15	38	17	0	**128**
TN	70	57	13	271	276	259	156	0	**1,102**
TX	217	294	186	682	375	580	747	0	**3,081**
UT	93	13	0	8	30	61	104	0	**309**
VT	13	4	1	16	19	24	11	0	**88**
VA	71	40	9	211	206	220	140	3	**900**
WA	30	34	21	173	105	158	66	3	**590**
WV	40	5	3	44	86	131	32	0	**341**
WI	25	7	14	172	159	152	99	7	**635**
WY	35	2	0	32	18	20	9	1	**117**
USA	**2,518**	**1,998**	**1,143**	**9,250**	**6,860**	**7,781**	**6,716**	**1,014**	**37,280**
PR	49	75	26	109	95	120	77	0	**551**

Table 107
Fatalities by State and Roadway Function Class

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
AL	91	83	4	302	244	313	150	2	**1,189**
AK	21	2	0	13	12	11	18	0	**77**
AZ	118	28	24	286	164	194	115	22	**951**
AR	33	21	11	191	113	168	123	0	**660**
CA	259	298	295	1,143	786	507	398	2	**3,688**
CO	93	47	35	173	101	107	57	0	**613**
CT	8	42	11	82	93	58	44	0	**338**
DE	0	14	3	48	17	27	34	0	**143**
DC	0	2	2	0	0	0	55	1	**60**
FL	208	129	51	824	290	69	591	620	**2,782**
GA	99	107	19	341	379	380	245	7	**1,577**
HI	0	11	7	42	41	23	7	0	**131**
ID	44	3	1	68	40	57	46	0	**259**
IL	75	119	7	346	248	216	384	0	**1,395**
IN	59	27	11	210	170	200	203	55	**935**
IA	25	15	0	140	81	139	68	0	**468**
KS	28	25	16	137	97	103	75	0	**481**
KY	48	36	1	142	139	329	162	0	**857**
LA	82	33	12	196	185	263	133	9	**913**
ME	13	4	8	36	45	59	23	4	**192**
MD	32	42	22	146	100	103	90	73	**608**
MA	10	40	18	133	101	69	70	1	**442**
MI	46	97	34	369	350	341	208	1	**1,446**
MN	13	25	11	159	176	160	56	0	**600**
MS	101	1	1	197	11	259	290	1	**861**
MO	108	97	37	305	200	322	119	4	**1,192**
MT	58	1	0	77	44	29	56	0	**265**
NE	25	1	0	95	68	41	72	0	**302**
NV	49	18	34	64	94	62	26	0	**347**
NH	10	5	5	20	30	31	23	1	**125**

Table 107
Fatalities by State and Roadway Function Class (Continued)

State	Roadway Function Class								Total Fatalities
	Principal Arterial				Minor Arterial	Collector	Local	Unknown	
	Interstate		Freeway and Expressway	Other					
	Rural	Urban							
NJ	19	40	48	258	175	128	103	3	**774**
NM	135	12	0	107	78	82	70	0	**484**
NY	36	61	148	406	332	303	356	1	**1,643**
NC	70	44	17	258	202	428	464	0	**1,483**
ND	9	0	2	37	13	16	28	0	**105**
OH	60	72	19	324	272	406	287	1	**1,441**
OK	65	60	27	177	162	206	141	0	**838**
OR	36	12	7	205	89	128	46	0	**523**
PA	58	53	30	357	304	272	256	227	**1,557**
RI	0	6	6	27	22	9	5	0	**75**
SC	63	25	11	192	187	273	106	46	**903**
SD	18	3	0	48	16	44	19	0	**148**
TN	88	59	15	303	302	284	172	0	**1,223**
TX	258	333	203	801	447	655	813	0	**3,510**
UT	109	16	0	10	42	72	117	0	**366**
VT	13	4	1	21	21	25	11	0	**96**
VA	85	46	9	224	230	234	152	4	**984**
WA	36	38	23	200	116	182	78	3	**676**
WV	44	7	3	52	94	146	33	0	**379**
WI	32	7	16	210	173	172	108	7	**725**
WY	40	3	0	36	22	23	12	1	**137**
USA	**3,030**	**2,274**	**1,265**	**10,538**	**7,718**	**8,728**	**7,318**	**1,096**	**41,967**
PR	53	81	27	119	107	126	78	0	**591**

Table 108
Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State, 1996

State	1996 Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	1996 Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	1996 Population (Thousands)	Fatalities per 100,000 Population	1996 Total Killed
AL	3,138	36.52	3,324	34.48	4,287	26.73	**1,146**
AK	440	18.41	531	15.25	605	13.39	**81**
AZ	2,727	36.45	2,983	33.32	4,434	22.42	**994**
AR	1,752	35.10	1,633	37.66	2,506	24.54	**615**
CA	20,249	19.70	25,214	15.82	31,858	12.52	**3,989**
CO	2,757	22.38	3,433	17.97	3,816	16.17	**617**
CT	2,344	13.23	2,609	11.88	3,267	9.49	**310**
DE	529	21.93	593	19.56	723	16.04	**116**
DC	333	18.62	237	26.16	539	11.50	**62**
FL	11,400	24.15	10,889	25.28	14,419	19.09	**2,753**
GA	4,966	31.68	6,283	25.04	7,334	21.45	**1,573**
HI	733	20.19	786	18.83	1,183	12.51	**148**
ID	820	31.46	1,061	24.32	1,188	21.72	**258**
IL	7,610	19.41	8,817	16.75	11,845	12.47	**1,477**
IN	3,704	26.57	5,216	18.87	5,828	16.88	**984**
IA	1,956	23.77	2,869	16.21	2,848	16.33	**465**
KS	1,788	27.40	2,110	23.22	2,579	19.00	**490**
KY	2,567	32.80	2,696	31.23	3,882	21.69	**842**
LA	2,624	34.38	3,318	27.19	4,341	20.78	**902**
ME	874	19.34	959	17.62	1,239	13.64	**169**
MD	3,377	18.00	3,635	16.73	5,060	12.02	**608**
MA	4,355	9.58	4,702	8.87	6,085	6.85	**417**
MI	6,717	22.41	8,010	18.79	9,731	15.47	**1,505**
MN	2,830	20.35	3,861	14.92	4,649	12.39	**576**
MS	1,700	47.71	2,182	37.17	2,711	29.92	**811**
MO	3,749	30.62	4,350	26.39	5,364	21.40	**1,148**
MT	574	34.84	973	20.55	877	22.81	**200**
NE	1,160	25.26	1,479	19.81	1,649	17.77	**293**
NV	1,117	31.15	1,096	31.75	1,601	21.74	**348**
NH	915	14.64	1,112	12.05	1,160	11.55	**134**

Note: 1997 data for state licensed drivers and registered vehicles not available at time of publicaion.

Table 108
Persons Killed, Licensed Drivers, Registered Vehicles, Population, and Fatality Rates by State, 1996 (Continued)

State	1996 Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	1996 Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	1996 Population (Thousands)	Fatalities per 100,000 Population	1996 Total Killed
NJ	5,486	14.84	5,822	13.98	8,002	10.17	**814**
NM	1,179	41.14	1,545	31.39	1,711	28.35	**485**
NY	10,484	15.19	10,636	14.98	18,134	8.78	**1,593**
NC	5,187	28.80	5,759	25.94	7,309	20.44	**1,494**
ND	449	18.93	679	12.52	643	13.22	**85**
OH	7,853	17.71	9,770	14.24	11,163	12.46	**1,391**
OK	2,396	32.22	3,082	25.05	3,295	23.43	**772**
OR	2,613	20.13	2,851	18.45	3,196	16.46	**526**
PA	8,221	17.87	8,640	17.00	12,040	12.20	**1,469**
RI	669	10.31	696	9.91	988	6.98	**69**
SC	2,575	36.12	2,791	33.32	3,717	25.02	**930**
SD	519	33.72	751	23.30	738	23.71	**175**
TN	3,806	32.55	4,830	25.65	5,307	23.35	**1,239**
TX	12,568	29.77	13,487	27.75	19,091	19.60	**3,742**
UT	1,319	24.34	1,445	22.21	2,018	15.91	**321**
VT	469	18.76	503	17.50	586	15.02	**88**
VA	4,692	18.69	5,576	15.73	6,666	13.16	**877**
WA	3,908	18.22	4,603	15.47	5,520	12.90	**712**
WV	1,274	27.32	1,406	24.75	1,820	19.12	**348**
WI	3,724	20.44	3,972	19.16	5,146	14.79	**761**
WY	343	41.69	562	25.44	480	29.79	**143**
USA	**179,539**	**23.43**	**201,631**	**20.86**	**265,179**	**15.86**	**42,065**
PR	1,832	32.81	2,256	26.64	3,783	15.89	**601**

Note: 1997 data for state licensed drivers and registered vehicles not available at time of publicaion.
Note: The number shown for registered vehicles for the USA is approximately 4 percent lower than the sum of the registered vehicle numbers shown for the individual states, due to differing data sources.
Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles by State (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co.; Population—Bureau of the Census.

Table 109
Persons Killed, by State and Person Type

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	777	65.3	311	26.2	85	7.1	10	0.8	6	0.5	**1,189**	**100.0**
AK	47	61.0	18	23.4	10	13.0	1	1.3	1	1.3	**77**	**100.0**
AZ	458	48.2	282	29.7	149	15.7	31	3.3	31	3.3	**951**	**100.0**
AR	427	64.7	172	26.1	49	7.4	5	0.8	7	1.1	**660**	**100.0**
CA	1,817	49.3	965	26.2	757	20.5	110	3.0	39	1.1	**3,688**	**100.0**
CO	375	61.2	171	27.9	56	9.1	8	1.3	3	0.5	**613**	**100.0**
CT	199	58.9	79	23.4	53	15.7	5	1.5	2	0.6	**338**	**100.0**
DE	84	58.7	39	27.3	14	9.8	3	2.1	3	2.1	**143**	**100.0**
DC	21	35.0	14	23.3	24	40.0	0	0.0	1	1.7	**60**	**100.0**
FL	1,478	53.1	639	23.0	528	19.0	123	4.4	14	0.5	**2,782**	**100.0**
GA	973	61.7	394	25.0	182	11.5	19	1.2	9	0.6	**1,577**	**100.0**
HI	83	63.4	25	19.1	21	16.0	1	0.8	1	0.8	**131**	**100.0**
ID	153	59.1	86	33.2	19	7.3	1	0.4	0	0.0	**259**	**100.0**
IL	824	59.1	331	23.7	196	14.1	35	2.5	9	0.6	**1,395**	**100.0**
IN	615	65.8	231	24.7	72	7.7	13	1.4	4	0.4	**935**	**100.0**
IA	312	66.7	122	26.1	27	5.8	6	1.3	1	0.2	**468**	**100.0**
KS	322	66.9	122	25.4	27	5.6	9	1.9	1	0.2	**481**	**100.0**
KY	549	64.1	230	26.8	64	7.5	10	1.2	4	0.5	**857**	**100.0**
LA	512	56.1	229	25.1	134	14.7	30	3.3	8	0.9	**913**	**100.0**
ME	118	61.5	54	28.1	19	9.9	1	0.5	0	0.0	**192**	**100.0**
MD	345	56.7	143	23.5	107	17.6	13	2.1	0	0.0	**608**	**100.0**
MA	264	59.7	86	19.5	79	17.9	10	2.3	3	0.7	**442**	**100.0**
MI	846	58.5	398	27.5	165	11.4	31	2.1	6	0.4	**1,446**	**100.0**
MN	386	64.3	148	24.7	56	9.3	7	1.2	3	0.5	**600**	**100.0**
MS	536	62.3	265	30.8	54	6.3	6	0.7	0	0.0	**861**	**100.0**
MO	775	65.0	303	25.4	100	8.4	6	0.5	8	0.7	**1,192**	**100.0**
MT	173	65.3	82	30.9	9	3.4	1	0.4	0	0.0	**265**	**100.0**
NE	191	63.2	84	27.8	17	5.6	7	2.3	3	1.0	**302**	**100.0**
NV	195	56.2	83	23.9	59	17.0	8	2.3	2	0.6	**347**	**100.0**
NH	76	60.8	35	28.0	11	8.8	3	2.4	0	0.0	**125**	**100.0**

Table 109
Persons Killed, by State and Person Type (Continued)

State	Person Type										Total Killed	
	Driver		Passenger		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	404	52.2	202	26.1	143	18.5	21	2.7	4	0.5	**774**	**100.0**
NM	237	49.0	174	36.0	66	13.6	5	1.0	2	0.4	**484**	**100.0**
NY	822	50.0	376	22.9	383	23.3	49	3.0	13	0.8	**1,643**	**100.0**
NC	870	58.7	403	27.2	176	11.9	31	2.1	3	0.2	**1,483**	**100.0**
ND	71	67.6	28	26.7	5	4.8	1	1.0	0	0.0	**105**	**100.0**
OH	944	65.5	341	23.7	126	8.7	21	1.5	9	0.6	**1,441**	**100.0**
OK	541	64.6	215	25.7	69	8.2	5	0.6	8	1.0	**838**	**100.0**
OR	306	58.5	142	27.2	57	10.9	18	3.4	0	0.0	**523**	**100.0**
PA	975	62.6	387	24.9	170	10.9	17	1.1	8	0.5	**1,557**	**100.0**
RI	44	58.7	23	30.7	7	9.3	1	1.3	0	0.0	**75**	**100.0**
SC	566	62.7	216	23.9	103	11.4	16	1.8	2	0.2	**903**	**100.0**
SD	94	63.5	43	29.1	6	4.1	1	0.7	4	2.7	**148**	**100.0**
TN	789	64.5	309	25.3	107	8.7	9	0.7	9	0.7	**1,223**	**100.0**
TX	2,012	57.3	976	27.8	441	12.6	55	1.6	26	0.7	**3,510**	**100.0**
UT	190	51.9	134	36.6	39	10.7	3	0.8	0	0.0	**366**	**100.0**
VT	61	63.5	23	24.0	12	12.5	0	0.0	0	0.0	**96**	**100.0**
VA	630	64.0	241	24.5	89	9.0	20	2.0	4	0.4	**984**	**100.0**
WA	376	55.6	205	30.3	72	10.7	16	2.4	7	1.0	**676**	**100.0**
WV	244	64.4	108	28.5	21	5.5	5	1.3	1	0.3	**379**	**100.0**
WI	466	64.3	188	25.9	63	8.7	5	0.7	3	0.4	**725**	**100.0**
WY	71	51.8	56	40.9	9	6.6	1	0.7	0	0.0	**137**	**100.0**
USA	**24,644**	**58.7**	**10,931**	**26.0**	**5,307**	**12.6**	**813**	**1.9**	**272**	**0.6**	41,967	100.0
PR	228	38.6	131	22.2	208	35.2	23	3.9	1	0.2	**591**	**100.0**

Table 110
Persons Killed, by State and Age Group

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
AL	21	29	46	155	103	218	222	125	77	90	103	0	**1,189**
AK	3	3	3	14	9	12	13	9	7	2	2	0	**77**
AZ	24	21	34	89	96	182	160	106	78	74	85	2	**951**
AR	23	17	21	93	60	128	92	64	60	53	48	1	**660**
CA	82	80	121	469	309	653	541	436	307	293	388	9	**3,688**
CO	8	10	29	79	74	103	85	87	40	38	60	0	**613**
CT	2	3	14	44	33	66	47	41	16	31	41	0	**338**
DE	2	1	7	20	13	26	27	15	9	13	10	0	**143**
DC	3	0	0	6	5	15	3	14	3	5	3	3	**60**
FL	32	28	92	318	218	475	446	302	247	250	361	13	**2,782**
GA	34	41	53	206	167	291	230	203	108	108	133	3	**1,577**
HI	3	0	1	15	15	27	17	14	12	11	16	0	**131**
ID	8	6	27	39	18	45	41	26	16	15	18	0	**259**
IL	15	29	56	214	149	258	219	138	92	111	107	7	**1,395**
IN	7	24	46	157	93	161	134	102	69	63	77	2	**935**
IA	6	11	17	76	46	63	60	47	49	36	55	2	**468**
KS	7	4	21	71	33	86	81	43	31	47	57	0	**481**
KY	17	24	31	131	71	163	126	84	68	63	76	3	**857**
LA	24	19	45	133	86	175	153	104	62	60	51	1	**913**
ME	2	0	6	22	13	29	25	20	20	20	34	1	**192**
MD	9	16	19	67	42	115	105	68	56	35	72	4	**608**
MA	3	4	15	67	50	71	53	45	27	37	70	0	**442**
MI	23	39	53	202	120	270	186	151	102	125	173	2	**1,446**
MN	13	13	21	78	43	99	79	63	39	56	96	0	**600**
MS	24	16	29	121	72	169	144	99	56	67	58	6	**861**
MO	24	14	44	179	106	190	177	136	99	84	138	1	**1,192**
MT	7	3	6	39	23	39	42	42	22	19	23	0	**265**
NE	7	5	13	46	21	49	40	35	19	31	34	2	**302**
NV	9	2	9	43	25	68	60	43	33	30	24	1	**347**
NH	1	3	2	17	10	28	20	7	10	10	17	0	**125**

Table 110
Persons Killed, by State and Age Group (Continued)

State	Age Group (Years)											Unknown	Total Killed
	<5	5-9	10-15	16-20	21-24	25-34	35-44	45-54	55-64	65-74	>74		
NJ	14	14	25	74	63	117	121	79	72	78	115	2	**774**
NM	15	10	19	58	43	98	85	60	34	32	29	1	**484**
NY	28	28	59	186	147	246	208	169	131	178	236	27	**1,643**
NC	35	37	74	204	140	256	207	176	101	115	137	1	**1,483**
ND	1	1	6	21	9	11	15	16	9	5	11	0	**105**
OH	24	31	46	213	146	242	248	162	105	95	128	1	**1,441**
OK	17	13	36	131	74	134	128	106	62	51	83	3	**838**
OR	8	10	17	74	60	75	90	75	40	29	45	0	**523**
PA	22	26	50	201	145	237	161	134	96	124	134	227	**1,557**
RI	1	0	2	16	7	12	11	12	6	7	1	0	**75**
SC	11	18	33	125	74	197	156	115	50	65	55	4	**903**
SD	3	2	10	29	9	24	21	18	7	10	15	0	**148**
TN	17	25	34	181	118	228	215	130	90	80	105	0	**1,223**
TX	96	68	133	518	327	639	595	367	237	234	282	14	**3,510**
UT	8	14	18	80	37	51	40	41	27	21	29	0	**366**
VT	2	0	5	13	8	15	24	7	8	4	10	0	**96**
VA	17	11	30	143	82	175	167	121	76	69	91	2	**984**
WA	14	18	26	103	52	124	110	69	56	46	58	0	**676**
WV	4	5	19	48	34	65	60	46	29	34	35	0	**379**
WI	6	15	22	105	71	123	119	79	58	44	83	0	**725**
WY	2	4	9	24	12	22	23	16	9	5	11	0	**137**
USA	**788**	**815**	**1,554**	**5,757**	**3,781**	**7,365**	**6,432**	**4,667**	**3,137**	**3,203**	**4,123**	**345**	**41,967**
PR	15	5	26	80	51	95	85	70	56	47	37	24	**591**

Table 111
Occupants Killed, by State and Vehicle Type

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	694	63.6	334	30.6	28	2.6	29	2.7	0	0.0	6	0.5	0	0.0	**1,091**	**100.0**
AK	26	39.4	26	39.4	2	3.0	6	9.1	0	0.0	6	9.1	0	0.0	**66**	**100.0**
AZ	387	50.6	256	33.5	7	0.9	57	7.5	0	0.0	6	0.8	52	6.8	**765**	**100.0**
AR	332	55.1	218	36.2	23	3.8	19	3.2	2	0.3	6	1.0	3	0.5	**603**	**100.0**
CA	1,634	58.5	821	29.4	69	2.5	235	8.4	1	0.0	31	1.1	3	0.1	**2,794**	**100.0**
CO	274	50.2	214	39.2	14	2.6	38	7.0	0	0.0	6	1.1	0	0.0	**546**	**100.0**
CT	184	66.2	49	17.6	5	1.8	38	13.7	0	0.0	2	0.7	0	0.0	**278**	**100.0**
DE	90	71.4	22	17.5	3	2.4	8	6.3	0	0.0	0	0.0	3	2.4	**126**	**100.0**
DC	22	62.9	8	22.9	0	0.0	4	11.4	0	0.0	1	2.9	0	0.0	**35**	**100.0**
FL	1,361	64.3	518	24.5	34	1.6	184	8.7	0	0.0	20	0.9	0	0.0	**2,117**	**100.0**
GA	845	61.6	432	31.5	27	2.0	56	4.1	0	0.0	11	0.8	0	0.0	**1,371**	**100.0**
HI	67	62.0	26	24.1	1	0.9	14	13.0	0	0.0	0	0.0	0	0.0	**108**	**100.0**
ID	102	42.7	108	45.2	6	2.5	18	7.5	0	0.0	5	2.1	0	0.0	**239**	**100.0**
IL	775	67.1	260	22.5	21	1.8	82	7.1	0	0.0	16	1.4	1	0.1	**1,155**	**100.0**
IN	548	64.6	223	26.3	21	2.5	48	5.7	0	0.0	8	0.9	0	0.0	**848**	**100.0**
IA	283	65.2	104	24.0	12	2.8	28	6.5	1	0.2	6	1.4	0	0.0	**434**	**100.0**
KS	259	58.2	155	34.8	12	2.7	17	3.8	0	0.0	2	0.4	0	0.0	**445**	**100.0**
KY	469	60.1	238	30.5	28	3.6	26	3.3	0	0.0	20	2.6	0	0.0	**781**	**100.0**
LA	435	58.2	263	35.2	19	2.5	20	2.7	0	0.0	10	1.3	1	0.1	**748**	**100.0**
ME	123	71.5	34	19.8	5	2.9	10	5.8	0	0.0	0	0.0	0	0.0	**172**	**100.0**
MD	339	69.5	102	20.9	14	2.9	26	5.3	2	0.4	2	0.4	3	0.6	**488**	**100.0**
MA	254	72.4	60	17.1	4	1.1	30	8.5	1	0.3	2	0.6	0	0.0	**351**	**100.0**
MI	832	66.8	318	25.5	6	0.5	63	5.1	0	0.0	27	2.2	0	0.0	**1,246**	**100.0**
MN	341	63.9	143	26.8	8	1.5	25	4.7	4	0.7	13	2.4	0	0.0	**534**	**100.0**
MS	503	62.8	250	31.2	10	1.2	13	1.6	0	0.0	2	0.2	23	2.9	**801**	**100.0**
MO	677	62.6	345	31.9	13	1.2	37	3.4	0	0.0	10	0.9	0	0.0	**1,082**	**100.0**
MT	111	43.5	114	44.7	8	3.1	20	7.8	0	0.0	1	0.4	1	0.4	**255**	**100.0**
NE	173	62.2	92	33.1	5	1.8	5	1.8	0	0.0	3	1.1	0	0.0	**278**	**100.0**
NV	142	51.1	107	38.5	3	1.1	24	8.6	0	0.0	2	0.7	0	0.0	**278**	**100.0**
NH	73	65.8	22	19.8	2	1.8	14	12.6	0	0.0	0	0.0	0	0.0	**111**	**100.0**

Table 111
Occupants Killed, by State and Vehicle Type (Continued)

State	Vehicle Type												Unknown		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Motorcycles		Buses		Other Vehicles					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	458	75.5	98	16.1	4	0.7	43	7.1	0	0.0	4	0.7	0	0.0	**607**	**100.0**
NM	177	43.0	194	47.1	9	2.2	26	6.3	1	0.2	2	0.5	3	0.7	**412**	**100.0**
NY	853	70.7	209	17.3	15	1.2	114	9.4	1	0.1	11	0.9	4	0.3	**1,207**	**100.0**
NC	863	67.8	320	25.1	14	1.1	62	4.9	2	0.2	10	0.8	2	0.2	**1,273**	**100.0**
ND	59	59.6	33	33.3	3	3.0	3	3.0	0	0.0	1	1.0	0	0.0	**99**	**100.0**
OH	892	69.3	255	19.8	24	1.9	106	8.2	0	0.0	11	0.9	0	0.0	**1,288**	**100.0**
OK	416	54.7	283	37.2	19	2.5	33	4.3	0	0.0	9	1.2	0	0.0	**760**	**100.0**
OR	250	55.8	154	34.4	13	2.9	24	5.4	0	0.0	6	1.3	1	0.2	**448**	**100.0**
PA	812	59.6	248	18.2	24	1.8	84	6.2	0	0.0	7	0.5	188	13.8	**1,363**	**100.0**
RI	49	73.1	12	17.9	1	1.5	5	7.5	0	0.0	0	0.0	0	0.0	**67**	**100.0**
SC	523	66.9	177	22.6	11	1.4	60	7.7	0	0.0	8	1.0	3	0.4	**782**	**100.0**
SD	76	54.7	49	35.3	5	3.6	8	5.8	0	0.0	1	0.7	0	0.0	**139**	**100.0**
TN	688	62.2	324	29.3	29	2.6	56	5.1	0	0.0	9	0.8	0	0.0	**1,106**	**100.0**
TX	1,698	56.8	1,095	36.6	67	2.2	117	3.9	1	0.0	14	0.5	0	0.0	**2,992**	**100.0**
UT	154	47.5	135	41.7	11	3.4	22	6.8	0	0.0	1	0.3	1	0.3	**324**	**100.0**
VT	50	59.5	21	25.0	5	6.0	7	8.3	0	0.0	0	0.0	1	1.2	**84**	**100.0**
VA	561	64.2	247	28.3	20	2.3	38	4.3	1	0.1	1	0.1	6	0.7	**874**	**100.0**
WA	361	61.6	182	31.1	13	2.2	28	4.8	0	0.0	2	0.3	0	0.0	**586**	**100.0**
WV	223	63.2	111	31.4	4	1.1	8	2.3	0	0.0	7	2.0	0	0.0	**353**	**100.0**
WI	421	64.2	150	22.9	10	1.5	63	9.6	0	0.0	11	1.7	1	0.2	**656**	**100.0**
WY	50	39.4	65	51.2	6	4.7	5	3.9	0	0.0	1	0.8	0	0.0	**127**	**100.0**
USA	21,989	61.6	10,224	28.6	717	2.0	2,106	5.9	17	0.0	340	1.0	300	0.8	**35,693**	**100.0**
PR	285	79.4	45	12.5	2	0.6	27	7.5	0	0.0	0	0.0	0	0.0	**359**	**100.0**

Table 112
Passenger Car Occupants Killed, by State and Restraint Use

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	220	31.7	426	61.4	48	6.9	**694**	**100.0**
AK	9	34.6	17	65.4	0	0.0	**26**	**100.0**
AZ	153	39.5	183	47.3	51	13.2	**387**	**100.0**
AR	73	22.0	196	59.0	63	19.0	**332**	**100.0**
CA	864	52.9	539	33.0	231	14.1	**1,634**	**100.0**
CO	106	38.7	165	60.2	3	1.1	**274**	**100.0**
CT	62	33.7	100	54.3	22	12.0	**184**	**100.0**
DE	30	33.3	58	64.4	2	2.2	**90**	**100.0**
DC	6	27.3	12	54.5	4	18.2	**22**	**100.0**
FL	599	44.0	718	52.8	44	3.2	**1,361**	**100.0**
GA	265	31.4	445	52.7	135	16.0	**845**	**100.0**
HI	33	49.3	28	41.8	6	9.0	**67**	**100.0**
ID	25	24.5	66	64.7	11	10.8	**102**	**100.0**
IL	235	30.3	380	49.0	160	20.6	**775**	**100.0**
IN	174	31.8	329	60.0	45	8.2	**548**	**100.0**
IA	112	39.6	127	44.9	44	15.5	**283**	**100.0**
KS	83	32.0	150	57.9	26	10.0	**259**	**100.0**
KY	154	32.8	303	64.6	12	2.6	**469**	**100.0**
LA	147	33.8	227	52.2	61	14.0	**435**	**100.0**
ME	51	41.5	64	52.0	8	6.5	**123**	**100.0**
MD	164	48.4	154	45.4	21	6.2	**339**	**100.0**
MA	70	27.6	125	49.2	59	23.2	**254**	**100.0**
MI	348	41.8	380	45.7	104	12.5	**832**	**100.0**
MN	162	47.5	142	41.6	37	10.9	**341**	**100.0**
MS	135	26.8	354	70.4	14	2.8	**503**	**100.0**
MO	206	30.4	391	57.8	80	11.8	**677**	**100.0**
MT	38	34.2	68	61.3	5	4.5	**111**	**100.0**
NE	59	34.1	85	49.1	29	16.8	**173**	**100.0**
NV	65	45.8	72	50.7	5	3.5	**142**	**100.0**
NH	21	28.8	46	63.0	6	8.2	**73**	**100.0**

Table 112
Passenger Car Occupants Killed, by State and Restraint Use (Continued)

State	Restraint Used		No Restraint Used		Restraint Use Unknown		Total Occupants Killed	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	170	37.1	267	58.3	21	4.6	**458**	**100.0**
NM	77	43.5	97	54.8	3	1.7	**177**	**100.0**
NY	350	41.0	370	43.4	133	15.6	**853**	**100.0**
NC	391	45.3	344	39.9	128	14.8	**863**	**100.0**
ND	11	18.6	47	79.7	1	1.7	**59**	**100.0**
OH	323	36.2	500	56.1	69	7.7	**892**	**100.0**
OK	130	31.3	284	68.3	2	0.5	**416**	**100.0**
OR	151	60.4	76	30.4	23	9.2	**250**	**100.0**
PA	213	26.2	455	56.0	144	17.7	**812**	**100.0**
RI	8	16.3	41	83.7	0	0.0	**49**	**100.0**
SC	216	41.3	300	57.4	7	1.3	**523**	**100.0**
SD	19	25.0	47	61.8	10	13.2	**76**	**100.0**
TN	208	30.2	461	67.0	19	2.8	**688**	**100.0**
TX	856	50.4	813	47.9	29	1.7	**1,698**	**100.0**
UT	66	42.9	86	55.8	2	1.3	**154**	**100.0**
VT	19	38.0	27	54.0	4	8.0	**50**	**100.0**
VA	213	38.0	307	54.7	41	7.3	**561**	**100.0**
WA	157	43.5	188	52.1	16	4.4	**361**	**100.0**
WV	63	28.3	142	63.7	18	8.1	**223**	**100.0**
WI	134	31.8	259	61.5	28	6.7	**421**	**100.0**
WY	13	26.0	37	74.0	0	0.0	**50**	**100.0**
USA	**8,457**	**38.5**	**11,498**	**52.3**	**2,034**	**9.3**	**21,989**	**100.0**
PR	69	24.2	216	75.8	0	0.0	**285**	**100.0**

Table 113
1997 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	District of Columbia	24	529	4.54
2	New Mexico	66	1,730	3.82
3	Florida	528	14,654	3.60
4	Nevada	59	1,677	3.52
5	Arizona	149	4,555	3.27
6	Louisiana	134	4,352	3.08
7	South Carolina	103	3,760	2.74
8	Georgia	182	7,486	2.43
9	North Carolina	176	7,425	2.37
10	California	757	32,268	2.35
11	Texas	441	19,439	2.27
12	New York	383	18,137	2.11
13	Maryland	107	5,094	2.10
14	Oklahoma	69	3,317	2.08
15	Vermont	12	589	2.04
16	Tennessee	107	5,368	1.99
17	Mississippi	54	2,731	1.98
18	Alabama	85	4,319	1.97
19	Arkansas	49	2,523	1.94
20	Delaware	14	732	1.91
21	Utah	39	2,059	1.89
22	Wyoming	9	480	1.88
23	Missouri	100	5,402	1.85
24	New Jersey	143	8,053	1.78
25	Hawaii	21	1,187	1.77
26	Oregon	57	3,243	1.76
27	Michigan	165	9,774	1.69
28	Illinois	196	11,896	1.65

Table 113
1997 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
29	Alaska	10	609	1.64
30	Kentucky	64	3,908	1.64
31	Connecticut	53	3,270	1.62
32	Idaho	19	1,210	1.57
33	Maine	19	1,242	1.53
34	Colorado	56	3,893	1.44
35	Pennsylvania	170	12,020	1.41
36	Virginia	89	6,734	1.32
37	Massachusetts	79	6,118	1.29
38	Washington	72	5,610	1.28
39	Indiana	72	5,864	1.23
40	Wisconsin	63	5,170	1.22
41	Minnesota	56	4,686	1.20
42	West Virginia	21	1,816	1.16
43	Ohio	126	11,186	1.13
44	Kansas	27	2,595	1.04
45	Nebraska	17	1,657	1.03
46	Montana	9	879	1.02
47	Iowa	27	2,852	0.95
48	New Hampshire	11	1,173	0.94
49	South Dakota	6	738	0.81
50	North Dakota	5	641	0.78
51	Rhode Island	7	987	0.71
	USA	**5,307**	**267,636**	**1.98**
	Puerto Rico	208	3,818	5.45

Table 114
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	716	60.2	96	8.0	377	31.7	473	39.8	**1,189**	**100.0**
AK	36	47.2	12	15.2	29	37.7	41	52.8	**77**	**100.0**
AZ	518	54.5	86	9.0	347	36.5	433	45.5	**951**	**100.0**
AR	467	70.8	51	7.7	142	21.6	193	29.2	**660**	**100.0**
CA	2,374	64.4	331	9.0	982	26.6	1,314	35.6	**3,688**	**100.0**
CO	395	64.4	45	7.3	174	28.3	218	35.6	**613**	**100.0**
CT	186	55.0	36	10.7	116	34.3	152	45.0	**338**	**100.0**
DE	82	57.3	20	14.1	41	28.6	61	42.7	**143**	**100.0**
DC	25	41.5	6	10.1	29	48.4	35	58.5	**60**	**100.0**
FL	1,848	66.4	181	6.5	753	27.1	934	33.6	**2,782**	**100.0**
GA	999	63.4	138	8.8	440	27.9	578	36.6	**1,577**	**100.0**
HI	72	55.3	12	8.9	47	35.8	59	44.7	**131**	**100.0**
ID	157	60.4	16	6.2	86	33.4	102	39.6	**259**	**100.0**
IL	808	57.9	123	8.8	464	33.3	587	42.1	**1,395**	**100.0**
IN	627	67.1	52	5.6	256	27.4	308	32.9	**935**	**100.0**
IA	294	62.8	48	10.2	126	27.0	174	37.2	**468**	**100.0**
KS	339	70.5	34	7.1	108	22.4	142	29.5	**481**	**100.0**
KY	578	67.4	53	6.1	227	26.5	279	32.6	**857**	**100.0**
LA	492	53.9	96	10.5	326	35.7	421	46.1	**913**	**100.0**
ME	128	66.6	9	4.8	55	28.6	64	33.4	**192**	**100.0**
MD	387	63.7	57	9.3	164	27.0	221	36.3	**608**	**100.0**
MA	233	52.6	60	13.7	149	33.7	209	47.4	**442**	**100.0**
MI	888	61.4	126	8.7	432	29.9	558	38.6	**1,446**	**100.0**
MN	407	67.8	32	5.4	161	26.8	193	32.2	**600**	**100.0**
MS	517	60.0	58	6.7	286	33.3	344	40.0	**861**	**100.0**
MO	683	57.3	124	10.4	385	32.3	509	42.7	**1,192**	**100.0**
MT	145	54.7	20	7.7	100	37.6	120	45.3	**265**	**100.0**
NE	197	65.4	22	7.4	82	27.3	105	34.6	**302**	**100.0**
NV	187	53.8	43	12.4	117	33.8	160	46.2	**347**	**100.0**
NH	65	52.3	13	10.3	47	37.4	60	47.7	**125**	**100.0**

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

Table 114
Persons Killed, by State and Highest Blood Alcohol Concentration in the Crash (Continued)

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = 0.00		BAC = 0.01-0.09		BAC = 0.10+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	492	63.6	79	10.3	202	26.1	282	36.4	**774**	**100.0**
NM	264	54.5	47	9.8	173	35.7	220	45.5	**484**	**100.0**
NY	1,194	72.6	115	7.0	334	20.3	449	27.4	**1,643**	**100.0**
NC	955	64.4	101	6.8	427	28.8	528	35.6	**1,483**	**100.0**
ND	55	52.2	4	3.6	46	44.3	50	47.8	**105**	**100.0**
OH	965	67.0	92	6.4	384	26.6	476	33.0	**1,441**	**100.0**
OK	536	64.0	62	7.4	240	28.6	302	36.0	**838**	**100.0**
OR	295	56.5	55	10.6	173	33.0	228	43.5	**523**	**100.0**
PA	926	59.5	118	7.6	514	33.0	631	40.5	**1,557**	**100.0**
RI	34	45.4	8	10.3	33	44.3	41	54.6	**75**	**100.0**
SC	585	64.8	45	5.0	273	30.2	318	35.2	**903**	**100.0**
SD	87	58.7	15	10.0	46	31.4	61	41.3	**148**	**100.0**
TN	727	59.4	90	7.4	406	33.2	496	40.6	**1,223**	**100.0**
TX	1,762	50.2	379	10.8	1,369	39.0	1,748	49.8	**3,510**	**100.0**
UT	291	79.4	25	6.8	50	13.7	75	20.6	**366**	**100.0**
VT	62	64.2	8	8.6	26	27.1	34	35.8	**96**	**100.0**
VA	601	61.1	85	8.6	298	30.3	383	38.9	**984**	**100.0**
WA	376	55.6	68	10.1	232	34.3	300	44.4	**676**	**100.0**
WV	233	61.4	17	4.4	129	34.2	146	38.6	**379**	**100.0**
WI	396	54.7	64	8.8	265	36.6	329	45.3	**725**	**100.0**
WY	94	68.5	9	6.6	34	24.9	43	31.5	**137**	**100.0**
USA	**25,778**	**61.4**	**3,485**	**8.3**	**12,704**	**30.3**	**16,189**	**38.6**	**41,967**	**100.0**
PR	299	50.5	65	10.9	228	38.6	292	49.5	**591**	**100.0**

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

Table 115
Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,215	74.9	94	5.8	314	19.4	408	25.1	**1,623**	**100.0**
AK	58	62.4	11	11.3	24	26.3	35	37.6	**93**	**100.0**
AZ	904	73.5	72	5.9	254	20.6	326	26.5	**1,230**	**100.0**
AR	693	81.2	44	5.2	116	13.6	160	18.8	**853**	**100.0**
CA	3,858	79.5	295	6.1	697	14.4	993	20.5	**4,851**	**100.0**
CO	634	78.0	42	5.2	136	16.8	178	22.0	**812**	**100.0**
CT	314	69.9	37	8.3	98	21.9	136	30.1	**450**	**100.0**
DE	135	72.4	16	8.7	35	18.9	52	27.6	**187**	**100.0**
DC	55	66.0	8	9.9	20	24.1	28	34.0	**83**	**100.0**
FL	3,256	82.3	156	3.9	543	13.7	699	17.7	**3,955**	**100.0**
GA	1,713	79.0	122	5.6	332	15.3	455	21.0	**2,168**	**100.0**
HI	132	73.3	11	6.3	37	20.5	48	26.7	**180**	**100.0**
ID	219	72.0	20	6.6	65	21.4	85	28.0	**304**	**100.0**
IL	1,414	73.9	120	6.3	379	19.8	499	26.1	**1,913**	**100.0**
IN	1,088	80.6	45	3.4	217	16.1	262	19.4	**1,350**	**100.0**
IA	491	75.7	49	7.5	109	16.8	158	24.3	**649**	**100.0**
KS	523	80.6	32	4.9	94	14.5	126	19.4	**649**	**100.0**
KY	915	79.2	52	4.5	188	16.3	241	20.8	**1,156**	**100.0**
LA	835	71.1	97	8.3	242	20.6	339	28.9	**1,174**	**100.0**
ME	212	79.6	10	3.8	44	16.5	54	20.4	**266**	**100.0**
MD	720	79.7	54	6.0	129	14.3	184	20.3	**904**	**100.0**
MA	400	68.0	59	10.0	129	21.9	188	32.0	**588**	**100.0**
MI	1,585	77.0	129	6.3	343	16.7	473	23.0	**2,058**	**100.0**
MN	676	80.2	35	4.2	132	15.6	167	19.8	**843**	**100.0**
MS	816	73.5	56	5.0	238	21.4	294	26.5	**1,110**	**100.0**
MO	1,156	72.2	119	7.4	326	20.4	445	27.8	**1,601**	**100.0**
MT	186	62.9	18	6.1	91	31.0	109	37.1	**295**	**100.0**
NE	314	78.2	21	5.2	66	16.5	87	21.8	**401**	**100.0**
NV	347	71.6	48	10.0	89	18.4	138	28.4	**485**	**100.0**
NH	117	67.8	13	7.7	42	24.5	56	32.2	**173**	**100.0**

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

Table 115
Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver (Continued)

State	Blood Alcohol Concentration of Driver								Total Drivers Involved in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	835	78.5	80	7.5	149	14.0	229	21.5	**1,064**	**100.0**
NM	407	72.0	39	6.8	120	21.2	158	28.0	**565**	**100.0**
NY	1,839	83.3	103	4.7	267	12.1	369	16.7	**2,208**	**100.0**
NC	1,609	80.0	89	4.4	314	15.6	403	20.0	**2,012**	**100.0**
ND	90	68.9	4	3.3	36	27.8	41	31.1	**131**	**100.0**
OH	1,575	79.2	89	4.5	325	16.3	414	20.8	**1,989**	**100.0**
OK	856	78.1	50	4.6	190	17.3	240	21.9	**1,096**	**100.0**
OR	487	72.5	44	6.5	141	21.0	185	27.5	**672**	**100.0**
PA	1,622	73.9	130	5.9	444	20.2	574	26.1	**2,196**	**100.0**
RI	59	60.5	9	9.3	30	30.2	39	39.5	**98**	**100.0**
SC	942	79.5	41	3.4	203	17.1	243	20.5	**1,185**	**100.0**
SD	126	71.0	11	6.1	41	22.9	52	29.0	**178**	**100.0**
TN	1,244	75.0	83	5.0	331	20.0	414	25.0	**1,658**	**100.0**
TX	3,181	67.8	398	8.5	1,111	23.7	1,509	32.2	**4,690**	**100.0**
UT	404	87.9	20	4.3	36	7.8	56	12.1	**460**	**100.0**
VT	108	77.9	8	5.5	23	16.6	31	22.1	**139**	**100.0**
VA	1,008	75.3	78	5.8	253	18.9	331	24.7	**1,339**	**100.0**
WA	629	71.8	61	7.0	186	21.2	247	28.2	**876**	**100.0**
WV	402	76.5	19	3.5	105	20.0	124	23.5	**526**	**100.0**
WI	682	70.8	61	6.4	220	22.8	281	29.2	**963**	**100.0**
WY	119	78.1	9	5.9	25	16.0	34	21.9	**153**	**100.0**
USA	**43,209**	**76.3**	**3,313**	**5.9**	**10,080**	**17.8**	**13,393**	**23.7**	**56,602**	**100.0**
PR	513	69.5	68	9.3	157	21.2	225	30.5	**738**	**100.0**

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

Table 116
Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	480	61.8	53	6.9	243	31.3	297	38.2	**777**	**100.0**
AK	26	56.1	7	14.2	14	29.7	21	43.9	**47**	**100.0**
AZ	274	59.8	31	6.8	153	33.4	184	40.2	**458**	**100.0**
AR	303	70.9	30	7.1	94	22.0	124	29.1	**427**	**100.0**
CA	1,219	67.1	161	8.8	437	24.1	598	32.9	**1,817**	**100.0**
CO	250	66.8	19	5.2	105	28.0	125	33.2	**375**	**100.0**
CT	112	56.1	17	8.5	70	35.4	87	43.9	**199**	**100.0**
DE	53	62.9	7	8.4	24	28.7	31	37.1	**84**	**100.0**
DC	12	57.4	2	7.2	7	35.4	9	42.6	**21**	**100.0**
FL	1,043	70.5	76	5.2	359	24.3	435	29.5	**1,478**	**100.0**
GA	651	66.9	77	7.9	245	25.2	322	33.1	**973**	**100.0**
HI	52	62.7	7	9.0	23	28.3	31	37.3	**83**	**100.0**
ID	90	59.1	13	8.5	50	32.4	63	40.9	**153**	**100.0**
IL	505	61.2	52	6.4	267	32.4	319	38.8	**824**	**100.0**
IN	434	70.6	23	3.8	158	25.6	181	29.4	**615**	**100.0**
IA	213	68.4	19	6.2	79	25.4	99	31.6	**312**	**100.0**
KS	240	74.5	16	4.9	66	20.6	82	25.5	**322**	**100.0**
KY	372	67.8	23	4.3	153	27.9	177	32.2	**549**	**100.0**
LA	308	60.2	42	8.3	161	31.5	204	39.8	**512**	**100.0**
ME	81	68.6	5	4.4	32	27.0	37	31.4	**118**	**100.0**
MD	227	65.8	30	8.8	88	25.4	118	34.2	**345**	**100.0**
MA	156	59.0	26	9.8	82	31.2	108	41.0	**264**	**100.0**
MI	552	65.3	55	6.5	239	28.2	294	34.7	**846**	**100.0**
MN	261	67.6	20	5.1	105	27.2	125	32.4	**386**	**100.0**
MS	338	63.0	24	4.5	174	32.4	198	37.0	**536**	**100.0**
MO	490	63.2	52	6.7	234	30.1	285	36.8	**775**	**100.0**
MT	90	52.1	8	4.4	75	43.5	83	47.9	**173**	**100.0**
NE	137	71.5	9	5.0	45	23.5	54	28.5	**191**	**100.0**
NV	125	64.1	18	9.1	52	26.9	70	35.9	**195**	**100.0**
NH	36	47.4	8	10.5	32	42.1	40	52.6	**76**	**100.0**

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

Table 116
Drivers Killed in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver (Continued)

State	Blood Alcohol Concentration of Driver								Total Drivers Killed	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	290	71.7	30	7.5	84	20.8	114	28.3	**404**	**100.0**
NM	137	57.6	19	7.8	82	34.6	100	42.4	**237**	**100.0**
NY	632	76.9	40	4.9	149	18.2	190	23.1	**822**	**100.0**
NC	582	66.9	55	6.3	233	26.8	288	33.1	**870**	**100.0**
ND	43	60.3	2	2.9	26	36.8	28	39.7	**71**	**100.0**
OH	643	68.1	49	5.2	252	26.7	301	31.9	**944**	**100.0**
OK	369	68.2	28	5.2	144	26.6	172	31.8	**541**	**100.0**
OR	177	57.8	23	7.6	106	34.6	129	42.2	**306**	**100.0**
PA	618	63.4	49	5.0	308	31.6	357	36.6	**975**	**100.0**
RI	22	50.0	4	9.1	18	40.9	22	50.0	**44**	**100.0**
SC	388	68.5	25	4.4	154	27.2	178	31.5	**566**	**100.0**
SD	58	62.1	4	4.4	31	33.5	36	37.9	**94**	**100.0**
TN	488	61.8	48	6.1	253	32.1	301	38.2	**789**	**100.0**
TX	1,170	58.1	160	8.0	682	33.9	842	41.9	**2,012**	**100.0**
UT	153	80.7	11	6.0	25	13.3	37	19.3	**190**	**100.0**
VT	43	70.7	2	3.9	16	25.4	18	29.3	**61**	**100.0**
VA	399	63.3	45	7.1	186	29.6	231	36.7	**630**	**100.0**
WA	222	59.0	31	8.1	124	32.9	154	41.0	**376**	**100.0**
WV	159	65.2	10	4.0	75	30.8	85	34.8	**244**	**100.0**
WI	269	57.7	30	6.4	168	35.9	197	42.3	**466**	**100.0**
WY	49	68.9	4	5.8	18	25.3	22	31.1	**71**	**100.0**
USA	**16,039**	**65.1**	**1,601**	**6.5**	**7,003**	**28.4**	**8,605**	**34.9**	**24,644**	**100.0**
PR	133	58.5	15	6.5	80	34.9	95	41.5	**228**	**100.0**

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

Table 117
Surviving Drivers in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	734	86.8	40	4.8	71	8.4	112	13.2	**846**	**100.0**
AK	32	68.9	4	8.4	10	22.7	14	31.1	**46**	**100.0**
AZ	630	81.6	41	5.3	101	13.0	142	18.4	**772**	**100.0**
AR	390	91.6	14	3.2	22	5.2	36	8.4	**426**	**100.0**
CA	2,640	87.0	134	4.4	260	8.6	394	13.0	**3,034**	**100.0**
CO	383	87.7	22	5.1	31	7.1	54	12.3	**437**	**100.0**
CT	203	80.8	20	8.1	28	11.1	48	19.2	**251**	**100.0**
DE	83	80.2	9	8.9	11	10.9	20	19.8	**103**	**100.0**
DC	43	68.9	7	10.8	13	20.3	19	31.1	**62**	**100.0**
FL	2,214	89.4	80	3.2	183	7.4	263	10.6	**2,477**	**100.0**
GA	1,062	88.9	46	3.8	87	7.3	133	11.1	**1,195**	**100.0**
HI	80	82.3	4	3.9	13	13.8	17	17.7	**97**	**100.0**
ID	129	85.1	7	4.7	15	10.2	22	14.9	**151**	**100.0**
IL	909	83.5	67	6.2	112	10.3	180	16.5	**1,089**	**100.0**
IN	654	88.9	22	3.0	59	8.1	81	11.1	**735**	**100.0**
IA	278	82.4	30	8.8	30	8.8	59	17.6	**337**	**100.0**
KS	283	86.5	16	4.9	28	8.6	44	13.5	**327**	**100.0**
KY	543	89.5	29	4.8	35	5.8	64	10.5	**607**	**100.0**
LA	527	79.6	55	8.2	81	12.2	135	20.4	**662**	**100.0**
ME	131	88.5	5	3.4	12	8.1	17	11.5	**148**	**100.0**
MD	493	88.3	24	4.3	42	7.5	66	11.7	**559**	**100.0**
MA	244	75.4	33	10.2	47	14.4	80	24.6	**324**	**100.0**
MI	1,033	85.2	74	6.1	105	8.6	179	14.8	**1,212**	**100.0**
MN	415	90.8	15	3.4	27	5.8	42	9.2	**457**	**100.0**
MS	478	83.3	32	5.5	64	11.2	96	16.7	**574**	**100.0**
MO	666	80.6	67	8.1	93	11.2	160	19.4	**826**	**100.0**
MT	95	78.2	10	8.5	16	13.3	27	21.8	**122**	**100.0**
NE	177	84.4	11	5.4	21	10.2	33	15.6	**210**	**100.0**
NV	222	76.7	31	10.6	37	12.7	68	23.3	**290**	**100.0**
NH	81	83.8	5	5.4	10	10.8	16	16.2	**97**	**100.0**

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

Table 117
Surviving Drivers in Fatal Crashes, by State and Blood Alcohol Concentration of the Driver (Continued)

State	Blood Alcohol Concentration of Driver								Total Surviving Drivers in Fatal Crashes	
	No Alcohol (BAC = 0.00)		Low Alcohol (BAC = 0.01-0.09)		High Alcohol (BAC = 0.10+)		Any Alcohol (BAC = 0.01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	545	82.6	50	7.6	65	9.8	115	17.4	**660**	**100.0**
NM	270	82.3	20	6.1	38	11.6	58	17.7	**328**	**100.0**
NY	1,206	87.0	63	4.5	117	8.4	180	13.0	**1,386**	**100.0**
NC	1,027	89.9	34	3.0	81	7.1	115	10.1	**1,142**	**100.0**
ND	47	79.0	2	3.8	10	17.1	13	21.0	**60**	**100.0**
OH	932	89.2	40	3.9	73	7.0	113	10.8	**1,045**	**100.0**
OK	487	87.7	22	4.0	46	8.2	68	12.3	**555**	**100.0**
OR	311	84.9	20	5.6	35	9.5	55	15.1	**366**	**100.0**
PA	1,005	82.3	81	6.6	136	11.1	216	17.7	**1,221**	**100.0**
RI	37	69.1	5	9.4	12	21.4	17	30.9	**54**	**100.0**
SC	554	89.5	16	2.6	49	7.9	65	10.5	**619**	**100.0**
SD	68	81.0	7	8.0	9	11.0	16	19.0	**84**	**100.0**
TN	756	87.0	35	4.1	77	8.9	113	13.0	**869**	**100.0**
TX	2,011	75.1	238	8.9	429	16.0	667	24.9	**2,678**	**100.0**
UT	251	93.0	8	3.1	11	3.9	19	7.0	**270**	**100.0**
VT	65	83.5	5	6.8	8	9.7	13	16.5	**78**	**100.0**
VA	609	86.0	33	4.6	67	9.4	100	14.0	**709**	**100.0**
WA	407	81.5	31	6.1	62	12.4	93	18.5	**500**	**100.0**
WV	243	86.2	9	3.1	30	10.7	39	13.8	**282**	**100.0**
WI	413	83.2	31	6.3	52	10.5	84	16.8	**497**	**100.0**
WY	71	86.1	5	5.9	7	8.0	11	13.9	**82**	**100.0**
USA	**27,170**	**85.0**	**1,712**	**5.4**	**3,076**	**9.6**	**4,788**	**15.0**	31,958	**100.0**
PR	379	74.4	54	10.5	77	15.1	131	25.6	**510**	**100.0**

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

Table 118
Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
			Interstate		Non-Interstate								
		Total	>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph	Total	Interstate	Non-Interstate
AL	1,189	417	48	1	118	9	133	24	40	25	476	60	416
AK	77	27	1	5	5	5	3	4	1	3	62	11	52
AZ	951	353	42	13	80	24	51	47	26	38	551	81	469
AR	660	198	15	2	114	1	19	4	16	18	283	33	251
CA	3,688	1,294	211	32	328	47	127	83	167	127	2,996	467	2,529
CO	613	259	29	26	58	8	23	25	29	38	429	75	354
CT	338	141	0	25	4	3	18	16	16	58	436	66	370
DE	143	48	0	3	5	25	1	4	4	6	86	9	77
DC	60	32	0	0	0	0	1	0	0	31	104	9	95
FL	2,782	768	73	24	97	28	113	55	85	91	1,677	245	1,432
GA	1,577	356	27	12	158	4	58	20	48	24	784	100	684
HI	131	42	0	8	4	4	8	1	9	8	121	19	103
ID	259	96	17	0	18	11	4	6	11	12	121	19	102
IL	1,395	452	41	33	206	1	28	12	56	75	1,201	175	1,025
IN	935	243	18	9	69	18	28	31	28	31	533	69	464
IA	468	61	4	1	29	2	4	0	6	15	210	26	183
KS	481	115	18	0	36	3	4	4	10	14	232	34	198
KY	857	247	14	7	170	0	10	0	31	11	413	48	364
LA	913	155	7	7	79	2	27	3	18	7	448	57	391
ME	192	69	6	0	3	10	24	6	11	5	135	16	119
MD	608	162	14	7	13	21	9	27	15	21	588	86	502
MA	442	156	12	4	7	10	16	29	17	61	723	94	628
MI	1,446	367	25	16	166	8	35	19	33	38	997	133	863
MN	600	136	3	8	83	4	7	1	2	15	341	40	300
MS	861	234	35	2	74	28	34	5	18	15	273	40	233
MO	1,192	460	59	17	184	1	23	23	35	35	701	107	594
MT	265	131	6	1	42	1	4	0	10	4	131	24	107
NE	302	70	7	0	8	24	4	2	4	6	161	20	141
NV	347	127	20	4	13	4	21	1	23	16	230	37	192
NH	125	37	3	1	3	3	1	3	13	10	85	11	75

Table 118
Speeding-Related Traffic Fatalities and Costs by Road Type and Speed Limit (Continued)

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit									Estimated Costs of Speeding-Related Crashes by Road Type (Million 1994 Dollars)		
			Interstate		Non-Interstate								
		Total	>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph	Total	Interstate	Non-Interstate
NJ	774	74	0	3	4	11	9	14	10	22	1,004	131	874
NM	484	165	32	2	27	4	17	5	17	21	231	39	192
NY	1,643	452	4	13	157	12	36	37	15	111	2,280	273	2,008
NC	1,483	515	15	12	303	5	104	0	66	5	960	100	860
ND	105	58	5	0	40	0	0	2	1	6	64	7	57
OH	1,441	330	30	4	186	2	20	14	35	31	1,220	159	1,061
OK	838	358	53	3	85	8	64	17	22	10	434	64	370
OR	523	151	7	5	94	5	12	4	11	13	280	32	248
PA	1,557	449	27	16	136	11	82	64	63	43	1,042	128	914
RI	75	31	1	2	3	1	1	3	7	13	89	11	77
SC	903	446	32	12	159	12	95	17	64	24	521	62	459
SD	148	65	9	0	26	0	4	4	1	3	85	12	73
TN	1,223	323	18	9	80	16	58	38	50	51	566	65	501
TX	3,510	1,315	172	44	208	39	100	62	104	114	2,365	355	2,010
UT	366	113	35	0	14	7	7	11	5	5	179	37	142
VT	96	35	7	0	0	14	3	3	7	1	50	9	42
VA	984	277	32	14	132	0	40	8	33	18	633	94	539
WA	676	242	31	1	25	42	15	11	52	35	629	86	543
WV	379	99	10	2	44	5	11	11	9	5	183	24	159
WI	725	208	7	3	134	2	14	6	12	23	462	49	413
WY	137	77	22	0	9	0	2	1	1	3	85	20	64
USA*	**41,967**	**13,036**	**1,304**	**413**	**4,040**	**505**	**1,532**	**787**	**1,367**	**1,415**	**28,889**	**3,970**	**24,919**
PR	591	297	0	77	11	9	70	36	63	31	652	166	485

*Of the total number of speeding-related fatalities in 1997, 6,054 occurred on roads with posted speed limits between 55 and 65 mph, and 844 occurred on roads with speed limits above 65 mph.

Notes: Totals may not equal sum of components due to independent rounding. The total column for speeding-related fatalities includes fatalities that occurred on roads for which the speed limit was unknown. The total column for costs of speeding-related crashes includes costs for crashes that occurred on unknown road types. Costs are based on preliminary estimates.

Table 119
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	6.00	99.9	9.00	99.9	NA	NA	8.50	99.7	**654**
AK	8.55	20.8	17.93	6.3	37.66	39.6	46.73	45.8	**48**
AZ	6.89	36.2	15.98	35.2	57.57	98.3	74.17	98.5	**412**
AR	7.64	8.3	10.98	6.5	36.04	88.1	49.76	88.6	**446**
CA	4.75	99.4	6.00	99.5	NA	NA	45.25	99.7	**1,303**
CO	8.42	12.7	13.26	6.5	39.43	41.9	54.89	45.8	**308**
CT	1.55	25.5	7.66	4.1	36.61	34.7	44.17	34.7	**98**
DE	7.11	4.4	8.21	4.4	27.14	58.0	42.67	56.5	**69**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**NA**
FL	5.69	13.9	9.22	11.0	10.00	99.9	10.00	99.9	**984**
GA	3.17	17.0	9.71	15.9	38.68	27.6	50.10	28.6	**804**
HI	4.14	12.2	9.21	4.1	39.35	18.4	53.21	20.4	**49**
ID	7.31	17.0	13.88	12.4	10.00	98.5	17.67	98.5	**194**
IL	6.08	7.3	6.50	99.3	NA	NA	NA	NA	**531**
IN	5.72	45.5	8.93	37.2	33.22	64.1	46.04	64.3	**541**
IA	8.76	16.7	11.37	12.9	37.12	25.1	55.83	28.3	**311**
KS	8.94	11.0	12.20	5.3	35.29	26.3	54.78	28.2	**301**
KY	6.54	15.2	10.20	10.7	37.43	37.1	51.79	38.6	**620**
LA	8.14	10.3	13.43	2.9	50.29	98.7	67.00	98.7	**523**
ME	7.39	9.3	9.26	2.9	37.13	24.3	51.16	25.7	**140**
MD	3.61	40.7	7.92	18.6	41.93	59.7	50.78	60.5	**258**
MA	6.67	43.2	8.26	33.3	32.42	53.1	45.73	54.3	**81**
MI	3.74	20.7	8.76	18.0	44.00	99.7	65.50	99.7	**649**
MN	3.53	17.1	11.87	24.4	34.51	45.8	49.69	46.6	**369**
MS	12.40	18.2	13.75	17.8	14.89	16.5	40.79	16.8	**732**
MO	7.37	16.0	10.41	3.3	38.20	63.8	52.69	64.7	**699**
MT	10.96	8.7	16.18	5.3	38.33	34.6	57.50	38.5	**208**
NE	8.09	19.4	10.02	15.2	33.10	40.8	49.89	44.1	**211**
NV	10.29	21.0	19.21	15.4	39.44	43.4	64.19	49.0	**143**
NH	4.57	6.9	9.94	6.9	31.47	82.8	40.87	82.8	**87**

Table 119
Rural Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	2.40	97.4	11.40	97.4	24.50	99.0	37.00	99.0	**195**
NM	9.73	73.6	14.30	70.6	42.32	77.2	59.73	78.2	**303**
NY	4.62	24.7	8.05	21.9	37.31	43.0	47.78	43.0	**725**
NC	0.01	71.1	14.87	70.9	22.00	99.9	27.00	99.9	**881**
ND	11.45	18.8	15.39	7.5	45.52	37.5	67.18	43.8	**80**
OH	6.89	41.0	10.05	39.6	35.31	65.0	49.76	66.9	**729**
OK	10.62	35.2	12.13	23.2	39.26	44.9	56.78	47.1	**512**
OR	5.94	13.0	11.44	3.4	44.41	42.6	56.09	44.4	**322**
PA	6.45	51.6	9.80	48.3	37.21	65.7	50.70	67.3	**673**
RI	0.73	8.3	8.17	0.0	35.60	16.7	44.90	16.7	**12**
SC	8.92	5.3	11.05	2.5	10.00	99.9	25.00	99.9	**713**
SD	9.63	17.2	13.27	13.8	34.86	31.9	54.11	37.1	**116**
TN	10.30	50.3	11.37	40.4	34.77	81.8	48.14	82.2	**636**
TX	8.47	30.4	13.00	29.8	39.73	53.8	58.63	55.2	**1,694**
UT	6.23	26.5	14.11	24.9	23.55	92.0	41.20	92.0	**249**
VT	5.07	20.8	12.10	5.2	33.21	27.3	49.58	31.2	**77**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**588**
WA	7.74	26.7	10.05	9.5	43.25	38.8	54.83	41.4	**348**
WV	5.28	5.4	11.18	0.0	45.43	28.6	59.16	30.3	**294**
WI	4.77	9.5	10.77	5.6	33.12	43.0	47.59	44.0	**484**
WY	10.38	11.5	17.33	7.7	39.70	42.3	66.69	44.2	**104**
USA	**6.96**	**35.2**	**11.32**	**33.7**	**35.96**	**67.4**	**51.83**	**68.3**	**21,508**
PR	11.83	68.6	14.37	69.6	NA	NA	NA	NA	**204**

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

Table 120
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
AL	NA	NA	NA	NA	NA	NA	NA	NA	**391**
AK	1.00	25.0	5.80	0.0	17.58	5.0	24.00	5.0	**20**
AZ	2.71	59.4	6.92	60.6	22.29	98.4	31.88	98.1	**431**
AR	6.65	9.3	5.57	3.4	21.13	87.3	33.20	87.3	**118**
CA	3.65	98.4	7.75	98.6	22.27	99.4	38.53	98.3	**1,975**
CO	3.93	14.2	5.73	5.3	23.05	26.1	31.20	26.6	**226**
CT	1.92	18.1	5.35	4.2	26.21	28.2	32.76	28.7	**216**
DE	2.09	7.8	5.60	5.9	23.04	49.0	29.32	51.0	**51**
DC	2.56	8.8	5.48	1.8	16.33	5.3	24.02	8.8	**57**
FL	3.63	24.5	5.35	22.8	23.67	99.7	32.00	99.7	**1,176**
GA	2.27	16.0	6.36	15.1	29.61	23.2	38.21	23.4	**595**
HI	3.61	17.7	7.22	0.0	26.33	10.3	35.85	13.2	**68**
ID	1.71	7.7	4.73	0.0	NA	NA	NA	NA	**26**
IL	3.29	3.4	9.91	98.5	37.67	99.6	50.00	99.6	**728**
IN	4.01	46.9	5.22	31.1	23.37	45.3	30.72	46.1	**254**
IA	4.02	12.0	5.78	11.0	22.82	16.0	31.82	17.0	**100**
KS	3.81	13.6	7.02	7.6	24.27	13.6	34.83	13.6	**118**
KY	3.21	28.6	5.18	18.2	25.35	37.0	32.59	37.7	**154**
LA	5.42	15.5	7.58	8.8	20.14	85.2	33.07	85.6	**284**
ME	4.48	15.6	4.29	3.1	27.17	28.1	35.96	28.1	**32**
MD	1.69	75.3	4.81	66.4	42.90	76.8	47.68	79.0	**271**
MA	5.73	49.6	5.15	33.1	25.18	44.8	33.92	45.4	**335**
MI	2.55	38.3	5.17	35.8	17.00	99.7	23.50	99.7	**634**
MN	2.68	23.3	7.22	29.6	22.36	46.5	31.20	47.2	**159**
MS	13.00	22.2	14.14	22.2	14.00	22.2	41.14	22.2	**9**
MO	4.57	17.3	6.78	2.1	23.25	42.3	33.37	42.6	**329**
MT	2.00	13.3	6.33	0.0	17.62	13.3	26.17	20.0	**15**
NE	3.00	10.0	4.61	8.0	17.83	18.0	24.43	20.0	**50**
NV	2.55	12.9	5.98	5.6	19.53	32.4	28.50	32.4	**179**
NH	2.03	6.1	7.00	3.0	17.33	90.9	31.00	90.9	**33**

Table 120
Urban Fatal Crashes by State and Average Emergency Medical Services (EMS) Response Times (Continued)

State	Average Response Time (Minutes)*								Total Fatal Crashes
	Time of Crash to EMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	3.60	97.0	9.55	97.8	26.50	98.0	39.20	98.0	**503**
NM	2.15	66.0	5.43	58.8	25.09	66.0	34.21	66.0	**97**
NY	3.71	68.3	7.42	70.1	26.87	79.9	36.75	79.6	**776**
NC	0.00	73.8	9.63	75.1	NA	NA	NA	NA	**409**
ND	1.33	0.0	3.44	0.0	13.56	0.0	18.33	0.0	**9**
OH	3.55	39.9	5.40	37.0	25.22	55.3	33.33	54.9	**541**
OK	4.29	47.4	6.07	34.0	26.42	42.1	34.98	42.1	**209**
OR	1.33	9.4	4.87	2.9	27.23	34.5	32.53	34.5	**139**
PA	3.57	45.6	6.62	40.1	27.61	56.9	33.68	58.0	**531**
RI	3.03	29.6	4.11	0.0	23.18	29.6	28.00	31.5	**54**
SC	3.86	1.2	7.31	2.4	NA	NA	NA	NA	**85**
SD	1.91	8.3	3.82	8.3	17.45	8.3	23.09	8.3	**12**
TN	6.14	83.3	5.67	76.4	20.35	89.1	25.46	89.7	**466**
TX	4.04	26.4	6.94	26.0	27.64	43.9	38.00	44.1	**1,387**
UT	1.65	23.3	4.43	21.7	5.00	96.7	13.00	96.7	**60**
VT	2.50	27.3	10.00	9.1	28.50	9.1	35.56	18.2	**11**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**309**
WA	4.73	23.4	5.59	5.4	35.42	34.7	43.60	36.4	**239**
WV	4.15	2.1	5.02	0.0	28.78	23.4	34.63	25.5	**47**
WI	3.16	11.3	4.95	2.7	28.80	26.5	36.32	27.8	**151**
WY	7.67	7.7	5.54	0.0	20.10	23.1	29.90	23.1	**13**
USA	**3.51**	**47.9**	**6.09**	**49.0**	**26.21**	**71.7**	**34.81**	**71.8**	**15,082**
PR	10.12	78.4	11.21	77.8	NA	NA	NA	NA	**347**

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

Table 121
Persons Killed, Population, and Fatality Rates by City

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	452	227	50.2	7,380,906	6.12
Los Angeles	CA	295	125	42.4	3,553,638	8.30
Chicago	IL	251	83	33.1	2,721,547	9.22
Houston	TX	183	48	26.2	1,744,058	10.49
Philadelphia	PA	126	27	21.4	1,478,002	8.53
San Diego	CA	82	28	34.1	1,171,121	7.00
Phoenix	AZ	191	59	30.9	1,159,014	16.48
San Antonio	TX	117	31	26.5	1,067,816	10.96
Dallas	TX	171	38	22.2	1,053,292	16.23
Detroit	MI	164	38	23.2	1,000,272	16.40
San Jose	CA	54	21	38.9	838,744	6.44
Indianapolis	IN	43	7	16.3	746,737	5.76
San Francisco	CA	54	29	53.7	735,315	7.34
Jacksonville	FL	103	20	19.4	679,792	15.15
Baltimore	MD	49	16	32.7	675,401	7.25
Columbus	OH	55	13	23.6	657,053	8.37
El Paso	TX	54	20	37.0	599,865	9.00
Memphis	TN	120	31	25.8	596,725	20.11
Milwaukee	WI	38	13	34.2	590,503	6.44
Boston	MA	23	6	26.1	558,394	4.12
Washington	DC	60	24	40.0	543,213	11.05
Austin	TX	65	14	21.5	541,278	12.01
Seattle	WA	33	8	24.2	524,704	6.29
Nashville-Davidson	TN	100	12	12.0	511,263	19.56
Cleveland	OH	47	8	17.0	498,246	9.43
Denver	CO	68	22	32.4	497,840	13.66
Portland	OR	50	9	18.0	480,824	10.40
Fort Worth	TX	51	12	23.5	479,716	10.63
New Orleans	LA	62	20	32.3	476,625	13.01
Oklahoma City	OK	87	17	19.5	469,852	18.52

Note: 1997 population by city not available at time of publication.
Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Tucson	AZ	71	11	15.5	449,002	15.81
Charlotte	NC	48	10	20.8	441,297	10.88
Kansas City	MO	83	12	14.5	441,259	18.81
Virginia Beach	VA	30	2	6.7	430,385	6.97
Honolulu	HI	28	12	42.9	423,475	6.61
Long Beach	CA	37	8	21.6	421,904	8.77
Albuquerque	NM	60	18	30.0	419,681	14.30
Atlanta	GA	65	23	35.4	401,907	16.17
Fresno	CA	38	13	34.2	396,011	9.60
Tulsa	OK	48	10	20.8	378,491	12.68
Las Vegas	NV	48	13	27.1	376,906	12.74
Sacramento	CA	45	15	33.3	376,243	11.96
Oakland	CA	30	10	33.3	367,230	8.17
Miami	FL	59	22	37.3	365,127	16.16
Omaha	NE	27	3	11.1	364,253	7.41
Minneapolis	MN	23	10	43.5	358,785	6.41
St. Louis	MO	48	10	20.8	351,565	13.65
Pittsburgh	PA	27	5	18.5	350,363	7.71
Colorado Springs	CO	21	5	23.8	345,127	6.08
Mesa	AZ	31	5	16.1	344,764	8.99
Wichita	KS	31	7	22.6	320,395	9.68
Toledo	OH	34	9	26.5	317,606	10.71
Buffalo	NY	16	5	31.3	310,548	5.15
Santa Ana	CA	21	11	52.4	302,419	6.94
Arlington	TX	24	3	12.5	294,816	8.14
Anaheim	CA	27	5	18.5	288,945	9.34
Tampa	FL	50	14	28.0	285,206	17.53
Corpus Christi	TX	30	9	30.0	280,260	10.70
Newark	NJ	44	12	27.3	268,510	16.39
Louisville	KY	30	7	23.3	260,689	11.51

Note: 1997 population by city not available at time of publication.
Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
St. Paul	MN	17	7	41.2	259,606	6.55
Birmingham	AL	52	12	23.1	258,543	20.11
Riverside	CA	30	5	16.7	255,069	11.76
Aurora	CO	15	3	20.0	252,341	5.94
Anchorage	AK	17	5	29.4	250,505	6.79
Raleigh	NC	17	5	29.4	243,835	6.97
Lexington-Fayette	KY	19	6	31.6	239,942	7.92
St. Petersburg	FL	42	11	26.2	235,988	17.80
Norfolk	VA	27	3	11.1	233,430	11.57
Stockton	CA	24	5	20.8	232,660	10.32
Jersey City	NJ	16	7	43.8	229,039	6.99
Rochester	NY	13	4	30.8	221,594	5.87
Akron	OH	13	2	15.4	216,882	5.99
Baton Rouge	LA	28	3	10.7	215,882	12.97
Lincoln	NE	8	2	25.0	209,192	3.82
Bakersfield	CA	18	9	50.0	205,508	8.76
Hialeah	FL	24	4	16.7	204,684	11.73
Mobile	AL	21	3	14.3	202,581	10.37
Richmond	VA	20	7	35.0	198,267	10.09
Madison	WI	4	1	25.0	197,630	2.02
Montgomery	AL	20	4	20.0	196,363	10.19
Greensboro	NC	21	5	23.8	195,426	10.75
Lubbock	TX	17	4	23.5	193,565	8.78
Des Moines	IA	19	7	36.8	193,422	9.82
Jackson	MS	16	2	12.5	192,923	8.29
Chesapeake	VA	14	2	14.3	192,342	7.28
Plano	TX	5	1	20.0	192,280	2.60
Shreveport	LA	14	4	28.6	191,558	7.31
Huntington Beach	CA	10	1	10.0	190,751	5.24
Yonkers	NY	10	2	20.0	190,316	5.25

Note: 1997 population by city not available at time of publication.
Source: Population—Bureau of the Census.

Table 121
Persons Killed, Population, and Fatality Rates by City (Continued)

City	State	1997 Fatalities			1996 Population	Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Garland	TX	18	0	0.0	190,055	9.47
Grand Rapids	MI	17	3	17.6	188,242	9.03
Fremont	CA	12	2	16.7	187,800	6.39
Spokane	WA	8	2	25.0	186,562	4.29
Fort Wayne	IN	10	1	10.0	184,783	5.41
Glendale	CA	8	1	12.5	184,321	4.34
San Bernardino	CA	25	4	16.0	183,474	13.63
Columbus	GA	21	4	19.0	182,828	11.49
Glendale	AZ	18	2	11.1	182,219	9.88
Tacoma	WA	18	7	38.9	179,114	10.05
Scottsdale	AZ	20	4	20.0	179,012	11.17
Modesto	CA	10	2	20.0	178,559	5.60
Irving	TX	20	3	15.0	176,993	11.30
Newport News	VA	14	1	7.1	176,122	7.95
Little Rock	AR	22	2	9.1	175,752	12.52
Orlando	FL	26	8	30.8	173,902	14.95
Dayton	OH	19	1	5.3	172,947	10.99
Salt Lake City	UT	20	8	40.0	172,575	11.59
Huntsville	AL	29	7	24.1	170,424	17.02
Amarillo	TX	23	3	13.0	169,588	13.56
Knoxville	TN	24	3	12.5	167,535	14.33
Worcester	MA	9	6	66.7	166,350	5.41
Laredo	TX	11	2	18.2	164,899	6.67
Tempe	AZ	20	3	15.0	162,701	12.29
Syracuse	NY	5	4	80.0	155,865	3.21
Winston-Salem	NC	15	4	26.7	153,541	9.77
Providence	RI	17	3	17.6	152,558	11.14
Chula Vista	CA	9	1	11.1	151,963	5.92
Fort Lauderdale	FL	43	17	39.5	151,805	28.33
Oxnard	CA	11	4	36.4	151,009	7.28
Chattanooga	TN	36	7	19.4	150,425	23.93
Paterson	NJ	11	4	36.4	150,270	7.32

Note: 1997 population by city not available at time of publication.
Source: Population—Bureau of the Census.

Table 122
Fatalities and Fatality Rates by State, 1975-1997

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1997	Difference, 1975-1997	1975	1980	1985	1990	1997	Difference, 1975-1997
AL	902	940	882	1,121	1,189	**+32%**	3.6	3.2	2.5	2.6	2.2	**-39%**
AK	112	88	127	98	77	**-31%**	4.4	3.3	3.2	2.5	1.8	**-59%**
AZ	670	947	893	869	951	**+42%**	4.2	5.3	4.1	2.5	2.2	**-48%**
AR	559	588	534	604	660	**+18%**	4.0	3.6	3.1	2.9	2.3	**-43%**
CA	4,092	5,496	4,960	5,192	3,688	**-10%**	3.1	3.5	2.4	2.0	1.3	**-58%**
CO	581	709	579	544	613	**+6%**	3.5	3.2	2.2	2.0	1.6	**-54%**
CT	389	575	448	385	338	**-13%**	2.1	3.0	2.0	1.5	1.2	**-43%**
DE	122	153	104	138	143	**+17%**	3.4	3.6	1.9	2.1	1.8	**-47%**
DC	70	41	60	48	60	**-14%**	2.3	1.2	1.9	1.4	1.8	**-22%**
FL	1,998	2,825	2,832	2,891	2,782	**+39%**	3.2	3.6	3.2	2.6	2.1	**-34%**
GA	1,360	1,508	1,361	1,562	1,577	**+16%**	3.5	3.5	2.5	2.2	1.7	**-51%**
HI	144	186	126	177	131	**-9%**	3.5	3.3	1.9	2.2	1.6	**-54%**
ID	281	331	255	244	259	**-8%**	4.8	4.8	3.3	2.5	2.0	**-58%**
IL	2,041	1,975	1,534	1,589	1,395	**-32%**	3.6	3.0	2.2	1.9	1.4	**-61%**
IN	1,128	1,166	974	1,049	935	**-17%**	3.0	3.0	2.4	2.0	1.4	**-53%**
IA	670	626	474	465	468	**-30%**	3.8	3.3	2.3	2.0	1.7	**-55%**
KS	509	595	486	444	481	**-6%**	3.3	3.4	2.5	1.9	1.8	**-45%**
KY	863	820	712	849	857	**-1%**	3.5	3.2	2.5	2.5	1.9	**-46%**
LA	934	1,219	931	959	913	**-2%**	4.6	5.0	2.8	2.5	2.4	**-48%**
ME	223	265	206	213	192	**-14%**	3.1	3.5	2.2	1.8	1.4	**-55%**
MD	670	756	729	707	608	**-9%**	2.7	2.6	2.2	1.7	1.3	**-52%**
MA	864	881	742	605	442	**-49%**	2.7	2.5	1.9	1.3	0.9	**-67%**
MI	1,779	1,750	1,545	1,571	1,446	**-19%**	3.1	2.8	2.3	1.9	1.6	**-48%**
MN	754	848	608	566	600	**-20%**	2.9	3.0	1.9	1.5	1.2	**-59%**
MS	546	695	662	750	861	**+58%**	3.8	4.2	3.5	3.1	2.7	**-29%**
MO	1,045	1,175	931	1,097	1,192	**+14%**	3.4	3.4	2.4	2.2	1.9	**-44%**
MT	291	325	223	212	265	**-9%**	5.1	4.9	3.0	2.5	2.8	**-45%**
NE	369	396	237	262	302	**-18%**	3.3	3.5	2.0	1.9	1.8	**-45%**
NV	218	346	259	343	347	**+59%**	4.7	5.7	3.4	3.4	2.1	**-55%**
NH	151	194	191	158	125	**-17%**	2.9	3.0	2.5	1.6	1.1	**-62%**

Table 122
Fatalities and Fatality Rates by State, 1975-1997 (Continued)

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1980	1985	1990	1997	Difference, 1975-1997	1975	1980	1985	1990	1997	Difference, 1975-1997
NJ	1,043	1,120	964	886	774	**-26%**	2.2	2.2	1.8	1.5	1.2	**-45%**
NM	555	606	535	499	484	**-13%**	5.6	5.4	4.0	3.1	2.2	**-61%**
NY	2,366	2,610	2,006	2,217	1,643	**-31%**	3.6	3.4	2.2	2.1	1.4	**-61%**
NC	1,506	1,503	1,482	1,385	1,483	**-2%**	4.1	3.6	3.0	2.2	1.8	**-56%**
ND	167	151	90	112	105	**-37%**	3.7	2.9	1.6	1.9	1.5	**-59%**
OH	1,766	2,033	1,646	1,638	1,441	**-18%**	2.8	2.8	2.2	1.8	1.4	**-50%**
OK	757	959	744	641	838	**11%**	3.3	3.5	2.4	1.9	2.0	**-39%**
OR	562	646	559	579	523	**-7%**	3.5	3.4	2.6	2.2	1.6	**-54%**
PA	2,078	2,089	1,771	1,646	1,557	**-25%**	3.3	2.9	2.3	1.9	1.6	**-52%**
RI	110	129	109	84	75	**-32%**	1.9	2.4	1.9	1.1	1.1	**-42%**
SC	820	852	951	979	903	**10%**	4.0	3.8	3.6	2.8	2.2	**-45%**
SD	195	228	130	153	148	**-24%**	3.8	3.7	2.1	2.2	1.9	**-50%**
TN	1,126	1,153	1,101	1,177	1,223	**9%**	3.4	3.4	3.0	2.5	2.0	**-41%**
TX	3,372	4,366	3,678	3,250	3,510	**4%**	4.0	3.8	2.6	2.1	1.8	**-55%**
UT	272	334	303	272	366	**35%**	3.4	3.1	2.5	1.9	1.8	**-47%**
VT	143	137	115	90	96	**-33%**	4.3	3.7	2.5	1.5	1.5	**-65%**
VA	993	1,045	976	1,079	984	**-1%**	2.9	2.7	2.0	1.8	1.4	**-52%**
WA	758	971	744	825	676	**-11%**	3.2	3.4	2.2	1.8	1.3	**-59%**
WV	461	523	420	481	379	**-18%**	4.4	4.9	3.3	3.1	2.1	**-52%**
WI	930	972	744	769	725	**-22%**	3.3	3.1	2.0	1.7	1.3	**-61%**
WY	210	245	152	125	137	**-35%**	5.4	4.9	2.8	2.1	1.8	**-67%**
USA	**44,525**	**51,091**	**43,825**	**44,599**	**41,967**	**-6%**	**3.4**	**3.3**	**2.5**	**2.1**	**1.6**	**-53%**
PR	496	520	600	473	591	**19%**	7.3	6.0	5.7	3.7	3.7	**-49%**

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

Table 123
Child Passenger Protection Laws

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[3]
AL	7/82	Under 6	Under 6	Either 4 or 5	$10
AK	6/85	Under 16	Under 4	4 through 15	$50, 2 points
AZ	8/83	Under 16	Through 4[2]	No	$50
AR	8/83	Under 14	Under 4[2]	Between 4 and 14	$25-$100
CA	1/83	Under 4[2]	Under 4[2]	No	$100
CO	1/84	Under 15[2]	Under 4[2]	No	$50 + $6 surcharge
CT	5/82	Under 16	Under 4	Between 1 and 4 in rear seat	$35-$2,000
DE	6/82	Under 16	Under 4	No	$28.75
DC	7/83	Up to 16	Under 3	Between 3 and 6	$55, 2 points
FL	7/83	Under 16	Under 4[2]	Rear seat under 16	$60 + $10 court cost
GA	7/84	Under 16	Through 4	3 or 4	$25-$100
HI	7/83	Under 4	Under 3	When 3	$200 maximum
ID	1/85	Under 4[2]	Under 4[2]	No	$100 maximum
IL	7/83	Under 6	Under 4	Between 4 and 6	$25-$50
IN	1/84	Under 5	Under 3	Between 3 and 5	$500 maximum, 4 points
IA	1/85	Under 6	Under 3	Between 3 and 6	$10
KS	1/82	Under 14	Under 4	Between 4 and 13 in all positions	$20
KY	7/82	40" and under	40" and under	No	$50
LA	9/84	Under 13	Under 13	Between 3 and 12 in rear seat	$25-$50
ME	9/83	Under 19Under	Through 4	Between 4 and 18	$25-$500
MD	1/84	Under 16	Under 4[2]	Between 4 and 16	$25
MA	1/82	Through 12	Under 6	5 and under	$25
MI	4/82	Through 16	Through 3	1 through 3 in rear seat	$10
MN	8/83	Under 11	Under 4	4 through 10 in rear seat	$50
MS	7/83	Under 4	Under 4	No	$25
MO	1/84	Under 4	Under 4	No	$25
MT[1]	1/84	Under 4[2]	Under 2	Between 2 and 4	$100 maximum
NE	8/83	Under 5[2]	Under 4[2]	Between 4 and 5	$25
NV	7/83	Under 5[2]	Under 5[2]	No	$35-$100
NH	7/83	Under 18	Under 4	4 through 18 in all positions	$1,000

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

Table 123
Child Passenger Protection Laws (Continued)

State	Effective Date	Restraint Requirement Age	Safety Seat Required	May Substitute Safety Belts	Penalty[3]
NJ	4/83	Under 5	Under 5	Between 1½ and 5 in rear seat	$10-$25
NM	6/83	Under 11	Under 5	Between 1 and 5 in rear seat	$25
NY	4/82	Under 10	Under 4	Over 4 up to age 10	$100 maximum
NC	7/82	Under 12	Under 4	Between 4 and 12	$25
ND	1/84	Through 10	Under 3	3 through 10	$20
OH	3/83	Under 4[2]	Under 4[2]	No	$250
OK	11/83	Under 4[2]	Under 5	Under 4 in rear, 4 to 5 in front or rear	$25 maximum
OR	1/84	Under 16	Under 4[2]	Over 4, over 40 pounds	$75
PA	1/84	Under 4	Under 4	Over 4	$25
RI	7/80	Through 12	5 or under	Over 3 through 12	$150 maximum
SC	7/83	Under 6	Under 4	Between 1 and 6 in rear seat	$25
SD	7/84	Under 5	Under 2	Between 2 and 5	$20
TN	1/78	Under 12	Under 4	No	$50 maximum
TX	10/84	Under 4	Under 2	Between 2 and 4	$25-$50
UT	7/84	Under 10	Under 2	Between 2 and 10	$75
VT	7/84	Through 12	Under 5	Between 5 and 12	$25
VA	1/83	Under 16	Under 4	Between 4 and 16	$50, 3 points
WA	1/84	Under 10	Under 3	Between 3 and 10	$35
WV	7/81	Under 9	Under 3	Between 3 and 5	$10-$20
WI	11/82	Under 8	Under 4	Between 4 and 8	$200 maximum
WY	4/85	Through 4	Through 4	No	$50
PR	1/89	Under 4	Under 4	Over 40 pounds	$10

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

Table 124
Status of State Motorcycle Helmet Use Requirements

State	Original Law	Subsequent Action, Date(s) and Current Status
AL	11/06/67	Helmet use required for all riders.
AK	01/01/71	Repealed effective 7-1-76 except for persons under 18 years of age, and all passengers.
AZ	01/01/69	Repealed effective 5-27-76 except for persons under 18 years of age.
AR	07/10/67	Helmet use required for all riders. Repealed effective 8/1/97 except for certain riders.
CA	01/01/85	Helmet use required by riders under 15 1/2 years of age. Effective 1-1-92 helmet use required for all riders.
CO	07/01/69	Repealed effective 5-20-77.
CT	10/01/67	Not enforced until 2-1-74. Repealed effective 6-1-76. Effective 1-1-90 adopted requirement for helmet use by persons under 18.
DE	10/01/68	Repealed effective 6-10-78 except for persons under 19 years of age. Also requires that a helmet be carried on the motorcycle for persons 19 and older.
DC	10/12/70	Helmet use required for all riders.
FL	09/05/67	Helmet use required for all riders.
GA	08/31/66	Helmet use required for all riders.
HI	05/01/68	Repealed effective 6-7-77 except for persons under 18 years of age.
ID	01/01/68	Repealed effective 3-29-78 except for persons under 18 years of age.
IL	01/01/68	Repealed effective 6-17-69 after being declared unconstitutional by the State Supreme Court on 5-28-69.
IN	07/01/67	Repealed effective 9-1-77. Effective 6-1-85 adopted requirement for helmet use by persons under 18.
IA	09/01/75	Repealed effective 7-1-76.
KS	07/01/67	7-1-67 to 3-17-70 for all cyclists. 3-17-70 to 7-1-72 only for cyclists under 21 years of age. 7-1-72 to 7-1-76 for all cyclists. 7-1-76 to 7-1-82 applied only to persons under 16 years of age. After 7-1-82 applies only to persons under 18 years of age.
KY	07/01/68	Helmet use required for all riders.
LA	07/31/68	Repealed effective 10-1-76 except for persons under 18 years of age. Readopted for all cyclists effective 1-1-82. Helmet use required for all riders.
ME	10/07/67	Repealed effective 10-24-77. Amended effective 7-3-80 to require use by cyclists under 15 years of age.
MD	09/01/68	Repealed effective 5-29-79 except for persons under 18 years of age. Effective 10-1-92 helmet use required for all riders.
MA	02/27/67	Helmet use required for all riders.
MI	03/10/67	Repealed effective 6-12-68. New law adopted effective 9-1-69. Helmet use required for all riders.
MN	05/01/68	Repealed effective 4-6-77 except for persons under 18 years of age.
MS	03/28/74	Helmet use required for all riders.
MO	10/13/67	Helmet use required for all riders.
MT	07/01/73	Repealed effective 7-1-77 except for persons under 18 years of age.
NE	05/29/67	Never enforced. Declared unconstitutional by State Supreme Court and repealed effective 9-1-77. Effective 1-1-89 helmet use required for all riders.
NV	01/01/72	Helmet use required for all riders.
NH	09/03/67	Repealed effective 8-7-77 except for persons under 18 years of age.

Table 124
Status of State Motorcycle Helmet Use Requirements (Continued)

State	Original Law	Subsequent Action, Date(s) and Current Status
NJ	01/01/68	Helmet use required for all riders.
NM	05/01/67	Initial law applied only to cyclists under 18 years of age and to all passengers. Law requiring helmet use by all cyclists adopted effective 7-1-73. Repealed effective 6-17-77 except for persons under 18 years of age.
NY	01/01/67	Helmet use required for all riders.
NC	01/01/68	Helmet use required for all riders.
ND	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
OH	04/02/68	Repealed effective 7-1-78 except for persons under 18 years and first year novices.
OK	04/27/67	4-27-67 to 4-7-69 helmet use required for all motorcyclists. From 4-7-69 to 5-3-76 for cyclists under 21 years of age. 5-3-76 for cyclists under 18 years of age.
OR	01/01/68	Repealed effective 10-4-77, except for persons under 18 years of age. Effective 6-16-89 helmet use required for all riders.
PA	09/13/68	Helmet use required for all riders.
RI	06/30/67	Repealed effective 5-21-76 except for passengers on motorcycles. Effective 7-01-92 helmet use required for operators under 21 years of age, all passengers, and first year novices.
SC	07/01/67	Repealed for ages 21 and over effective 6-16-80.
SD	07/01/67	Repealed effective 7-1-77 except for persons under 18 years of age.
TN	06/05/67	Helmet use required for all riders.
TX	01/01/68	Repealed effective 9-1-77 except for persons under 18 years of age. Effective 9-1-89 helmet use required for all riders. Effective 9-1-97 helmets required for riders under 21, those who have not completed a rider training course, and those without $10,000 medical insurance.
UT	05/13/69	Helmets required only on roads with speed limits of 35 mph or higher. Effective 5-8-77 law changed to require helmet use only by persons under 18 years of age.
VT	07/01/68	Helmet use required for all riders.
VA	01/01/71	Helmet use required for all riders.
WA	07/01/67	Repealed effective 7-1-77. 7-1-87 helmet use required for riders under 18. Effective 6-8-90 helmet use required for all riders.
WV	05/21/68	Helmet use required for all riders.
WI	07/01/68	Repealed effective 3-19-78 except for persons under 18 years of age, and for all holders of learner's permits.
WY	05/25/73	Repealed effective 5-27-83 except for persons under 18 years of age.
PR	07/20/60	Helmet use required for all riders.

• 23 states plus the District of Columbia and Puerto Rico require helmet use for all riders.

• 24 states require helmet use for certain riders.

• 3 states do not require helmet use for riders.

Table 125
Impaired Driving High-Priority Legislation

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

Table 125
Impaired Driving High-Priority Legislation (Continued)

State	Administrative Per Se (BAC Level)	Illegal Per Se (BAC Level)	Lower BAC for Youthful DWI Offenders (BAC Level and Age)	License Sanction (Mandatory Minimum for a DWI Conviction)		
				First Offense	Second Offense	Third Offense
NJ	N	0.10	Y-0.01 (<21)	R-6 mos	R-2 yrs	R-10 yrs
NM	Y-0.08	0.08	Y-0.02 (<21)	--	R-1 yr	R-5 yrs
NY	A	0.10	Y-0.02 (<21)	--	R-1 yr	R-1 yr
NC	Y-0.08	0.08	Y-0.00 (<21)	--	R-2 yrs	R-3 yrs
ND	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	S-365 days	S-2 yrs
OH	Y-0.10	0.10	Y-0.02 (<21)	S-15 days	S-30 days	S-180 days
OK	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
OR	Y-0.08	0.08	Y-0.00 (<21)	--	S-90 days	S-1 yr
PA	N	0.10	Y-0.02 (<21)	S-1 mo	S-12 mos	S-12 mos
RI	N	0.10	Y-0.02 (<21)	S-3 mos	S-1 yr	S-2 yrs
SC	N	No	--	--	S-1 yr	S-4 yrs
SD	N	0.10	--	--	R-1 yr	R-1 yr
TN	N	0.10	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
TX	Y-0.10	0.10	Y-0.00 (<21)	--	--	--
UT	Y-0.08	0.08	Y-0.00 (<21)	S-180 days	R-2 yrs	R-2 yrs
VT	Y-0.08	0.08	Y-0.02 (<21)	S-90 days	S-18 mos	R-2 yrs
VA	Y-0.08	0.08	Y-0.02 (<21)	--	R-2 yrs	R-3 yrs
WA	Y-0.10	0.10	Y-0.02 (<21)	S-30 days	R-1 yr	R-2 yrs
WV	Y-0.10	0.10	Y-0.02 (<21)	R-30 days	R-1 yr	R-1 yr
WI	Y-0.10	0.10	Y-0.02 (<21)	--	R-60 days	R-90 days
WY	Y-0.10	0.10	--	--	S-1 yr	R-3 yrs
USA	**Y - 41**	**0.08 - 15** **0.10 - 34** **No - 2**	**Y - 44**	**S - 18** **R - 9**	**S - 16** **R - 28**	**S - 12** **R - 32**
	Y = Yes N = No A = Alternative		Y = Yes	S = Suspension R = Revocation		
PR	N	No	--	--	--	--

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

Table 126
Key Provisions of Safety Belt Use Laws

State	Effective*	Enforcement	Fine	Seats	Vehicle and Coverage by Law
AL	07/18/92	Secondary	$25	Front	Passenger car, MY>'65.
AK	09/12/90	Secondary	$15	All	Motor vehicle. Age 16 and over.
AZ	01/01/91	Secondary	$10	Front	Passenger car, van, MY>'72.
AR	07/15/91	Secondary	$25	Front	Passenger car, truck, van.
CA	01/01/86	Primary	$20	All	Passenger car, van, small truck.
CO	07/01/87	Secondary	$15	Front	Passenger car, van, taxi, ambulance, RV, small truck.
CT	01/01/86	Primary	$15	Front	Passenger car, van, truck.
DE	01/01/92	Secondary	$20	Front	Passenger car.
DC	12/12/85	Primary	$50**	All	Vehicle seating 8 or less people.
FL	07/01/86	Secondary	$30	Front	Motor vehicle, pickup truck.
GA	09/01/88	Primary	$15	Front	Passenger vehicle, <10 people; pickup truck, <age 18.
HI	12/16/85	Primary	$20	Front	Vehicle manufactured with seat belt.
ID	07/01/86	Secondary	$ 5	Front	Motor vehicle under 8,000 lbs.
IL	07/01/85	Secondary	$25	Front	Motor vehicle to carry under 10 people, RV.
IN	07/01/87	Primary	$25	Front	Passenger car, bus, school bus.
IA	07/01/86	Primary	$10	Front	Passenger car, van, truck 10,000 lbs. or less.
KS	07/01/86	Secondary	$10	Front	Passenger car, van.
KY	07/13/94	Secondary	$25	All	Motor vehicles from model year 1965.
LA	07/01/86	Primary	$25	Front	Passenger car, van, truck under 6,000 lbs.
ME	12/27/95	Secondary	$25	All	Passenger vehicles.
MD	07/01/86	Primary	$25	Front	Passenger and multi-purpose vehicle, truck, tractor, bus.
MA	02/01/94	Secondary	$25	All	Passenger car, van, truck.
MI	07/01/85	Secondary	$25	Front	Motor vehicle.
MN	08/01/86	Secondary	$25	Front	Passenger car, pickup truck, van, RV.
MS	03/20/90	Secondary	$25	Front	Passenger car, van.
MO	09/28/85	Secondary	$10	Front	Passenger car to carry under 10 people.
MT	10/01/87	Secondary	$20	All	Motor vehicle.
NE	01/01/93	Secondary	$25	Front	Motor vehicle.
NV	07/01/87	Secondary	$25	All	Passenger car under 6,000 lbs.
NJ	03/01/85	Secondary	$20	Front	Passenger car.
NM	01/01/86	Primary	$25	Front	Motor vehicle under 10,000 lbs.
NY	12/01/84	Primary	$50	Front	Passenger car.
NC	10/01/85	Primary	$25	Front	Passenger motor vehicle to carry under 10 people.
ND	07/14/94	Secondary	$20	Front	Motor vehicle.
OH	05/06/86	Secondary	$25	Front	Passenger and commercial car, van, tractor, truck.
OK	02/01/87	Primary	$10	Front	Passenger car, van, pickup truck.
OR	12/07/90	Primary	$75	All	Motor vehicle.
PA	11/23/87	Secondary	$10	Front	Passenger car, truck, motor home.
RI	06/18/91	Secondary	No	All	Passenger car. Over age 12.
SC	07/01/89	Secondary	$10	Front	Passenger car, truck, van, RV, taxi.
SD	01/01/95	Secondary	$20	Front	Passenger car, truck, van, RV, taxi.
TN	04/21/86	Secondary	$10	Front	Vehicle under 8,500 lbs.
TX	09/01/85	Primary	$25	Front	Passenger car, van, and certain trucks.
UT	04/28/86	Secondary	$10	Front	Motor vehicle.
VT	01/01/94	Secondary	$10	All	Passenger car.
VA	01/01/88	Secondary	$25	Front	Motor vehicle.
WA	06/11/86	Secondary	$35	All	Passenger and multi-purpose vehicle, bus, truck.
WV	09/01/93	Secondary	$25	Front	Passenger car. Age 18 and under in rear seat.
WI	12/01/87	Secondary	$10	All	Motor vehicle.
WY	06/08/89	Secondary	No	Front	Passenger car, van, pickup truck.
PR	01/19/75	Primary	$10	Front	Passenger car. Over age 4.

* Effective date of first belt law in the state.
** Plus 2 points on license.
Total states with safety belt use laws: 49 plus DC and Puerto Rico.

APPENDIX A ♦ FARS DATA ELEMENTS

1997 Fatality Analysis Reporting System Data Elements

Crash Level

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

Vehicle Level

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

Vehicle Level (Continued)

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

Driver Level

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

Person Level

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

APPENDIX B ♦ GES DATA ELEMENTS

1997 General Estimates System Data Elements

Crash Level

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

Vehicle/Driver Level

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

Vehicle/Driver Level (Continued)

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

Person Level

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

APPENDIX C ♦ TECHNICAL NOTE

GES Technical Note

Standard Errors

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

In a report of this size, it is impractical to provide standard errors for each estimate. Instead, generalized standard errors for estimates of totals are provided in the following table. Generalized errors were calculated separately for the crash, vehicle, and people characteristics. The values for the GES estimates and an estimate of one standard error are given in the following table. By adding and subtracting two standard errors, a 95 percent confidence interval can be created for the GES estimates in this report. For example, the estimated number of injury crashes that occurred in the month of February is given in Table 23 as 156,000. To calculate one standard error for this crash estimate, use the table on the following page. Since 156,000 does not appear in the Crash Estimate column, use linear interpolation from the standard error values for 100,000 (8,800) and 200,000 (15,700). One standard error would be approximately 12,700. The 95 percent confidence interval for this estimate would be 156,000 ± 2 × 12,700 or 131,000 to 181,000.

1997 GES Estimates and Standard Errors

Crash Estimate (x)	Crash Standard Error (SE)*	Vehicle Estimate (x)	Vehicle Standard Error (SE)**	Person Estimate (x)	Person Standard Error (SE)***
1,000	400	1,000	400	1,000	400
5,000	1,100	5,000	1,000	5,000	1,000
6,000	1,200	10,000	1,600	10,000	1,600
7,000	1,300	20,000	2,500	20,000	2,500
8,000	1,400	30,000	3,300	30,000	3,300
9,000	1,500	40,000	4,100	40,000	4,100
10,000	1,600	50,000	4,900	50,000	4,800
20,000	2,600	60,000	5,600	60,000	5,600
30,000	3,500	70,000	6,400	70,000	6,300
40,000	4,300	80,000	7,100	80,000	7,000
50,000	5,100	90,000	7,800	90,000	7,700
60,000	5,900	100,000	8,500	100,000	8,300
70,000	6,600	200,000	15,200	200,000	14,800
80,000	7,400	300,000	21,800	300,000	21,000
90,000	8,100	400,000	28,300	400,000	27,200
100,000	8,800	500,000	34,800	500,000	33,300
200,000	15,700	600,000	41,300	600,000	39,400
300,000	22,400	700,000	47,800	700,000	45,600
400,000	29,000	800,000	54,400	800,000	51,700
500,000	35,500	900,000	60,900	900,000	57,800
600,000	42,100	1,000,000	67,600	1,000,000	64,000
700,000	48,600	2,000,000	135,900	2,000,000	127,200
800,000	55,200	3,000,000	207,700	3,000,000	193,100
900,000	61,800	4,000,000	282,600	4,000,000	261,400
1,000,000	68,500	5,000,000	360,400	5,000,000	332,000
2,000,000	136,500	6,000,000	440,800	6,000,000	404,700
3,000,000	207,600	7,000,000	523,500	7,000,000	479,300
4,000,000	281,500	8,000,000	608,400	8,000,000	555,700
5,000,000	358,000	9,000,000	695,500	9,000,000	633,700
6,000,000	436,800	10,000,000	784,500	10,000,000	713,400
6,500,000	477,000	11,000,000	875,300	11,000,000	794,600
7,000,000	517,700	12,000,000	968,000	12,000,000	877,200

$^{*}SE = e^{a+b(\ln x)^2}$, *where* a = 4.424135 b = 0.035154	$^{**}SE = e^{a+b(\ln x)^2}$, *where* a = 4.331394 b = 0.035572	$^{***}SE = e^{a+b(\ln x)^2}$, *where* a = 4.390740 b = 0.034978

Unknowns

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

Percent of Unknowns for 1997 GES Data Elements

Crash Level			
Alcohol Involved in Crash	3.3 %	Manner of Collision	0.1 %
Atmospheric Condition	1.8 %	Minute of Crash	0.7 %
Crash Severity	5.7 %	Relation to Junction	0.1 %
Day of Week	0.0 %	Relation to Roadway	<0.1 %
First Harmful Event	0.1 %	Roadway Surface Condition	1.8 %
Hour of Crash	0.7 %	Speed Limit	18.0 %
Light Condition	1.5 %	Traffic Control Device	1.1 %
Vehicle/Driver Level			
Driver Drinking in Vehicle	5.6 %	Rollover Type	0.0 %
Initial Point of Impact	2.7 %	Vehicle Type	2.0 %
Most Harmful Event	3.3 %		
Person Level			
Age	11.6 %	Seating Position	4.6 %
Injury Severity	4.6 %	Sex	9.3 %
Police-Reported Alcohol Involvement	3.9 %		

GLOSSARY

Alcohol Involvement

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

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

Blood Alcohol Concentration

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

Body Type

Detailed type of motor vehicle within a vehicle type.

Bus

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

Combination Truck

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

Construction/Maintenance Zone

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

Crash

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

Crash Severity

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

Crash Type
Single-vehicle or multiple-vehicle crash.

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

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

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

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

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

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

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

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

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

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

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

Land Use
The crash location (urban or rural).

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

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

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

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

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

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

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

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

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

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

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

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

Nonmotorist

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

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

Nonmotorist Location

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

Objects Not Fixed

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

Occupant

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

Other Vehicle

Consists of the following types of vehicles:

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

Passenger

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

Passenger Car

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Vehicle
See *Motor Vehicle in Transport*.

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

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

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

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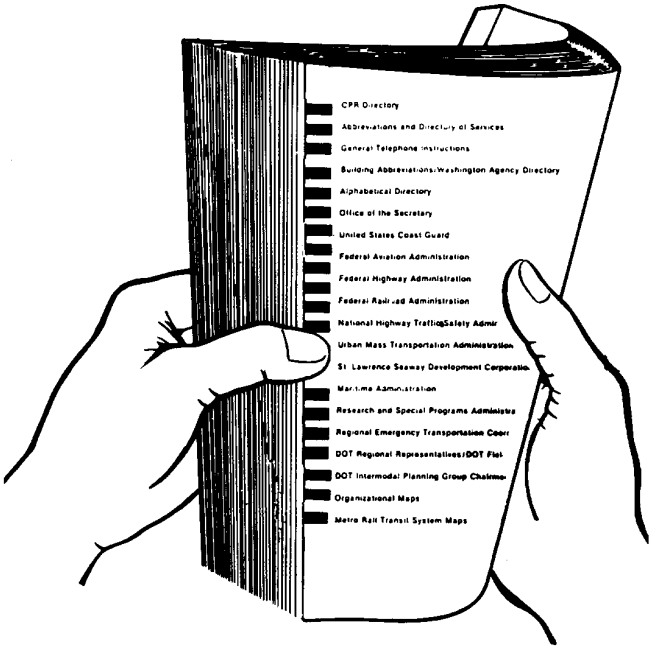
How to Use This Index

Place left thumb on the outer edge of this page. To locate the desired entry, fold back the remaining page edges and align the index edge mark with the appropriate page edge mark.



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