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TRAFFIC SAFETY FACTS 2004

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

NCSA
National Center for Statistics and Analysis
of the National Highway Traffic Safety Administration

2004 NATIONAL STATISTICS

POLICE-REPORTED MOTOR VEHICLE TRAFFIC CRASHES

Fatal	38,253
Injury	1,862,000
Property Damage Only	4,281,000
Total	**6,181,000**

TRAFFIC CRASH VICTIMS

	Killed	Injured
Occupants	**33,134**	**2,594,000**
Drivers	23,063	1,782,000
Passengers	9,991	811,000
Unknown	80	1,000
Motorcycle Riders	**4,008**	**76,000**
Nonmotorists	**5,494**	**118,000**
Pedestrians	4,641	68,000
Pedalcyclists	725	41,000
Other/Unknown	128	9,000
Total	**42,636**	**2,788,000**

OTHER NATIONAL STATISTICS

Vehicle Miles Traveled	2,962,513,000,000
Resident Population	293,655,404
Registered Vehicles	237,961,465
Licensed Drivers	198,888,912
Economic Cost of Traffic Crashes (2000) (estimate for reported and unreported crashes)	$230.6 billion

NATIONAL RATES: FATALITIES

Fatalities per 100 Million Vehicle Miles Traveled	1.44
Fatalities per 100,000 Population	14.52
Fatalities per 100,000 Registered Vehicles	17.92
Fatalities per 100,000 Licensed Drivers	21.44

NATIONAL RATES: INJURED PERSONS

Injured Persons per 100 Million Vehicle Miles Traveled	94
Injured Persons per 100,000 Population	950
Injured Persons per 100,000 Registered Vehicles	1,172
Injured Persons per 100,000 Licensed Drivers	1,402

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—Courtesy of Ms. Louann Hall, National Highway Traffic Safety Administration.

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Traffic Safety Facts 2004

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

NCSA

National Center for Statistics and Analysis
of the National Highway Traffic Safety Administration

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

FOR MORE INFORMATION

Information on motor vehicle crashes is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, SW, Washington, DC 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 800-934-8517. FAX messages should be sent to 202-366-7078. To report a safety-related problem or to inquire about motor vehicle safety information, call the Auto Safety Hotline at 888-327-4236. General information on highway traffic safety, which can be accessed by Internet users at web site **www.nhtsa.dot.gov/people/ncsa**, includes the following annual NCSA fact sheets: *Overview*, *Alcohol*, *Occupant Protection*, *Older Population*, *Speeding*, *Children*, *Young Drivers*, *Pedestrians*, *Pedalcyclists*, *Motorcycles*, *Large Trucks*, *School Transportation-Related Crashes*, *State Traffic Data*, and *State Alcohol Estimates*.

ADMINISTRATOR'S MESSAGE

The National Highway Traffic Safety Administration (NHTSA) is pleased to present its *Traffic Safety Facts 2004: 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.

NHTSA's mission is to reduce deaths, injuries, and economic losses from motor vehicle crashes. This past year we continued to make major strides toward reaching these goals. In 2004, the Nation's crash fatality rate per 100 million vehicle miles of travel was the lowest (1.44) since record keeping began 30 years ago and remained below 1.50 for the second consecutive year. 2004 was also the second year in a row that fatalities from motor vehicle crashes declined. The number of police-reported motor vehicle crashes occurring on our highways dropped to under 6.2 million from over 6.3 million in 2003, and persons injured in these crashes continued a steady decline. On average, a police-reported motor vehicle crash occurred every 5 seconds, a person was injured every 11 seconds, and someone was killed every 12 minutes.

Major campaigns to increase safety belt use and to reduce impaired driving, and the efforts of some State legislatures to pass more effective safety belt and drunk driving laws, were major contributors to the reduction in fatalities and in the fatality rate. Specifically, alcohol-related fatalities declined significantly in 2004, to 16,694, the second consecutive year in which alcohol-related fatalities declined. The number of persons killed while not wearing a safety belt also continued to decline, which may reflect overall increases in safety belt use. Unfortunately, bad driving behaviors continue, as 14,409 persons were killed in crashes that involved a driver or nonoccupant with blood alcohol concentration of .08 or greater, and 55 percent of those killed in passenger vehicles were not wearing safety belts.

Today, drivers on our Nation's highways are safer than they have ever been, in part because of the safer cars, higher safety belt use, and stronger safety laws, all of which NHTSA has helped champion. But as long as the number of highway deaths remains as high as it is, NHTSA will keep advocating for the kind of vehicles, roads, and driving habits that make people safer in their cars and trucks. The progress we've made reflects NHTSA's strong commitment to improved safety. And credit must also go to those States where safety also is a high priority.

I again want to acknowledge the hard work of the many people in States and localities throughout the country who collect, code, and report much of the information contained in this document. Quality information is critical to NHTSA's efforts in our important mission of saving lives. We cannot do our part to accomplish that mission without their dedicated efforts.

I hope users of this publication find the information helpful.

Jacqueline Glassman
National Highway Traffic Safety Administration

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INTRODUCTION

In this annual report, *Traffic Safety Facts 2004: 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

The Fatality Analysis Reporting System (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
- Other State Records

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 daily updates are sent to NHTSA's central computer database. Data are automatically checked when entered for acceptable range values and for consistency, enabling the analyst to make corrections immediately. Several programs continually monitor and improve the completeness and accuracy of the data. The 2004 FARS data file used for the statistics in this report was created in June 2005; however, the 2004 FARS file will *officially* close in February 2006. 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 2003 are reflected in this report. The updated final counts for 2004 will be reflected in the 2005 annual report.

GES OPERATIONS

The National Automotive Sampling System (NASS) - General Estimates System (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 must result in property damage, injury, or death. Although various sources suggest that about half the motor vehicle crashes in the country are not reported to police, the majority of these unreported crashes involve only minor property damage and no significant personal injury. By restricting attention to police-reported crashes, the GES concentrates on those crashes of greatest concern to the highway safety community and the general public.

GES data collectors make weekly visits to 410 police jurisdictions in 60 sites across the United States, where they randomly sample about 57,000 PARs per year. The collectors obtain copies of the PARs and send them to the NASS quality control centers 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 2004 file used for the statistics in this report was completed in June 2005.

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 2004) and GES (1988 through 2004). The remaining chapters present data only from 2004. 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. When the alcohol test results are unknown, BAC values have been assigned to drivers and nonoccupants involved in fatal crashes, using a method of *multiple imputation* that was revised in 2001. More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403, *Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS*.

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 2004) or from GES (1988 through 2004) are available in four ways:

- Modest requests for specific data will be answered by NCSA at no charge. Response usually requires about two weeks, depending on the nature and complexity of the data requested.

- 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 compact disks is available by contacting the Volpe Center at the following address:

  Attn: Marjorie Saccoccio
  USDOT Volpe National Transportation Systems Center
  DTS-23
  55 Broadway
  Cambridge, MA 02142
  617-494-2640
  617-494-3770 (FAX)

- FARS and GES data can be obtained by downloading any of the published files from the Internet, at ftp://ftp.nhtsa.dot.gov/FARS or ftp://ftp.nhtsa.dot.gov/GES. The files are available in SAS, sequential ASCII, and (for FARS only, not GES) DBF file formats. This will enable you to process the data using your own computer system.

- FARS data can also be accessed on the Web at www-fars.nhtsa.dot.gov. This Web site provides instant access to the 1994 through 2004 FARS data via the Create-a-Query, Create-a-Map, and Reports features. The Create-a-Query feature will enable you to process the data using our interactive user interface. The Create-a-Map feature will enable you to create state-by-state and county-by-county map displays from an inventory of report selections. The Reports feature is an inventory of the fatality statistical reports found in this publication. These are national reports for current and past years that may be customized by selection of state; and for state reports, county tabulation may be selected.

VEHICLE SAFETY HOTLINE

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

Data Availability

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

National Highway Traffic Safety Administration
National Center for Statistics and Analysis
NPO-121
400 Seventh Street, SW
Washington, DC 20590
202-366-4198 or 800-934-8517
202-366-7078 (FAX)

Additional information on all NHTSA's data files, including FARS and GES, can be found on the NCSA Web site: www.nhtsa.dot.gov/people/ncsa. Fact sheets, recent NCSA research notes, and abstracts of technical reports can be downloaded in portable document format (PDF). Comments and suggestions about the NCSA Web site can be e-mailed to the following address: ncsaweb@nhtsa.dot.gov.

Chapter 1

TRENDS

CHAPTER 1 ■ TRENDS

The tables in this chapter present statistics about police-reported motor vehicle crashes over time. Trends for fatal crashes and fatalities generally are presented from 1975 (when FARS began operation) to 2004; however, tables with alcohol data from FARS show data only for the years these data are available—1982 to 2004. Trends for nonfatal crashes and injured are presented from 1988 (when GES began operation) to 2004. 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 decreased slightly (0.6 percent) from 2003 to 2004, and the fatality rate dropped to a new historic low of 1.44 fatalities per 100 million vehicle miles of travel in 2004.
- The injury rate per 100 million vehicle miles of travel decreased by 6.0 percent from 2003 to 2004.
- The occupant fatality rate (including motorcycle riders) per 100,000 population, which declined by 22.7 percent from 1975 to 1992, decreased by 1.9 percent from 1992 to 2004.
- The occupant injury rate (including motorcycle riders) per 100,000 population, which declined by 13.6 percent from 1988 to 1992, decreased by 20.3 percent from 1992 to 2004.
- The nonmotorist fatality rate per 100,000 population has declined by 53.1 percent from 1975 to 2004.
- The nonmotorist injury rate per 100,000 population has declined by 49.4 percent from 1988 to 2004.
- The percent of alcohol-related fatalities has declined from 60 percent in 1982 to 39 percent in 2004.

Figure 1

Fatal Crashes, 1975-2004

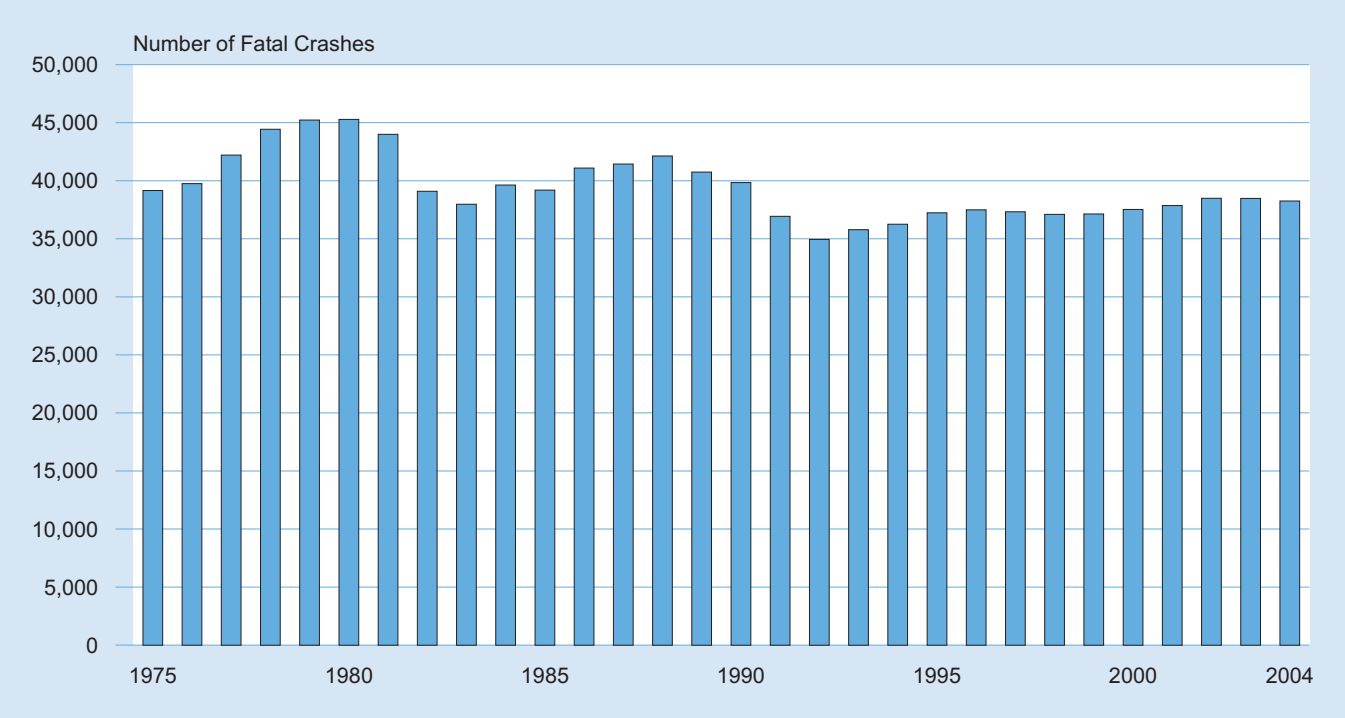


Table 1

Crashes by Crash Severity, 1988-2004

Year	Crash Severity						Total Crashes	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1988	42,130	0.6	2,233,000	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	0.6	2,238,000	33.1	4,494,000	66.4	**6,770,000**	**100.0**
1997	37,324	0.6	2,149,000	32.4	4,438,000	67.0	**6,624,000**	**100.0**
1998	37,107	0.6	2,029,000	32.0	4,269,000	67.4	**6,335,000**	**100.0**
1999	37,140	0.6	2,054,000	32.7	4,188,000	66.7	**6,279,000**	**100.0**
2000	37,526	0.6	2,070,000	32.4	4,286,000	67.0	**6,394,000**	**100.0**
2001	37,862	0.6	2,003,000	31.7	4,282,000	67.7	**6,323,000**	**100.0**
2002	38,491	0.6	1,929,000	30.5	4,348,000	68.8	**6,316,000**	**100.0**
2003	38,477	0.6	1,925,000	30.4	4,365,000	69.0	**6,328,000**	**100.0**
2004	38,253	0.6	1,862,000	30.1	4,281,000	69.3	**6,181,000**	**100.0**

Table 2

Persons Killed or Injured and Fatality and Injury Rates per Population, Licensed Drivers, Registered Vehicles, and Vehicle Miles Traveled, 1966-2004

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 Vehicle Miles Traveled
1966	50,894	196,560	25.89	100,998	50.39	95,703	53.18	926	5.50
1970	52,627	205,052	25.67	111,543	47.18	111,242	47.31	1,110	4.74
1975	44,525	215,973	20.62	129,791	34.31	126,153	35.29	1,328	3.35
1976	45,523	218,035	20.88	134,036	33.96	130,793	34.81	1,402	3.25
1977	47,878	220,239	21.74	138,121	34.66	134,514	35.59	1,467	3.26
1978	50,331	222,585	22.61	140,844	35.74	140,374	35.85	1,545	3.26
1979	51,093	225,055	22.70	143,284	35.66	144,317	35.40	1,529	3.34
1980	51,091	227,225	22.48	145,295	35.16	146,845	34.79	1,527	3.35
1981	49,301	229,466	21.49	147,075	33.52	149,330	33.01	1,555	3.17
1982	43,945	231,664	18.97	150,234	29.25	151,148	29.07	1,595	2.76
1983	42,589	233,792	18.22	154,389	27.59	153,830	27.69	1,653	2.58
1984	44,257	235,825	18.77	155,424	28.48	158,900	27.85	1,720	2.57
1985	43,825	237,924	18.42	156,868	27.94	166,047	26.39	1,775	2.47
1986	46,087	240,133	19.19	159,486	28.90	168,545	27.34	1,835	2.51
1987	46,390	242,289	19.15	161,816	28.67	172,750	26.85	1,921	2.41
1988	47,087	244,499	19.26	162,854	28.91	177,455	26.53	2,026	2.32
1989	45,582	246,819	18.47	165,554	27.53	181,165	25.16	2,096	2.17
1990	44,599	249,464	17.88	167,015	26.70	184,275	24.20	2,144	2.08
1991	41,508	252,153	16.46	168,995	24.56	186,370	22.27	2,172	1.91
1992	39,250	255,030	15.39	173,125	22.67	184,938	21.22	2,247	1.75
1993	40,150	257,783	15.58	173,149	23.19	188,350	21.32	2,296	1.75
1994	40,716	260,327	15.64	175,403	23.21	192,497	21.15	2,358	1.73
1995	41,817	262,803	15.91	176,628	23.68	197,065	21.22	2,423	1.73
1996	42,065	265,229	15.86	179,539	23.43	201,631	20.86	2,486	1.69
1997	42,013	267,784	15.69	182,709	22.99	203,568	20.64	2,562	1.64
1998	41,501	270,248	15.36	184,861	22.45	208,076	19.95	2,632	1.58
1999	41,717	272,691	15.30	187,170	22.29	212,685	19.61	2,691	1.55
2000	41,945	282,192	14.86	190,625	22.00	217,028	19.33	2,747	1.53
2001	42,196	285,102	14.80	191,276	22.06	221,230	19.07	2,797	1.51
2002	43,005	287,941	14.94	194,602	22.10	225,685	19.06	2,856	1.51
2003	42,884	290,789	14.75	196,166	21.86	230,633	18.59	2,890	1.48
2004	42,636	293,655	14.52	198,889	21.44	237,961	17.92	2,963	1.44

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 Vehicle Miles Traveled
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	249,464	1,295	167,015	1,934	184,275	1,753	2,144	151
1991	3,097,000	252,153	1,228	168,995	1,833	186,370	1,662	2,172	143
1992	3,070,000	255,030	1,204	173,125	1,773	184,938	1,660	2,247	137
1993	3,149,000	257,783	1,222	173,149	1,819	188,350	1,672	2,296	137
1994	3,266,000	260,327	1,255	175,403	1,862	192,497	1,697	2,358	139
1995	3,465,000	262,803	1,319	176,628	1,962	197,065	1,758	2,423	143
1996	3,483,000	265,229	1,313	179,539	1,940	201,631	1,728	2,486	140
1997	3,348,000	267,784	1,250	182,709	1,832	203,568	1,644	2,562	131
1998	3,192,000	270,248	1,181	184,861	1,727	208,076	1,534	2,632	121
1999	3,236,000	272,691	1,187	187,170	1,729	212,685	1,522	2,691	120
2000	3,189,000	282,192	1,130	190,625	1,673	217,028	1,469	2,747	116
2001	3,033,000	285,102	1,064	191,276	1,585	221,230	1,371	2,797	108
2002	2,926,000	287,941	1,016	194,602	1,503	225,685	1,296	2,856	102
2003	2,889,000	290,789	993	196,166	1,473	230,633	1,252	2,890	100
2004	2,788,000	293,655	950	198,889	1,402	237,961	1,172	2,963	94

Sources: Vehicle Miles of Travel and Licensed Drivers—Federal Highway Administration; Registered Vehicles, 1966-1974—Federal Highway Administration; Registered Vehicles, 1975-2004—R.L. Polk & Co. and Federal Highway Administration; 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, 1975-2004—Fatality Analysis Reporting System (FARS), NHTSA, 30-day traffic deaths; Injured, 1988-2004—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, 1966-2004

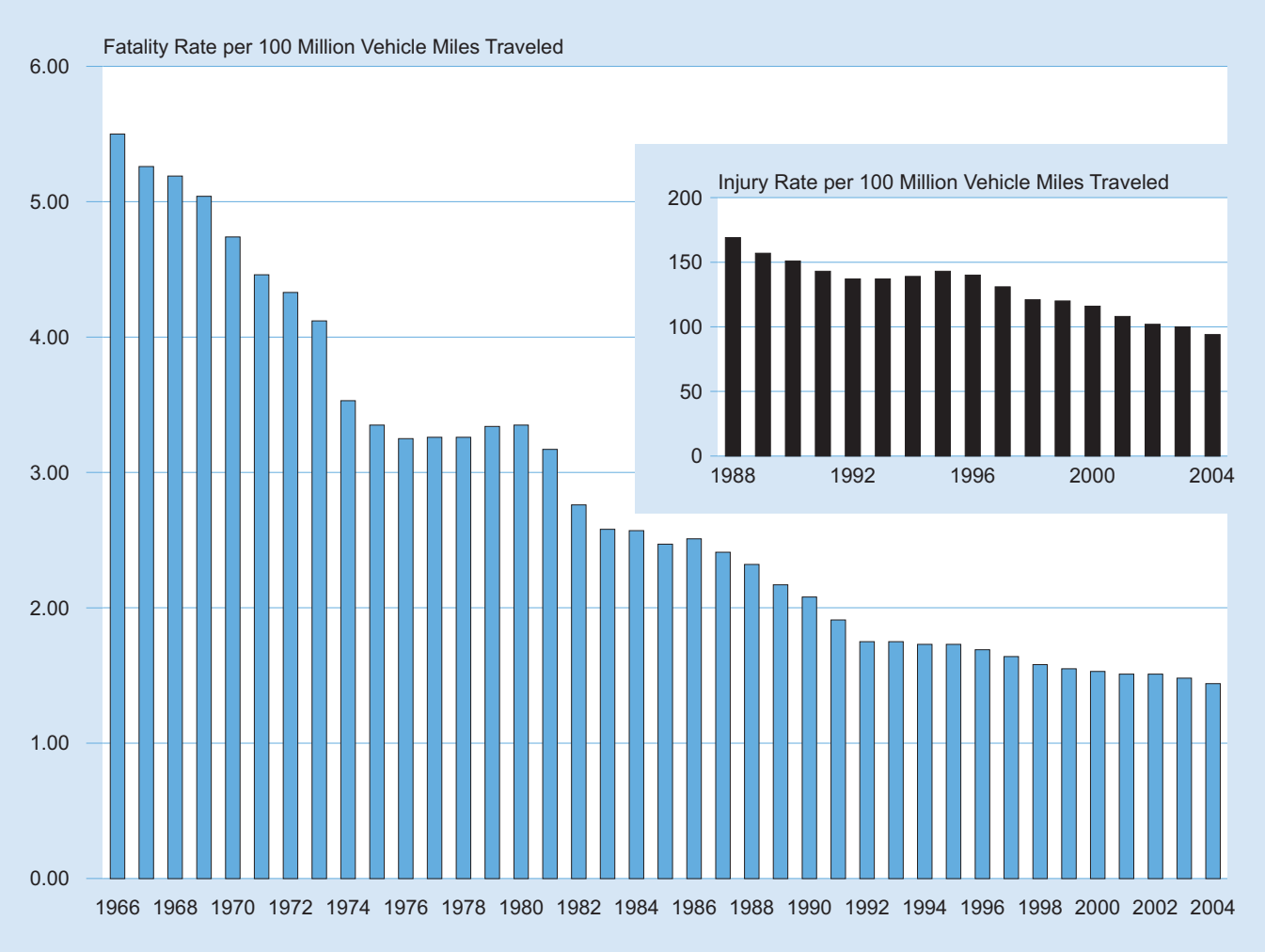


Table 3

Vehicles Involved in Crashes and Involvement Rates per Vehicle Miles of Travel and per Registered Vehicle by Vehicle Type and Crash Severity, 1975-2004

Year	Vehicle Type											
	Passenger Cars			Light Trucks			Large Trucks			Motorcycles		
	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles	Number	Involvement Rate per 100 Million VMT	Involvement Rate per 100,000 Registered Vehicles
Fatal Crashes												
1975	37,897	3.68	40.11	8,636	4.23	41.35	3,977	4.89	74.16	3,265	58.00	65.77
1980	39,059	3.53	37.28	12,680	4.29	42.18	5,379	4.96	92.89	5,194	50.85	91.22
1981	38,864	3.46	36.66	12,331	4.01	39.48	5,230	4.81	91.49	4,963	46.43	85.11
1982	34,334	3.00	32.11	11,317	3.51	35.03	4,646	4.17	83.11	4,495	45.36	78.12
1983	33,298	2.80	30.52	11,118	3.32	33.62	4,877	4.20	88.54	4,302	49.11	77.03
1984	34,648	2.83	30.89	11,973	3.34	33.96	5,124	4.21	94.87	4,659	53.04	85.02
1985	34,277	2.74	29.46	12,464	3.21	33.09	5,153	4.17	85.94	4,608	50.72	84.64
1986	36,195	2.83	30.87	13,327	3.20	33.52	5,097	4.02	89.09	4,570	48.63	87.90
1987	36,580	2.75	30.52	14,514	3.27	34.81	5,108	3.83	89.33	4,067	42.78	83.24
1988	36,977	2.67	30.43	15,286	3.13	34.27	5,241	3.80	85.40	3,715	37.06	81.04
1989	35,410	2.50	28.85	15,700	3.00	33.31	4,984	3.49	80.05	3,192	30.78	72.21
1990	34,085	2.39	27.65	15,620	2.81	31.29	4,776	3.27	77.08	3,276	34.28	76.91
1991	31,291	2.22	25.37	14,832	2.49	28.49	4,347	2.91	70.43	2,829	30.82	67.72
1992	29,817	2.08	24.78	14,648	2.28	27.21	4,035	2.63	66.75	2,439	25.52	60.00
1993	30,233	2.09	24.97	15,332	2.27	27.10	4,328	2.71	71.09	2,477	25.01	62.27
1994	30,273	2.07	24.81	16,353	2.30	27.49	4,644	2.73	70.49	2,339	22.84	62.26
1995	30,940	2.09	25.11	17,587	2.35	28.13	4,472	2.51	66.55	2,268	23.15	58.20
1996	30,727	2.05	24.66	18,246	2.32	27.88	4,755	2.60	67.81	2,176	21.94	56.20
1997	30,059	1.97	24.11	18,628	2.26	27.68	4,917	2.57	69.42	2,160	21.43	56.45
1998	29,040	1.87	23.05	19,363	2.25	27.75	4,955	2.52	64.08	2,334	22.70	60.16
1999	28,027	1.79	22.09	19,959	2.21	27.29	4,920	2.43	63.15	2,532	23.92	60.98
2000	27,802	1.76	21.76	20,498	2.17	26.91	4,995	2.43	62.26	2,975	28.42	68.45
2001	27,586	1.73	21.41	20,831	2.13	26.42	4,823	2.31	61.38	3,265	33.87	66.59
2002	27,374	1.70	21.03	21,668	2.14	26.49	4,587	2.14	57.86	3,365	35.23	67.24
2003	26,562	1.65	20.19	22,299	2.14	26.18	4,721	2.17	60.86	3,802	39.70	70.80
2004	25,507	1.57	19.14	22,337	2.04	24.84	4,862	2.15	59.50	4,100	40.80	70.92
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	2,884,000	192	2,314	1,071,000	136	1,636	94,000	51	1,339	51,000	512	1,312
1997	2,736,000	179	2,195	1,064,000	129	1,582	96,000	50	1,349	51,000	501	1,321
1998	2,545,000	164	2,020	1,059,000	123	1,517	89,000	45	1,146	45,000	433	1,148
1999	2,438,000	156	1,921	1,165,000	129	1,593	101,000	50	1,292	46,000	436	1,111
2000	2,396,000	152	1,876	1,209,000	128	1,587	101,000	49	1,253	53,000	509	1,226
2001	2,279,000	143	1,768	1,218,000	125	1,545	90,000	43	1,143	57,000	587	1,155
2002	2,136,000	133	1,641	1,210,000	119	1,479	94,000	44	1,189	58,000	612	1,167
2003	2,129,000	132	1,619	1,233,000	118	1,447	89,000	41	1,145	64,000	665	1,185
2004	1,990,000	123	1,493	1,246,000	114	1,385	87,000	38	1,062	70,000	699	1,215
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	5,281,000	352	4,238	2,274,000	289	3,475	295,000	161	4,209	14,000	138	355
1997	5,116,000	335	4,104	2,314,000	281	3,439	337,000	176	4,761	10,000	102	268
1998	4,896,000	315	3,887	2,315,000	269	3,317	318,000	162	4,114	9,000	84	222
1999	4,469,000	285	3,523	2,491,000	276	3,406	369,000	182	4,739	10,000	96	246
2000	4,467,000	283	3,497	2,621,000	278	3,441	351,000	171	4,377	14,000	133	321
2001	4,399,000	276	3,413	2,679,000	275	3,398	335,000	160	4,261	14,000	150	295
2002	4,443,000	276	3,412	2,757,000	272	3,370	336,000	156	4,232	17,000	173	330
2003	4,356,000	270	3,311	2,804,000	269	3,292	363,000	167	4,681	14,000	142	253
2004	4,216,000	260	3,164	2,886,000	263	3,208	324,000	143	3,970	13,000	133	231

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, 1975-2004

Year	Person Type											
	Occupants by Vehicle Type							Nonmotorists				
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Total	Motorcycle Riders	Pedestrian	Pedalcyclist	Other/ Unknown	Total	Total
						Killed						
1975	25,929	4,856	961	53	937	*32,736*	*3,189*	7,516	1,003	81	*8,600*	**44,525**
1976	26,166	5,438	1,132	73	981	*33,790*	*3,312*	7,427	914	80	*8,421*	**45,523**
1977	26,782	5,976	1,287	42	959	*35,046*	*4,104*	7,732	922	74	*8,728*	**47,878**
1978	28,153	6,745	1,395	41	622	*36,956*	*4,577*	7,795	892	111	*8,798*	**50,331**
1979	27,808	7,178	1,432	39	579	*37,036*	*4,894*	8,096	932	135	*9,163*	**51,093**
1980	27,449	7,486	1,262	46	540	*36,783*	*5,144*	8,070	965	129	*9,164*	**51,091**
1981	26,645	7,081	1,133	56	603	*35,518*	*4,906*	7,837	936	104	*8,877*	**49,301**
1982	23,330	6,359	944	35	525	*31,193*	*4,453*	7,331	883	85	*8,299*	**43,945**
1983	22,979	6,202	982	53	362	*30,578*	*4,265*	6,826	839	81	*7,746*	**42,589**
1984	23,620	6,496	1,074	46	440	*31,676*	*4,608*	7,025	849	99	*7,973*	**44,257**
1985	23,212	6,689	977	57	544	*31,479*	*4,564*	6,808	890	84	*7,782*	**43,825**
1986	24,944	7,317	926	39	442	*33,668*	*4,566*	6,779	941	133	*7,853*	**46,087**
1987	25,132	8,058	852	51	436	*34,529*	*4,036*	6,745	948	132	*7,825*	**46,390**
1988	25,808	8,306	911	54	429	*35,508*	*3,662*	6,870	911	136	*7,917*	**47,087**
1989	25,063	8,551	858	50	424	*34,946*	*3,141*	6,556	832	107	*7,495*	**45,582**
1990	24,092	8,601	705	32	460	*33,890*	*3,244*	6,482	859	124	*7,465*	**44,599**
1991	22,385	8,391	661	31	466	*31,934*	*2,806*	5,801	843	124	*6,768*	**41,508**
1992	21,387	8,098	585	28	387	*30,485*	*2,395*	5,549	723	98	*6,370*	**39,250**
1993	21,566	8,511	605	18	425	*31,125*	*2,449*	5,649	816	111	*6,576*	**40,150**
1994	21,997	8,904	670	18	409	*31,998*	*2,320*	5,489	802	107	*6,398*	**40,716**
1995	22,423	9,568	648	33	392	*33,064*	*2,227*	5,584	833	109	*6,526*	**41,817**
1996*	22,505	9,932	621	21	455	*33,534*	*2,161*	5,449	765	154	*6,368*	**42,065**
1997	22,199	10,249	723	18	420	*33,609*	*2,116*	5,321	814	153	*6,288*	**42,013**
1998	21,194	10,705	742	38	409	*33,088*	*2,294*	5,228	760	131	*6,119*	**41,501**
1999	20,862	11,265	759	59	447	*33,392*	*2,483*	4,939	754	149	*5,842*	**41,717**
2000	20,699	11,526	754	22	450	*33,451*	*2,897*	4,763	693	141	*5,597*	**41,945**
2001	20,320	11,723	708	34	458	*33,243*	*3,197*	4,901	732	123	*5,756*	**42,196**
2002	20,569	12,274	689	45	528	*34,105*	*3,270*	4,851	665	114	*5,630*	**43,005**
2003	19,725	12,546	726	41	589	*33,627*	*3,714*	4,774	629	140	*5,543*	**42,884**
2004	19,091	12,602	761	41	639	*33,134*	*4,008*	4,641	725	128	*5,494*	**42,636**
						Injured						
1988	2,585,000	478,000	37,000	15,000	4,000	*3,119,000*	*105,000*	110,000	75,000	8,000	*192,000*	**3,416,000**
1989	2,431,000	511,000	43,000	15,000	5,000	*3,005,000*	*83,000*	112,000	73,000	11,000	*196,000*	**3,284,000**
1990	2,376,000	505,000	42,000	33,000	4,000	*2,960,000*	*84,000*	105,000	75,000	7,000	*187,000*	**3,231,000**
1991	2,235,000	563,000	28,000	21,000	4,000	*2,850,000*	*80,000*	88,000	67,000	11,000	*166,000*	**3,097,000**
1992	2,232,000	545,000	34,000	20,000	12,000	*2,843,000*	*65,000*	89,000	63,000	10,000	*162,000*	**3,070,000**
1993	2,265,000	601,000	32,000	17,000	4,000	*2,919,000*	*59,000*	94,000	68,000	9,000	*171,000*	**3,149,000**
1994	2,364,000	631,000	30,000	16,000	4,000	*3,045,000*	*57,000*	92,000	62,000	9,000	*164,000*	**3,266,000**
1995	2,469,000	722,000	30,000	19,000	4,000	*3,246,000*	*57,000*	86,000	67,000	10,000	*162,000*	**3,465,000**
1996	2,458,000	761,000	33,000	20,000	4,000	*3,277,000*	*55,000*	82,000	58,000	11,000	*151,000*	**3,483,000**
1997	2,341,000	755,000	31,000	17,000	6,000	*3,149,000*	*53,000*	77,000	58,000	11,000	*146,000*	**3,348,000**
1998	2,201,000	763,000	29,000	16,000	4,000	*3,012,000*	*49,000*	69,000	53,000	8,000	*131,000*	**3,192,000**
1999	2,138,000	847,000	33,000	22,000	7,000	*3,047,000*	*50,000*	85,000	51,000	3,000	*140,000*	**3,236,000**
2000	2,052,000	887,000	31,000	18,000	10,000	*2,997,000*	*58,000*	78,000	51,000	5,000	*134,000*	**3,189,000**
2001	1,927,000	861,000	29,000	15,000	9,000	*2,841,000*	*60,000*	78,000	45,000	8,000	*131,000*	**3,033,000**
2002	1,805,000	879,000	26,000	19,000	6,000	*2,735,000*	*65,000*	71,000	48,000	7,000	*126,000*	**2,926,000**
2003	1,756,000	889,000	27,000	18,000	7,000	*2,697,000*	*67,000*	70,000	46,000	8,000	*124,000*	**2,889,000**
2004	1,643,000	900,000	27,000	16,000	7,000	*2,594,000*	*76,000*	68,000	41,000	9,000	*118,000*	**2,788,000**

*Total for 1996 includes 2 fatalities of unknown person type.

Table 5

Drivers Involved in Crashes and Involvement Rates per Licensed Driver by Sex and Crash Severity, 1975-2004

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
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	89,184	45.75	14,043	87,386	16.07	54,847	176,570	31.06
1996	40,899	90,503	45.19	14,723	89,007	16.54	55,624	179,510	30.99
1997	40,594	91,888	44.18	14,816	90,789	16.32	55,412	182,677	30.33
1998	40,433	93,023	43.47	14,967	91,805	16.30	55,404	184,828	29.98
1999	40,639	94,149	43.16	14,717	92,988	15.83	55,359	187,137	29.58
2000	41,443	95,782	43.27	14,682	94,816	15.48	56,126	190,598	29.45
2001	41,548	95,779	43.38	14,829	95,471	15.53	56,380	191,250	29.48
2002	41,995	97,595	43.03	14,876	96,978	15.34	56,874	194,574	29.23
2003	42,177	98,209	42.95	15,106	97,919	15.43	57,285	196,128	29.21
2004	41,667	99,559	41.85	15,155	99,305	15.26	56,826	198,864	28.58
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	89,184	2,667	1,687,000	87,386	1,931	4,066,000	176,570	2,303
1996	2,378,000	90,503	2,627	1,711,000	89,007	1,922	4,089,000	179,510	2,278
1997	2,296,000	91,888	2,499	1,643,000	90,789	1,809	3,939,000	182,677	2,156
1998	2,158,000	93,023	2,319	1,576,000	91,805	1,717	3,734,000	184,828	2,020
1999	2,134,000	94,149	2,267	1,609,000	92,988	1,730	3,743,000	187,137	2,000
2000	2,192,000	95,782	2,289	1,573,000	94,816	1,659	3,765,000	190,598	1,975
2001	2,090,000	95,779	2,182	1,547,000	95,471	1,620	3,637,000	191,250	1,902
2002	2,000,000	97,595	2,049	1,481,000	96,978	1,528	3,482,000	194,574	1,789
2003	1,990,000	98,209	2,026	1,525,000	97,919	1,557	3,514,000	196,128	1,792
2004	1,912,000	99,559	1,920	1,482,000	99,305	1,493	3,394,000	198,864	1,707
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	89,184	5,434	2,905,000	87,386	3,325	7,752,000	176,570	4,390
1996	4,888,000	90,503	5,400	2,968,000	89,007	3,335	7,856,000	179,510	4,376
1997	4,808,000	91,888	5,232	2,967,000	90,789	3,268	7,775,000	182,677	4,256
1998	4,634,000	93,023	4,982	2,902,000	91,805	3,162	7,536,000	184,828	4,078
1999	4,509,000	94,149	4,789	2,800,000	92,988	3,011	7,309,000	187,137	3,906
2000	4,559,000	95,782	4,760	2,904,000	94,816	3,062	7,463,000	190,598	3,915
2001	4,518,000	95,779	4,717	2,903,000	95,471	3,041	7,421,000	191,250	3,880
2002	4,436,000	97,595	4,545	2,999,000	96,978	3,093	7,435,000	194,574	3,821
2003	4,528,000	98,209	4,610	3,020,000	97,919	3,084	7,547,000	196,128	3,848
2004	4,405,000	99,559	4,424	3,037,000	99,305	3,058	7,442,000	198,864	3,742

*Total includes drivers (>15 years old) of unknown sex. Note: Drivers in this table include motorcycle operators.
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, 1975-2004

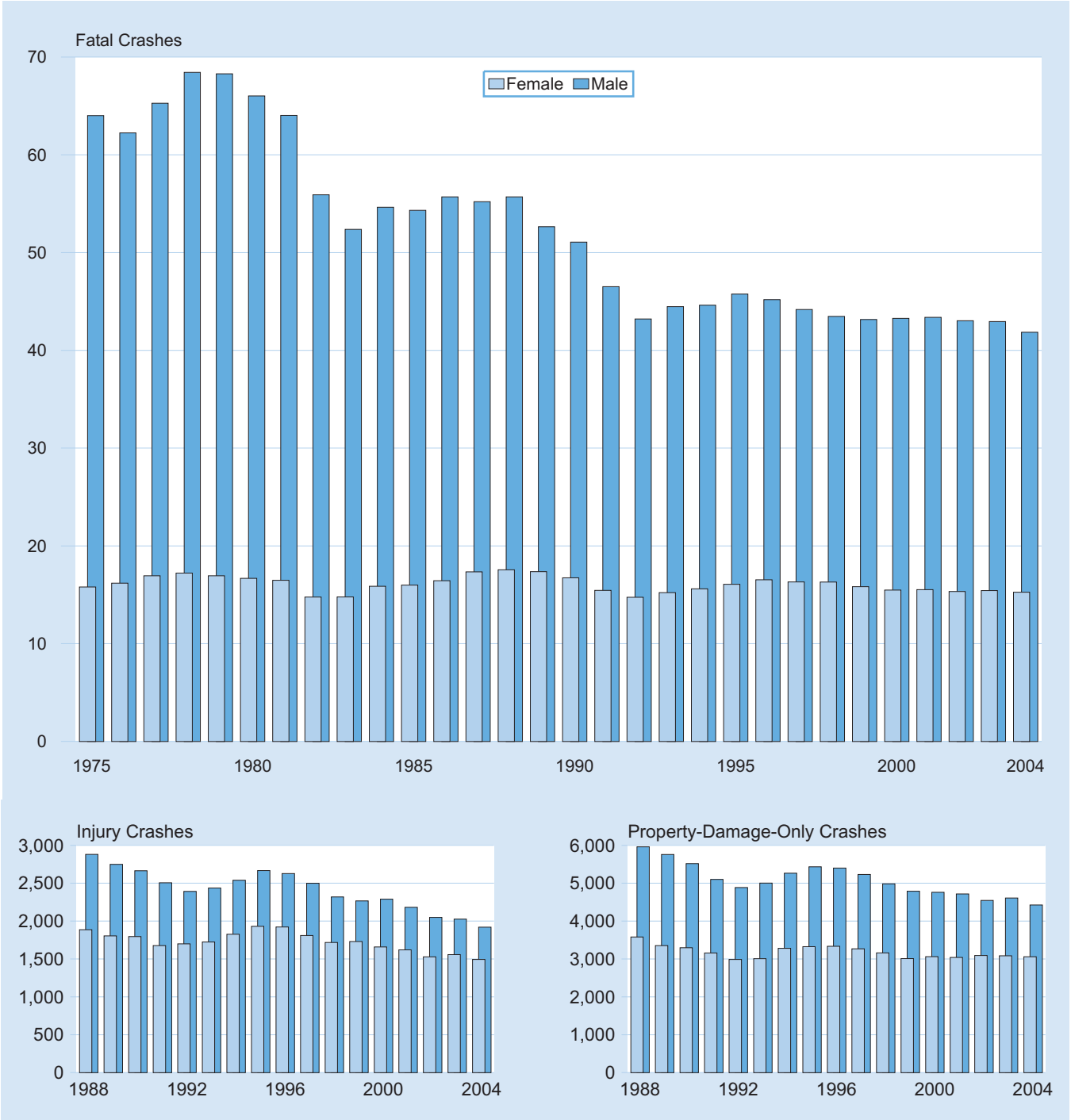


Table 6

Motor Vehicle Occupant and Motorcycle Rider Fatality and Injury Rates per Population by Age Group, 1975-2004

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	11.86	11.16	12.98	16.18	**15.39**
1985	3.18	2.36	5.52	33.72	32.75	19.50	13.87	11.88	11.33	12.63	16.73	**15.15**
1986	3.42	2.30	6.07	38.16	33.72	21.04	13.82	11.50	11.38	13.46	17.71	**15.92**
1987	3.78	2.60	6.00	36.65	32.83	21.05	14.15	12.10	11.93	13.58	18.22	**15.92**
1988	3.82	2.64	5.74	37.95	33.63	20.50	14.20	12.33	12.15	14.12	19.26	**16.02**
1989	3.93	2.92	5.48	34.71	30.85	20.10	13.89	12.46	12.18	14.24	19.41	**15.43**
1990	3.30	2.50	5.25	34.14	30.62	19.81	13.34	12.20	11.91	13.36	18.48	**14.89**
1991	3.13	2.39	4.86	31.76	28.83	17.79	12.29	11.12	10.75	13.22	19.14	**13.78**
1992	2.99	2.41	4.75	28.37	25.96	16.54	11.71	10.62	10.53	13.27	18.81	**12.89**
1993	3.14	2.35	4.67	28.99	26.70	16.47	11.86	10.52	10.86	12.73	20.78	**13.02**
1994	3.46	2.35	5.07	30.46	26.27	16.07	11.79	11.15	10.71	13.99	20.71	**13.18**
1995	3.17	2.46	5.15	29.58	27.30	17.03	12.49	11.01	11.42	13.67	20.87	**13.43**
1996	3.40	2.34	5.07	29.43	27.31	16.78	12.60	11.14	11.58	14.20	20.84	**13.46**
1997	3.16	2.42	4.96	28.38	25.53	16.49	12.23	11.57	11.96	14.46	22.09	**13.34**
1998	3.03	2.60	4.60	27.61	25.06	15.81	12.60	11.44	11.53	14.31	21.28	**13.09**
1999	2.94	2.54	4.49	28.10	25.56	16.13	12.62	11.48	11.52	14.17	20.70	**13.16**
2000	2.82	2.38	4.27	27.81	25.28	15.54	12.81	11.51	11.39	12.89	19.48	**12.88**
2001	2.67	2.26	3.79	27.96	24.85	15.60	12.91	11.35	11.04	12.80	19.24	**12.78**
2002	2.42	2.12	4.09	29.18	25.71	15.60	12.99	11.86	11.15	12.68	18.62	**12.98**
2003	2.45	2.12	4.17	27.67	24.58	15.30	13.00	12.03	11.31	12.56	19.01	**12.84**
2004	2.52	2.26	4.27	27.07	24.61	15.45	12.35	12.01	11.09	12.42	17.68	**12.65**
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	618	**1,251**
1990	329	430	674	3,110	2,494	1,672	1,227	989	844	750	514	**1,220**
1991	384	470	709	2,921	2,317	1,574	1,144	977	801	727	521	**1,162**
1992	323	438	685	2,988	2,253	1,573	1,101	971	783	722	586	**1,140**
1993	367	471	657	2,885	2,307	1,606	1,195	956	821	707	592	**1,155**
1994	411	468	706	2,958	2,369	1,667	1,225	987	857	756	598	**1,192**
1995	418	483	742	3,193	2,456	1,722	1,291	1,132	926	755	624	**1,257**
1996	418	533	731	3,132	2,432	1,766	1,295	1,085	904	788	654	**1,256**
1997	400	461	684	2,981	2,401	1,689	1,257	1,012	815	761	641	**1,196**
1998	403	440	677	2,780	2,123	1,586	1,158	1,029	873	696	588	**1,133**
1999	383	477	662	2,828	2,169	1,596	1,135	1,028	801	759	610	**1,136**
2000	350	404	547	2,695	2,094	1,449	1,159	948	830	723	665	**1,082**
2001	310	371	512	2,469	2,025	1,385	1,093	931	756	669	575	**1,018**
2002	302	378	517	2,399	1,892	1,306	1,030	873	765	618	544	**972**
2003	299	373	473	2,289	1,832	1,316	1,016	874	733	609	516	**951**
2004	282	349	482	2,154	1,692	1,190	1,002	877	729	604	485	**909**

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, 1975-2004

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 Vehicle Miles Traveled	Passenger Car Occupants Injured	Injury Rate per 100,000 Registered Passenger Cars	Injury Rate per 100 Million Vehicle Miles Traveled
1975	94,478,029	1,030,376	25,929	27.44	2.52	*	*	*
1976	97,011,684	1,070,667	26,166	26.97	2.44	*	*	*
1977	98,967,665	1,102,726	26,782	27.06	2.43	*	*	*
1978	101,855,551	1,136,459	28,153	27.64	2.48	*	*	*
1979	103,543,788	1,111,705	27,808	26.86	2.50	*	*	*
1980	104,770,998	1,107,056	27,449	26.20	2.48	*	*	*
1981	106,002,720	1,122,092	26,645	25.14	2.37	*	*	*
1982	106,936,590	1,145,828	23,330	21.82	2.04	*	*	*
1983	109,085,444	1,187,760	22,979	21.07	1.93	*	*	*
1984	112,177,361	1,226,461	23,620	21.06	1.93	*	*	*
1985	116,348,085	1,248,980	23,212	19.95	1.86	*	*	*
1986	117,268,114	1,277,550	24,944	21.27	1.95	*	*	*
1987	119,848,784	1,328,460	25,132	20.97	1.89	*	*	*
1988	121,519,139	1,384,047	25,808	21.24	1.86	2,585,000	2,127	187
1989	122,758,478	1,415,213	25,063	20.42	1.77	2,431,000	1,980	172
1990	123,276,600	1,427,178	24,092	19.54	1.69	2,376,000	1,928	167
1991	123,327,336	1,411,655	22,385	18.15	1.59	2,235,000	1,812	158
1992	120,346,747	1,436,035	21,387	17.77	1.49	2,232,000	1,854	155
1993	121,055,398	1,445,106	21,566	17.81	1.49	2,265,000	1,871	157
1994	121,996,580	1,459,208	21,997	18.03	1.51	2,364,000	1,937	162
1995	123,241,881	1,478,352	22,423	18.19	1.52	2,469,000	2,004	167
1996	124,612,787	1,499,139	22,505	18.06	1.50	2,458,000	1,973	164
1997	124,672,920	1,528,399	22,199	17.81	1.45	2,341,000	1,877	153
1998	125,965,709	1,555,901	21,194	16.83	1.36	2,201,000	1,748	141
1999	126,868,744	1,566,808	20,862	16.44	1.33	2,138,000	1,685	136
2000	127,740,420	1,580,735	20,699	16.20	1.31	2,052,000	1,606	130
2001	128,874,299	1,595,443	20,320	15.77	1.27	1,927,000	1,495	121
2002	130,196,812	1,611,860	20,569	15.80	1.28	1,805,000	1,386	112
2003	131,549,941	1,612,237	19,725	14.99	1.22	1,756,000	1,335	109
2004	133,275,377	1,623,639	19,091	14.32	1.18	1,643,000	1,232	101

*Injury data not available before 1988.
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, 1975-2004

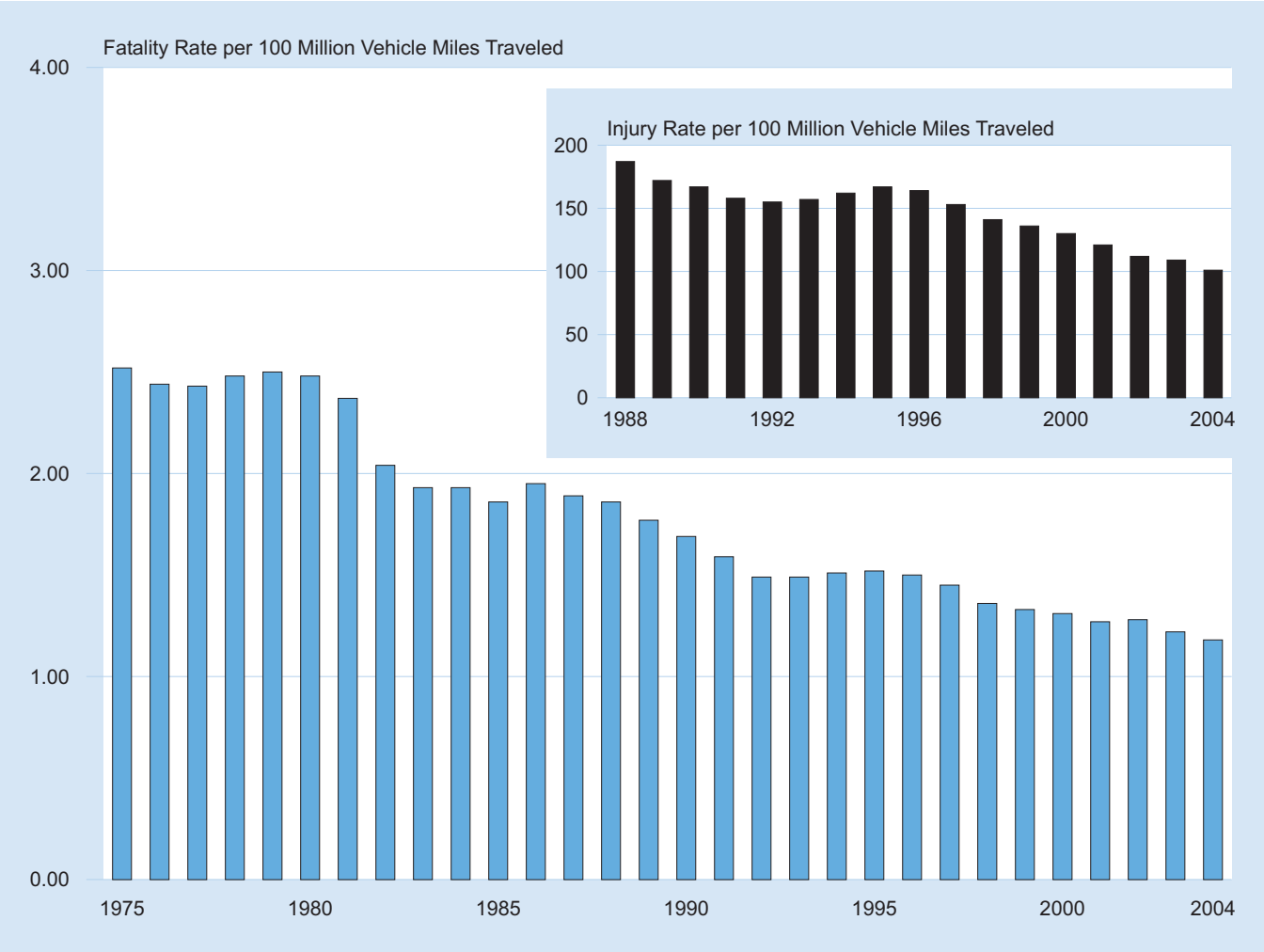


Table 8

Light Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2004

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 Vehicle Miles Traveled	Light Truck Occupants Injured	Injury Rate per 100,000 Registered Light Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	20,886,680	204,274	4,856	23.25	2.38	*	*	*
1976	22,794,702	233,382	5,438	23.86	2.33	*	*	*
1977	24,432,701	257,108	5,976	24.46	2.32	*	*	*
1978	27,285,497	289,463	6,745	24.72	2.33	*	*	*
1979	28,932,820	293,840	7,178	24.81	2.44	*	*	*
1980	30,060,754	295,475	7,486	24.90	2.53	*	*	*
1981	31,236,287	307,583	7,081	22.67	2.30	*	*	*
1982	32,307,692	322,026	6,359	19.68	1.97	*	*	*
1983	33,068,138	334,937	6,202	18.76	1.85	*	*	*
1984	35,257,788	358,588	6,496	18.42	1.81	*	*	*
1985	37,665,180	388,779	6,689	17.76	1.72	*	*	*
1986	39,763,446	416,532	7,317	18.40	1.76	*	*	*
1987	41,695,017	444,392	8,058	19.33	1.81	*	*	*
1988	44,599,500	488,431	8,306	18.62	1.70	478,000	1,071	98
1989	47,134,148	522,483	8,551	18.14	1.64	511,000	1,084	98
1990	49,916,497	555,659	8,601	17.23	1.55	505,000	1,012	91
1991	52,062,064	595,924	8,391	16.12	1.41	563,000	1,081	94
1992	53,836,046	642,397	8,098	15.04	1.26	545,000	1,012	85
1993	56,573,835	675,353	8,511	15.04	1.26	601,000	1,062	89
1994	59,485,995	711,515	8,904	14.97	1.25	631,000	1,061	89
1995	62,520,872	749,971	9,568	15.30	1.28	722,000	1,156	96
1996	65,438,877	787,255	9,932	15.18	1.26	761,000	1,164	97
1997	67,287,470	824,896	10,249	15.23	1.24	755,000	1,122	92
1998	69,783,500	861,951	10,705	15.34	1.24	763,000	1,093	88
1999	73,143,777	903,314	11,265	15.40	1.25	847,000	1,158	94
2000	76,173,062	942,611	11,526	15.13	1.22	887,000	1,164	94
2001	78,845,571	976,096	11,723	14.87	1.20	861,000	1,091	88
2002	81,795,850	1,012,648	12,274	15.01	1.21	879,000	1,075	87
2003	85,179,665	1,043,936	12,546	14.73	1.20	889,000	1,044	85
2004	89,938,581	1,095,685	12,602	14.01	1.15	900,000	1,001	82

*Injury data not available before 1988.
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, 1975-2004

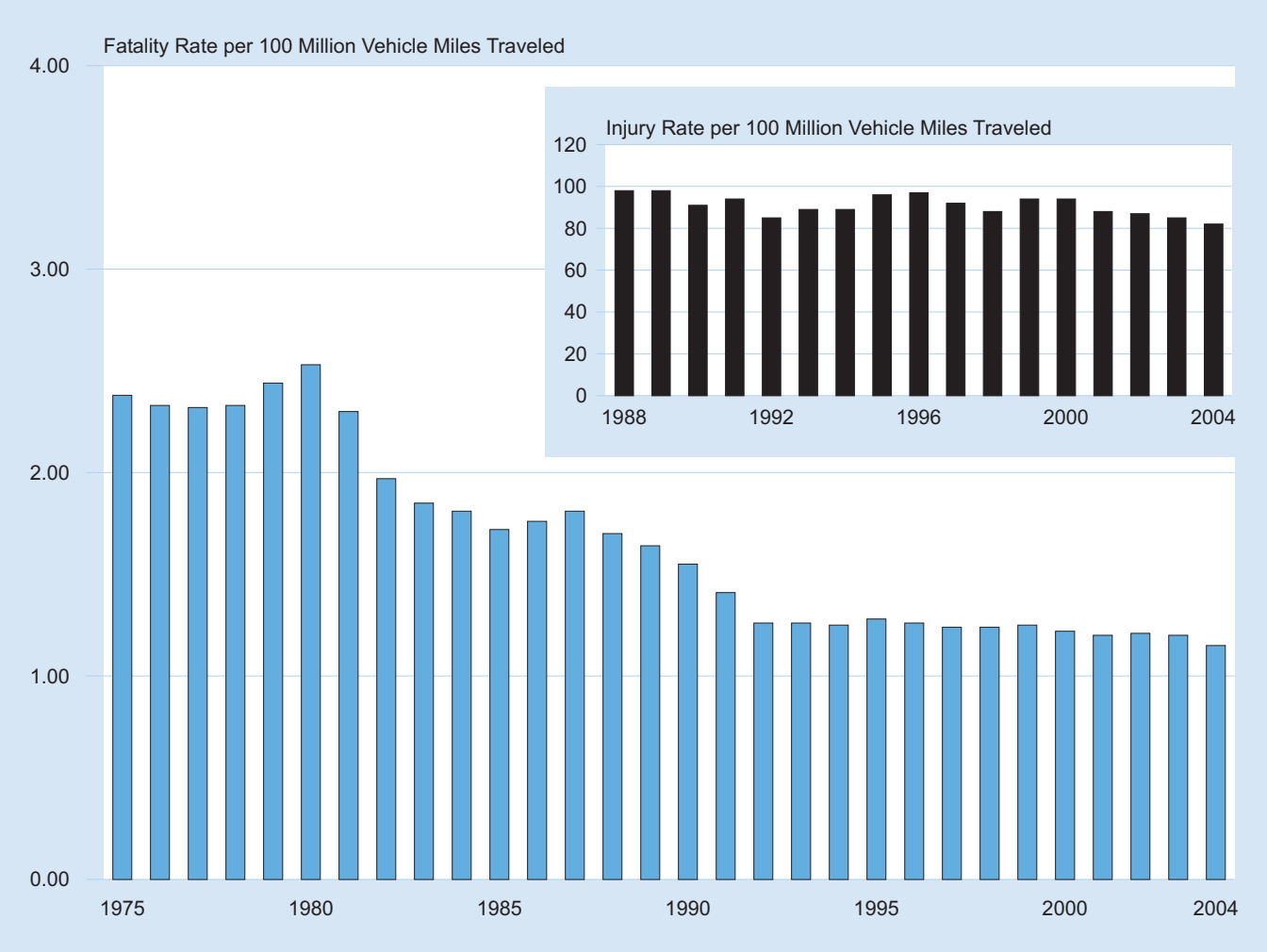


Table 9

Large Truck Occupants Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2004

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 Vehicle Miles Traveled	Large Truck Occupants Injured	Injury Rate per 100,000 Registered Large Trucks	Injury Rate per 100 Million Vehicle Miles Traveled
1975	5,362,369	81,330	961	17.92	1.18	*	*	*
1976	5,575,185	86,070	1,132	20.30	1.32	*	*	*
1977	5,689,903	95,021	1,287	22.62	1.35	*	*	*
1978	5,859,807	105,739	1,395	23.81	1.32	*	*	*
1979	5,891,571	109,004	1,432	24.31	1.31	*	*	*
1980	5,790,653	108,491	1,262	21.79	1.16	*	*	*
1981	5,716,278	108,702	1,133	19.82	1.04	*	*	*
1982	5,590,415	111,423	944	16.89	0.85	*	*	*
1983	5,508,392	116,132	982	17.83	0.85	*	*	*
1984	5,401,075	121,796	1,074	19.88	0.88	*	*	*
1985	5,996,337	123,504	977	16.29	0.79	*	*	*
1986	5,720,880	126,675	926	16.19	0.73	*	*	*
1987	5,718,266	133,517	852	14.90	0.64	*	*	*
1988	6,136,884	137,985	911	14.84	0.66	37,000	611	27
1989	6,226,482	142,749	858	13.78	0.60	43,000	687	30
1990	6,195,876	146,242	705	11.38	0.48	42,000	675	29
1991	6,172,146	149,543	661	10.71	0.44	28,000	454	19
1992	6,045,205	153,384	585	9.68	0.38	34,000	559	22
1993	6,088,155	159,888	605	9.94	0.38	32,000	527	20
1994	6,587,885	170,216	670	10.17	0.39	30,000	459	18
1995	6,719,421	178,156	648	9.64	0.36	30,000	452	17
1996	7,012,615	182,971	621	8.86	0.34	33,000	467	18
1997	7,083,326	191,477	723	10.21	0.38	31,000	436	16
1998	7,732,270	196,380	742	9.60	0.38	29,000	372	15
1999	7,791,426	202,688	759	9.74	0.37	33,000	422	16
2000	8,022,649	205,520	754	9.40	0.37	31,000	384	15
2001	7,857,675	209,032	708	9.01	0.34	29,000	374	14
2002	7,927,280	214,603	689	8.69	0.32	26,000	331	12
2003	7,756,888	217,917	726	9.36	0.33	27,000	347	12
2004	8,171,364	226,504	761	9.31	0.34	27,000	334	12

*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, 1975-2004

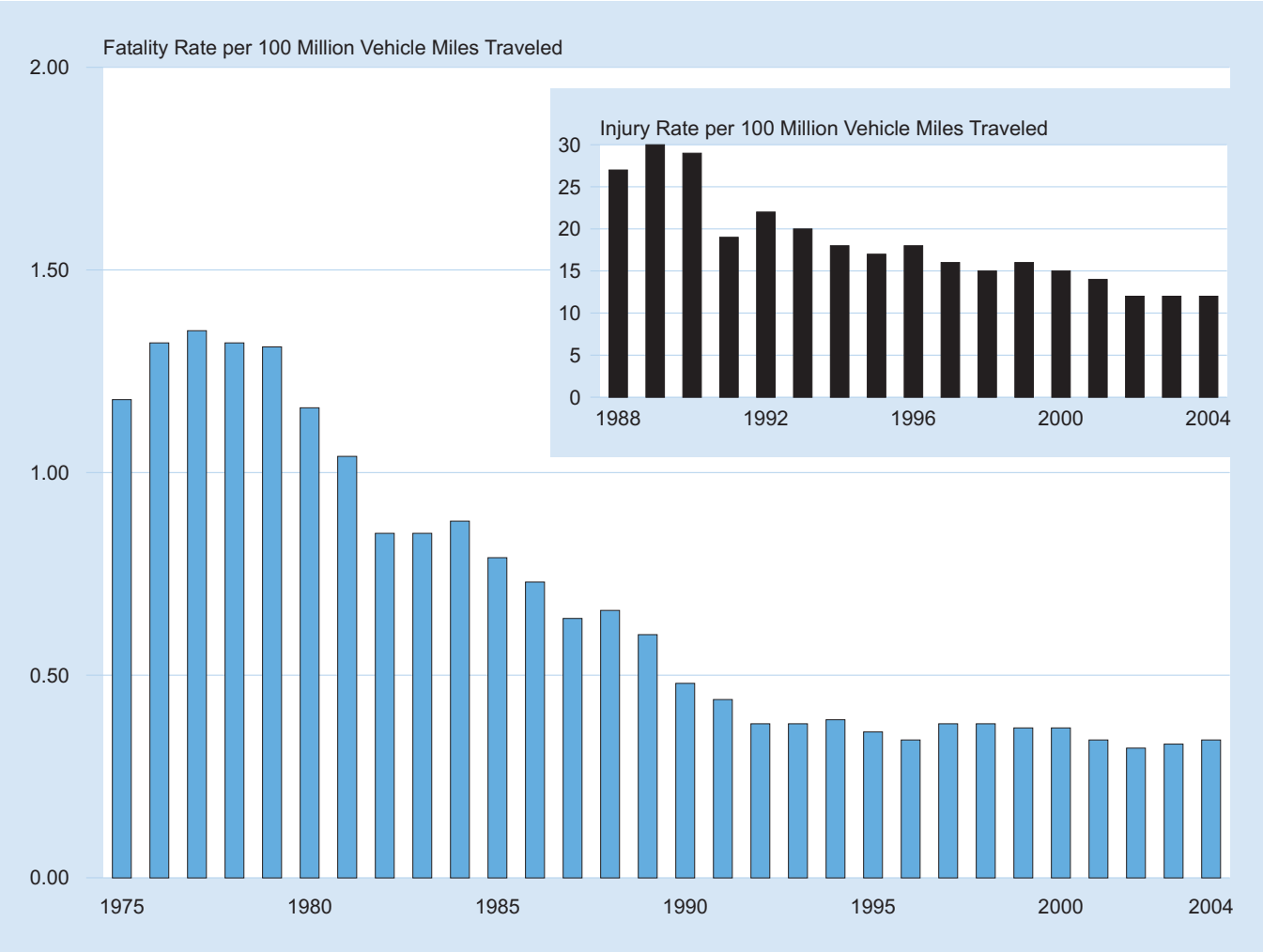


Table 10

Motorcycle Riders Killed or Injured and Fatality and Injury Rates per Registered Vehicle and Vehicle Miles of Travel, 1975-2004

Year	Registered Motorcycles	Vehicle Miles Traveled (Millions)	Motorcycle Riders Killed	Fatality Rate per 100,000 Registered Motorcycles	Fatality Rate per 100 Million Vehicle Miles Traveled	Motorcycle Riders Injured	Injury Rate per 100,000 Registered Motorcycles	Injury Rate per 100 Million Vehicle Miles Traveled
1975	4,964,070	5,629	3,189	64.24	56.65	*	*	*
1976	4,933,332	6,003	3,312	67.14	55.17	*	*	*
1977	4,933,256	6,349	4,104	83.19	64.64	*	*	*
1978	4,867,855	7,158	4,577	94.02	63.94	*	*	*
1979	5,422,132	8,637	4,894	90.26	56.66	*	*	*
1980	5,693,940	10,214	5,144	90.34	50.36	*	*	*
1981	5,831,132	10,690	4,906	84.13	45.89	*	*	*
1982	5,753,858	9,910	4,453	77.39	44.93	*	*	*
1983	5,585,112	8,760	4,265	76.36	48.69	*	*	*
1984	5,479,822	8,784	4,608	84.09	52.46	*	*	*
1985	5,444,404	9,086	4,564	83.83	50.23	*	*	*
1986	5,198,993	9,397	4,566	87.82	48.59	*	*	*
1987	4,885,772	9,506	4,036	82.61	42.46	*	*	*
1988	4,584,284	10,024	3,662	79.88	36.53	105,000	2,294	1,049
1989	4,420,420	10,371	3,141	71.06	30.29	83,000	1,888	805
1990	4,259,462	9,557	3,244	76.16	33.94	84,000	1,979	882
1991	4,177,365	9,178	2,806	67.17	30.57	80,000	1,925	876
1992	4,065,118	9,557	2,395	58.92	25.06	65,000	1,601	681
1993	3,977,856	9,906	2,449	61.57	24.72	59,000	1,494	600
1994	3,756,555	10,240	2,320	61.76	22.66	57,000	1,528	561
1995	3,897,191	9,797	2,227	57.14	22.73	57,000	1,475	587
1996	3,871,599	9,920	2,161	55.82	21.78	55,000	1,428	557
1997	3,826,373	10,081	2,116	55.30	20.99	53,000	1,374	522
1998	3,879,450	10,283	2,294	59.13	22.31	49,000	1,262	476
1999	4,152,433	10,584	2,483	59.80	23.46	50,000	1,204	472
2000	4,346,068	10,469	2,897	66.66	27.67	58,000	1,328	551
2001	4,903,056	9,639	3,197	65.20	33.17	60,000	1,229	625
2002	5,004,156	9,552	3,270	65.35	34.23	65,000	1,293	677
2003	5,370,035	9,577	3,714	69.16	38.78	67,000	1,250	701
2004	5,780,870	10,048	4,008	69.33	39.89	76,000	1,321	760

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

Figure 7

Motorcycle Rider Fatality and Injury Rates per 100 Million Vehicle Miles Traveled, 1975-2004

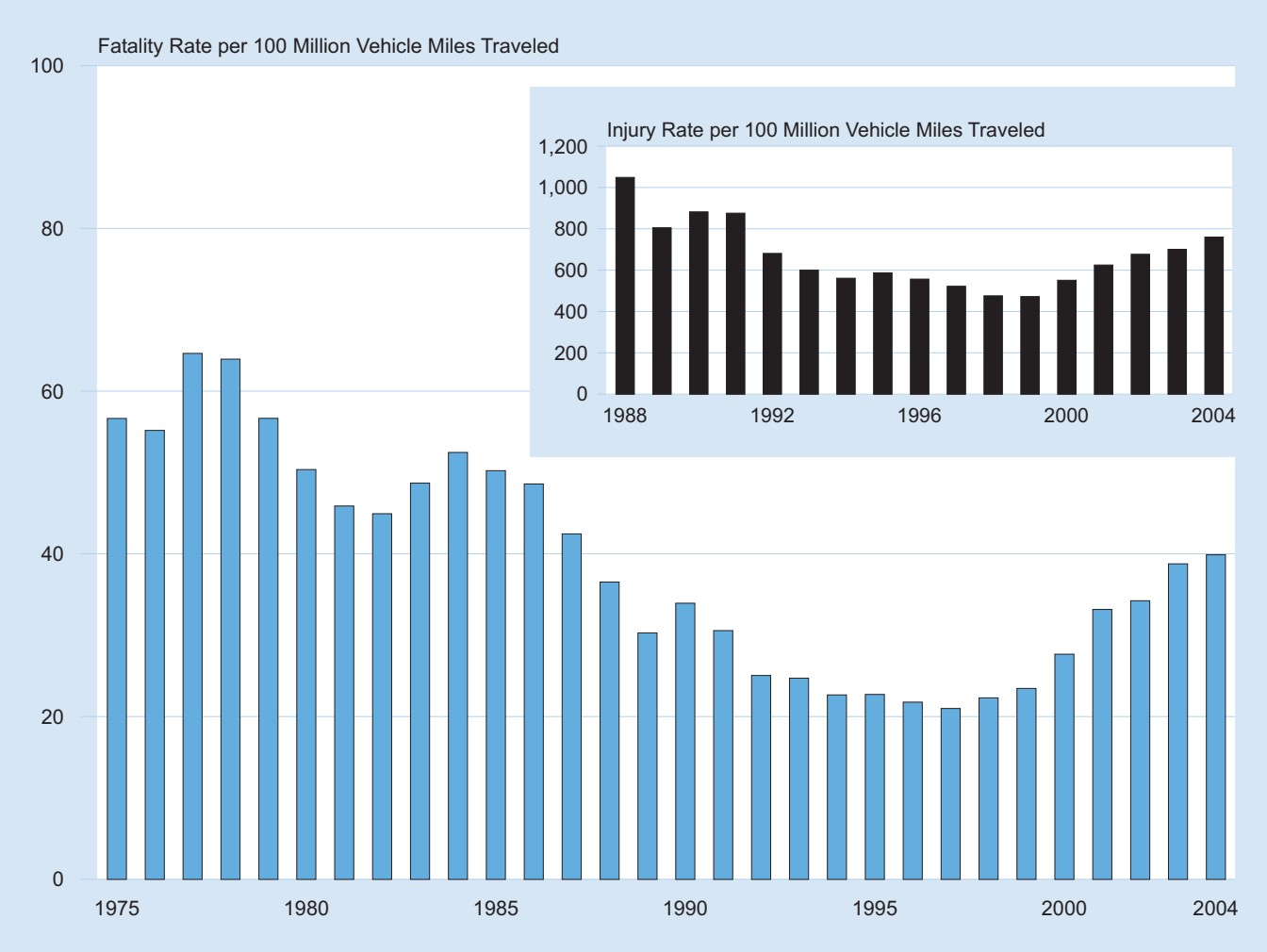


Table 11

Persons Killed or Injured in Crashes Involving a Large Truck by Person Type and Crash Type, 1975-2004

Year	Person Type					
	Truck Occupants by Crash Type			Other Vehicle Occupants	Nonmotorists	Total
	Single Vehicle	Multiple Vehicle	Total			
			Killed			
1975	643	318	*961*	3,106	416	**4,483**
1976	774	358	*1,132*	3,384	492	**5,008**
1977	884	403	*1,287*	3,925	511	**5,723**
1978	929	466	*1,395*	4,354	607	**6,356**
1979	967	465	*1,432*	4,615	655	**6,702**
1980	861	401	*1,262*	4,084	625	**5,971**
1981	785	348	*1,133*	4,126	547	**5,806**
1982	639	305	*944*	3,790	495	**5,229**
1983	676	306	*982*	3,941	568	**5,491**
1984	755	319	*1,074*	4,036	530	**5,640**
1985	634	343	*977*	4,227	530	**5,734**
1986	603	323	*926*	4,088	565	**5,579**
1987	571	281	*852*	4,194	552	**5,598**
1988	585	326	*911*	4,250	518	**5,679**
1989	550	308	*858*	4,142	490	**5,490**
1990	485	220	*705*	4,071	496	**5,272**
1991	448	213	*661*	3,705	455	**4,821**
1992	396	189	*585*	3,460	417	**4,462**
1993	389	216	*605*	3,855	396	**4,856**
1994	451	219	*670*	4,013	461	**5,144**
1995	425	223	*648*	3,846	424	**4,918**
1996	412	209	*621*	4,087	434	**5,142**
1997	499	224	*723*	4,223	452	**5,398**
1998	486	256	*742*	4,215	438	**5,395**
1999	480	279	*759*	4,180	441	**5,380**
2000	484	270	*754*	4,114	414	**5,282**
2001	474	234	*708*	3,962	441	**5,111**
2002	449	240	*689*	3,886	364	**4,939**
2003	457	269	*726*	3,919	391	**5,036**
2004	466	295	*761*	4,006	423	**5,190**
			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*	98,000	2,000	**131,000**
1998	14,000	14,000	*29,000*	97,000	2,000	**127,000**
1999	15,000	18,000	*33,000*	105,000	4,000	**142,000**
2000	16,000	14,000	*31,000*	106,000	3,000	**140,000**
2001	13,000	16,000	*29,000*	99,000	3,000	**131,000**
2002	12,000	14,000	*26,000*	100,000	4,000	**130,000**
2003	11,000	16,000	*27,000*	92,000	3,000	**122,000**
2004	13,000	14,000	*27,000*	85,000	4,000	**116,000**

Table 12
Nonmotorist Fatality and Injury Rates per Population by Age Group, 1975-2004

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	2.45	2.86	2.65	2.36	2.44	2.67	3.08	5.93	**2.68**
1992	1.29	2.25	2.06	2.20	2.21	2.38	2.39	2.41	2.56	3.10	5.42	**2.50**
1993	1.35	2.19	2.23	2.06	2.25	2.63	2.51	2.25	2.52	2.95	5.47	**2.55**
1994	1.31	2.20	2.10	2.01	2.22	2.34	2.46	2.35	2.41	2.82	5.50	**2.46**
1995	1.12	2.02	2.08	2.02	2.38	2.41	2.60	2.38	2.50	2.97	5.21	**2.48**
1996	1.22	1.87	1.93	1.98	2.38	2.17	2.49	2.40	2.63	2.94	4.76	**2.40**
1997	0.97	1.73	1.83	2.11	2.15	2.22	2.47	2.39	2.53	2.99	4.57	**2.35**
1998	0.96	1.42	1.62	1.88	2.12	2.06	2.46	2.41	2.61	2.74	4.68	**2.26**
1999	0.94	1.45	1.54	1.76	2.01	1.88	2.41	2.26	2.35	2.78	4.14	**2.14**
2000	0.88	1.17	1.38	1.59	1.75	1.75	2.28	2.28	2.22	2.40	3.81	**1.98**
2001	0.70	1.06	1.33	1.79	2.01	1.67	2.36	2.39	2.14	2.45	4.08	**2.02**
2002	0.70	0.94	1.18	1.65	1.70	1.75	2.24	2.37	2.11	2.78	3.65	**1.96**
2003	0.61	0.89	1.27	1.78	1.76	1.61	2.24	2.24	2.28	2.36	3.50	**1.91**
2004	0.62	0.86	1.10	1.56	1.82	1.68	2.12	2.37	2.02	2.43	3.44	**1.87**
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	157	96	91	70	41	37	31	31	29	**66**
1992	33	120	165	93	98	57	45	35	29	30	27	**63**
1993	27	116	170	93	95	66	49	45	26	27	38	**66**
1994	24	112	151	119	88	60	47	36	33	24	29	**63**
1995	33	104	160	93	87	62	52	27	22	30	26	**62**
1996	31	91	156	87	80	57	38	36	26	26	22	**57**
1997	27	93	132	75	67	51	50	34	29	29	22	**55**
1998	19	77	121	70	68	49	40	33	25	21	17	**48**
1999	20	85	129	70	58	56	38	38	26	27	22	**51**
2000	18	99	91	65	71	50	41	30	29	21	20	**48**
2001	17	64	106	75	52	46	38	35	30	29	18	**46**
2002	16	60	93	62	37	54	40	29	35	26	20	**44**
2003	15	59	93	63	49	46	42	32	26	24	21	**43**
2004	18	55	83	60	52	41	39	35	22	22	18	**40**

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

Table 13

Persons Killed, by Highest Blood Alcohol Concentration (BAC) in the Crash, 1982-2004

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total Number	Total Fatalities in Alcohol-Related Crashes	
	Number	Percent	Number	Percent	Number	Percent		Number	Percent
1982	17,773	40	2,927	7	23,246	53	43,945	26,173	60
1983	17,955	42	2,594	6	22,041	52	42,589	24,635	58
1984	19,496	44	3,046	7	21,715	49	44,257	24,762	56
1985	20,659	47	3,081	7	20,086	46	43,825	23,167	53
1986	21,070	46	3,546	8	21,471	47	46,087	25,017	54
1987	22,297	48	3,398	7	20,696	45	46,390	24,094	52
1988	23,254	49	3,234	7	20,599	44	47,087	23,833	51
1989	23,159	51	2,893	6	19,531	43	45,582	22,424	49
1990	22,012	49	2,980	7	19,607	44	44,599	22,587	51
1991	21,349	51	2,560	6	17,599	42	41,508	20,159	49
1992	20,960	53	2,443	6	15,847	40	39,250	18,290	47
1993	22,242	55	2,361	6	15,547	39	40,150	17,908	45
1994	23,409	57	2,322	6	14,985	37	40,716	17,308	43
1995	24,085	58	2,490	6	15,242	36	41,817	17,732	42
1996	24,316	58	2,486	6	15,263	36	42,065	17,749	42
1997	25,302	60	2,290	5	14,421	34	42,013	16,711	40
1998	24,828	60	2,465	6	14,207	34	41,501	16,673	40
1999	25,145	60	2,321	6	14,250	34	41,717	16,572	40
2000	24,565	59	2,511	6	14,870	35	41,945	17,380	41
2001	24,796	59	2,542	6	14,858	35	42,196	17,400	41
2002	25,481	59	2,432	6	15,093	35	43,005	17,524	41
2003	25,779	60	2,427	6	14,678	34	42,884	17,105	40
2004	25,942	61	2,285	5	14,409	34	42,636	16,694	39

Note: NHTSA estimates alcohol involvement 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, 1982-2004

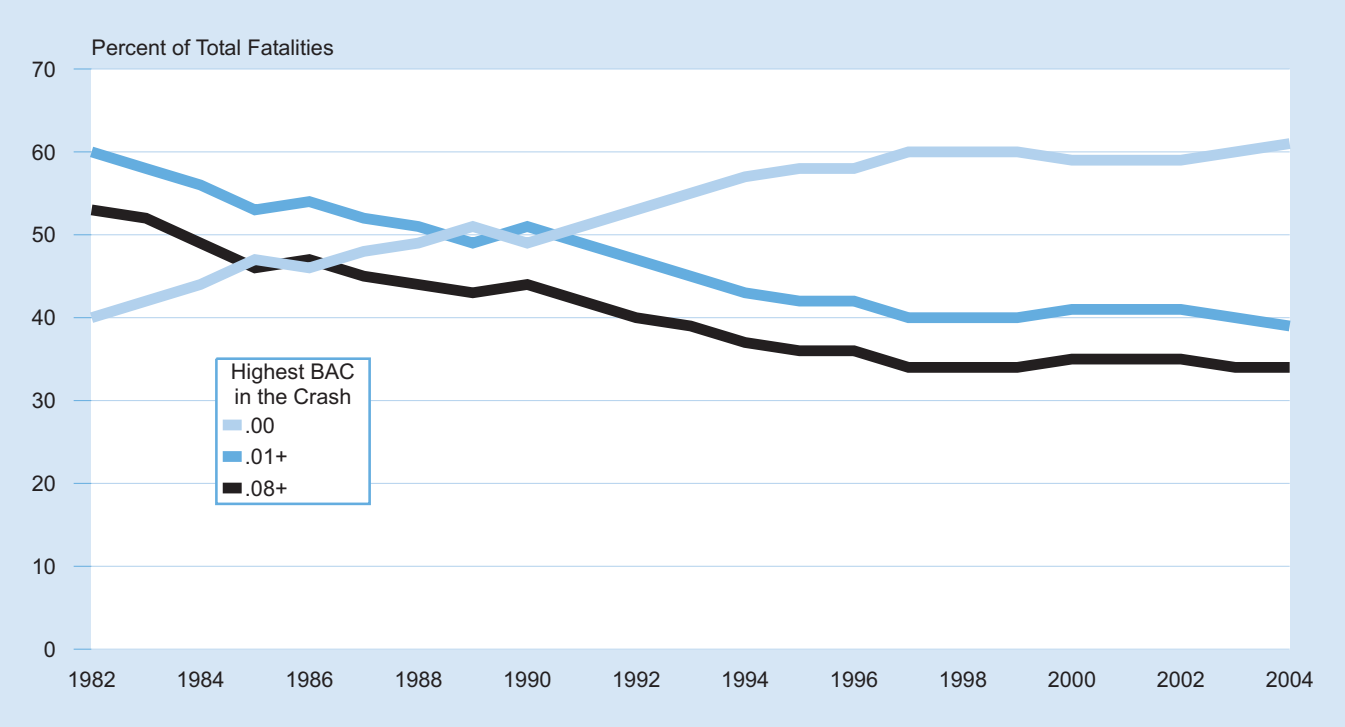


Table 14

Persons Killed and Percent Alcohol-Related During Holiday Periods, 1982-2004

Year	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*	Killed	Percent Alcohol-Related*
	Holiday Period**					
	New Year's Day		Memorial Day		Fourth of July	
1982	***	***	498 (3)	70	600 (3)	72
1983	375 (3)	71	539 (3)	65	620 (3)	70
1984	346 (3)	71	527 (3)	69	223 (1)	66
1985	496 (4)	62	557 (3)	63	689 (4)	62
1986	223 (1)	67	616 (3)	65	611 (3)	70
1987	535 (4)	63	519 (3)	62	556 (3)	60
1988	407 (3)	65	529 (3)	62	631 (3)	63
1989	443 (3)	55	594 (3)	59	748 (4)	60
1990	421 (3)	57	589 (3)	62	268 (1)	65
1991	441 (4)	62	533 (3)	63	718 (4)	58
1992	164 (1)	74	438 (3)	59	535 (3)	58
1993	370 (3)	59	454 (3)	53	525 (3)	55
1994	372 (3)	56	482 (3)	50	519 (3)	52
1995	392 (3)	50	483 (3)	54	661 (4)	50
1996	420 (3)	54	514 (3)	55	629 (4)	49
1997	192 (1)	67	511 (3)	49	508 (3)	51
1998	545 (4)	51	393 (3)	54	479 (3)	52
1999	354 (3)	55	500 (3)	52	509 (3)	46
2000	469 (3)	58	466 (3)	55	717 (4)	49
2001	357 (3)	51	515 (3)	55	207 (1)	62
2002	575 (4)	52	494 (3)	47	685 (4)	48
2003	220 (1)	63	481 (3)	48	519 (3)	55
2004	562 (4)	50	513 (3)	48	523 (3)	48
	Labor Day		Thanksgiving		Christmas	
1982	628 (3)	70	601 (4)	64	458 (3)	65
1983	636 (3)	72	533 (4)	62	352 (3)	65
1984	609 (3)	68	558 (4)	62	643 (4)	68
1985	605 (3)	64	566 (4)	59	152 (1)	66
1986	663 (3)	66	598 (4)	61	508 (4)	61
1987	630 (3)	66	659 (4)	57	409 (3)	59
1988	592 (3)	64	601 (4)	59	511 (3)	60
1989	588 (3)	61	561 (4)	58	553 (3)	62
1990	599 (3)	67	563 (4)	56	567 (4)	53
1991	577 (3)	56	546 (4)	53	135 (1)	52
1992	460 (3)	56	403 (4)	60	410 (3)	52
1993	522 (3)	59	569 (4)	49	402 (3)	56
1994	494 (3)	58	575 (4)	50	455 (3)	51
1995	511 (3)	51	527 (4)	53	358 (3)	50
1996	525 (3)	54	588 (4)	48	167 (1)	53
1997	507 (3)	52	571 (4)	41	480 (4)	45
1998	464 (3)	52	602 (4)	50	364 (3)	52
1999	485 (3)	48	581 (4)	46	485 (3)	50
2000	529 (3)	54	509 (4)	53	442 (3)	51
2001	481 (3)	51	590 (4)	48	604 (4)	48
2002	543 (3)	57	551 (4)	47	131 (1)	54
2003	507 (3)	51	562 (4)	45	520 (4)	46
2004	500 (3)	48	571 (4)	42	388 (3)	48

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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

- If the holiday falls on *Monday*, the holiday period is from 6:00 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.

***No data available.

Table 15

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Time of Day, 1982-2004

	Day*			Night*			Total Drivers		
		Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	23,725	19	15	32,085	57	49	56,029	41	35
1983	24,381	18	15	30,037	57	50	54,656	39	34
1984	26,415	17	14	30,775	55	47	57,512	38	32
1985	27,578	16	12	30,008	52	44	57,883	35	29
1986	28,434	16	13	31,543	53	45	60,335	36	30
1987	29,227	15	12	31,854	51	43	61,442	34	28
1988	30,196	14	11	31,715	50	43	62,253	33	28
1989	29,953	13	11	30,170	49	42	60,435	31	27
1990	28,797	14	11	29,778	51	44	58,893	33	28
1991	26,829	13	10	27,249	49	43	54,391	31	27
1992	26,236	12	10	25,380	47	40	51,901	30	25
1993	27,770	11	9	25,355	46	39	53,401	28	24
1994	29,134	11	9	25,112	44	38	54,549	27	23
1995	30,066	11	9	25,755	43	37	56,164	26	22
1996	30,802	11	8	25,864	43	37	57,001	26	22
1997	30,979	10	8	25,368	41	35	56,688	24	20
1998	31,389	10	8	24,879	42	36	56,604	24	20
1999	31,212	10	8	24,968	41	35	56,502	24	20
2000	31,236	11	8	25,710	43	37	57,280	26	21
2001	31,620	11	8	25,661	43	37	57,586	25	21
2002	31,135	11	8	26,653	42	36	58,113	25	21
2003	31,863	10	8	26,258	41	36	58,517	24	21
2004	31,495	10	8	26,235	40	35	58,080	24	20

*Day = 6:00 AM - 5:59 PM. Night = 6:00 PM - 5:59 AM. Total includes drivers with time of day unknown.

Note: NHTSA estimates alcohol involvement 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, 1982-2004

	Male			Female		
		Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	44,370	44	38	10,675	27	22
1983	42,812	43	37	10,958	25	22
1984	44,723	41	35	11,907	25	20
1985	44,846	38	32	12,142	22	18
1986	46,653	40	33	12,744	22	17
1987	46,884	37	32	13,614	21	17
1988	47,402	37	31	13,951	20	16
1989	45,448	35	30	14,054	19	16
1990	44,281	37	32	13,726	20	16
1991	40,731	35	30	12,825	19	16
1992	38,598	33	28	12,596	18	15
1993	39,556	32	27	13,082	17	14
1994	40,233	30	26	13,567	17	14
1995	41,235	30	25	14,184	16	13
1996	41,376	29	25	14,850	16	13
1997	40,954	28	24	14,954	15	12
1998	40,816	28	23	15,089	15	12
1999	41,012	28	23	14,835	14	12
2000	41,795	29	24	14,790	16	13
2001	41,901	29	24	14,919	15	13
2002	42,377	29	25	14,999	15	12
2003	42,586	28	24	15,211	14	12
2004	42,045	28	23	15,268	14	12

Note: NHTSA estimates alcohol involvement 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, 1982-2004

	Passenger Car			Light Truck			Large Truck			Motorcycle		
		Percent			Percent			Percent			Percent	
Year	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+	Total	BAC = .01+	BAC = .08+
1982	34,121	42	36	11,199	44	39	4,582	10	6	4,490	55	47
1983	33,069	40	35	11,017	43	39	4,790	10	7	4,288	57	48
1984	34,395	39	33	11,866	41	35	5,056	9	7	4,650	55	46
1985	34,071	36	30	12,372	37	32	5,091	7	5	4,598	53	43
1986	35,959	36	30	13,208	38	33	5,015	7	5	4,558	56	46
1987	36,371	35	29	14,407	37	31	5,046	5	3	4,061	51	43
1988	36,769	34	28	15,167	37	31	5,141	6	4	3,704	51	42
1989	35,204	32	27	15,579	35	30	4,903	4	3	3,182	53	45
1990	33,893	34	29	15,501	36	31	4,709	5	3	3,269	52	43
1991	31,102	31	27	14,702	35	30	4,291	4	3	2,816	52	44
1992	29,670	30	25	14,540	33	28	3,980	3	2	2,435	49	40
1993	30,060	28	24	15,207	31	27	4,271	4	2	2,471	45	38
1994	30,103	28	24	16,235	29	25	4,592	3	2	2,330	41	33
1995	30,773	27	23	17,483	29	25	4,410	4	2	2,262	42	33
1996	30,595	27	23	18,118	28	24	4,703	3	2	2,175	43	35
1997	29,896	26	22	18,502	26	23	4,859	3	2	2,159	41	32
1998	28,907	26	21	19,247	26	22	4,905	2	1	2,333	41	34
1999	27,878	25	21	19,865	26	22	4,868	3	1	2,528	40	33
2000	27,661	28	24	20,393	26	22	4,948	3	1	2,971	40	32
2001	27,444	27	23	20,704	27	23	4,779	2	1	3,261	37	29
2002	27,236	27	22	21,562	27	23	4,550	3	2	3,363	39	31
2003	26,422	26	22	22,172	25	22	4,658	2	1	3,800	36	29
2004	25,393	26	22	22,217	25	21	4,799	2	1	4,095	34	27

Note: NHTSA estimates alcohol involvement 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 = .08+ by Vehicle Type, 1982-2004

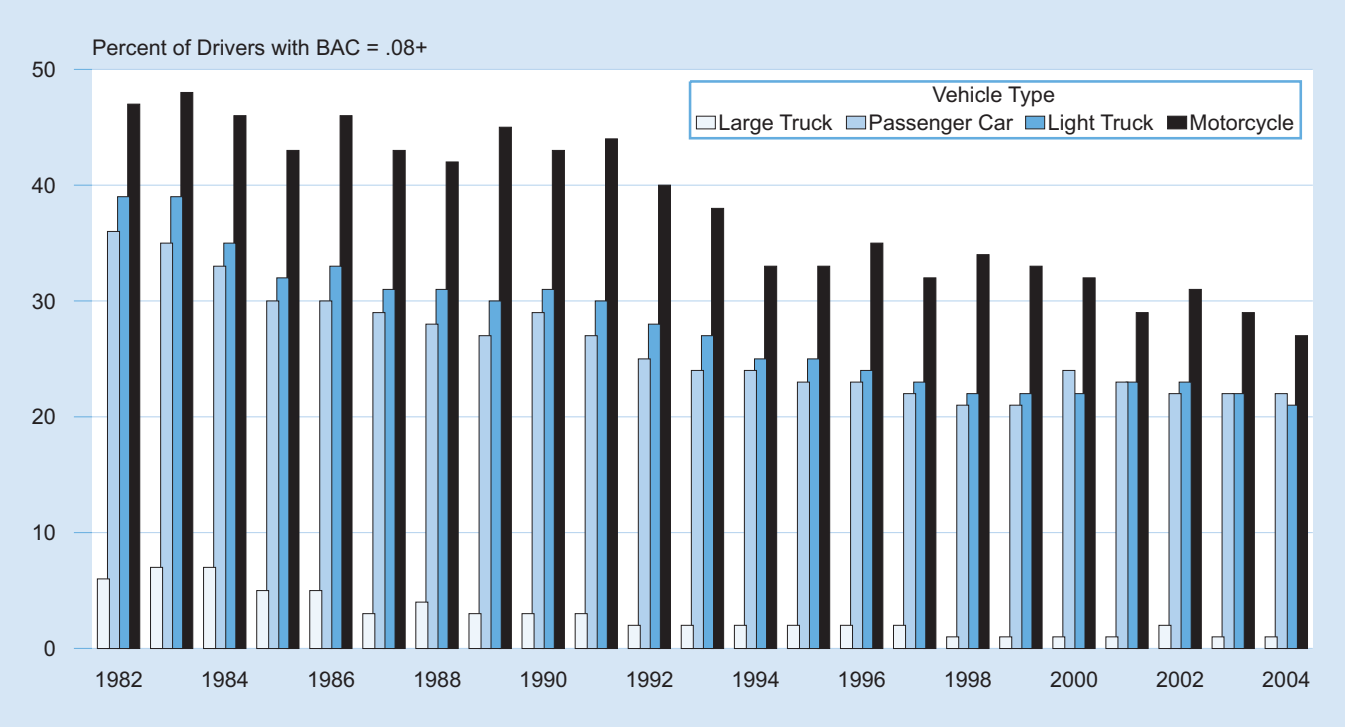


Table 18

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Age, 1982-2004

Year	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent BAC = .08+	Total	Percent BAC = .01+	Percent BAC = .08+
	Age								
	<16 Years			16-20 Years			21-24 Years		
1982	412	20	17	9,858	45	36	9,018	53	46
1983	416	19	16	9,334	43	35	8,432	53	46
1984	446	20	15	9,804	40	31	8,963	52	44
1985	479	21	15	9,386	35	26	9,046	47	40
1986	504	22	15	10,163	37	28	9,129	49	41
1987	469	20	14	9,910	33	25	8,808	47	39
1988	448	17	12	10,171	33	25	8,555	47	39
1989	402	15	11	9,442	30	23	7,723	45	38
1990	409	19	14	8,821	33	25	7,195	46	39
1991	364	18	11	8,002	30	23	6,748	45	38
1992	350	18	11	7,192	27	21	6,323	42	35
1993	383	14	9	7,256	24	18	6,406	40	34
1994	397	16	12	7,723	24	18	6,291	39	33
1995	410	14	9	7,725	21	16	6,263	38	32
1996	413	13	9	7,824	23	17	6,205	38	31
1997	345	11	8	7,719	22	17	5,705	36	30
1998	361	15	11	7,767	22	17	5,613	37	32
1999	333	13	10	7,985	22	17	5,639	38	31
2000	320	15	10	8,024	24	18	5,950	38	32
2001	293	16	12	7,992	23	18	6,037	39	33
2002	335	13	9	8,128	23	18	6,316	39	33
2003	345	13	9	7,744	24	19	6,276	38	32
2004	344	13	10	7,709	22	17	6,382	38	32
	25-34 Years			35-44 Years			45-54 Years		
1982	14,787	46	41	7,984	38	33	4,980	32	28
1983	14,470	46	41	8,068	37	33	4,992	29	25
1984	15,233	44	39	8,563	35	31	5,084	28	24
1985	15,257	42	37	8,892	32	29	5,150	26	22
1986	16,179	43	38	9,240	33	29	5,077	26	22
1987	16,562	43	37	9,778	32	28	5,470	23	20
1988	16,398	42	36	10,077	32	28	5,761	23	20
1989	15,928	40	35	10,106	32	28	6,038	24	21
1990	15,764	43	37	10,177	33	30	5,867	24	20
1991	14,151	41	36	9,482	32	28	5,458	23	20
1992	13,049	40	35	9,284	31	27	5,672	22	19
1993	13,038	37	32	9,738	30	27	5,970	21	18
1994	12,891	36	31	9,951	29	26	6,493	21	18
1995	13,048	35	30	10,677	30	26	6,815	21	18
1996	12,889	34	30	10,955	29	25	7,127	21	18
1997	12,453	32	27	10,904	29	26	7,522	20	17
1998	11,925	32	28	11,241	28	24	7,690	21	18
1999	11,763	32	28	11,059	28	25	7,708	20	17
2000	11,739	33	28	11,132	30	26	8,234	22	18
2001	11,584	32	28	11,261	29	25	8,346	22	19
2002	11,483	33	29	10,973	29	26	8,558	22	19
2003	11,288	31	27	11,053	28	24	9,024	22	19
2004	11,179	31	27	10,682	26	23	9,102	21	19
	55-64 Years			65-74 Years			>74 Years		
1982	3,941	25	21	2,343	17	14	1,551	11	8
1983	3,862	23	20	2,434	14	12	1,592	10	8
1984	4,059	22	18	2,620	16	13	1,696	10	7
1985	4,112	19	16	2,650	14	11	1,829	8	5
1986	4,019	20	16	2,844	14	11	2,037	8	5
1987	4,223	18	15	2,987	13	10	2,091	7	5
1988	4,320	18	15	3,079	14	10	2,297	8	5
1989	4,202	17	15	3,107	12	9	2,324	7	5
1990	4,068	17	14	3,161	12	9	2,340	8	5
1991	3,695	16	13	3,017	12	9	2,454	7	4
1992	3,688	16	13	3,024	12	9	2,450	6	4
1993	3,824	17	14	3,031	10	8	2,817	7	4
1994	3,828	15	12	3,194	11	9	2,867	6	4
1995	4,079	16	14	3,251	10	8	2,989	6	4
1996	4,237	15	12	3,319	11	8	3,068	6	5
1997	4,394	14	11	3,401	10	8	3,314	6	4
1998	4,478	14	11	3,399	9	7	3,291	6	4
1999	4,608	14	11	3,251	10	7	3,346	6	4
2000	4,766	15	12	3,134	11	8	3,147	6	4
2001	4,714	14	12	3,156	9	7	3,290	6	4
2002	5,093	14	12	3,100	9	7	3,223	6	4
2003	5,455	14	11	3,116	10	8	3,329	6	5
2004	5,573	15	12	3,057	10	7	3,142	6	5

Note: NHTSA estimates alcohol involvement 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 = .08+ by Age, 1982-2004

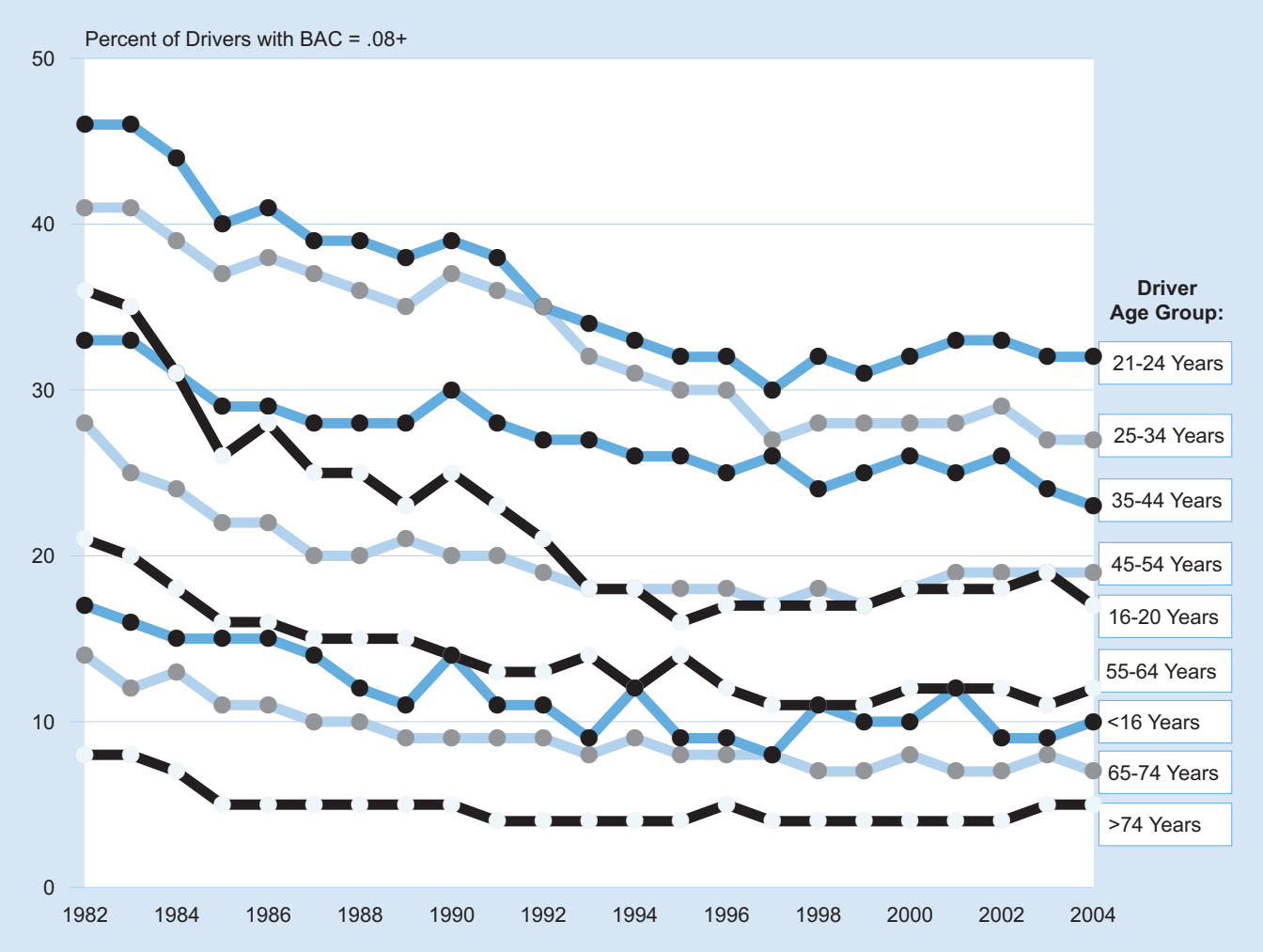


Table 19

Drivers in Fatal Crashes by Blood Alcohol Concentration (BAC) and Survival Status, 1982-2004

Year	Driver Survival Status								All Drivers in Fatal Crashes			
	Surviving Drivers				Killed Drivers							
	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total	BAC = .00	BAC = .01-.07	BAC = .08+	Total
1982	22,187	1,615	7,537	31,339	11,015	1,537	12,139	24,690	33,202	3,152	19,676	**56,029**
1983	21,885	1,410	7,223	30,518	11,189	1,406	11,543	24,138	33,075	2,816	18,765	**54,656**
1984	23,367	1,620	6,936	31,923	12,477	1,614	11,499	25,589	35,843	3,234	18,435	**57,512**
1985	24,921	1,451	6,174	32,546	12,960	1,692	10,685	25,337	37,880	3,143	16,860	**57,883**
1986	25,265	1,758	6,681	33,705	13,343	1,878	11,409	26,630	38,608	3,636	18,091	**60,335**
1987	26,570	1,612	6,426	34,609	14,054	1,722	11,058	26,833	40,624	3,334	17,484	**61,442**
1988	27,270	1,565	6,165	35,000	14,418	1,732	11,103	27,253	41,688	3,297	17,268	**62,253**
1989	27,193	1,301	5,552	34,046	14,246	1,507	10,637	26,389	41,438	2,808	16,189	**60,435**
1990	25,582	1,469	6,092	33,143	13,858	1,497	10,395	25,750	39,440	2,966	16,487	**58,893**
1991	24,157	1,245	5,059	30,461	13,138	1,307	9,485	23,930	37,295	2,552	14,544	**54,391**
1992	23,678	1,172	4,467	29,317	12,906	1,226	8,452	22,584	36,584	2,398	12,919	**51,901**
1993	24,858	1,147	4,254	30,259	13,652	1,168	8,322	23,142	38,510	2,315	12,576	**53,401**
1994	25,331	1,078	4,449	30,858	14,612	1,166	7,913	23,691	39,943	2,244	12,362	**54,549**
1995	26,633	1,082	4,059	31,774	14,841	1,242	8,307	24,390	41,474	2,324	12,366	**56,164**
1996	27,158	1,136	4,173	32,467	15,134	1,225	8,175	24,534	42,292	2,361	12,348	**57,001**
1997	27,258	1,027	3,736	32,021	15,670	1,154	7,843	24,667	42,929	2,180	11,579	**56,688**
1998	27,026	1,108	3,727	31,861	15,738	1,171	7,834	24,743	42,764	2,279	11,561	**56,604**
1999	26,733	983	3,529	31,245	16,126	1,213	7,918	25,257	42,858	2,196	11,447	**56,502**
2000	26,527	1,092	4,094	31,713	16,116	1,285	8,167	25,567	42,643	2,376	12,261	**57,280**
2001	26,601	1,135	3,981	31,717	16,332	1,285	8,253	25,869	42,932	2,420	12,233	**57,586**
2002	26,524	1,040	3,889	31,454	16,863	1,281	8,515	26,659	43,388	2,321	12,405	**58,113**
2003	27,081	976	3,681	31,738	17,107	1,319	8,354	26,779	44,187	2,295	12,035	**58,517**
2004	26,834	955	3,535	31,324	17,294	1,206	8,256	26,756	44,128	2,161	11,791	**58,080**

Note: NHTSA estimates alcohol involvement 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), 1982-2004

Year	BAC = .00		BAC = .01-.07		BAC = .08+		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1982	3,132	51	321	5	2,701	44	**6,154**	**100**
1983	2,905	51	297	5	2,508	44	**5,710**	**100**
1984	3,159	53	283	5	2,465	42	**5,907**	**100**
1985	3,072	54	342	6	2,288	40	**5,702**	**100**
1986	3,104	54	334	6	2,264	40	**5,702**	**100**
1987	3,188	56	344	6	2,183	38	**5,715**	**100**
1988	3,364	58	287	5	2,173	37	**5,825**	**100**
1989	3,164	56	300	5	2,193	39	**5,658**	**100**
1990	3,185	57	260	5	2,150	38	**5,595**	**100**
1991	2,862	57	236	5	1,907	38	**5,005**	**100**
1992	2,712	56	231	5	1,868	39	**4,812**	**100**
1993	2,792	57	199	4	1,869	38	**4,860**	**100**
1994	2,782	59	230	5	1,725	36	**4,737**	**100**
1995	2,871	59	225	5	1,801	37	**4,896**	**100**
1996	2,749	58	212	4	1,816	38	**4,777**	**100**
1997	2,889	61	177	4	1,649	35	**4,715**	**100**
1998	2,743	59	248	5	1,689	36	**4,680**	**100**
1999	2,568	58	194	4	1,657	37	**4,419**	**100**
2000	2,535	59	213	5	1,541	36	**4,288**	**100**
2001	2,666	60	220	5	1,567	35	**4,453**	**100**
2002	2,670	60	193	4	1,589	36	**4,451**	**100**
2003	2,621	60	192	4	1,570	36	**4,383**	**100**
2004	2,529	59	204	5	1,539	36	**4,271**	**100**

Note: NHTSA estimates alcohol involvement 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, 1975-2004

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	24,166	50.1	19,427	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	25,313	52.3	18,286	37.8	4,799	9.9	**48,398**	**100.0**
1998	25,854	53.7	17,601	36.6	4,699	9.8	**48,154**	**100.0**
1999	25,498	53.4	17,693	37.1	4,552	9.5	**47,743**	**100.0**
2000	26,690	55.5	16,995	35.4	4,369	9.1	**48,054**	**100.0**
2001	27,222	56.5	16,528	34.3	4,398	9.1	**48,148**	**100.0**
2002	27,813	57.0	16,710	34.2	4,275	8.8	**48,798**	**100.0**
2003	28,822	59.3	15,491	31.9	4,281	8.8	**48,594**	**100.0**
2004	28,837	60.6	15,053	31.6	3,720	7.8	**47,610**	**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	3,136,000	79.4	366,000	9.3	445,000	11.3	**3,947,000**	**100.0**
1997	3,003,000	79.1	339,000	8.9	452,000	11.9	**3,794,000**	**100.0**
1998	2,863,000	79.5	309,000	8.6	428,000	11.9	**3,600,000**	**100.0**
1999	2,897,000	80.5	293,000	8.1	409,000	11.4	**3,598,000**	**100.0**
2000	2,959,000	82.2	252,000	7.0	390,000	10.8	**3,600,000**	**100.0**
2001	2,882,000	82.5	234,000	6.7	376,000	10.8	**3,491,000**	**100.0**
2002	2,787,000	83.5	208,000	6.2	343,000	10.3	**3,338,000**	**100.0**
2003	2,844,000	84.7	180,000	5.4	332,000	9.9	**3,356,000**	**100.0**
2004	2,785,000	86.2	138,000	4.3	307,000	9.5	**3,230,000**	**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	5,960,000	79.2	328,000	4.4	1,241,000	16.5	**7,529,000**	**100.0**
1997	5,841,000	78.9	311,000	4.2	1,255,000	16.9	**7,406,000**	**100.0**
1998	5,720,000	79.6	268,000	3.7	1,199,000	16.7	**7,187,000**	**100.0**
1999	5,637,000	81.3	236,000	3.4	1,058,000	15.3	**6,932,000**	**100.0**
2000	5,846,000	82.7	173,000	2.4	1,050,000	14.9	**7,069,000**	**100.0**
2001	5,897,000	83.6	161,000	2.3	1,000,000	14.2	**7,058,000**	**100.0**
2002	6,093,000	84.9	157,000	2.2	923,000	12.9	**7,173,000**	**100.0**
2003	6,042,000	84.7	135,000	1.9	960,000	13.4	**7,137,000**	**100.0**
2004	6,106,000	86.2	106,000	1.5	870,000	12.3	**7,083,000**	**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 or Injured, by Restraint Use, 1975-2004

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	9,642	31.2	18,636	60.3	2,623	8.5	**30,901**	**100.0**
1995	10,159	31.8	19,123	59.8	2,709	8.5	**31,991**	**100.0**
1996	10,716	33.0	18,848	58.1	2,873	8.9	**32,437**	**100.0**
1997	10,995	33.9	18,642	57.5	2,811	8.7	**32,448**	**100.0**
1998	11,213	35.2	18,022	56.5	2,664	8.4	**31,899**	**100.0**
1999	11,174	34.8	18,316	57.0	2,637	8.2	**32,127**	**100.0**
2000	11,787	36.6	17,810	55.3	2,628	8.2	**32,225**	**100.0**
2001	11,946	37.3	17,517	54.7	2,580	8.1	**32,043**	**100.0**
2002	12,533	38.2	17,797	54.2	2,513	7.7	**32,843**	**100.0**
2003	12,967	40.2	16,764	51.9	2,540	7.9	**32,271**	**100.0**
2004	13,146	41.5	16,364	51.6	2,183	6.9	**31,693**	**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	2,468,000	76.7	520,000	16.1	231,000	7.2	**3,220,000**	**100.0**
1997	2,369,000	76.5	475,000	15.3	251,000	8.1	**3,095,000**	**100.0**
1998	2,297,000	77.5	437,000	14.7	230,000	7.8	**2,964,000**	**100.0**
1999	2,328,000	78.0	420,000	14.1	237,000	7.9	**2,984,000**	**100.0**
2000	2,369,000	80.6	369,000	12.6	200,000	6.8	**2,938,000**	**100.0**
2001	2,249,000	80.7	324,000	11.6	214,000	7.7	**2,787,000**	**100.0**
2002	2,195,000	81.8	284,000	10.6	205,000	7.7	**2,684,000**	**100.0**
2003	2,204,000	83.3	248,000	9.4	193,000	7.3	**2,646,000**	**100.0**
2004	2,156,000	84.8	206,000	8.1	181,000	7.1	**2,543,000**	**100.0**

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

Chapter 2

CRASHES

CHAPTER 2 ■ CRASHES

This chapter presents statistics about police-reported motor vehicle crashes according to the most severe injury in the crash: **Fatal**, **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:

- Nearly 6.2 million police-reported motor vehicle crashes occurred in the United States in 2004. Almost one-third of these crashes resulted in an injury, with less than 1 percent of total crashes (38,253) resulting in a death.
- Midnight to 3 a.m. on Saturdays and Sundays proved to be the deadliest 3-hour periods throughout 2004, with 1,174 and 1,277 fatal crashes, respectively.
- Fifty-seven percent of fatal crashes involved only one vehicle, compared to 30 percent of injury crashes and 30 percent of property-damage-only crashes.
- More than half of fatal crashes occurred on roads with posted speed limits of 55 mph or more, while only 24 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 19 percent of all crashes, but they accounted for 43 percent of fatal crashes.
- Thirty-nine percent of fatal crashes involved alcohol. For fatal crashes occurring from midnight to 3 a.m., 76 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	2,935	1.34	147,000	67	413,000	189	**562,000**	**257**
February	2,591	1.23	144,000	68	332,000	158	**478,000**	**228**
March	2,869	1.16	154,000	62	336,000	135	**493,000**	**199**
April	3,015	1.22	150,000	61	320,000	130	**473,000**	**192**
May	3,426	1.35	160,000	63	335,000	132	**499,000**	**197**
June	3,320	1.31	157,000	62	342,000	135	**503,000**	**198**
July	3,490	1.33	155,000	59	333,000	127	**491,000**	**188**
August	3,584	1.38	157,000	61	325,000	125	**485,000**	**187**
September	3,233	1.35	156,000	65	337,000	141	**495,000**	**207**
October	3,417	1.36	162,000	64	375,000	149	**541,000**	**215**
November	3,102	1.30	158,000	66	399,000	167	**560,000**	**235**
December	3,271	1.34	164,000	67	434,000	178	**601,000**	**247**
Total	**38,253**	**1.31**	**1,862,000**	**64**	**4,281,000**	**146**	**6,181,000**	**211**

*Crashes per 100 million vehicle miles traveled.

Source: Vehicle miles traveled, Federal Highway Administration, *Traffic Volume Trends* (June 2005).

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	1,277	414	337	403	526	617	1,174	**4,748**
3 am to 6 am	690	340	283	290	355	379	700	**3,037**
6 am to 9 am	384	602	550	553	565	576	472	**3,702**
9 am to Noon	492	542	481	551	537	585	613	**3,801**
Noon to 3 pm	703	681	684	697	674	845	811	**5,095**
3 pm to 6 pm	947	842	796	836	855	992	957	**6,226**
6 pm to 9 pm	945	733	727	771	820	1,013	997	**6,006**
9 pm to Midnight	681	562	557	598	712	1,070	1,108	**5,288**
Unknown	75	32	34	31	39	52	70	**350**
Total	**6,194**	**4,748**	**4,449**	**4,730**	**5,083**	**6,129**	**6,902**	***38,253**
Injury Crashes								
Midnight to 3 am	24,000	9,000	6,000	7,000	10,000	13,000	23,000	**92,000**
3 am to 6 am	14,000	7,000	5,000	6,000	7,000	6,000	12,000	**57,000**
6 am to 9 am	11,000	44,000	42,000	40,000	39,000	34,000	18,000	**229,000**
9 am to Noon	24,000	35,000	35,000	37,000	36,000	38,000	36,000	**241,000**
Noon to 3 pm	40,000	49,000	49,000	51,000	51,000	60,000	50,000	**349,000**
3 pm to 6 pm	43,000	70,000	71,000	70,000	73,000	77,000	53,000	**458,000**
6 pm to 9 pm	34,000	37,000	38,000	41,000	34,000	51,000	37,000	**272,000**
9 pm to Midnight	17,000	18,000	19,000	24,000	22,000	34,000	28,000	**162,000**
Total	**207,000**	**270,000**	**266,000**	**277,000**	**271,000**	**313,000**	**258,000**	**1,862,000**
Property-Damage-Only Crashes								
Midnight to 3 am	47,000	18,000	17,000	18,000	23,000	27,000	45,000	**196,000**
3 am to 6 am	29,000	18,000	16,000	18,000	20,000	24,000	27,000	**151,000**
6 am to 9 am	30,000	97,000	101,000	100,000	98,000	92,000	42,000	**560,000**
9 am to Noon	48,000	91,000	85,000	85,000	81,000	101,000	82,000	**573,000**
Noon to 3 pm	82,000	124,000	126,000	109,000	116,000	137,000	109,000	**804,000**
3 pm to 6 pm	85,000	174,000	171,000	157,000	163,000	199,000	103,000	**1,051,000**
6 pm to 9 pm	65,000	84,000	85,000	87,000	79,000	109,000	83,000	**591,000**
9 pm to Midnight	42,000	44,000	41,000	47,000	53,000	66,000	62,000	**355,000**
Total	**428,000**	**651,000**	**642,000**	**619,000**	**633,000**	**755,000**	**553,000**	**4,281,000**
All Crashes								
Midnight to 3 am	73,000	28,000	24,000	25,000	34,000	40,000	69,000	**293,000**
3 am to 6 am	43,000	25,000	21,000	24,000	27,000	31,000	39,000	**211,000**
6 am to 9 am	42,000	142,000	143,000	141,000	138,000	127,000	61,000	**793,000**
9 am to Noon	72,000	127,000	121,000	122,000	117,000	139,000	119,000	**818,000**
Noon to 3 pm	123,000	174,000	175,000	161,000	167,000	198,000	159,000	**1,158,000**
3 pm to 6 pm	129,000	245,000	243,000	228,000	237,000	277,000	157,000	**1,516,000**
6 pm to 9 pm	100,000	122,000	124,000	128,000	114,000	160,000	122,000	**869,000**
9 pm to Midnight	60,000	63,000	61,000	71,000	76,000	100,000	91,000	**522,000**
Total	**641,000**	**925,000**	**913,000**	**900,000**	**909,000**	**1,074,000**	**818,000**	**6,181,000**

*Includes 18 fatal crashes that occurred on unknown days.

Figure 11

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

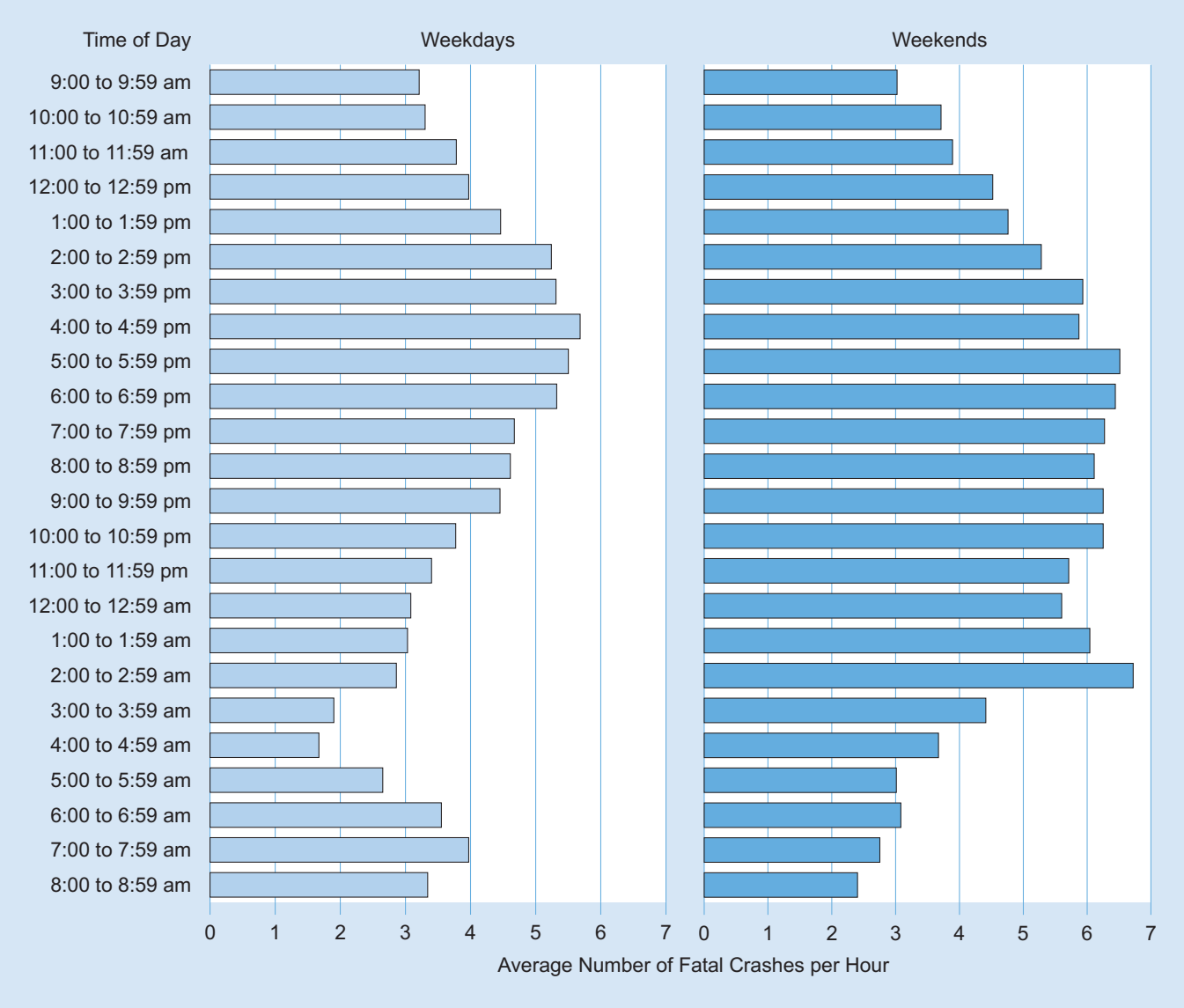


Table 25

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	16,826	5,331	9,728	1,321	33,274
Rain	1,556	524	948	124	3,156
Snow/Sleet	387	67	249	46	750
Other	263	106	366	71	808
Unknown	57	10	48	5	265
Total	**19,089**	**6,038**	**11,339**	**1,567**	***38,253**
Injury Crashes					
Normal	1,128,000	238,000	164,000	57,000	1,586,000
Rain	133,000	41,000	26,000	11,000	212,000
Snow/Sleet	28,000	9,000	9,000	2,000	49,000
Other	7,000	2,000	5,000	1,000	15,000
Total	**1,297,000**	**289,000**	**204,000**	**72,000**	**1,862,000**
Property-Damage-Only Crashes					
Normal	2,532,000	487,000	425,000	126,000	3,570,000
Rain	318,000	92,000	58,000	26,000	493,000
Snow/Sleet	95,000	35,000	33,000	11,000	174,000
Other	22,000	5,000	10,000	5,000	43,000
Total	**2,968,000**	**620,000**	**526,000**	**168,000**	**4,281,000**
All Crashes					
Normal	3,676,000	731,000	598,000	185,000	5,190,000
Rain	453,000	134,000	85,000	37,000	708,000
Snow/Sleet	124,000	44,000	43,000	13,000	224,000
Other	30,000	7,000	15,000	6,000	59,000
Total	**4,283,000**	**915,000**	**741,000**	**241,000**	**6,181,000**

*Includes 220 fatal crashes that occurred under unknown light conditions.

Table 26

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

Response Time (Minutes)	Time of Crash to EMS Notification		EMS Notification to EMS Arrival		EMS Arrival at Scene to Hospital Arrival		Time of Crash to Hospital Arrival	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Rural Fatal Crashes								
0 to 10	10,675	84.3	7,446	56.8	162	2.6	19	0.3
11 to 20	1,332	10.5	4,368	33.3	1,126	18.4	202	3.4
21 to 30	331	2.6	916	7.0	1,391	22.7	648	10.9
31 to 40	121	1.0	241	1.8	1,196	19.5	1,061	17.8
41 to 50	53	0.4	82	0.6	878	14.3	1,201	20.2
51 to 60	50	0.4	36	0.3	565	9.2	949	15.9
61 to 120	100	0.8	30	0.2	816	13.3	1,876	31.5
Total*	**12,662**	**100.0**	**13,119**	**100.0**	**6,134**	**100.0**	**5,956**	**100.0**
Urban Fatal Crashes								
0 to 10	7,542	93.1	6,878	86.9	235	6.3	46	1.2
11 to 20	395	4.9	890	11.2	1,135	30.6	447	12.1
21 to 30	77	1.0	103	1.3	1,140	30.7	1,032	28.0
31 to 40	32	0.4	26	0.3	621	16.7	889	24.1
41 to 50	11	0.1	8	0.1	298	8.0	630	17.1
51 to 60	11	0.1	4	0.1	136	3.7	315	8.5
61 to 120	29	0.4	8	0.1	150	4.0	332	9.0
Total*	**8,097**	**100.0**	**7,917**	**100.0**	**3,715**	**100.0**	**3,691**	**100.0**

*Includes crashes for which both times were known.

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	6,289	11,911	2,186	1,027	326	**21,739**
Multiple Vehicle	15,697	277	301	187	52	**16,514**
Total	**21,986**	**12,188**	**2,487**	**1,214**	**378**	**38,253**
Injury Crashes						
Single Vehicle	149,000	320,000	14,000	47,000	30,000	**560,000**
Multiple Vehicle	1,284,000	7,000	2,000	8,000	1,000	**1,302,000**
Total	**1,433,000**	**327,000**	**16,000**	**55,000**	**31,000**	**1,862,000**
Property-Damage-Only Crashes						
Single Vehicle	350,000	571,000	22,000	90,000	270,000	**1,304,000**
Multiple Vehicle	2,940,000	9,000	5,000	17,000	7,000	**2,977,000**
Total	**3,290,000**	**580,000**	**27,000**	**108,000**	**277,000**	**4,281,000**
All Crashes						
Single Vehicle	505,000	903,000	39,000	138,000	300,000	**1,885,000**
Multiple Vehicle	4,239,000	16,000	7,000	25,000	8,000	**4,296,000**
Total	**4,744,000**	**919,000**	**46,000**	**163,000**	**308,000**	**6,181,000**

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	25,388	77	164	1,665	**27,294**
Junction:					
Intersection	1,695	2,270	2,902	244	**7,111**
Intersection Related	635	506	258	109	**1,508**
Other/Unknown	1,810	44	63	423	**2,340**
Total	**29,528**	**2,897**	**3,387**	**2,441**	**38,253**
Injury Crashes					
Nonjunction	708,000	4,000	1,000	75,000	**786,000**
Junction:					
Intersection	87,000	250,000	174,000	20,000	**531,000**
Intersection Related	93,000	175,000	33,000	16,000	**317,000**
Other/Unknown	172,000	15,000	12,000	30,000	**228,000**
Total	**1,059,000**	**444,000**	**219,000**	**139,000**	**1,862,000**
Property-Damage-Only Crashes					
Nonjunction	1,778,000	11,000	1,000	174,000	**1,964,000**
Junction:					
Intersection	143,000	335,000	248,000	42,000	**768,000**
Intersection Related	211,000	478,000	111,000	56,000	**857,000**
Other/Unknown	499,000	57,000	39,000	98,000	**692,000**
Total	**2,632,000**	**881,000**	**398,000**	**369,000**	**4,281,000**
All Crashes					
Nonjunction	2,511,000	15,000	1,000	250,000	**2,777,000**
Junction:					
Intersection	232,000	588,000	425,000	62,000	**1,306,000**
Intersection Related	305,000	654,000	144,000	72,000	**1,175,000**
Other/Unknown	672,000	72,000	50,000	128,000	**923,000**
Total	**3,721,000**	**1,328,000**	**621,000**	**511,000**	**6,181,000**

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	2,854	13.1	1,046	6.3	**3,900**	**10.2**
35 or 40 mph	3,842	17.7	2,613	15.8	**6,455**	**16.9**
45 or 50 mph	3,692	17.0	3,409	20.6	**7,101**	**18.6**
55 mph	6,185	28.5	5,673	34.4	**11,858**	**31.0**
60 mph or higher	4,378	20.1	3,480	21.1	**7,858**	**20.5**
No Statutory Limit	102	0.5	21	0.1	**123**	**0.3**
Unknown	686	3.2	272	1.6	**958**	**2.5**
Total	**21,739**	**100.0**	**16,514**	**100.0**	**38,253**	**100.0**
Injury Crashes						
30 mph or less	143,000	25.5	245,000	18.8	**388,000**	**20.9**
35 or 40 mph	122,000	21.9	503,000	38.6	**625,000**	**33.6**
45 or 50 mph	89,000	16.0	304,000	23.4	**394,000**	**21.1**
55 mph	124,000	22.2	141,000	10.9	**266,000**	**14.3**
60 mph or higher	77,000	13.8	105,000	8.0	**182,000**	**9.8**
No Statutory Limit	3,000	0.5	4,000	0.3	**7,000**	**0.4**
Total	**560,000**	**100.0**	**1,302,000**	**100.0**	**1,862,000**	**100.0**
Property-Damage-Only Crashes						
30 mph or less	380,000	29.2	713,000	24.0	**1,094,000**	**25.5**
35 or 40 mph	206,000	15.8	1,063,000	35.7	**1,270,000**	**29.7**
45 or 50 mph	183,000	14.0	685,000	23.0	**868,000**	**20.3**
55 mph	331,000	25.4	268,000	9.0	**599,000**	**14.0**
60 mph or higher	183,000	14.0	232,000	7.8	**415,000**	**9.7**
No Statutory Limit	20,000	1.6	15,000	0.5	**36,000**	**0.8**
Total	**1,304,000**	**100.0**	**2,977,000**	**100.0**	**4,281,000**	**100.0**
All Crashes						
30 mph or less	526,000	27.9	960,000	22.3	**1,486,000**	**24.0**
35 or 40 mph	333,000	17.6	1,568,000	36.5	**1,901,000**	**30.8**
45 or 50 mph	276,000	14.6	993,000	23.1	**1,269,000**	**20.5**
55 mph	462,000	24.5	415,000	9.7	**877,000**	**14.2**
60 mph or higher	264,000	14.0	340,000	7.9	**605,000**	**9.8**
No Statutory Limit	24,000	1.3	19,000	0.4	**43,000**	**0.7**
Total	**1,885,000**	**100.0**	**4,296,000**	**100.0**	**6,181,000**	**100.0**

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	944	24.2	2,929	75.1	27	0.7	**3,900**	**100.0**
35 or 40 mph	1,951	30.2	4,463	69.1	41	0.6	**6,455**	**100.0**
45 or 50 mph	3,496	49.2	3,559	50.1	46	0.6	**7,101**	**100.0**
55 mph	9,646	81.3	2,121	17.9	91	0.8	**11,858**	**100.0**
60 mph or higher	5,484	69.8	2,347	29.9	27	0.3	**7,858**	**100.0**
No Statutory Limit	92	74.8	31	25.2	0	0.0	**123**	**100.0**
Unknown	352	36.7	584	61.0	22	2.3	**958**	**100.0**
Total	**21,965**	**57.4**	**16,034**	**41.9**	**254**	**0.7**	**38,253**	**100.0**

Figure 12

Percent of Fatal Crashes by Speed Limit and Land Use

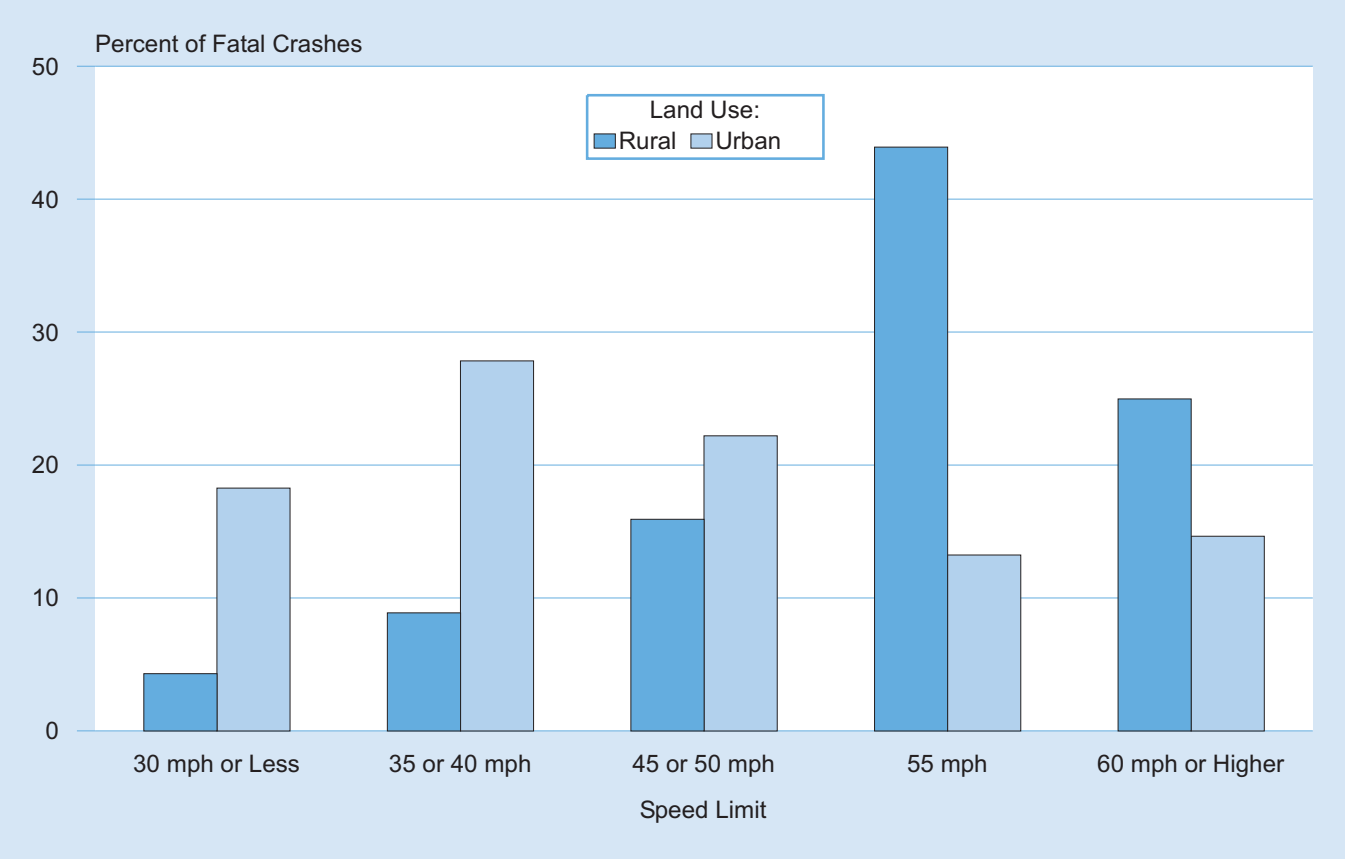


Table 31

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	34	52	89	369	**544**
Two Lanes	22,100	6,603	125	113	**28,941**
Three Lanes	392	2,241	65	5	**2,703**
Four Lanes	2,453	2,061	21	9	**4,544**
More Than Four	414	672	9	6	**1,101**
Unknown	84	73	8	255	**420**
Total	**25,477**	**11,702**	**317**	**757**	**38,253**
Injury Crashes					
One Lane	4,000	7,000	27,000	1,000	**39,000**
Two Lanes	584,000	179,000	15,000	16,000	**794,000**
Three Lanes	69,000	148,000	11,000	4,000	**232,000**
Four Lanes	123,000	93,000	5,000	3,000	**224,000**
More Than Four	163,000	46,000	2,000	4,000	**215,000**
Unknown	116,000	27,000	5,000	210,000	**358,000**
Total	**1,060,000**	**499,000**	**66,000**	**237,000**	**1,862,000**
Property-Damage-Only Crashes					
One Lane	20,000	19,000	89,000	1,000	**129,000**
Two Lanes	1,270,000	388,000	46,000	54,000	**1,758,000**
Three Lanes	147,000	282,000	33,000	13,000	**475,000**
Four Lanes	251,000	155,000	13,000	9,000	**428,000**
More Than Four	339,000	87,000	5,000	17,000	**448,000**
Unknown	261,000	90,000	23,000	668,000	**1,042,000**
Total	**2,289,000**	**1,022,000**	**210,000**	**761,000**	**4,281,000**
All Crashes					
One Lane	24,000	26,000	117,000	2,000	**169,000**
Two Lanes	1,876,000	574,000	62,000	70,000	**2,582,000**
Three Lanes	217,000	432,000	44,000	17,000	**710,000**
Four Lanes	376,000	250,000	18,000	12,000	**657,000**
More Than Four	503,000	133,000	7,000	20,000	**663,000**
Unknown	377,000	118,000	28,000	878,000	**1,400,000**
Total	**3,374,000**	**1,533,000**	**276,000**	**999,000**	**6,181,000**

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	8,257	21.6	607,000	32.6	1,203,000	28.1	**1,818,000**	**29.4**
Rear End	2,083	5.4	555,000	29.8	1,328,000	31.0	**1,886,000**	**30.5**
Sideswipe	811	2.1	57,000	3.1	354,000	8.3	**412,000**	**6.7**
Head On	4,144	10.8	62,000	3.3	50,000	1.2	**116,000**	**1.9**
Other/Unknown	156	0.4	*	*	3,000	0.1	**3,000**	**0.1**
Subtotal	*15,451*	*40.4*	*1,282,000*	*68.9*	*2,938,000*	*68.6*	***4,235,000***	***68.5***
Collision with Fixed Object:								
Pole/Post	1,785	4.7	67,000	3.6	140,000	3.3	**209,000**	**3.4**
Culvert/Curb/Ditch	2,549	6.7	62,000	3.3	125,000	2.9	**190,000**	**3.1**
Shrubbery/Tree	3,114	8.1	63,000	3.4	82,000	1.9	**148,000**	**2.4**
Guard Rail	1,079	2.8	31,000	1.7	90,000	2.1	**122,000**	**2.0**
Embankment	1,342	3.5	25,000	1.4	28,000	0.7	**55,000**	**0.9**
Bridge	333	0.9	6,000	0.3	12,000	0.3	**18,000**	**0.3**
Other/Unknown	1,804	4.7	71,000	3.8	158,000	3.7	**231,000**	**3.7**
Subtotal	*12,006*	*31.4*	*324,000*	*17.4*	*636,000*	*14.9*	***972,000***	***15.7***
Collision with Object Not Fixed:								
Parked Motor Vehicle	440	1.2	32,000	1.7	285,000	6.7	**318,000**	**5.1**
Animal	195	0.5	17,000	0.9	282,000	6.6	**300,000**	**4.8**
Pedestrian	4,312	11.3	60,000	3.2	2,000	*	**66,000**	**1.1**
Pedalcyclist	716	1.9	41,000	2.2	3,000	0.1	**44,000**	**0.7**
Train	210	0.5	1,000	*	1,000	*	**2,000**	*
Other/Unknown	296	0.8	8,000	0.4	33,000	0.8	**41,000**	**0.7**
Subtotal	*6,169*	*16.1*	*158,000*	*8.5*	*606,000*	*14.2*	***770,000***	***12.5***
Noncollision:								
Rollover	4,045	10.6	88,000	4.7	52,000	1.2	**144,000**	**2.3**
Other/Unknown	539	1.4	10,000	0.5	49,000	1.1	**59,000**	**1.0**
Subtotal	*4,584*	*12.0*	*97,000*	*5.2*	*101,000*	*2.4*	***203,000***	***3.3***
Total	****38,253**	**100.0**	**1,862,000**	**100.0**	**4,281,000**	**100.0**	**6,181,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 43 fatal crashes with an unknown first harmful event.

Table 33

Two-Vehicle Crashes by Vehicle Type and Crash Severity

Vehicle Type	Vehicle Type					
	Passenger Car	Light Truck	Large Truck	Motorcycle	Bus	Other/Unknown
Fatal Crashes (Total = 13,910)						
Passenger Car	2,403	4,732	1,569	731	72	147
Light Truck		1,621	1,094	868	46	145
Large Truck			112	153	7	35
Motorcycle				73	13	38
Bus					1	2
Other/Unknown						48
Injury Crashes (Total = 1,101,000)						
Passenger Car	397,000	451,000	33,000	18,000	6,000	2,000
Light Truck		154,000	19,000	12,000	3,000	2,000
Large Truck			2,000	*	*	*
Motorcycle				1,000	*	*
Property-Damage-Only Crashes (Total = 2,779,000)						
Passenger Car	902,000	1,193,000	129,000	6,000	22,000	4,000
Light Truck		426,000	70,000	3,000	8,000	3,000
Large Truck			10,000	*	2,000	*

*Less than 500.

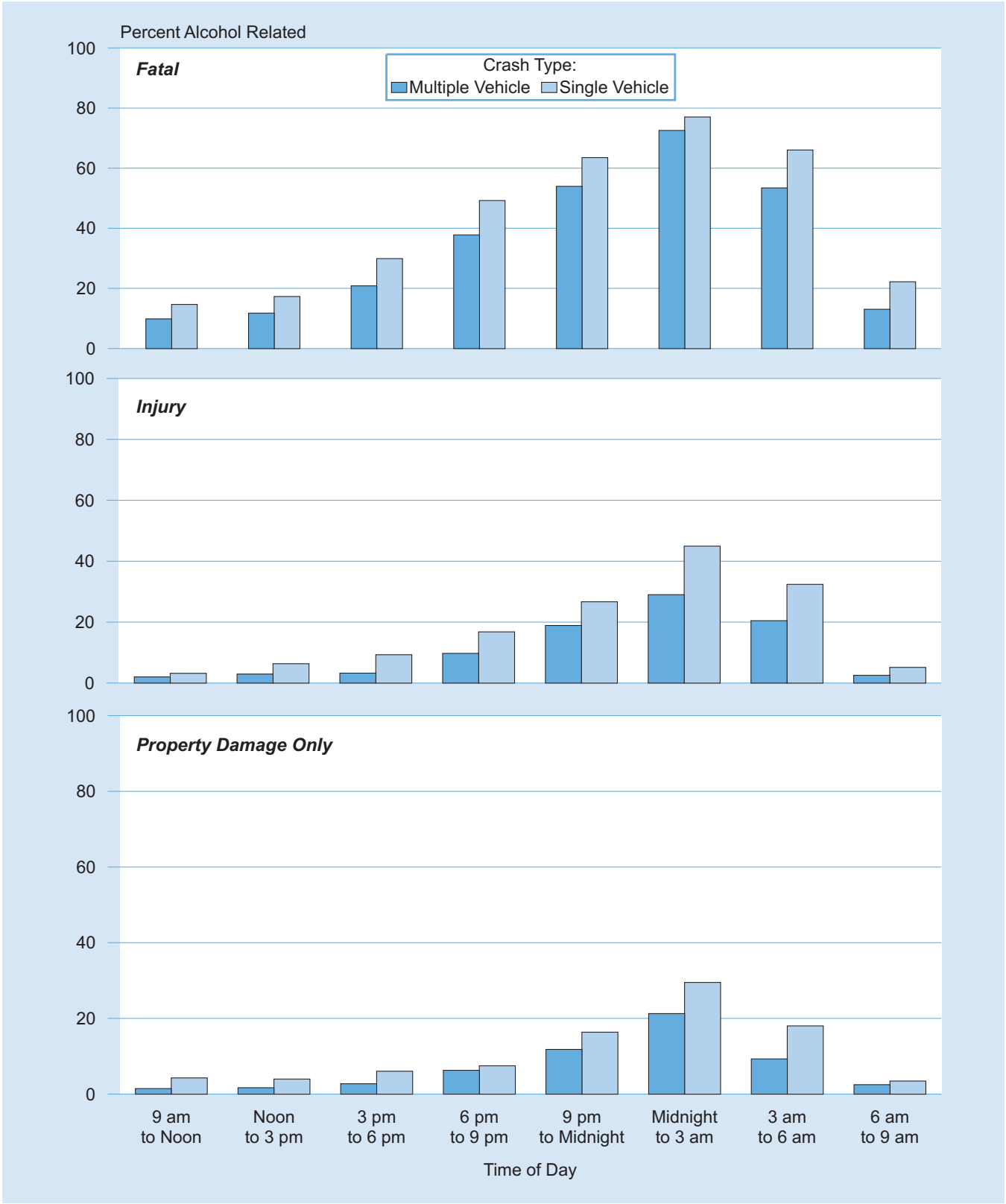
Table 34
Crashes and Percent Alcohol Related by Time of Day, Crash Type, and Crash Severity

Time of Day	Crash Type						Total		
	Single Vehicle			Multiple Vehicle					
	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related	Number	Alcohol Related	Percent Alcohol Related
Fatal Crashes*									
Midnight to 3 am	3,636	2,801	77	1,112	807	73	**4,748**	**3,608**	**76**
3 am to 6 am	2,153	1,422	66	884	473	53	**3,037**	**1,895**	**62**
6 am to 9 am	1,834	407	22	1,868	244	13	**3,702**	**651**	**18**
9 am to Noon	1,687	248	15	2,114	208	10	**3,801**	**456**	**12**
Noon to 3 pm	2,157	373	17	2,938	346	12	**5,095**	**720**	**14**
3 pm to 6 pm	2,863	857	30	3,363	701	21	**6,226**	**1,557**	**25**
6 pm to 9 pm	3,538	1,742	49	2,468	933	38	**6,006**	**2,675**	**45**
9 pm to Midnight	3,532	2,244	64	1,756	948	54	**5,288**	**3,192**	**60**
Unknown	339	213	63	11	2	15	**350**	**215**	**61**
Total	**21,739**	**10,307**	**47**	**16,514**	**4,661**	**28**	**38,253**	**14,968**	**39**
Injury Crashes**									
Midnight to 3 am	58,000	26,000	45	34,000	10,000	29	**92,000**	**36,000**	**39**
3 am to 6 am	38,000	12,000	32	19,000	4,000	20	**57,000**	**16,000**	**28**
6 am to 9 am	64,000	3,000	5	165,000	4,000	3	**229,000**	**7,000**	**3**
9 am to Noon	60,000	2,000	3	181,000	4,000	2	**241,000**	**6,000**	**2**
Noon to 3 pm	77,000	5,000	6	273,000	8,000	3	**349,000**	**13,000**	**4**
3 pm to 6 pm	103,000	10,000	9	355,000	12,000	3	**458,000**	**21,000**	**5**
6 pm to 9 pm	89,000	15,000	17	183,000	18,000	10	**272,000**	**33,000**	**12**
9 pm to Midnight	70,000	19,000	27	92,000	17,000	19	**162,000**	**36,000**	**22**
Total	**560,000**	**92,000**	**16**	**1,302,000**	**76,000**	**6**	**1,862,000**	**168,000**	**9**
Property-Damage-Only Crashes**									
Midnight to 3 am	136,000	40,000	30	60,000	13,000	21	**196,000**	**53,000**	**27**
3 am to 6 am	117,000	21,000	18	34,000	3,000	9	**151,000**	**24,000**	**16**
6 am to 9 am	180,000	6,000	3	379,000	10,000	3	**560,000**	**16,000**	**3**
9 am to Noon	134,000	6,000	4	439,000	6,000	1	**573,000**	**12,000**	**2**
Noon to 3 pm	147,000	6,000	4	657,000	11,000	2	**804,000**	**17,000**	**2**
3 pm to 6 pm	186,000	11,000	6	865,000	24,000	3	**1,051,000**	**35,000**	**3**
6 pm to 9 pm	213,000	16,000	7	378,000	24,000	6	**591,000**	**40,000**	**7**
9 pm to Midnight	189,000	31,000	16	165,000	20,000	12	**355,000**	**51,000**	**14**
Total	**1,304,000**	**138,000**	**11**	**2,977,000**	**110,000**	**4**	**4,281,000**	**247,000**	**6**

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or higher.
**Police-reported alcohol involvement.

Figure 13

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



Chapter 3

VEHICLES

CHAPTER 3 ■ VEHICLES

Statistics about the vehicles involved in police-reported motor vehicle crashes are presented in this chapter, according to six major vehicle types: Passenger Cars, Light Trucks (including pickups, vans, and utility vehicles with a 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:

- Nearly 95 percent of the 11 million vehicles involved in motor vehicle crashes in 2004 were passenger cars or light trucks.
- Large trucks accounted for 8 percent of the vehicles in fatal crashes, but only 3 percent of the vehicles involved in injury and 4 percent of the vehicles involved in property-damage-only crashes. Of the 4,862 large trucks involved in fatal crashes, 74 percent were combination trucks.
- The proportion of vehicles that rolled over in fatal crashes (20.5 percent) was 4 times as high as the proportion in injury crashes (5.0 percent) and 16 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: 36.2 percent in fatal crashes, 9.6 percent in injury crashes, and 2.4 percent in property-damage-only crashes.
- Fires occurred in 0.1 percent of the vehicles involved in all traffic crashes in 2004. 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, turning left for injury crashes, and stopped in traffic lane for property-damage-only crashes.
- Motorcycles in fatal crashes had the highest proportion of collisions with fixed objects (26.4 percent), and buses in fatal crashes had the lowest proportion (2.2 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	25,507	43.7	1,990,000	58.3	4,216,000	56.3	**6,232,000**	**56.8**
Light Truck	22,337	38.2	1,246,000	36.5	2,886,000	38.5	**4,154,000**	**37.9**
Large Truck	4,862	8.3	87,000	2.5	324,000	4.3	**416,000**	**3.8**
Motorcycle	4,100	7.0	70,000	2.1	13,000	0.2	**88,000**	**0.8**
Bus	275	0.5	13,000	0.4	39,000	0.5	**52,000**	**0.5**
Other	635	1.1	9,000	0.3	10,000	0.1	**20,000**	**0.2**
Total	***58,414**	**100.0**	**3,415,000**	**100.0**	**7,489,000**	**100.0**	**10,962,000**	**100.0**

*Includes 698 vehicles of unknown type involved in fatal crashes.

Figure 14

Proportion of Vehicles Involved in Traffic Crashes

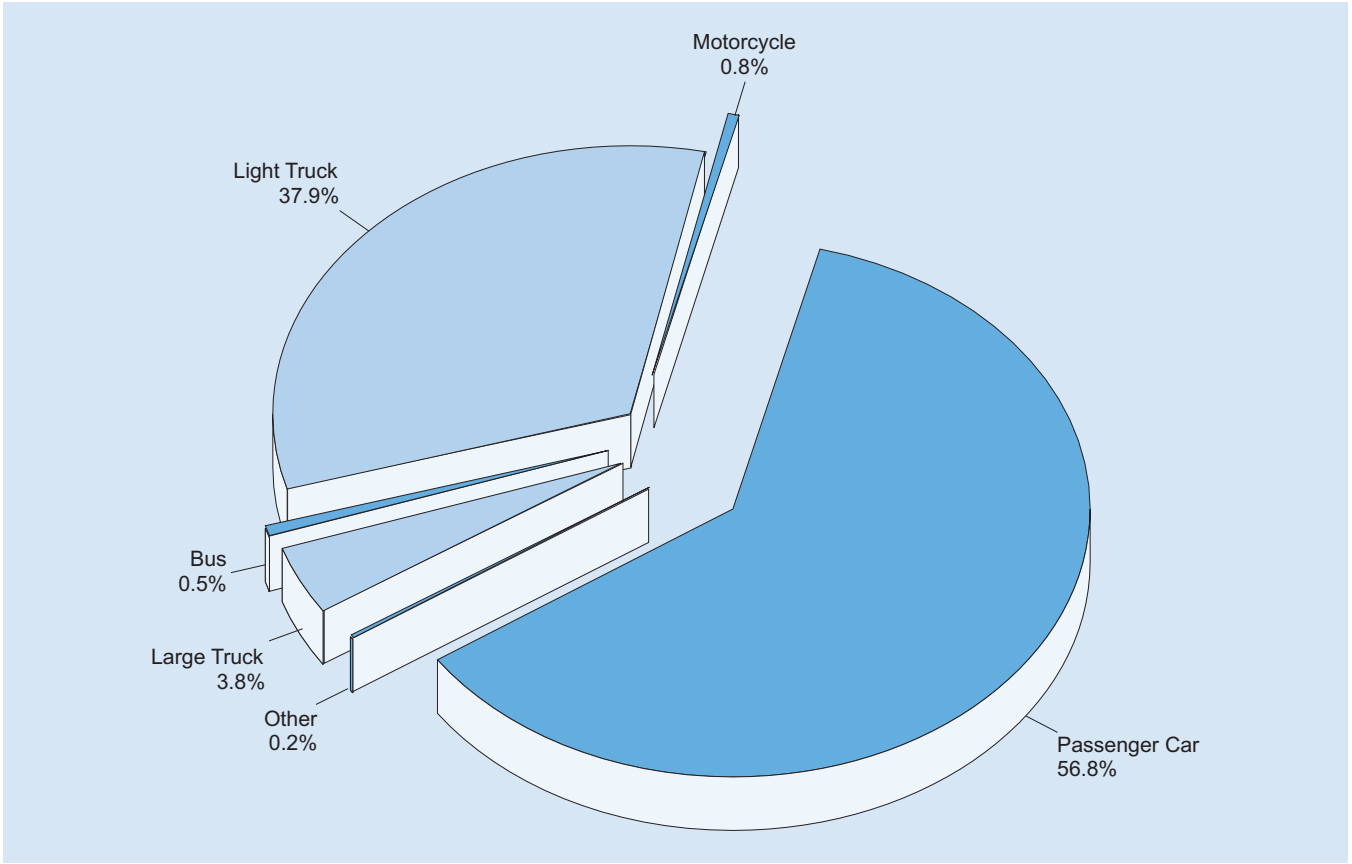


Table 36
Vehicles Involved in Fatal Crashes by Body Type

Body Type	Number	Percent
Passenger Cars	**25,507**	**43.7**
Convertible	394	0.7
2 Door Sedan, Hardtop, Coupe	5,300	9.1
3 Door/2 Door Hatchback	1,210	2.1
4 Door Sedan Hardtop	17,251	29.5
5 Door/4 Door Hatchback	188	0.3
Station Wagon	815	1.4
Hatchback, Doors Unknown	31	0.1
Other Auto	32	0.1
Unknown Auto	255	0.4
Auto-Based Pickup	31	0.1
Light Trucks	**22,337**	**38.2**
Compact Utility	6,021	10.3
Large Utility	1,284	2.2
Utility Station Wagon	463	0.8
Utility, Unknown Body Type	13	*
Minivan	2,561	4.4
Large Van	1,009	1.7
Step Van	52	0.1
Other Van Type	12	*
Unknown Van Type	37	0.1
Compact Pickup	3,530	6.0
Standard Pickup	7,142	12.2
Pickup with Camper	39	0.1
Convertible Pickup	1	*
Unknown Pickup Style Truck	61	0.1
Cab Chassis-Based Light Truck	104	0.2
Unknown Light Vehicle Type	7	*
Unknown Truck	1	*
Large Trucks	**4,862**	**8.3**
Step Van	20	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	158	0.3
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	290	0.5
Single Unit Heavy Truck (GVWR > 26,000 lb)	875	1.5
Single Unit Truck, Unknown GVWR	11	*
Truck Tractor	3,446	5.9
Medium/Heavy Pickup (Ford Super Duty 450/550)	30	0.1
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	3	*
Unknown Heavy Truck (GVWR > 26,000 lb)	5	*
Unknown Large Truck Type	23	*
Unknown Truck	1	*
Motorcycles	**4,100**	**7.0**
Motorcycle	3,894	6.7
Moped	48	0.1
Three Wheel Motorcycle or Moped	9	*
Off-Road Motorcycle (Two Wheel)	81	0.1
Other Motorcycle/Minibike	46	0.1
Unknown Motorcycle	22	*
Buses	**275**	**0.5**
School Bus	111	0.2
Cross Country/Intercity Bus	36	0.1
Transit Bus	82	0.1
Other Bus	26	*
Unknown Bus	20	*
Other Vehicles	**635**	**1.1**
Large Limousine	5	*
Light Truck-Based Motorhome	16	*
Medium/Heavy Truck-Based Motorhome	26	*
Unknown Truck Camper/Motorhome	31	0.1
All Terrain Vehicle	346	0.6
Snowmobile	30	0.1
Farm Equipment Except Trucks	87	0.1
Construction Equipment Except Trucks	26	*
Other Vehicle	68	0.1
Unknown Body Type	**698**	**1.2**
Total	**58,414**	**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	4,086	16.0	21,421	84.0	**25,507**	**100.0**
Light Truck						
Pickup	2,721	25.3	8,052	74.7	**10,773**	**100.0**
Utility	2,817	36.2	4,964	63.8	**7,781**	**100.0**
Van	633	17.2	3,038	82.8	**3,671**	**100.0**
Other	20	17.9	92	82.1	**112**	**100.0**
Large Truck	637	13.1	4,225	86.9	**4,862**	**100.0**
Bus	8	2.9	267	97.1	**275**	**100.0**
Other/Unknown	214	16.1	1,119	83.9	**1,333**	**100.0**
Total*	**11,136**	**20.5**	**43,178**	**79.5**	**54,314**	**100.0**
Injury Crashes						
Passenger Car	66,000	3.3	1,924,000	96.7	**1,990,000**	**100.0**
Light Truck						
Pickup	35,000	7.2	447,000	92.8	**482,000**	**100.0**
Utility	46,000	9.6	429,000	90.4	**475,000**	**100.0**
Van	10,000	4.0	249,000	96.0	**260,000**	**100.0**
Other	2,000	6.3	27,000	93.7	**29,000**	**100.0**
Large Truck	9,000	10.0	78,000	90.0	**87,000**	**100.0**
Bus	**	0.6	13,000	99.4	**13,000**	**100.0**
Other/Unknown	2,000	17.5	7,000	82.5	**9,000**	**100.0**
Total*	**169,000**	**5.0**	**3,176,000**	**95.0**	**3,344,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	39,000	0.9	4,178,000	99.1	**4,216,000**	**100.0**
Light Truck						
Pickup	22,000	1.9	1,140,000	98.1	**1,162,000**	**100.0**
Utility	26,000	2.4	1,059,000	97.6	**1,086,000**	**100.0**
Van	5,000	0.9	558,000	99.1	**564,000**	**100.0**
Other	1,000	1.5	73,000	98.5	**74,000**	**100.0**
Large Truck	6,000	1.9	318,000	98.1	**324,000**	**100.0**
Bus	**	**	39,000	100.0	**39,000**	**100.0**
Other/Unknown	**	2.2	10,000	97.8	**10,000**	**100.0**
Total*	**99,000**	**1.3**	**7,376,000**	**98.7**	**7,476,000**	**100.0**
All Crashes						
Passenger Car	108,000	1.7	6,123,000	98.3	**6,232,000**	**100.0**
Light Truck						
Pickup	59,000	3.6	1,595,000	96.4	**1,655,000**	**100.0**
Utility	75,000	4.8	1,494,000	95.2	**1,569,000**	**100.0**
Van	16,000	2.0	811,000	98.0	**827,000**	**100.0**
Other	3,000	2.9	101,000	97.1	**104,000**	**100.0**
Large Truck	15,000	3.7	401,000	96.3	**416,000**	**100.0**
Bus	**	0.2	52,000	99.8	**52,000**	**100.0**
Other/Unknown	2,000	9.8	18,000	90.2	**20,000**	**100.0**
Total*	**279,000**	**2.6**	**10,595,000**	**97.4**	**10,874,000**	**100.0**

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

Figure 15

Percent Rollover Occurrence by Vehicle Type and Crash Severity

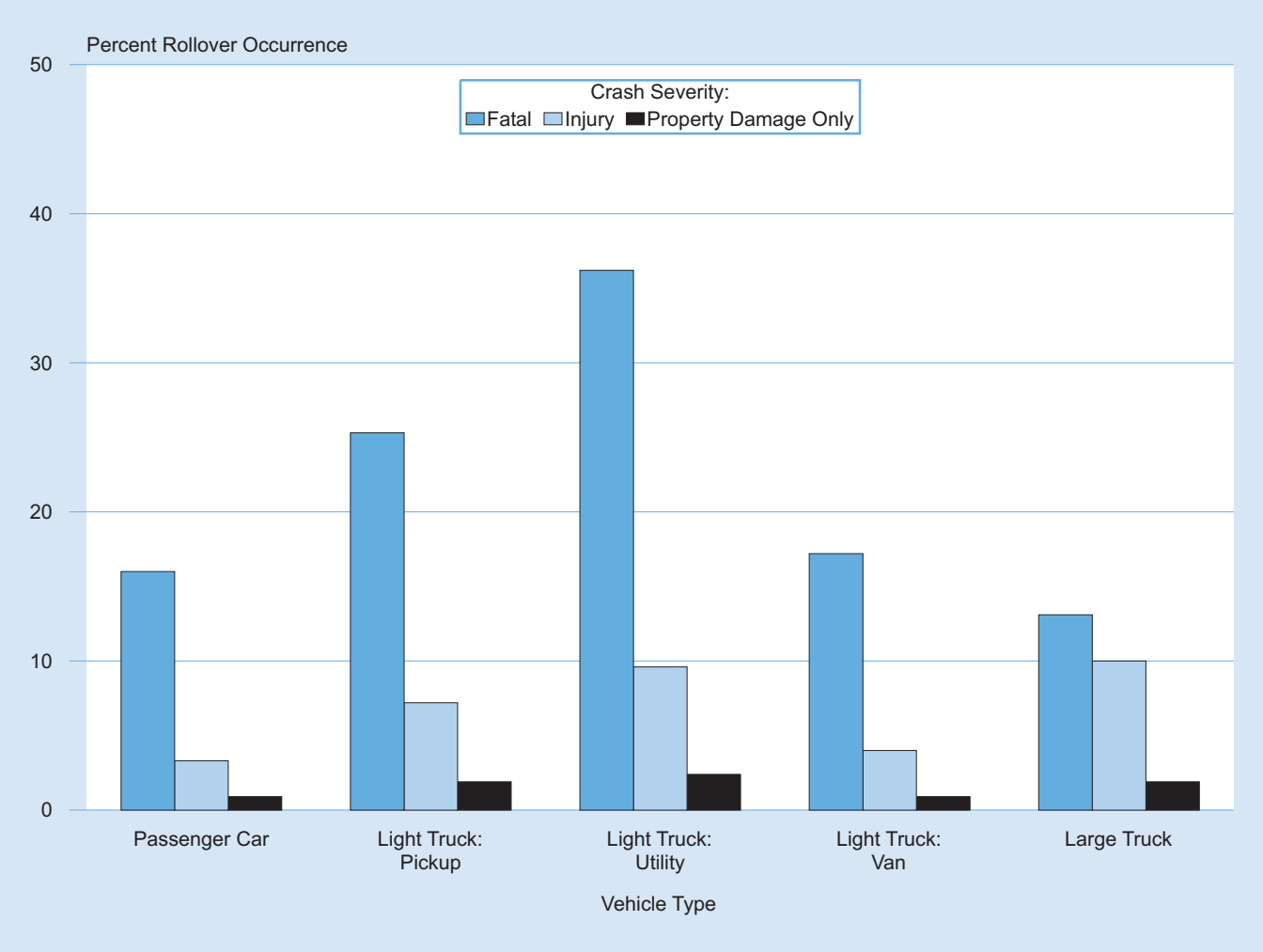


Table 38

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	693	2.7	24,814	97.3	**25,507**	**100.0**
Light Truck	564	2.5	21,773	97.5	**22,337**	**100.0**
Large Truck	283	5.8	4,579	94.2	**4,862**	**100.0**
Motorcycle	66	1.6	4,034	98.4	**4,100**	**100.0**
Bus	1	0.4	274	99.6	**275**	**100.0**
Other/Unknown	14	1.1	1,319	98.9	**1,333**	**100.0**
Total	**1,621**	**2.8**	**56,793**	**97.2**	**58,414**	**100.0**
Injury Crashes						
Passenger Car	2,000	0.1	1,987,000	99.9	**1,990,000**	**100.0**
Light Truck	2,000	0.1	1,244,000	99.9	**1,246,000**	**100.0**
Large Truck	*	0.3	86,000	99.7	**87,000**	**100.0**
Motorcycle	*	0.2	70,000	99.8	**70,000**	**100.0**
Bus	*	*	13,000	100.0	**13,000**	**100.0**
Other/Unknown	*	0.6	9,000	99.4	**9,000**	**100.0**
Total	**5,000**	**0.1**	**3,410,000**	**99.9**	**3,415,000**	**100.0**
Property-Damage-Only Crashes						
Passenger Car	3,000	0.1	4,213,000	99.9	**4,216,000**	**100.0**
Light Truck	2,000	0.1	2,883,000	99.9	**2,886,000**	**100.0**
Large Truck	1,000	0.4	323,000	99.6	**324,000**	**100.0**
Motorcycle	*	*	13,000	100.0	**13,000**	**100.0**
Bus	*	*	39,000	100.0	**39,000**	**100.0**
Other/Unknown	*	2.2	10,000	97.8	**10,000**	**100.0**
Total	**7,000**	**0.1**	**7,482,000**	**99.9**	**7,489,000**	**100.0**
All Crashes						
Passenger Car	6,000	0.1	6,225,000	99.9	**6,232,000**	**100.0**
Light Truck	5,000	0.1	4,149,000	99.9	**4,154,000**	**100.0**
Large Truck	2,000	0.4	414,000	99.6	**416,000**	**100.0**
Motorcycle	*	0.2	87,000	99.8	**88,000**	**100.0**
Bus	*	*	52,000	100.0	**52,000**	**100.0**
Other/Unknown	*	1.4	20,000	98.6	**20,000**	**100.0**
Total	**13,000**	**0.1**	**10,948,000**	**99.9**	**10,962,000**	**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	34,276	69.2	1,531,000	55.5	3,321,000	48.5	**4,886,000**	**50.7**
Turning Left	2,984	6.0	350,000	12.7	673,000	9.8	**1,026,000**	**10.6**
Stopped in Traffic Lane	677	1.4	249,000	9.0	783,000	11.4	**1,033,000**	**10.7**
Turning Right	333	0.7	75,000	2.7	286,000	4.2	**361,000**	**3.7**
Slowed in Traffic Lane	364	0.7	134,000	4.9	429,000	6.3	**563,000**	**5.8**
Merging/Changing Lanes	1,004	2.0	60,000	2.2	285,000	4.2	**346,000**	**3.6**
Negotiating Curve	6,624	13.4	165,000	6.0	271,000	4.0	**442,000**	**4.6**
Backing Up	153	0.3	15,000	0.5	169,000	2.5	**184,000**	**1.9**
Passing Other Vehicle	996	2.0	30,000	1.1	117,000	1.7	**149,000**	**1.5**
Starting in Traffic Lane	433	0.9	73,000	2.7	195,000	2.9	**269,000**	**2.8**
Leaving Parking Space	33	0.1	14,000	0.5	97,000	1.4	**111,000**	**1.2**
Making U-Turn	205	0.4	17,000	0.6	34,000	0.5	**51,000**	**0.5**
Entering Parking Space	16	*	2,000	0.1	18,000	0.3	**20,000**	**0.2**
Disabled in Traffic Lane	22	*	2,000	0.1	7,000	0.1	**10,000**	**0.1**
Other Maneuver	1,001	2.0	38,000	1.4	155,000	2.3	**194,000**	**2.0**
Total	**49,559	**100.0**	**2,757,000**	**100.0**	**6,841,000**	**100.0**	**9,647,000**	**100.0**

*Less than 0.05 percent.

**Includes 438 vehicles involved in fatal crashes with unknown vehicle maneuver.

Table 40

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

Roadway Function Class	Crash Type				Total	
	Single Vehicle		Multiple Vehicle			
	Hazardous Cargo	Total	Hazardous Cargo	Total	Hazardous Cargo	Total
Rural Fatal Crashes						
Principal Arterial						
Interstate	8	1,675	44	2,452	**52**	**4,127**
Other	5	1,653	31	5,827	**36**	**7,480**
Minor Arterial	8	2,179	16	4,932	**24**	**7,111**
Major Collector	9	2,935	16	4,302	**25**	**7,237**
Minor Collector	1	1,115	5	1,065	**6**	**2,180**
Local Road or Street	3	2,920	6	1,758	**9**	**4,678**
Unknown Rural	1	164	0	106	**1**	**270**
Total	**35**	**12,641**	**118**	**20,442**	**153**	**33,083**
Urban Fatal Crashes						
Principal Arterial						
Interstate	7	1,271	18	2,424	**25**	**3,695**
Freeway/Expressway	1	815	4	1,608	**5**	**2,423**
Other	3	2,111	22	5,223	**25**	**7,334**
Minor Arterial	1	1,771	7	3,341	**8**	**5,112**
Collector	2	779	1	980	**3**	**1,759**
Local Road or Street	2	2,075	4	2,261	**6**	**4,336**
Unknown Urban	0	115	0	194	**0**	**309**
Total	**16**	**8,937**	**56**	**16,031**	**72**	**24,968**
All Fatal Crashes						
Principal Arterial						
Interstate	15	2,946	62	4,876	**77**	**7,822**
Freeway/Expressway	1	815	4	1,608	**5**	**2,423**
Other	8	3,764	53	11,050	**61**	**14,814**
Minor Arterial	9	3,950	23	8,273	**32**	**12,223**
Collector	12	4,829	22	6,347	**34**	**11,176**
Local Road or Street	5	4,995	10	4,019	**15**	**9,014**
Unknown Rural	1	164	0	106	**1**	**270**
Unknown Urban	0	115	0	194	**0**	**309**
Unknown Rural or Urban	0	161	0	202	**0**	**363**
Total	**51**	**21,739**	**174**	**36,675**	**225**	**58,414**

Figure 16

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

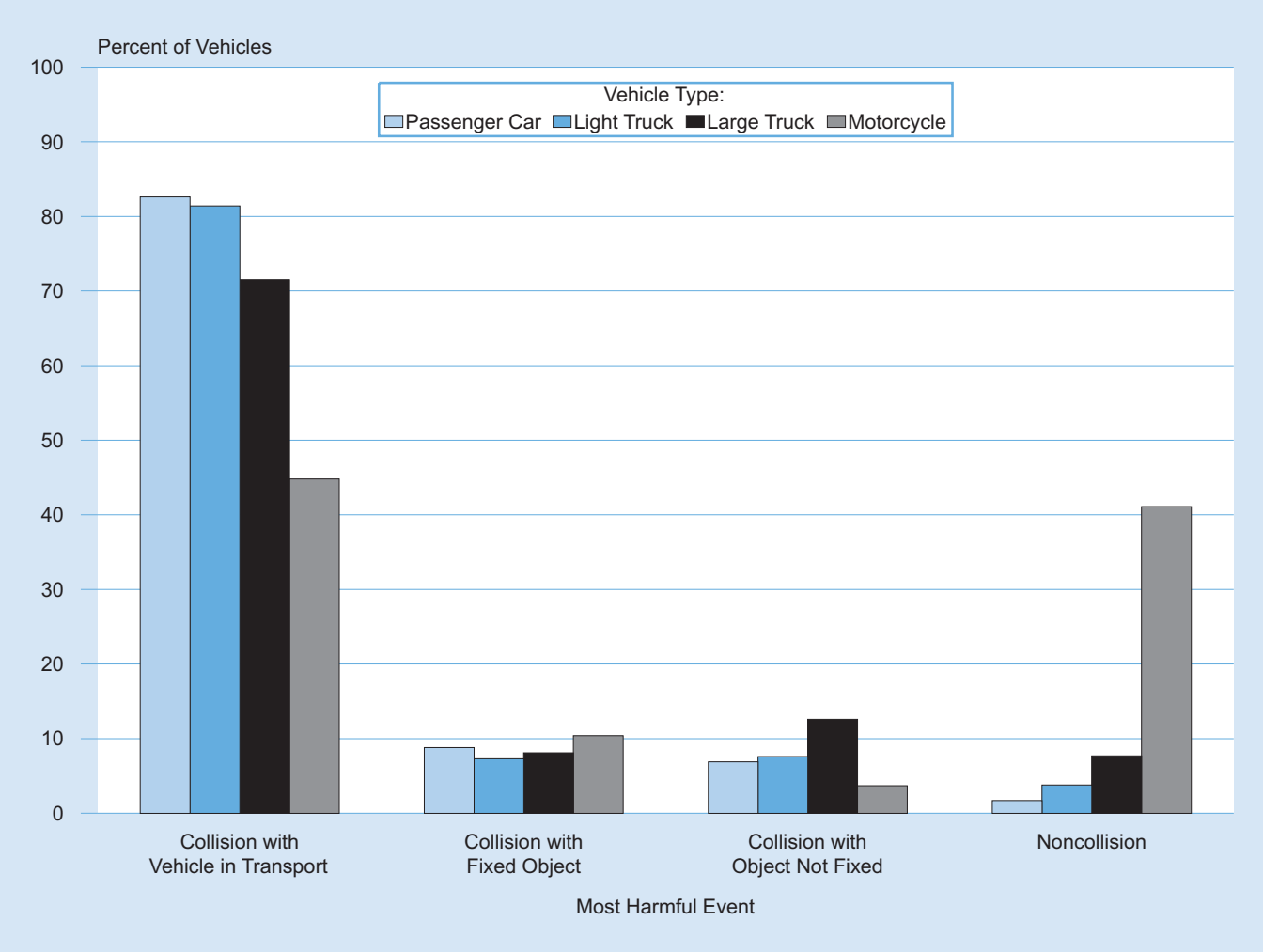
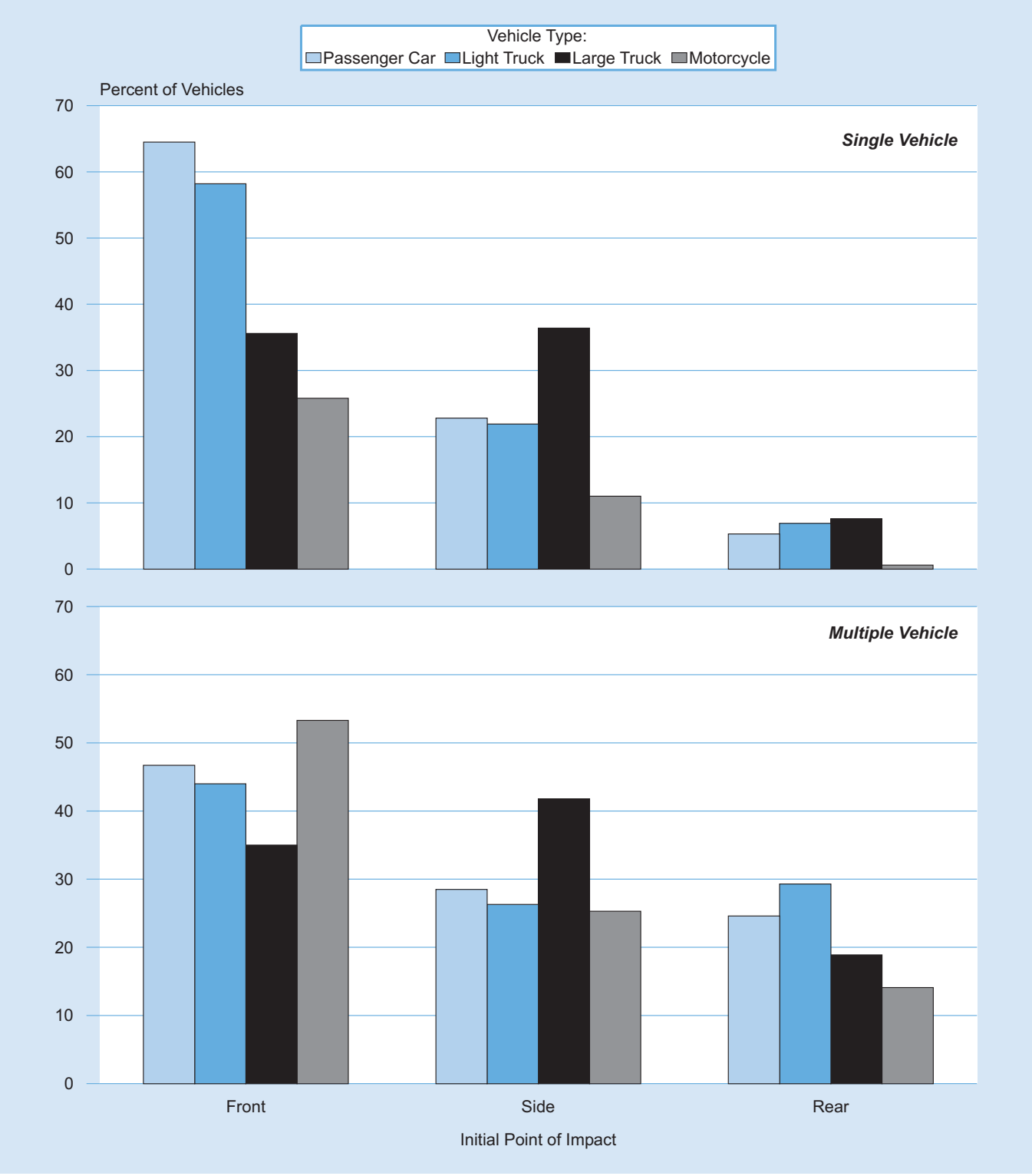


Figure 17

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	8,711	34.2	819,000	41.2	1,580,000	37.5	**2,408,000**	**38.6**
Left Side	2,613	10.2	219,000	11.0	551,000	13.1	**773,000**	**12.4**
Right Side	2,145	8.4	189,000	9.5	497,000	11.8	**689,000**	**11.1**
Rear	1,180	4.6	425,000	21.4	850,000	20.2	**1,276,000**	**20.5**
Other/Unknown	185	0.7	*	*	*	*	**1,000**	*
Subtotal	*14,834*	*58.2*	*1,653,000*	*83.1*	*3,479,000*	*82.5*	***5,147,000***	***82.6***
Collision with Fixed Object	**4,606**	**18.1**	**176,000**	**8.9**	**370,000**	**8.8**	**551,000**	**8.8**
Collision with Object Not Fixed:								
Nonmotorist	2,421	9.5	66,000	3.3	4,000	0.1	72,000	1.2
Other	462	1.8	37,000	1.8	319,000	7.6	356,000	5.7
Subtotal	*2,883*	*11.3*	*102,000*	*5.1*	*323,000*	*7.7*	***428,000***	***6.9***
Noncollision	**3,180**	**12.5**	**58,000**	**2.9**	**44,000**	**1.0**	**105,000**	**1.7**
Total	****25,507**	**100.0**	**1,990,000**	**100.0**	**4,216,000**	**100.0**	**6,232,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 4 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	6,051	63.5	209,000	67.5	443,000	63.2	**658,000**	**64.5**
Left Side	931	9.8	29,000	9.2	69,000	9.8	**98,000**	**9.6**
Right Side	845	8.9	38,000	12.2	96,000	13.7	**135,000**	**13.2**
Rear	256	2.7	8,000	2.7	45,000	6.4	**54,000**	**5.3**
Noncollision	713	7.5	21,000	6.9	24,000	3.4	**46,000**	**4.5**
Other/Unknown	735	7.7	4,000	1.4	24,000	3.4	**29,000**	**2.9**
Total	**9,531**	**100.0**	**309,000**	**100.0**	**702,000**	**100.0**	**1,020,000**	**100.0**
Multiple-Vehicle Crashes								
Front	9,327	58.4	830,000	49.4	1,596,000	45.4	**2,436,000**	**46.7**
Left Side	2,734	17.1	227,000	13.5	559,000	15.9	**788,000**	**15.1**
Right Side	2,271	14.2	195,000	11.6	501,000	14.2	**698,000**	**13.4**
Rear	1,315	8.2	427,000	25.4	852,000	24.2	**1,280,000**	**24.6**
Noncollision	11	0.1	1,000	*	4,000	0.1	**5,000**	**0.1**
Other/Unknown	318	2.0	1,000	*	3,000	0.1	**4,000**	**0.1**
Total	**15,976**	**100.0**	**1,681,000**	**100.0**	**3,515,000**	**100.0**	**5,211,000**	**100.0**
All Crashes								
Front	15,378	60.3	1,039,000	52.2	2,040,000	48.4	**3,094,000**	**49.7**
Left Side	3,665	14.4	255,000	12.8	628,000	14.9	**887,000**	**14.2**
Right Side	3,116	12.2	233,000	11.7	597,000	14.2	**833,000**	**13.4**
Rear	1,571	6.2	435,000	21.9	897,000	21.3	**1,334,000**	**21.4**
Noncollision	724	2.8	22,000	1.1	28,000	0.7	**51,000**	**0.8**
Other/Unknown	1,053	4.1	5,000	0.3	27,000	0.7	**34,000**	**0.5**
Total	**25,507**	**100.0**	**1,990,000**	**100.0**	**4,216,000**	**100.0**	**6,232,000**	**100.0**

*Less than 0.05 percent.

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	8,874	39.7	509,000	40.8	978,000	33.9	**1,495,000**	**36.0**
Left Side	1,185	5.3	123,000	9.9	326,000	11.3	**450,000**	**10.8**
Right Side	896	4.0	108,000	8.7	318,000	11.0	**426,000**	**10.3**
Rear	979	4.4	283,000	22.7	723,000	25.1	**1,007,000**	**24.2**
Other/Unknown	136	0.6	*	*	*	*	*	*
Subtotal	*12,070*	*54.0*	*1,023,000*	*82.1*	*2,344,000*	*81.2*	***3,379,000***	***81.4***
Collision with Fixed Object	**2,648**	**11.9**	**90,000**	**7.2**	**211,000**	**7.3**	**304,000**	**7.3**
Collision with Object Not Fixed:								
Nonmotorist	2,255	10.1	34,000	2.7	2,000	0.1	**38,000**	**0.9**
Other	362	1.6	17,000	1.3	259,000	9.0	**276,000**	**6.7**
Subtotal	*2,617*	*11.7*	*50,000*	*4.1*	*261,000*	*9.0*	***314,000***	***7.6***
Noncollision	**4,993**	**22.4**	**82,000**	**6.6**	**70,000**	**2.4**	**157,000**	**3.8**
Total	****22,337**	**100.0**	**1,246,000**	**100.0**	**2,886,000**	**100.0**	**4,154,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 9 light trucks involved in fatal crashes with unknown most harmful event.

Table 44

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

Initial Point of Impact	Crash Severity						Total	
	Fatal		Injury		Property Damage Only			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Single-Vehicle Crashes								
Front	5,106	58.1	112,000	57.5	295,000	58.5	**412,000**	**58.2**
Left Side	525	6.0	15,000	7.7	44,000	8.8	**60,000**	**8.5**
Right Side	569	6.5	25,000	12.6	70,000	13.9	**95,000**	**13.4**
Rear	139	1.6	4,000	2.2	45,000	8.8	**49,000**	**6.9**
Noncollision	1,798	20.5	38,000	19.4	41,000	8.2	**81,000**	**11.4**
Other/Unknown	653	7.4	1,000	0.5	9,000	1.8	**11,000**	**1.5**
Total	**8,790**	**100.0**	**195,000**	**100.0**	**505,000**	**100.0**	**708,000**	**100.0**
Multiple-Vehicle Crashes								
Front	9,631	71.1	515,000	49.0	991,000	41.6	**1,516,000**	**44.0**
Left Side	1,368	10.1	130,000	12.4	331,000	13.9	**463,000**	**13.4**
Right Side	1,065	7.9	116,000	11.1	325,000	13.6	**442,000**	**12.8**
Rear	1,224	9.0	285,000	27.2	724,000	30.4	**1,011,000**	**29.3**
Noncollision	23	0.2	3,000	0.3	9,000	0.4	**12,000**	**0.4**
Other/Unknown	236	1.7	*	*	2,000	0.1	**2,000**	**0.1**
Total	**13,547**	**100.0**	**1,051,000**	**100.0**	**2,381,000**	**100.0**	**3,446,000**	**100.0**
All Crashes								
Front	14,737	66.0	627,000	50.3	1,286,000	44.6	**1,928,000**	**46.4**
Left Side	1,893	8.5	146,000	11.7	375,000	13.0	**523,000**	**12.6**
Right Side	1,634	7.3	141,000	11.3	395,000	13.7	**537,000**	**12.9**
Rear	1,363	6.1	290,000	23.3	769,000	26.6	**1,060,000**	**25.5**
Noncollision	1,821	8.2	41,000	3.3	50,000	1.7	**93,000**	**2.2**
Other/Unknown	889	4.0	1,000	0.1	11,000	0.4	**13,000**	**0.3**
Total	**22,337**	**100.0**	**1,246,000**	**100.0**	**2,886,000**	**100.0**	**4,154,000**	**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	2,355	48.4	32,000	36.9	73,000	22.7	**108,000**	**25.9**
Left Side	350	7.2	11,000	12.9	47,000	14.6	**59,000**	**14.2**
Right Side	200	4.1	13,000	14.4	58,000	17.9	**71,000**	**17.0**
Rear	796	16.4	12,000	14.4	46,000	14.2	**59,000**	**14.3**
Other/Unknown	53	1.1	1,000	0.6	*	*	**1,000**	**0.2**
Subtotal	*3,754*	*77.2*	*69,000*	*79.2*	*225,000*	*69.4*	***297,000***	***71.5***
Collision with Fixed Object	**189**	**3.9**	**4,000**	**4.4**	**30,000**	**9.2**	**34,000**	**8.1**
Collision with Object Not Fixed:								
Nonmotorist	382	7.9	3,000	3.6	*	*	4,000	0.8
Other	60	1.2	1,000	1.5	48,000	14.7	49,000	11.8
Subtotal	*442*	*9.1*	*4,000*	*5.2*	*48,000*	*14.7*	***53,000***	***12.6***
Noncollision	**477**	**9.8**	**10,000**	**11.3**	**22,000**	**6.8**	**32,000**	**7.7**
Total	**4,862**	**100.0**	**87,000**	**100.0**	**324,000**	**100.0**	**416,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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	458	58.9	4,000	25.3	32,000	37.2	**36,000**	**35.6**
Left Side	31	4.0	1,000	5.8	7,000	8.3	**8,000**	**7.9**
Right Side	77	9.9	3,000	23.3	25,000	29.5	**29,000**	**28.4**
Rear	43	5.5	1,000	3.9	7,000	8.3	**8,000**	**7.6**
Noncollision	95	12.2	6,000	37.7	10,000	11.7	**16,000**	**15.5**
Other/Unknown	74	9.5	1,000	3.9	4,000	5.1	**5,000**	**4.9**
Total	**778**	**100.0**	**15,000**	**100.0**	**86,000**	**100.0**	**101,000**	**100.0**
Multiple-Vehicle Crashes								
Front	2,572	63.0	33,000	45.4	75,000	31.3	**110,000**	**35.0**
Left Side	386	9.5	11,000	15.9	48,000	20.2	**60,000**	**19.1**
Right Side	221	5.4	13,000	17.9	58,000	24.5	**72,000**	**22.8**
Rear	823	20.2	13,000	17.5	46,000	19.3	**60,000**	**18.9**
Noncollision	8	0.2	2,000	2.7	10,000	4.4	**12,000**	**3.9**
Other/Unknown	74	1.8	*	0.7	1,000	0.2	**1,000**	**0.4**
Total	**4,084**	**100.0**	**72,000**	**100.0**	**239,000**	**100.0**	**315,000**	**100.0**
All Crashes								
Front	3,030	62.3	36,000	41.9	107,000	32.9	**146,000**	**35.1**
Left Side	417	8.6	12,000	14.2	55,000	17.1	**68,000**	**16.4**
Right Side	298	6.1	16,000	18.8	84,000	25.8	**100,000**	**24.1**
Rear	866	17.8	13,000	15.2	53,000	16.4	**67,000**	**16.2**
Noncollision	103	2.1	8,000	8.7	20,000	6.3	**28,000**	**6.7**
Other/Unknown	148	3.0	1,000	1.2	5,000	1.5	**6,000**	**1.5**
Total	**4,862**	**100.0**	**87,000**	**100.0**	**324,000**	**100.0**	**416,000**	**100.0**

*Less than 500.

Table 47

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

Truck Type	Rollover Occurrence				Total	
	Yes		No			
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Single-Unit Truck	190	15.3	1,053	84.7	**1,243**	**100.0**
Combination Truck	447	12.4	3,172	87.6	**3,619**	**100.0**
Total	**637**	**13.1**	**4,225**	**86.9**	**4,862**	**100.0**
Injury Crashes						
Single-Unit Truck	4,000	9.7	36,000	90.3	**39,000**	**100.0**
Combination Truck	5,000	10.2	43,000	89.8	**47,000**	**100.0**
Total	**9,000**	**10.0**	**78,000**	**90.0**	**87,000**	**100.0**
Property-Damage-Only Crashes						
Single-Unit Truck	2,000	1.6	154,000	98.4	**156,000**	**100.0**
Combination Truck	4,000	2.1	164,000	97.9	**168,000**	**100.0**
Total	**6,000**	**1.9**	**318,000**	**98.1**	**324,000**	**100.0**
All Crashes						
Single-Unit Truck	6,000	3.3	191,000	96.7	**197,000**	**100.0**
Combination Truck	9,000	4.0	210,000	96.0	**219,000**	**100.0**
Total	**15,000**	**3.7**	**401,000**	**96.3**	**416,000**	**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	248	7.9	2,899	92.1	**3,147**	**100.0**
Two or More	24	14.0	147	86.0	**171**	**100.0**
Unknown Number	0	0.0	1	100.0	**1**	**100.0**
Total	**272**	**8.2**	**3,047**	**91.8**	**3,319**	**100.0**
Injury Crashes						
One	2,000	3.9	38,000	96.1	**40,000**	**100.0**
Two or More	*	15.2	1,000	84.8	**2,000**	**100.0**
Unknown Number	*	14.2	*	85.8	*	**100.0**
Total	**2,000**	**4.4**	**40,000**	**95.6**	**41,000**	**100.0**
Property-Damage-Only Crashes						
One	3,000	2.5	128,000	97.5	**131,000**	**100.0**
Two or More	*	1.0	3,000	99.0	**3,000**	**100.0**
Unknown Number	*	*	1,000	100.0	**1,000**	**100.0**
Total	**3,000**	**2.4**	**131,000**	**97.6**	**135,000**	**100.0**
All Crashes						
One	5,000	2.9	169,000	97.1	**174,000**	**100.0**
Two or More	*	5.9	5,000	94.1	**5,000**	**100.0**
Unknown Number	*	3.0	1,000	97.0	**1,000**	**100.0**
Total	**5,000**	**3.0**	**174,000**	**97.0**	**179,000**	**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	1,602	39.1	18,000	25.0	4,000	28.5	**23,000**	**26.2**
Left Side	173	4.2	4,000	5.2	1,000	9.4	**5,000**	**5.8**
Right Side	135	3.3	4,000	5.2	1,000	6.6	**5,000**	**5.3**
Rear	132	3.2	3,000	4.6	3,000	20.5	**6,000**	**6.9**
Other/Unknown	63	1.5	*	0.5	*	*	*	**0.5**
Subtotal	*2,105*	*51.3*	*29,000*	*40.6*	*9,000*	*64.9*	***39,000***	***44.8***
Collision with Fixed Object	**1,083**	**26.4**	**8,000**	**10.9**	*	**2.9**	**9,000**	**10.4**
Collision with Object Not Fixed:								
Nonmotorist	32	0.8	*	0.4	*	*	*	0.4
Other	149	3.6	2,000	2.3	1,000	8.8	3,000	3.3
Subtotal	*181*	*4.4*	*2,000*	*2.7*	*1,000*	*8.8*	***3,000***	***3.7***
Noncollision	**723**	**17.6**	**32,000**	**45.8**	**3,000**	**23.4**	**36,000**	**41.1**
Total	****4,100**	**100.0**	**70,000**	**100.0**	**13,000**	**100.0**	**88,000**	**100.0**

*Less than 500 or less than 0.05 percent.

**Includes 8 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	988	55.0	9,000	25.5	*	13.6	**10,000**	**25.8**
Left Side	112	6.2	2,000	4.3	*	11.5	**2,000**	**5.0**
Right Side	99	5.5	2,000	4.8	1,000	17.3	**2,000**	**5.9**
Rear	19	1.1	*	0.6	*	*	*	**0.6**
Noncollision	365	20.3	23,000	64.5	2,000	57.6	**25,000**	**62.0**
Other/Unknown	213	11.9	*	0.2	*	*	*	**0.7**
Total	**1,796**	**100.0**	**35,000**	**100.0**	**4,000**	**100.0**	**41,000**	**100.0**
Multiple-Vehicle Crashes								
Front	1,710	74.2	19,000	54.6	4,000	43.4	**25,000**	**53.3**
Left Side	190	8.2	5,000	13.4	1,000	12.8	**6,000**	**13.0**
Right Side	150	6.5	5,000	13.0	1,000	11.4	**6,000**	**12.3**
Rear	147	6.4	4,000	10.8	3,000	27.8	**7,000**	**14.1**
Noncollision	23	1.0	3,000	7.8	*	4.6	**3,000**	**6.8**
Other/Unknown	84	3.6	*	0.4	*	*	*	**0.5**
Total	**2,304**	**100.0**	**35,000**	**100.0**	**10,000**	**100.0**	**47,000**	**100.0**
All Crashes								
Front	2,698	65.8	28,000	40.0	5,000	35.5	**36,000**	**40.5**
Left Side	302	7.4	6,000	8.8	2,000	12.4	**8,000**	**9.3**
Right Side	249	6.1	6,000	8.9	2,000	13.0	**8,000**	**9.4**
Rear	166	4.0	4,000	5.7	3,000	20.5	**7,000**	**7.9**
Noncollision	388	9.5	25,000	36.3	2,000	18.6	**28,000**	**32.3**
Other/Unknown	297	7.2	*	0.3	*	*	**1,000**	**0.6**
Total	**4,100**	**100.0**	**70,000**	**100.0**	**13,000**	**100.0**	**88,000**	**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	116	42.2	4,000	33.5	8,000	20.6	**12,000**	**23.9**
Left Side	12	4.4	2,000	14.8	9,000	23.0	**11,000**	**20.9**
Right Side	6	2.2	1,000	4.4	6,000	14.8	**6,000**	**12.2**
Rear	42	15.3	4,000	29.9	10,000	25.6	**14,000**	**26.6**
Other/Unknown	0	0.0	*	*	*	*	*	*
Subtotal	*176*	*64.0*	*11,000*	*82.6*	*33,000*	*83.9*	***44,000***	***83.5***
Collision with Fixed Object	**6**	**2.2**	*	**3.2**	**2,000**	**4.9**	**2,000**	**4.4**
Collision with Object Not Fixed:								
Nonmotorist	83	30.2	1,000	6.8	*	*	1,000	1.8
Other	2	0.7	1,000	5.3	4,000	11.1	5,000	9.6
Subtotal	*85*	*30.9*	*2,000*	*12.0*	*4,000*	*11.1*	***6,000***	***11.5***
Noncollision	**8**	**2.9**	*	**2.2**	*	**0.1**	*	**0.6**
Total	**275**	**100.0**	**13,000**	**100.0**	**39,000**	**100.0**	**52,000**	**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	55	62.5	1,000	36.6	2,000	32.6	**3,000**	**33.9**
Left Side	6	6.8	*	2.4	*	3.6	*	**3.3**
Right Side	9	10.2	1,000	51.1	3,000	45.6	**4,000**	**46.7**
Rear	6	6.8	*	*	1,000	18.1	**1,000**	**13.4**
Noncollision	2	2.3	*	9.9	*	*	*	**2.5**
Other/Unknown	10	11.4	*	*	*	*	*	**0.1**
Total	**88**	**100.0**	**2,000**	**100.0**	**6,000**	**100.0**	**8,000**	**100.0**
Multiple-Vehicle Crashes								
Front	124	66.3	4,000	40.3	8,000	24.5	**13,000**	**28.5**
Left Side	13	7.0	2,000	17.7	9,000	27.3	**11,000**	**24.9**
Right Side	7	3.7	1,000	5.9	6,000	17.5	**6,000**	**14.6**
Rear	43	23.0	4,000	35.9	10,000	30.5	**14,000**	**31.8**
Noncollision	0	0.0	*	*	*	0.2	*	**0.1**
Other/Unknown	0	0.0	*	0.2	*	*	*	*
Total	**187**	**100.0**	**11,000**	**100.0**	**33,000**	**100.0**	**44,000**	**100.0**
All Crashes								
Front	179	65.1	5,000	39.7	10,000	25.8	**15,000**	**29.4**
Left Side	19	6.9	2,000	15.2	9,000	23.6	**11,000**	**21.4**
Right Side	16	5.8	2,000	13.4	9,000	22.0	**10,000**	**19.8**
Rear	49	17.8	4,000	29.9	11,000	28.5	**15,000**	**28.8**
Noncollision	2	0.7	*	1.7	*	0.1	*	**0.5**
Other/Unknown	10	3.6	*	0.1	*	*	*	**0.1**
Total	**275**	**100.0**	**13,000**	**100.0**	**39,000**	**100.0**	**52,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Chapter 4

PEOPLE

CHAPTER 4 ■ PEOPLE

This chapter presents statistics about the Drivers, Passengers, Pedestrians, and Pedalcyclists involved in police-reported motor vehicle crashes in 2004. 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 42,636 people lost their lives in motor vehicle crashes in 2004. Another 2.8 million people were injured.
- The majority of persons killed or injured in traffic crashes were drivers (64 percent), followed by passengers (29 percent), motorcycle riders (3 percent), pedestrians (3 percent), and pedalcyclists (1 percent).
- Persons 16 to 20 years old had the highest fatality and injury rates per 100,000 population. Children 5 to 9 years old had the lowest fatality rates, and children under 5 years old had the lowest injury rates.
- 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 higher for females than for males in every age group, except for people over 74 years old.
- Of the persons who were killed in traffic crashes in 2004, 39 percent died in alcohol-related crashes. Nine percent of the injured persons received their injuries in alcohol-related crashes.

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

Person Type	Persons Killed	Persons Injured by Injury Severity			Total Injured	Total Killed or Injured
		Incapacitating	Nonincapacitating	Other		
Vehicle Occupants						
Driver	23,063	183,000	469,000	1,130,000	1,782,000	**1,805,000**
Passenger	9,991	80,000	206,000	525,000	811,000	**821,000**
Unknown Occupant	80	*	*	*	1,000	**1,000**
Subtotal	*33,134*	*263,000*	*675,000*	*1,656,000*	*2,594,000*	***2,627,000***
Motorcycle Riders	*4,008*	*23,000*	*37,000*	*16,000*	*76,000*	***80,000***
Nonmotorists						
Pedestrian	4,641	16,000	23,000	29,000	68,000	**73,000**
Pedalcyclist	725	6,000	21,000	14,000	41,000	**42,000**
Other/Unknown	128	1,000	2,000	6,000	9,000	**9,000**
Subtotal	*5,494*	*22,000*	*47,000*	*50,000*	*118,000*	***124,000***
Total	**42,636**	**308,000**	**759,000**	**1,721,000**	**2,788,000**	**2,831,000**

*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	629	5,000	15,000	40,000	60,000	**61,000**
5-9	612	7,000	22,000	51,000	79,000	**80,000**
10-15	1,364	16,000	43,000	84,000	143,000	**144,000**
16-20	5,896	51,000	145,000	260,000	456,000	**462,000**
21-24	4,465	33,000	85,000	177,000	295,000	**299,000**
25-34	6,855	58,000	132,000	302,000	493,000	**500,000**
35-44	6,383	50,000	115,000	294,000	459,000	**465,000**
45-54	5,985	41,000	90,000	248,000	379,000	**385,000**
55-64	3,813	22,000	54,000	142,000	218,000	**222,000**
65-74	2,741	14,000	30,000	72,000	116,000	**118,000**
>74	3,765	11,000	28,000	50,000	90,000	**94,000**
Total	***42,636**	**308,000**	**759,000**	**1,721,000**	**2,788,000**	**2,831,000**

*Includes 128 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	29,320	164,000	408,000	747,000	1,320,000	**1,349,000**
Female	13,310	144,000	351,000	974,000	1,469,000	**1,482,000**
Total	***42,636**	**308,000**	**759,000**	**1,721,000**	**2,788,000**	**2,831,000**

*Includes 6 fatalities of unknown sex.

Figure 18

Percent of Persons Killed or Injured, by Age

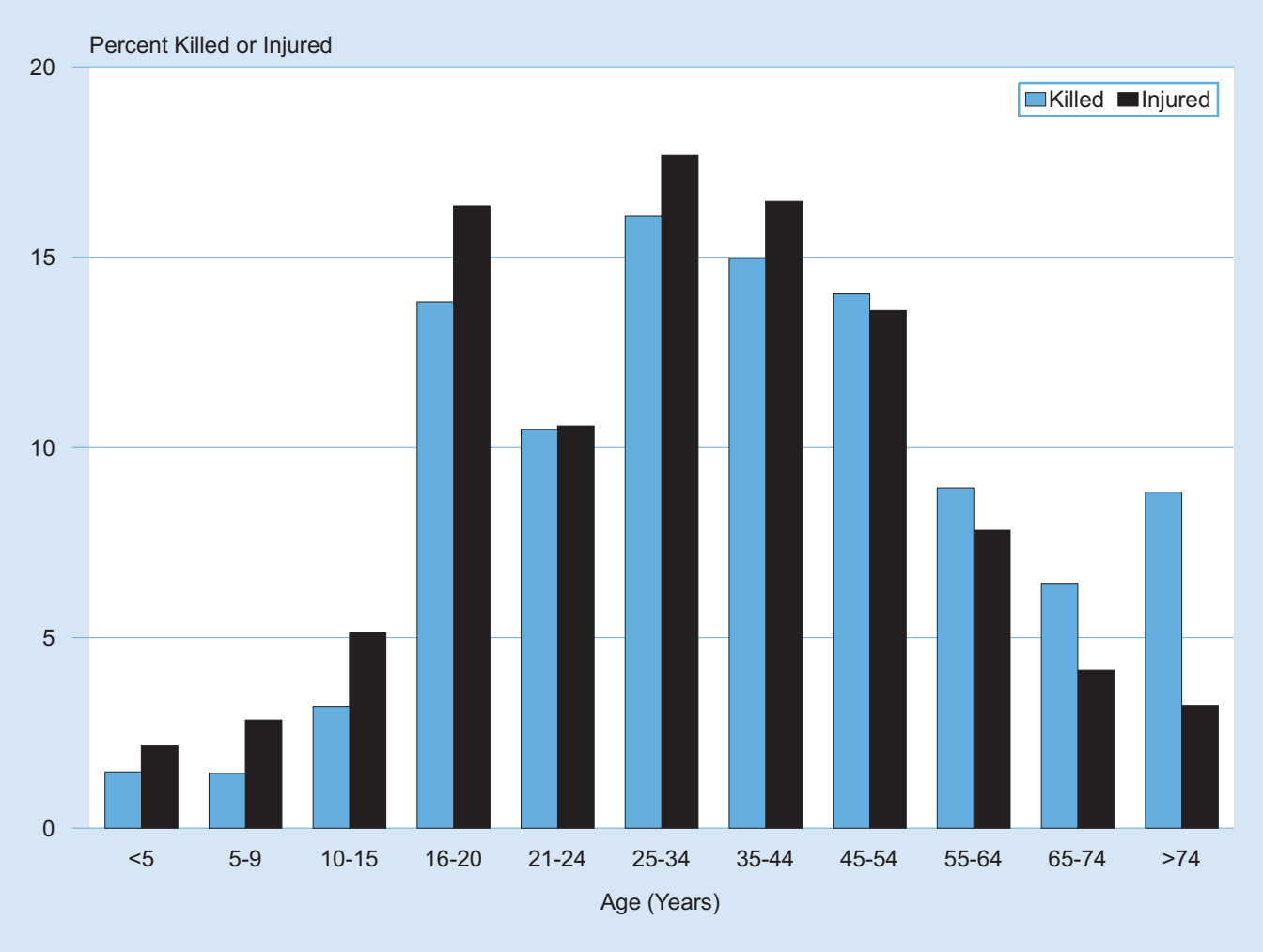


Table 56

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	327	10,263	3.19	302	9,808	3.08	**629**	**20,071**	**3.13**
5-9	341	10,029	3.40	271	9,576	2.83	**612**	**19,606**	**3.12**
10-15	800	12,989	6.16	564	12,368	4.56	**1,364**	**25,357**	**5.38**
16-20	4,010	10,583	37.89	1,885	10,011	18.83	**5,896**	**20,594**	**28.63**
21-24	3,417	8,698	39.29	1,048	8,197	12.78	**4,465**	**16,895**	**26.43**
25-34	5,093	20,336	25.04	1,761	19,696	8.94	**6,855**	**40,032**	**17.12**
35-44	4,627	22,034	21.00	1,756	22,075	7.95	**6,383**	**44,109**	**14.47**
45-54	4,293	20,453	20.99	1,691	21,166	7.99	**5,985**	**41,619**	**14.38**
55-64	2,552	13,999	18.23	1,261	15,079	8.36	**3,813**	**29,079**	**13.11**
65-74	1,663	8,428	19.73	1,078	10,036	10.74	**2,741**	**18,463**	**14.85**
>74	2,106	6,726	31.31	1,659	11,104	14.94	**3,765**	**17,831**	**21.12**
Unknown	91	*	*	34	*	*	**128**	*	*
Total	**29,320**	**144,537**	**20.29**	**13,310**	**149,118**	**8.93**	****42,636**	**293,655**	**14.52**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	28,000	10,263	275	32,000	9,808	326	**60,000**	**20,071**	**300**
5-9	39,000	10,029	392	40,000	9,576	417	**79,000**	**19,606**	**404**
10-15	63,000	12,989	485	80,000	12,368	647	**143,000**	**25,357**	**564**
16-20	215,000	10,583	2,029	241,000	10,011	2,409	**456,000**	**20,594**	**2,214**
21-24	145,000	8,698	1,672	149,000	8,197	1,821	**295,000**	**16,895**	**1,744**
25-34	249,000	20,336	1,225	244,000	19,696	1,238	**493,000**	**40,032**	**1,231**
35-44	221,000	22,034	1,003	238,000	22,075	1,078	**459,000**	**44,109**	**1,041**
45-54	174,000	20,453	852	205,000	21,166	969	**379,000**	**41,619**	**911**
55-64	95,000	13,999	675	124,000	15,079	821	**218,000**	**29,079**	**751**
65-74	49,000	8,428	582	67,000	10,036	664	**116,000**	**18,463**	**626**
>74	41,000	6,726	609	49,000	11,104	440	**90,000**	**17,831**	**504**
Total	**1,320,000**	**144,537**	**913**	**1,469,000**	**149,118**	**985**	**2,788,000**	**293,655**	**950**

*Not applicable.

**Includes 6 fatalities of unknown sex.

Source: Population—Bureau of the Census.

Note: 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

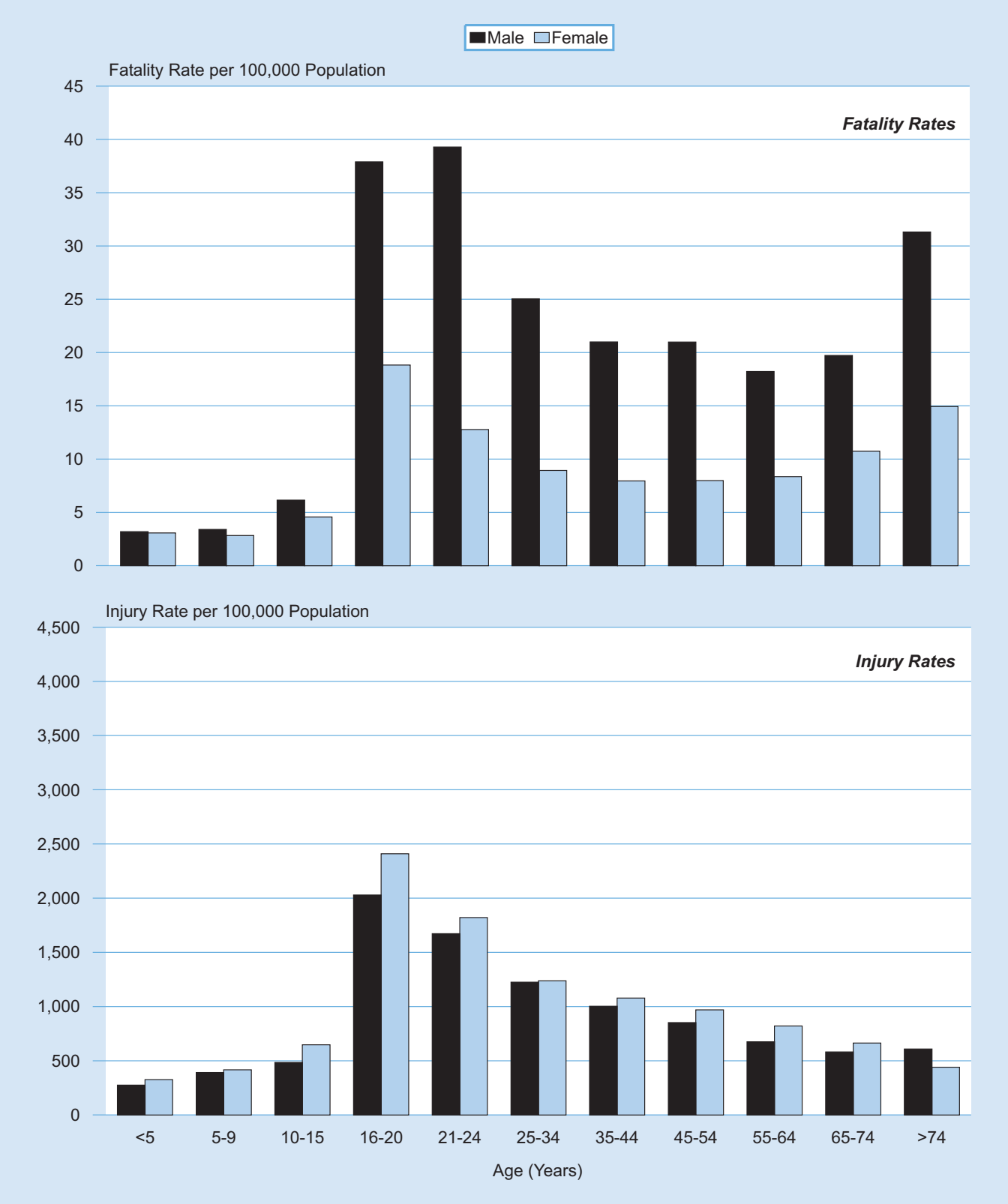


Table 57
Persons Killed or Injured in Crashes, by Weather Condition and Light Condition

Weather Condition	Light Condition				Total
	Daylight	Dark, But Lighted	Dark	Dawn or Dusk	
Persons Killed					
Normal	18,732	5,788	10,932	1,473	**36,996**
Rain	1,785	558	1,101	140	**3,589**
Snow/Sleet	459	69	281	52	**862**
Other	301	117	396	82	**898**
Unknown	65	11	50	6	**291**
Total	**21,342**	**6,543**	**12,760**	**1,753**	***42,636**
Persons Injured					
Normal	1,703,000	364,000	240,000	84,000	**2,392,000**
Rain	195,000	59,000	38,000	15,000	**307,000**
Snow/Sleet	40,000	12,000	12,000	3,000	**66,000**
Other	12,000	2,000	7,000	2,000	**23,000**
Total	**1,950,000**	**437,000**	**297,000**	**104,000**	**2,788,000**

*Includes 238 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	3,013	12.9	1,110	5.7	**4,123**	**9.7**
35 or 40 mph	4,052	17.4	2,824	14.6	**6,876**	**16.1**
45 or 50 mph	3,931	16.9	3,834	19.8	**7,765**	**18.2**
55 mph	6,607	28.3	6,824	35.3	**13,431**	**31.5**
60 mph or higher	4,882	20.9	4,420	22.9	**9,302**	**21.8**
No Statutory Limit	109	0.5	21	0.1	**130**	**0.3**
Unknown	718	3.1	291	1.5	**1,009**	**2.4**
Total	**23,312**	**100.0**	**19,324**	**100.0**	**42,636**	**100.0**
Persons Injured						
30 mph or less	165,000	23.8	373,000	17.8	**538,000**	**19.3**
35 or 40 mph	148,000	21.4	799,000	38.1	**948,000**	**34.0**
45 or 50 mph	110,000	15.9	496,000	23.7	**607,000**	**21.8**
55 mph	158,000	22.8	249,000	11.9	**407,000**	**14.6**
60 mph or higher	107,000	15.5	173,000	8.2	**280,000**	**10.0**
No Statutory Limit	4,000	0.5	6,000	0.3	**9,000**	**0.3**
Total	**692,000**	**100.0**	**2,096,000**	**100.0**	**2,788,000**	**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	1,014	24.6	3,081	74.7	28	0.7	**4,123**	**100.0**
35 or 40 mph	2,093	30.4	4,736	68.9	47	0.7	**6,876**	**100.0**
45 or 50 mph	3,858	49.7	3,861	49.7	46	0.6	**7,765**	**100.0**
55 mph	10,933	81.4	2,392	17.8	106	0.8	**13,431**	**100.0**
60 mph or higher	6,599	70.9	2,672	28.7	31	0.3	**9,302**	**100.0**
No Statutory Limit	98	75.4	32	24.6	0	0.0	**130**	**100.0**
Unknown	380	37.7	607	60.2	22	2.2	**1,009**	**100.0**
Total	**24,975**	**58.6**	**17,381**	**40.8**	**280**	**0.7**	**42,636**	**100.0**

Figure 20

Percent of Fatalities by Speed Limit and Land Use

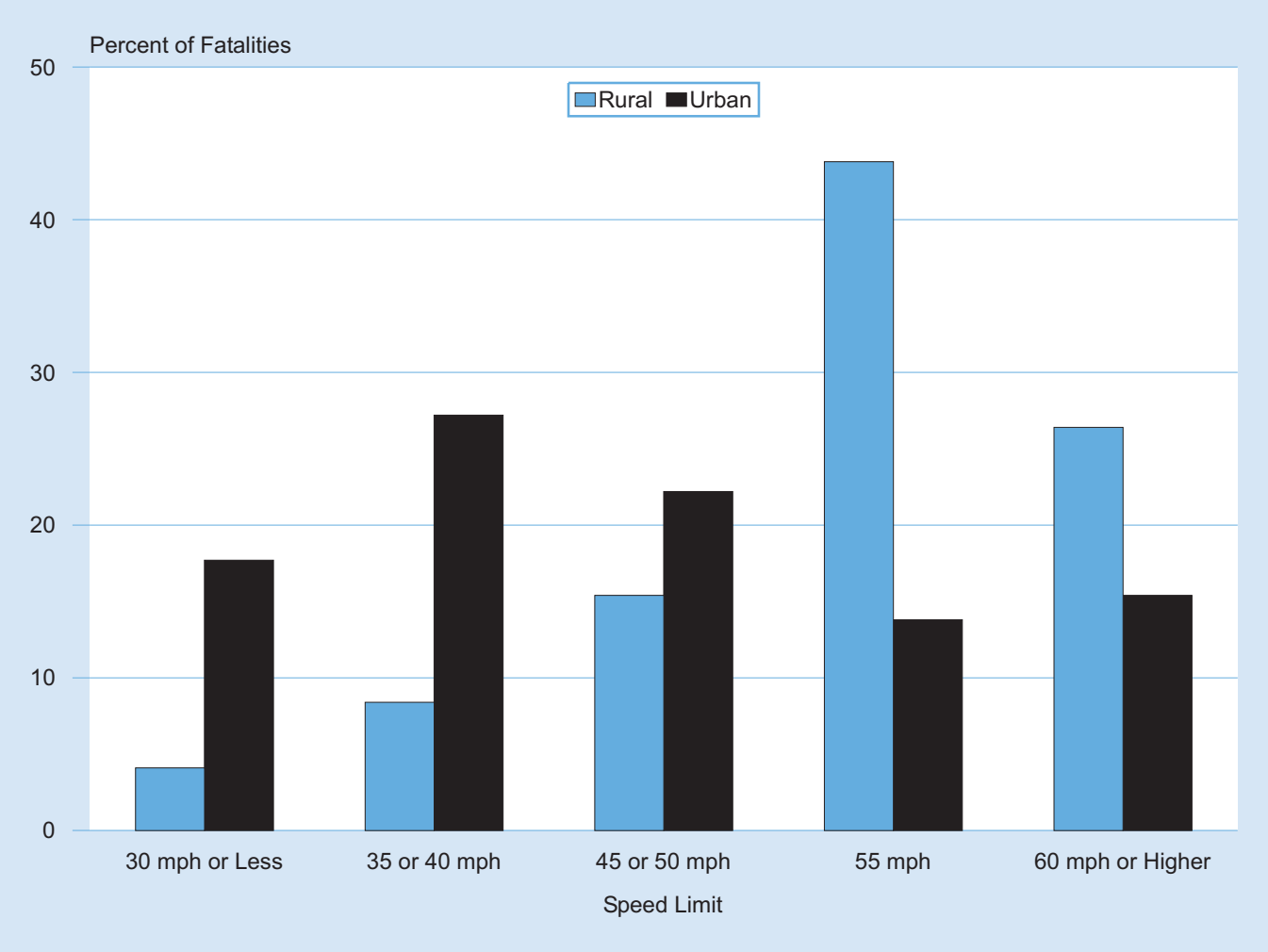


Table 60

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	3,949	3,035	77	1,337	987	74	**5,286**	**4,022**	**76**
3 am to 6 am	2,353	1,556	66	1,039	565	54	**3,392**	**2,121**	**63**
6 am to 9 am	1,970	440	22	2,125	286	13	**4,095**	**726**	**18**
9 am to Noon	1,791	266	15	2,439	253	10	**4,230**	**519**	**12**
Noon to 3 pm	2,310	402	17	3,411	433	13	**5,721**	**835**	**15**
3 pm to 6 pm	3,075	908	30	3,953	838	21	**7,028**	**1,745**	**25**
6 pm to 9 pm	3,714	1,825	49	2,897	1,118	39	**6,611**	**2,943**	**45**
9 pm to Midnight	3,790	2,401	63	2,109	1,155	55	**5,899**	**3,557**	**60**
Unknown	360	224	62	14	3	24	**374**	**227**	**61**
Total	**23,312**	**11,056**	**47**	**19,324**	**5,638**	**29**	42,636	16,694	39
Persons Injured**									
Midnight to 3 am	75,000	34,000	45	58,000	17,000	29	**132,000**	**50,000**	**38**
3 am to 6 am	49,000	16,000	32	33,000	7,000	22	**82,000**	**23,000**	**28**
6 am to 9 am	75,000	4,000	5	248,000	6,000	3	**323,000**	**10,000**	**3**
9 am to Noon	70,000	2,000	3	284,000	6,000	2	**353,000**	**9,000**	**2**
Noon to 3 pm	92,000	6,000	7	434,000	12,000	3	**527,000**	**18,000**	**3**
3 pm to 6 pm	130,000	12,000	9	574,000	22,000	4	**705,000**	**34,000**	**5**
6 pm to 9 pm	110,000	18,000	16	311,000	31,000	10	**420,000**	**49,000**	**12**
9 pm to Midnight	92,000	24,000	26	155,000	30,000	20	**246,000**	**55,000**	**22**
Total	**692,000**	**116,000**	**17**	**2,096,000**	**132,000**	**6**	2,788,000	248,000	9

*Blood alcohol concentration (BAC) of .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

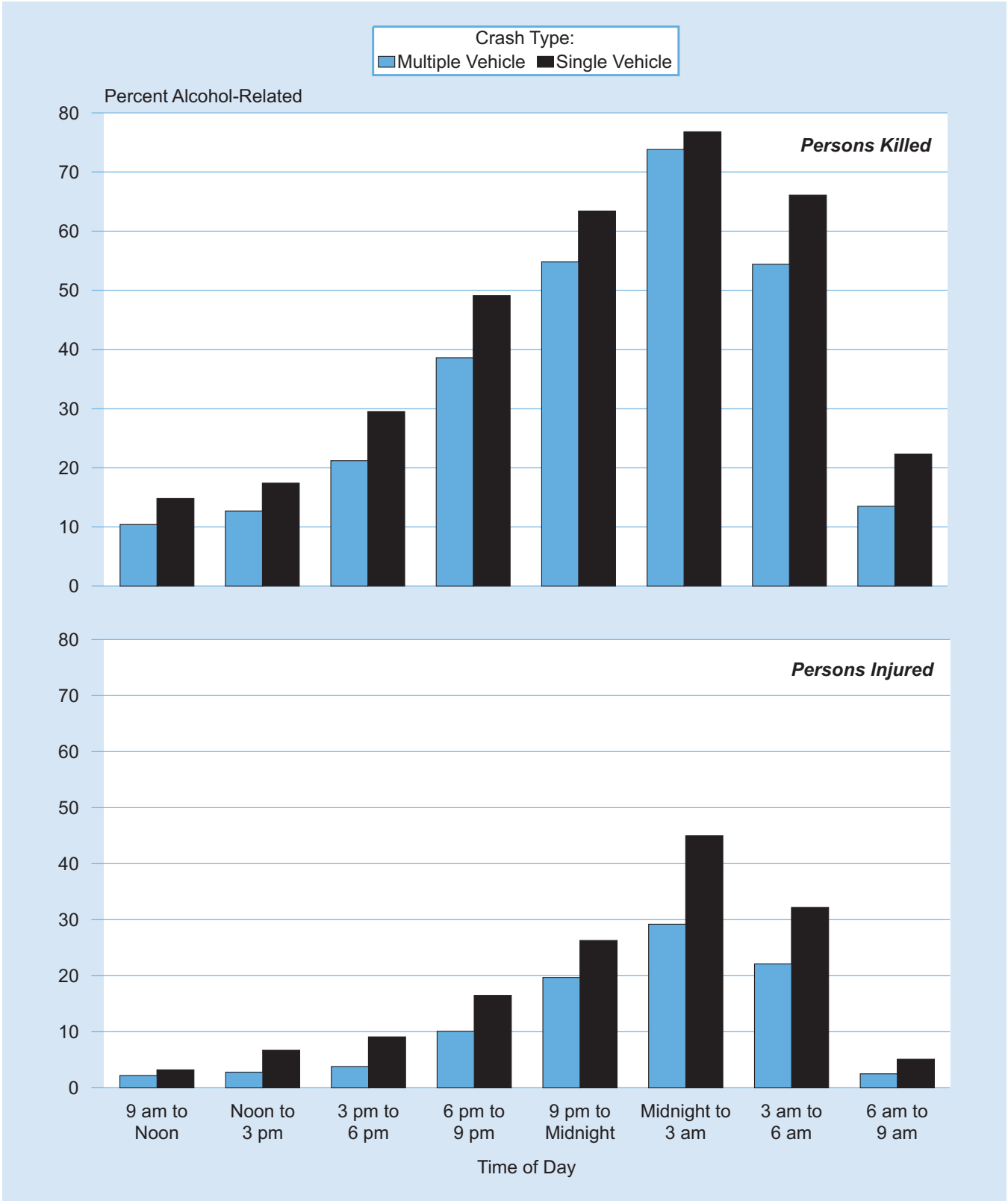


Table 61

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	213	108	26	0	0	**347**
Freeway/Expressway	48	24	10	0	1	**83**
Other	174	79	22	5	0	**280**
Minor Arterial	99	37	19	1	0	**156**
Collector	66	23	12	2	1	**104**
Local Road or Street	55	16	12	1	0	**84**
Unknown	9	2	1	2	0	**14**
Total	**664**	**289**	**102**	**11**	**2**	**1,068**

*Includes motorcycle operators.
**Includes motorcycle riders.

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 Driver	0	0	2	2	**2**	**2**
Ambulance Passenger	3	2	4	4	**7**	**6**
Occupant of Other Vehicle	0	0	24	12	**24**	**12**
Pedestrian	1	1	1	0	**2**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**4**	**3**	**31**	**18**	**35**	**21**
Fire Truck						
Fire Truck Driver	1	1	0	0	**1**	**1**
Fire Truck Passenger	2	1	2	2	**4**	**3**
Occupant of Other Vehicle	0	0	15	9	**15**	**9**
Pedestrian	0	0	1	1	**1**	**1**
Pedalcyclist	0	0	0	0	**0**	**0**
Total	**3**	**2**	**18**	**12**	**21**	**14**
Police Vehicle						
Police Vehicle Driver	15	6	21	9	**36**	**15**
Police Vehicle Passenger	0	0	2	0	**2**	**0**
Occupant of Other Vehicle	0	0	52	24	**52**	**24**
Pedestrian	15	4	4	2	**19**	**6**
Pedalcyclist	3	1	0	0	**3**	**1**
Total	**33**	**11**	**79**	**35**	**112**	**46**

*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

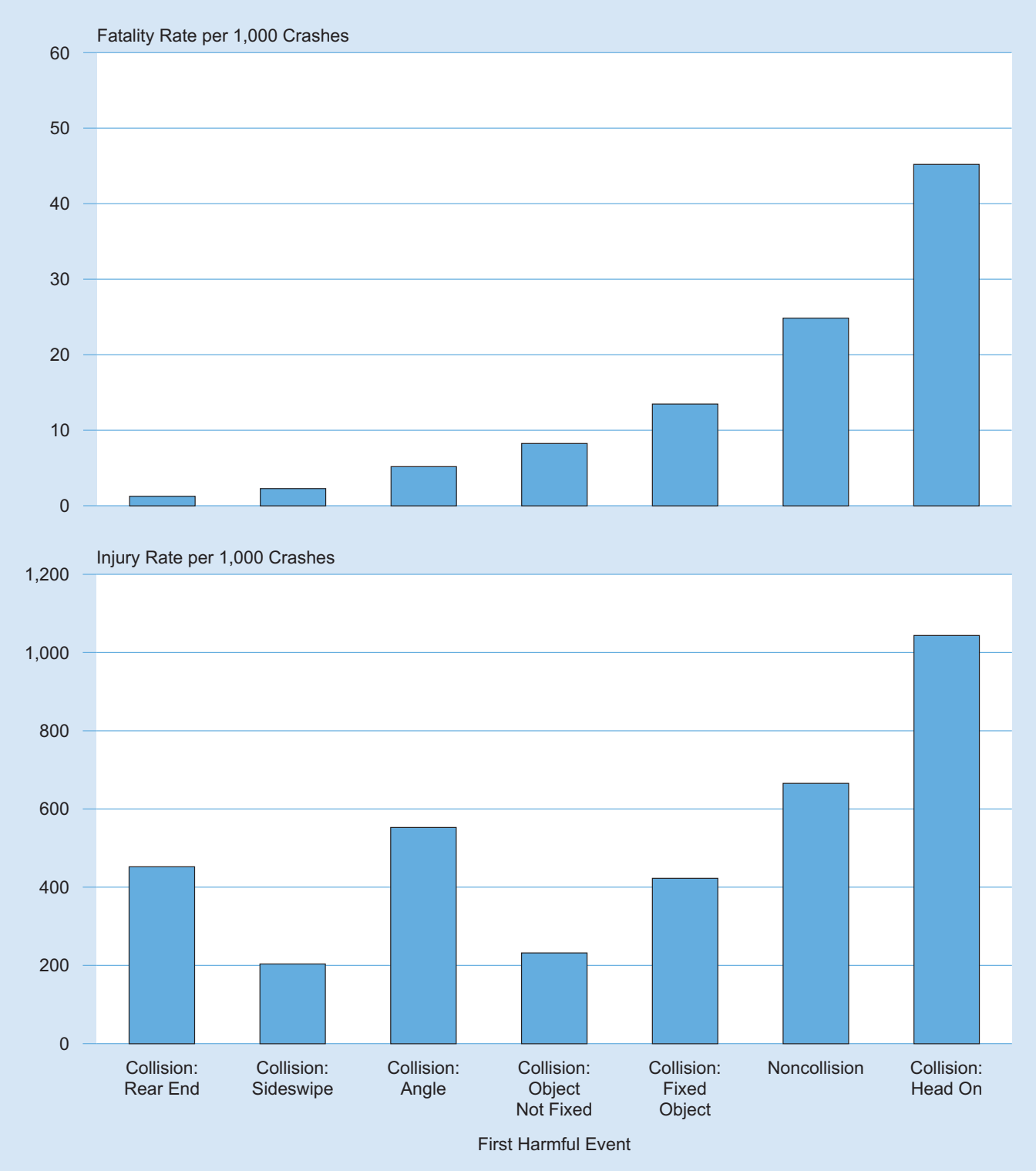


Figure 23

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

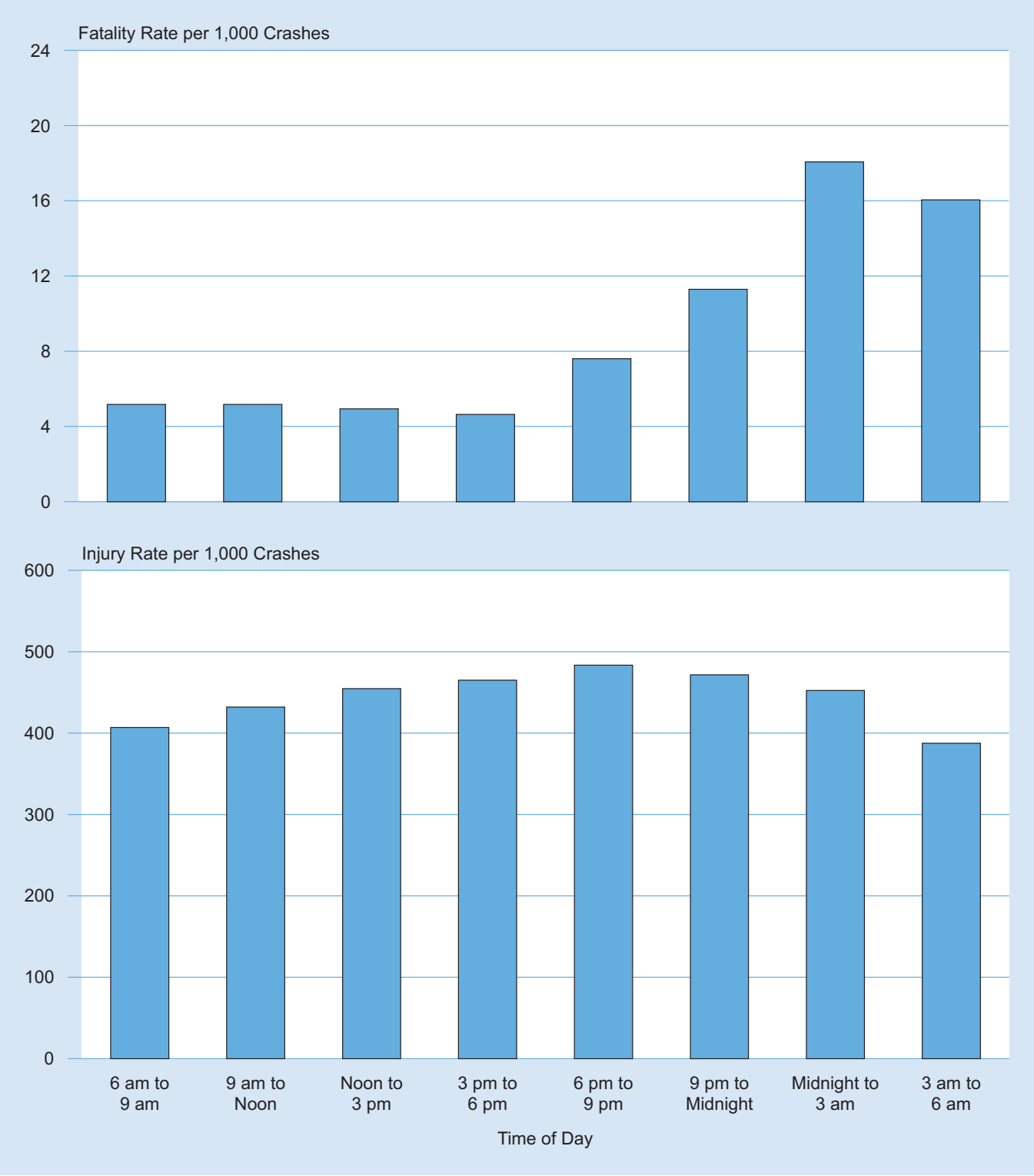


Figure 24

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

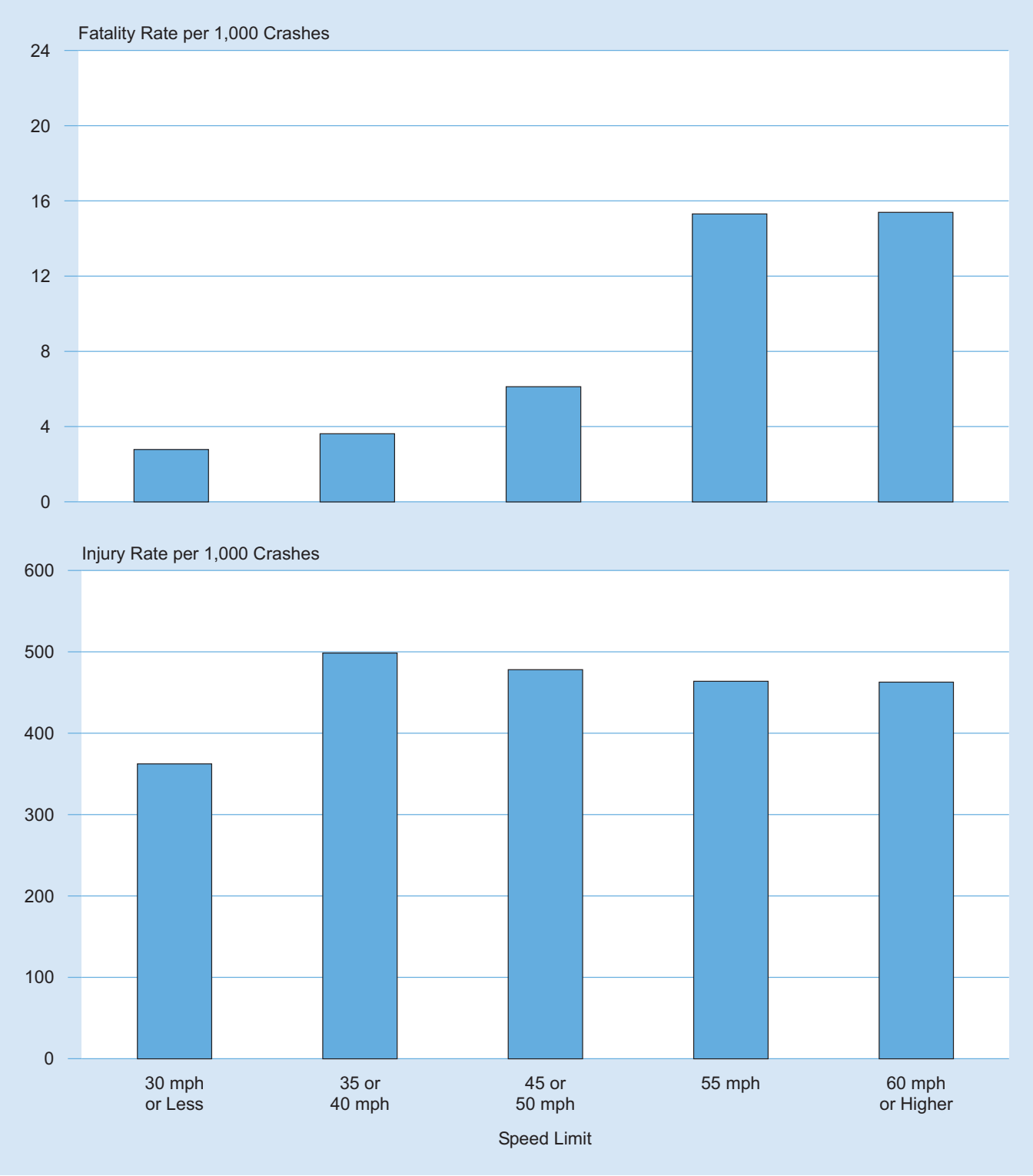


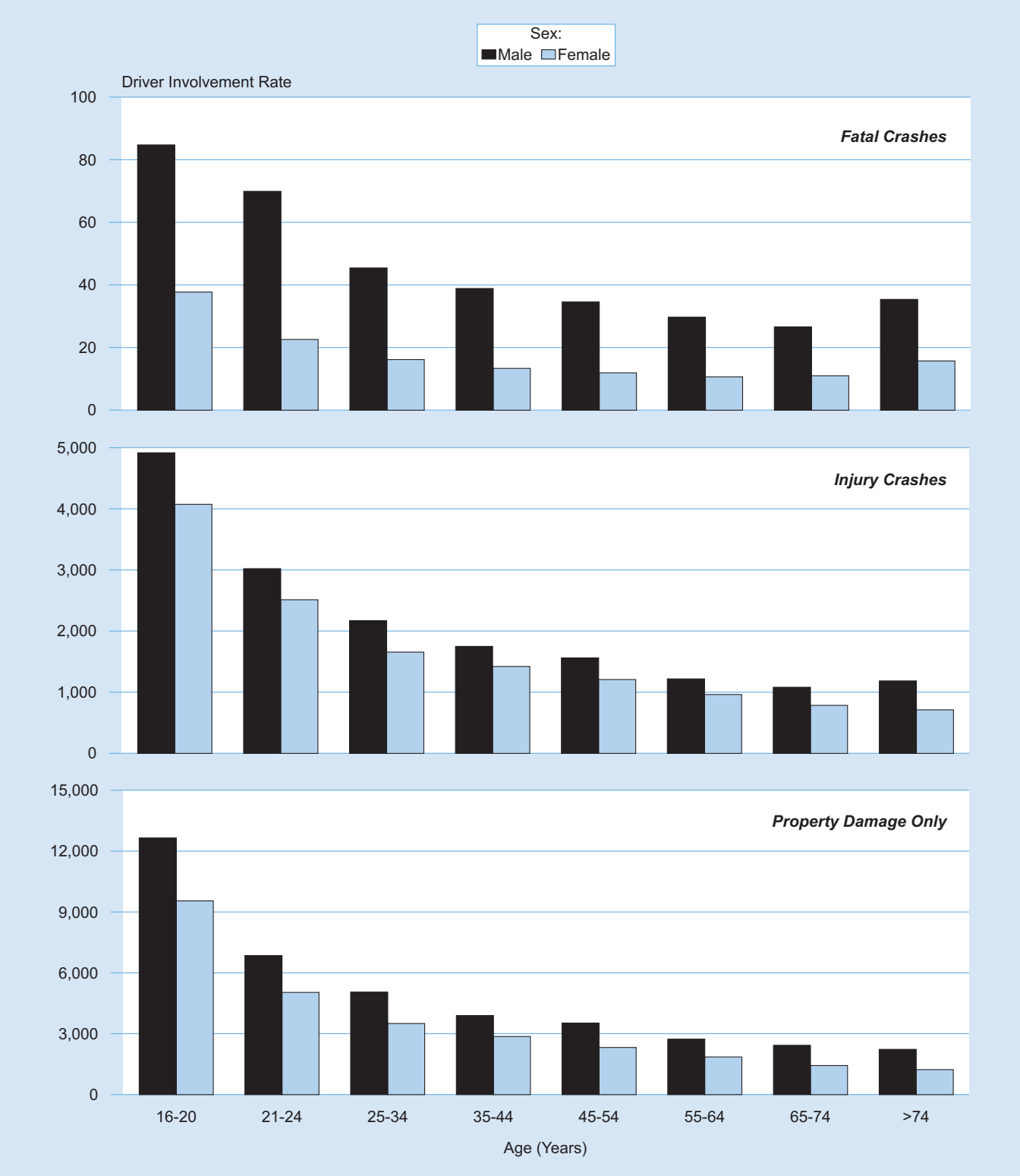
Table 63
Driver Involvement Rates per 100,000 Licensed Drivers by Age, Sex, and Crash Severity

Age (Years)	Sex				Total	
	Male		Female			
	Drivers	Involvement Rate	Drivers	Involvement Rate	Drivers	Involvement Rate
Drivers in Fatal Crashes						
<16	253	*	91	*	**344**	*
16-20	5,409	84.71	2,300	37.70	**7,709**	**61.75**
21-24	4,851	69.89	1,530	22.56	**6,382**	**46.51**
25-34	8,313	45.42	2,865	16.13	**11,179**	**31.00**
35-44	7,993	38.85	2,688	13.32	**10,682**	**26.21**
45-54	6,764	34.56	2,337	11.91	**9,102**	**23.22**
55-64	4,100	29.70	1,473	10.63	**5,573**	**20.14**
65-74	2,149	26.59	908	10.96	**3,057**	**18.68**
>74	2,088	35.38	1,054	15.71	**3,142**	**24.91**
Unknown	125	*	22	*	**910**	*
Total	**42,045**	**42.23**	**15,268**	**15.37**	****58,080**	**29.20**
Drivers in Injury Crashes						
<16	9,000	*	5,000	*	**14,000**	*
16-20	314,000	4,916	248,000	4,073	**562,000**	**4,504**
21-24	210,000	3,021	170,000	2,513	**380,000**	**2,770**
25-34	397,000	2,170	294,000	1,656	**691,000**	**1,917**
35-44	360,000	1,750	287,000	1,420	**647,000**	**1,587**
45-54	306,000	1,562	237,000	1,207	**542,000**	**1,384**
55-64	168,000	1,218	133,000	962	**301,000**	**1,089**
65-74	87,000	1,081	65,000	784	**152,000**	**931**
>74	70,000	1,185	48,000	711	**118,000**	**932**
Total	**1,920,000**	**1,929**	**1,488,000**	**1,498**	**3,408,000**	**1,714**
Drivers in Property-Damage-Only Crashes						
<16	13,000	*	12,000	*	**25,000**	*
16-20	808,000	12,648	582,000	9,546	**1,390,000**	**11,132**
21-24	476,000	6,851	341,000	5,035	**817,000**	**5,954**
25-34	925,000	5,054	623,000	3,505	**1,548,000**	**4,291**
35-44	801,000	3,894	578,000	2,861	**1,379,000**	**3,383**
45-54	690,000	3,526	455,000	2,320	**1,145,000**	**2,922**
55-64	377,000	2,735	257,000	1,853	**634,000**	**2,293**
65-74	196,000	2,430	119,000	1,434	**315,000**	**1,926**
>74	132,000	2,230	82,000	1,227	**214,000**	**1,696**
Total	**4,418,000**	**4,437**	**3,049,000**	**3,070**	**7,467,000**	**3,754**
Drivers in All Crashes						
<16	22,000	*	17,000	*	**40,000**	*
16-20	1,127,000	17,649	833,000	13,657	**1,960,000**	**15,698**
21-24	690,000	9,942	513,000	7,571	**1,203,000**	**8,770**
25-34	1,330,000	7,270	920,000	5,177	**2,250,000**	**6,239**
35-44	1,169,000	5,684	867,000	4,295	**2,036,000**	**4,996**
45-54	1,003,000	5,122	694,000	3,539	**1,697,000**	**4,330**
55-64	550,000	3,982	392,000	2,825	**941,000**	**3,402**
65-74	286,000	3,537	185,000	2,229	**471,000**	**2,875**
>74	204,000	3,450	131,000	1,953	**335,000**	**2,654**
Unknown	***	*	***	*	**1,000**	*
Total	**6,381,000**	**6,408**	**4,552,000**	**4,583**	**10,933,000**	**5,497**

*Not applicable.
**Includes 767 drivers of unknown sex.
***Less than 500.
Notes: Drivers include motorcycle operators.
Source: Licensed Drivers—Federal Highway Administration.

Figure 25

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



Notes: Drivers include motorcycle operators.

Table 64

Drivers and Motorcycle Operators Involved in Fatal Crashes, by Previous Driving Record and License Type Compliance

Previous Convictions	Valid License (49,490)		Invalid License (6,970)		Total (56,460)	
	Number	Percent	Number	Percent	Number	Percent
Previous Recorded Crashes	6,736	13.6	900	12.9	**7,636**	**13.5**
Previous Recorded Suspensions or Revocations	3,662	7.4	2,998	43.0	**6,660**	**11.8**
Previous DWI Convictions	838	1.7	815	11.7	**1,653**	**2.9**
Previous Speeding Convictions	10,204	20.6	1,298	18.6	**11,502**	**20.4**
Previous Other Harmful Moving Convictions	8,119	16.4	1,626	23.3	**9,745**	**17.3**
Drivers with No Previous Convictions	29,860	60.3	3,217	46.2	**33,077**	**58.6**

Notes: Table does not include 1,620 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. License type compliance refers to the type of drivers license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash.

Table 65

Related Factors for Drivers and Motorcycle Operators Involved in Fatal Crashes

Factors	Number	Percent
Failure to keep in proper lane or running off road	13,954	24.0
Driving too fast for conditions or in excess of posted speed limit or racing	11,818	20.3
Under the influence of alcohol, drugs, or medication	7,072	12.2
Failure to yield right of way	4,611	7.9
Operating vehicle in erratic, reckless, careless, or negligent manner	3,905	6.7
Inattentive (talking, eating, etc.)	3,671	6.3
Swerving or avoiding due to wind, slippery surface, vehicle, object, nonmotorist in roadway, etc.	2,666	4.6
Failure to obey traffic signs, signals, or officer	2,607	4.5
Overcorrecting/oversteering	2,466	4.2
Vision obscured (rain, snow, glare, lights, building, trees, etc.)	1,679	2.9
Drowsy, asleep, fatigued, ill, or blackout	1,653	2.8
Making improper turn	1,537	2.6
Driving wrong way on one-way trafficway or on wrong side of road	936	1.6
Other factors	9,420	16.2
None reported	20,216	34.8
Unknown	780	1.3
Total Drivers	**58,080**	**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	13,209	116,000	292,000	738,000	**1,147,000**	**1,160,000**
Passengers	5,853	47,000	122,000	327,000	**495,000**	**501,000**
Unknown	29	*	*	*	*	**1,000**
Subtotal	*19,091*	*163,000*	*415,000*	*1,065,000*	***1,643,000***	***1,662,000***
Light Truck						
Drivers	8,701	62,000	166,000	376,000	**604,000**	**612,000**
Passengers	3,868	31,000	81,000	184,000	**296,000**	**300,000**
Unknown	33	*	*	*	*	*
Subtotal	*12,602*	*93,000*	*247,000*	*560,000*	***900,000***	***913,000***
Large Truck						
Drivers	634	3,000	8,000	12,000	**23,000**	**24,000**
Passengers	126	1,000	1,000	2,000	**4,000**	**4,000**
Unknown	1	*	*	*	*	*
Subtotal	*761*	*4,000*	*9,000*	*14,000*	***27,000***	***28,000***
Bus	*41*	*1,000*	*2,000*	*14,000*	***16,000***	***16,000***
Other/Unknown	*639*	*2,000*	*3,000*	*3,000*	***7,000***	***8,000***
Subtotal*	***33,134***	***263,000***	***675,000***	***1,656,000***	***2,594,000***	***2,627,000***
Motorcycle						
Operators	3,693	21,000	33,000	14,000	**69,000**	**72,000**
Passengers	313	2,000	4,000	2,000	**8,000**	**8,000**
Unknown	2	*	*	*	*	*
Subtotal	***4,008***	***23,000***	***37,000***	***16,000***	***76,000***	***80,000***
Total	**37,142**	**286,000**	**713,000**	**1,672,000**	**2,670,000**	**2,707,000**

*Less than 500.
**Excluding motorcycles.

Table 67

Vehicle Occupants Killed or Injured, by Sex and Vehicle Type

Sex	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Male	11,509	9,020	717	21	537	*21,804*	*3,575*	**25,379**
Female	7,582	3,581	44	20	102	*11,329*	*431*	**11,760**
Unknown	0	1	0	0	0	*1*	*2*	**3**
Total	**19,091**	**12,602**	**761**	**41**	**639**	***33,134***	***4,008***	**37,142**
Occupants Injured								
Male	663,000	478,000	25,000	7,000	5,000	*1,179,000*	*66,000*	**1,244,000**
Female	979,000	422,000	3,000	10,000	2,000	*1,415,000*	*11,000*	**1,426,000**
Total	**1,643,000**	**900,000**	**27,000**	**16,000**	**7,000**	***2,594,000***	***76,000***	**2,670,000**

Table 68

Vehicle Occupants Killed or Injured, by Age and Vehicle Type

Age (Years)	Vehicle Type							Total
	Passenger Cars	Light Trucks	Large Trucks	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
<5	279	216	4	0	6	*505*	*0*	**505**
5-9	207	211	7	0	13	*438*	*6*	**444**
10-15	590	356	3	6	82	*1,037*	*47*	**1,084**
16-20	3,640	1,495	22	2	92	*5,251*	*324*	**5,575**
21-24	2,375	1,220	28	0	81	*3,704*	*453*	**4,157**
25-34	2,923	2,129	123	3	106	*5,284*	*899*	**6,183**
35-44	2,153	2,101	195	2	79	*4,530*	*917*	**5,447**
45-54	1,910	1,935	200	5	63	*4,113*	*887*	**5,000**
55-64	1,377	1,311	131	9	35	*2,863*	*362*	**3,225**
65-74	1,285	831	42	9	34	*2,201*	*92*	**2,293**
>74	2,314	761	5	5	47	*3,132*	*20*	**3,152**
Unknown	38	36	1	0	1	*76*	*1*	**77**
Total	**19,091**	**12,602**	**761**	**41**	**639**	***33,134***	***4,008***	**37,142**
Occupants Injured								
<5	35,000	22,000	*	*	*	*57,000*	*	**57,000**
5-9	37,000	29,000	*	2,000	*	*68,000*	*	**68,000**
10-15	69,000	45,000	*	4,000	2,000	*120,000*	*2,000*	**122,000**
16-20	315,000	114,000	3,000	3,000	1,000	*435,000*	*9,000*	**444,000**
21-24	198,000	76,000	1,000	*	1,000	*277,000*	*9,000*	**286,000**
25-34	286,000	165,000	5,000	2,000	1,000	*459,000*	*17,000*	**477,000**
35-44	236,000	179,000	8,000	1,000	2,000	*427,000*	*15,000*	**442,000**
45-54	201,000	139,000	5,000	3,000	*	*349,000*	*16,000*	**365,000**
55-64	124,000	78,000	3,000	1,000	1,000	*206,000*	*6,000*	**212,000**
65-74	73,000	35,000	1,000	*	*	*110,000*	*2,000*	**112,000**
>74	67,000	19,000	*	*	*	*86,000*	*1,000*	**87,000**
Total	**1,643,000**	**900,000**	**27,000**	**16,000**	**7,000**	***2,594,000***	***76,000***	**2,670,000**

*Less than 500.

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

Age (Years)	Person Type											
	Drivers						Passengers					
	Sex						Sex					
	Male		Female		Total		Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed												
<5	0	0.0	0	0.0	**0**	**0.0**	247	48.9	258	51.1	**505**	**100.0**
5-9	9	81.8	2	18.2	**11**	**100.0**	221	51.0	212	49.0	**433**	**100.0**
10-15	155	77.9	44	22.1	**199**	**100.0**	451	51.0	434	49.0	**885**	**100.0**
16-20	2,522	71.6	1,001	28.4	**3,523**	**100.0**	1,253	61.1	799	38.9	**2,052**	**100.0**
21-24	2,436	80.3	598	19.7	**3,034**	**100.0**	741	66.0	382	34.0	**1,123**	**100.0**
25-34	3,772	78.0	1,062	22.0	**4,835**	**100.0**	809	60.0	539	40.0	**1,348**	**100.0**
35-44	3,392	76.7	1,033	23.3	**4,425**	**100.0**	542	53.0	480	47.0	**1,022**	**100.0**
45-54	3,183	76.1	1,001	23.9	**4,185**	**100.0**	349	42.8	466	57.2	**815**	**100.0**
55-64	1,913	72.9	711	27.1	**2,624**	**100.0**	225	37.4	376	62.6	**601**	**100.0**
65-74	1,158	68.6	530	31.4	**1,688**	**100.0**	196	32.4	409	67.6	**605**	**100.0**
>74	1,462	66.0	753	34.0	**2,215**	**100.0**	286	30.5	651	69.5	**937**	**100.0**
Unknown	13	76.5	4	23.5	**17**	**100.0**	44	73.3	15	25.0	**60**	**100.0**
Total	**20,015**	**74.8**	**6,739**	**25.2**	***26,756**	**100.0**	**5,364**	**51.6**	**5,021**	**48.3**	***10,386**	**100.0**
Occupants Injured												
<5	**	**	**	**	**	**	26,000	45.9	31,000	54.1	**57,000**	**100.0**
5-9	**	88.1	**	11.9	**	**100.0**	32,000	46.9	36,000	53.1	**68,000**	**100.0**
10-15	5,000	55.3	4,000	44.7	**8,000**	**100.0**	45,000	39.3	69,000	60.7	**114,000**	**100.0**
16-20	147,000	49.1	152,000	50.9	**299,000**	**100.0**	61,000	42.1	84,000	57.9	**144,000**	**100.0**
21-24	105,000	49.8	106,000	50.2	**211,000**	**100.0**	35,000	47.3	39,000	52.7	**75,000**	**100.0**
25-34	188,000	51.0	181,000	49.0	**369,000**	**100.0**	50,000	46.6	57,000	53.4	**108,000**	**100.0**
35-44	177,000	49.7	179,000	50.3	**356,000**	**100.0**	33,000	38.6	53,000	61.4	**86,000**	**100.0**
45-54	145,000	49.0	151,000	51.0	**297,000**	**100.0**	19,000	27.7	49,000	72.3	**68,000**	**100.0**
55-64	80,000	47.7	88,000	52.3	**168,000**	**100.0**	10,000	23.5	33,000	76.5	**44,000**	**100.0**
65-74	39,000	48.5	42,000	51.5	**81,000**	**100.0**	7,000	23.2	23,000	76.8	**30,000**	**100.0**
>74	33,000	54.6	27,000	45.4	**60,000**	**100.0**	6,000	23.1	20,000	76.9	**27,000**	**100.0**
Total	**920,000**	**49.7**	**930,000**	**50.3**	**1,850,000**	**100.0**	**324,000**	**39.6**	**495,000**	**60.4**	**820,000**	**100.0**

*Includes 2 drivers and 1 passenger of unknown sex.

**Less than 500 or less than 0.05 percent.

Note: Drivers include motorcycle operators; passengers include motorcycle riders.

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

Vehicle Type	Most Harmful Event								Total	
	Collision with						Noncollision			
	Motor Vehicle in Transport		Object Not Fixed		Fixed Object					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Occupants Killed										
Passenger Car	10,220	53.5	420	2.2	5,037	26.4	3,410	17.9	**19,091**	**100.0**
Light Truck	4,200	33.3	303	2.4	2,765	21.9	5,328	42.3	**12,602**	**100.0**
Large Truck	198	26.0	29	3.8	163	21.4	371	48.8	**761**	**100.0**
Bus	13	31.7	1	2.4	4	9.8	23	56.1	**41**	**100.0**
Other/Unknown	224	35.1	23	3.6	155	24.3	203	31.8	**639**	**100.0**
Subtotal	*14,855*	*44.8*	*776*	*2.3*	*8,124*	*24.5*	*9,335*	*28.2*	***33,134***	***100.0***
Motorcycle	*2,035*	*50.8*	*157*	*3.9*	*1,099*	*27.4*	*709*	*17.7*	***4,008***	***100.0***
Total	**16,890**	**45.5**	**933**	**2.5**	**9,223**	**24.8**	**10,044**	**27.0**	*37,142	**100.0**
Occupants Injured										
Passenger Car	1,307,000	79.6	39,000	2.4	215,000	13.1	81,000	4.9	**1,643,000**	**100.0**
Light Truck	657,000	73.0	18,000	2.0	106,000	11.8	118,000	13.1	**900,000**	**100.0**
Large Truck	12,000	44.2	1,000	4.4	4,000	13.7	10,000	37.7	**27,000**	**100.0**
Bus	14,000	84.7	1,000	5.7	1,000	4.2	1,000	5.4	**16,000**	**100.0**
Other/Unknown	3,000	44.1	**	4.5	1,000	14.5	3,000	36.9	**7,000**	**100.0**
Subtotal	*1,994,000*	*76.9*	*60,000*	*2.3*	*327,000*	*12.6*	*213,000*	*8.2*	***2,594,000***	***100.0***
Motorcycle	*30,000*	*39.9*	*2,000*	*2.7*	*8,000*	*10.8*	*36,000*	*46.6*	***76,000***	***100.0***
Total	**2,024,000**	**75.8**	**62,000**	**2.3**	**335,000**	**12.6**	**249,000**	**9.3**	2,670,000	**100.0**

*Includes 52 fatalities with unknown most harmful event.
**Less than 500.

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	Buses	Other/ Unknown	Subtotal	Motorcycles	
Occupants Killed								
Front	9,866	6,620	496	19	286	*17,287*	*2,679*	**19,966**
Left Side	3,524	1,363	42	15	63	*5,007*	*287*	**5,294**
Right Side	3,100	1,283	62	5	39	*4,489*	*241*	**4,730**
Rear	1,003	590	19	0	53	*1,665*	*125*	**1,790**
Other	553	411	27	0	19	*1,010*	*147*	**1,157**
Noncollision	771	2,030	101	2	102	*3,006*	*382*	**3,388**
Unknown	274	305	14	0	77	*670*	*147*	**817**
Total	**19,091**	**12,602**	**761**	**41**	**639**	***33,134***	***4,008***	37,142
Occupants Injured								
Front	774,000	381,000	10,000	3,000	3,000	*1,171,000*	*31,000*	**1,202,000**
Left Side	232,000	112,000	2,000	4,000	1,000	*351,000*	*6,000*	**357,000**
Right Side	206,000	106,000	4,000	1,000	1,000	*318,000*	*7,000*	**325,000**
Rear	393,000	239,000	3,000	8,000	1,000	*643,000*	*4,000*	**648,000**
Other	6,000	2,000	*	*	*	*8,000*	*	**8,000**
Noncollision	31,000	60,000	8,000	*	2,000	*102,000*	*28,000*	**130,000**
Total	**1,643,000**	**900,000**	**27,000**	**16,000**	**7,000**	***2,594,000***	***76,000***	2,670,000

*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	3,581	18.8	15,397	80.7	113	0.6	**19,091**	**100.0**
Light Truck	4,783	38.0	7,758	61.6	61	0.5	**12,602**	**100.0**
Large Truck	210	27.6	543	71.4	8	1.1	**761**	**100.0**
Bus	20	48.8	21	51.2	0	0.0	**41**	**100.0**
Other/Unknown	245	38.3	336	52.6	58	9.1	**639**	**100.0**
Total**	**8,839**	**26.7**	**24,055**	**72.6**	**240**	**0.7**	**33,134**	**100.0**
Occupants Injured								
Passenger Car	8,000	0.5	1,635,000	99.5	****	****	**1,643,000**	**100.0**
Light Truck	10,000	1.1	890,000	98.9	****	****	**900,000**	**100.0**
Large Truck	***	1.5	27,000	98.5	****	****	**27,000**	**100.0**
Bus	***	***	16,000	100.0	****	****	**16,000**	**100.0**
Other/Unknown	2,000	32.7	5,000	67.3	****	****	**7,000**	**100.0**
Total**	**20,000**	**0.8**	**2,573,000**	**99.2**	****	****	**2,594,000**	**100.0**

*Includes total and partial ejection.
**Excludes motorcycle riders.
***Less than 500 or less than 0.05 percent.
****Not applicable.

Table 73

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

Vehicle Type	Occupants Killed	Vehicle Type	Occupants Killed	Total Occupants Killed
Passenger Car	—	Passenger Car	—	**2,738**
Passenger Car	4,387	Light Truck	1,073	**5,460**
Passenger Car	1,763	Large Truck	43	**1,806**
Passenger Car	16	Motorcycle	748	**764**
Passenger Car	75	Bus	0	**75**
Passenger Car	73	Other/Unknown	66	**139**
Light Truck	—	Light Truck	—	**1,883**
Light Truck	1,219	Large Truck	35	**1,254**
Light Truck	8	Motorcycle	897	**905**
Light Truck	45	Bus	4	**49**
Light Truck	60	Other/Unknown	90	**150**
Large Truck	—	Large Truck	—	**124**
Large Truck	0	Motorcycle	158	**158**
Large Truck	1	Bus	8	**9**
Large Truck	0	Other/Unknown	36	**36**
Motorcycle	—	Motorcycle	—	**84**
Motorcycle	13	Bus	0	**13**
Motorcycle	34	Other/Unknown	3	**37**
Bus	—	Bus	—	**1**
Bus	0	Other/Unknown	2	**2**
Other/Unknown	—	Other/Unknown	—	**50**
Total Occupants Killed				**15,737**

Vehicle Type	Occupants Injured	Vehicle Type	Occupants Injured	Total Occupants Injured
Passenger Car	—	Passenger Car	—	**626,000**
Passenger Car	415,000	Light Truck	278,000	**693,000**
Passenger Car	39,000	Large Truck	6,000	**44,000**
Passenger Car	4,000	Motorcycle	19,000	**23,000**
Passenger Car	6,000	Bus	9,000	**15,000**
Passenger Car	2,000	Other/Unknown	1,000	**3,000**
Light Truck	—	Light Truck	—	**246,000**
Light Truck	24,000	Large Truck	3,000	**27,000**
Light Truck	1,000	Motorcycle	14,000	**15,000**
Light Truck	3,000	Bus	2,000	**5,000**
Light Truck	2,000	Other/Unknown	2,000	**3,000**
Large Truck	—	Large Truck	—	**2,000**
Total Occupants Injured				**1,704,000**

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

Body Type	Occupants Involved No.	Occupants Involved %	Occupants Killed No.	Occupants Killed %
Passenger Cars	**42,171**	**44.8**	**19,091**	**51.4**
Convertible	612	0.7	301	0.8
2 Door Sedan, Hardtop, Coupe	8,624	9.2	4,156	11.2
3 Door/2 Door Hatchback	1,964	2.1	1,006	2.7
4 Door Sedan Hardtop	28,833	30.6	12,672	34.1
5 Door/4 Door Hatchback	270	0.3	144	0.4
Station Wagon	1,340	1.4	615	1.7
Hatchback, Doors Unknown	50	0.1	28	0.1
Other Auto	61	0.1	21	0.1
Unknown Auto	373	0.4	123	0.3
Auto-Based Pickup	44	*	25	0.1
Light Trucks	**39,041**	**41.5**	**12,602**	**33.9**
Compact Utility	10,675	11.3	3,757	10.1
Large Utility	2,691	2.9	700	1.9
Utility Station Wagon	1,115	1.2	272	0.7
Utility, Unknown Body Type	21	*	6	*
Minivan	5,731	6.1	1,536	4.1
Large Van	2,279	2.4	474	1.3
Step Van	88	0.1	15	*
Other Van Type	16	*	3	*
Unknown Van Type	61	0.1	8	*
Compact Pickup	4,916	5.2	2,265	6.1
Standard Pickup	11,118	11.8	3,486	9.4
Pickup with Camper	73	0.1	25	0.1
Convertible Pickup	1	*	0	0.0
Unknown Pickup Style Truck	85	0.1	25	0.1
Cab Chassis-Based Light Truck	152	0.2	23	0.1
Unknown Light Vehicle Type	18	*	6	*
Unknown Truck	1	*	1	*

Body Type	Occupants Involved No.	Occupants Involved %	Occupants Killed No.	Occupants Killed %
Large Trucks	**5,598**	**5.9**	**761**	**2.0**
Step Van	25	*	5	*
Single Unit Truck (10,000 lb < GVWR ≤ 19,500 lb)	219	0.2	31	0.1
Single Unit Truck (19,500 lb < GVWR ≤ 26,000 lb)	384	0.4	59	0.2
Single Unit Heavy Truck (GVWR > 26,000 lb)	1,007	1.1	151	0.4
Single Unit Truck, Unknown GVWR	22	*	3	*
Truck Tractor	3,851	4.1	503	1.4
Medium/Heavy Pickup (Ford Super Duty 450/550)	47	*	5	*
Unknown Medium Truck (10,000 lb < GVWR ≤ 26,000 lb)	5	*	1	*
Unknown Heavy Truck (GVWR > 26,000 lb)	6	*	0	0.0
Unknown Large Truck Type	31	*	3	*
Unknown Truck	1	*	0	0.0
Motorcycles	**4,647**	**4.9**	**4,008**	**10.8**
Motorcycle	4,430	4.7	3,812	10.3
Moped	50	0.1	49	0.1
Three Wheel Motorcycle or Moped	10	*	7	*
Off-Road Motorcycle (Two Wheel)	86	0.1	78	0.2
Other Motorcycle/Minibike	49	0.1	44	0.1
Unknown Motorcycle	22	*	18	*
Buses**	**969**	**1.0**	**41**	**0.1**
School Bus	407	0.4	7	*
Cross Country/Intercity Bus	209	0.2	23	0.1
Transit Bus	176	0.2	1	*
Other Bus	148	0.2	10	*
Unknown Bus	29	*	0	0.0
Other Vehicles	**877**	**0.9**	**515**	**1.4**
Large Limousine	13	*	1	*
Light Truck-Based Motorhome	25	*	6	*
Medium/Heavy Truck-Based Motorhome	59	0.1	14	*
Unknown Truck Camper/Motorhome	73	0.1	15	*
All Terrain Vehicle	455	0.5	336	0.9
Snowmobile	32	*	27	0.1
Farm Equipment Except Trucks	100	0.1	48	0.1
Construction Equipment Except Trucks	27	*	8	*
Other Vehicle	93	0.1	60	0.2
Unknown Body Type	**783**	**0.8**	**124**	**0.3**
Total	**94,086**	**100.0**	**37,142**	**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)	992	2.4	594	3.1	59.9
Subcompact (95 to 99 inches)	5,489	13.0	2,701	14.1	49.2
Compact (100 to 104 inches)	14,103	33.4	6,604	34.6	46.8
Intermediate (105 to 109 inches)	12,893	30.6	5,613	29.4	43.5
Full Size (110 to 114 inches)	5,547	13.2	2,336	12.2	42.1
Largest Size (115 inches and over)	2,031	4.8	796	4.2	39.2
Unknown	1,116	2.6	447	2.3	40.1
Total	**42,171**	**100.0**	**19,091**	**100.0**	**45.3**

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	9,185	28,000	61,000	69,000	**158,000**
Passenger	3,418	12,000	24,000	32,000	**68,000**
Unknown Occupant	33	***	***	***	***
Subtotal	*12,636*	*40,000*	*85,000*	*101,000*	***226,000***
Motorcycle Riders	*1,560*	*4,000*	*4,000*	*1,000*	***9,000***
Nonmotorists					
Pedestrian	2,211	4,000	4,000	2,000	**9,000**
Pedalcyclist	249	***	3,000	***	**3,000**
Other/Unknown	39	***	***	1,000	**1,000**
Subtotal	*2,498*	*4,000*	*6,000*	*3,000*	***13,000***
Total	**16,694**	**48,000**	**95,000**	**105,000**	**248,000**

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater in the crash. NHTSA estimates alcohol involvement 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 and Motorcycle Operators 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	46	13	299	87	**344**	**100**
16-20	1,681	22	6,028	78	**7,709**	**100**
21-24	2,452	38	3,930	62	**6,382**	**100**
25-34	3,498	31	7,681	69	**11,179**	**100**
35-44	2,822	26	7,860	74	**10,682**	**100**
45-54	1,943	21	7,159	79	**9,102**	**100**
55-64	829	15	4,744	85	**5,573**	**100**
65-74	291	10	2,766	90	**3,057**	**100**
>74	195	6	2,947	94	**3,142**	**100**
Unknown	195	21	715	79	**910**	**100**
Total	**13,952**	**24**	**44,128**	**76**	**58,080**	**100**
Drivers in Injury Crashes**						
<16	1,000	6	13,000	94	**14,000**	**100**
16-20	26,000	5	537,000	95	**562,000**	**100**
21-24	25,000	7	355,000	93	**380,000**	**100**
25-34	38,000	5	653,000	95	**691,000**	**100**
35-44	34,000	5	613,000	95	**647,000**	**100**
45-54	27,000	5	515,000	95	**542,000**	**100**
55-64	7,000	2	294,000	98	**301,000**	**100**
65-74	5,000	3	147,000	97	**152,000**	**100**
>74	1,000	1	116,000	99	**118,000**	**100**
Total	**164,000**	**5**	**3,244,000**	**95**	**3,408,000**	**100**
Drivers in Property-Damage-Only Crashes**						
<16	1,000	5	24,000	95	**25,000**	**100**
16-20	65,000	5	1,325,000	95	**1,390,000**	**100**
21-24	32,000	4	785,000	96	**817,000**	**100**
25-34	53,000	3	1,494,000	97	**1,548,000**	**100**
35-44	43,000	3	1,335,000	97	**1,379,000**	**100**
45-54	35,000	3	1,111,000	97	**1,145,000**	**100**
55-64	11,000	2	623,000	98	**634,000**	**100**
65-74	4,000	1	312,000	99	**315,000**	**100**
>74	4,000	2	210,000	98	**214,000**	**100**
Total	**249,000**	**3**	**7,218,000**	**97**	**7,467,000**	**100**

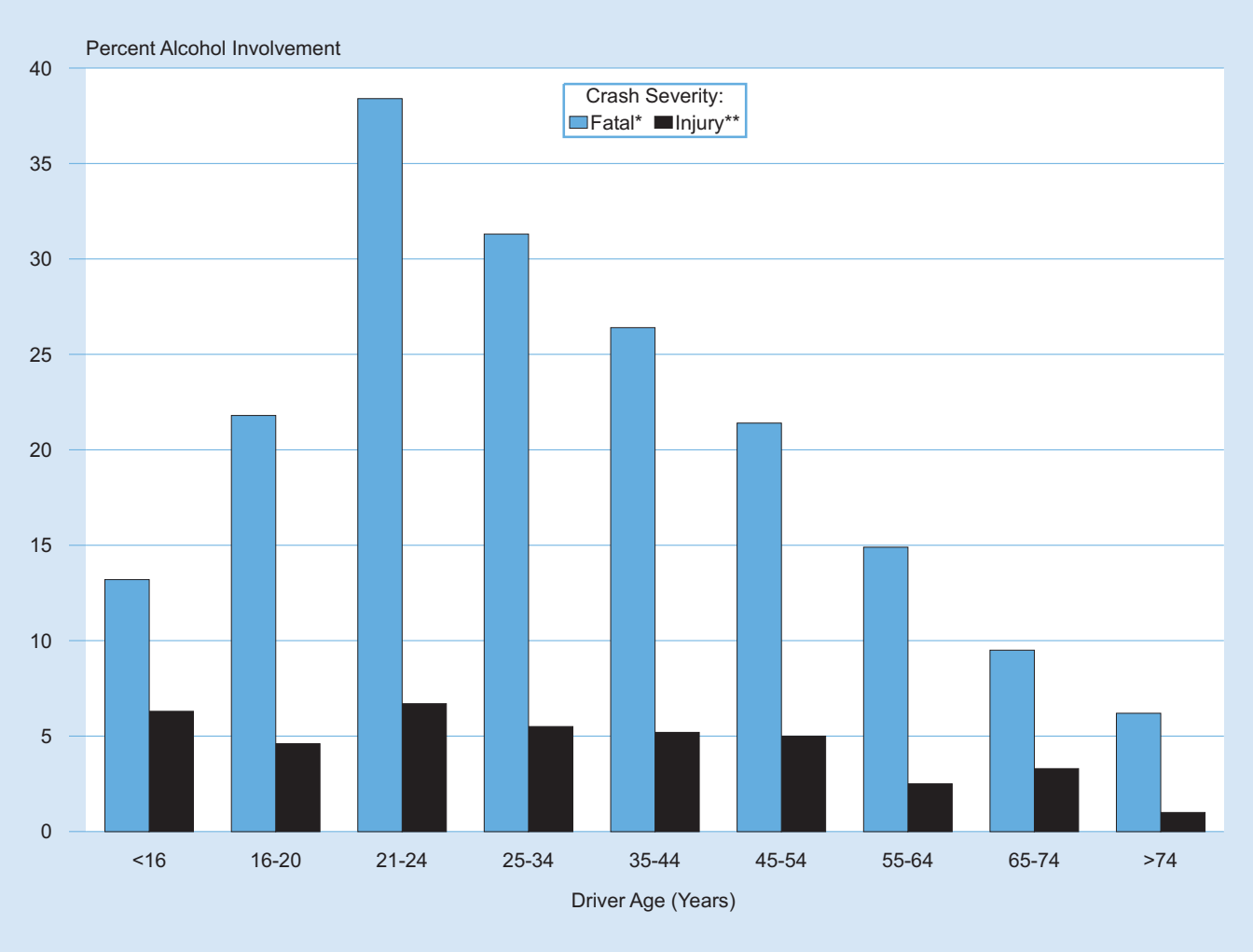
*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

***Less than 500.

Figure 26

Percent of Driver and Motorcycle Operator Alcohol Involvement for Fatal and Injury Crashes



*For fatal crashes, alcohol involvement is a blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater.

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

Table 78

Drivers and Motorcycle Operators 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	**775**	**16**	**4,528**	**27**	**49,000**	**5**	**168,000**	**7**
Weekday	473	13	3,009	23	34,000	3	116,000	6
Weekend	302	21	1,519	34	15,000	9	52,000	11
Nighttime	**1,371**	**52**	**6,364**	**70**	**57,000**	**21**	**144,000**	**34**
Weekday	582	43	2,903	64	26,000	19	70,000	31
Weekend	789	59	3,461	75	31,000	24	75,000	36
Multiple-Vehicle Crashes								
Daytime	**897**	**6**	**7,623**	**11**	**140,000**	**1**	**936,000**	**1**
Weekday	671	4	5,727	10	113,000	1	765,000	1
Weekend	226	11	1,896	15	28,000	1	170,000	2
Nighttime	**650**	**25**	**4,248**	**39**	**62,000**	**4**	**294,000**	**7**
Weekday	274	22	2,095	35	31,000	3	156,000	6
Weekend	376	28	2,153	44	30,000	5	138,000	9

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

**Police-reported alcohol involvement.

Table 79

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

Age (Years)	Driver's BAC								Total	
	.00		.01-.07		.08 or Higher		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<16	177	84	10	5	23	11	33	16	**210**	**100**
16-20	2,475	70	179	5	869	25	1,048	30	**3,523**	**100**
21-24	1,493	49	189	6	1,352	45	1,541	51	**3,034**	**100**
25-34	2,505	52	272	6	2,059	43	2,330	48	**4,835**	**100**
35-44	2,450	55	199	4	1,776	40	1,975	45	**4,425**	**100**
45-54	2,700	65	169	4	1,317	31	1,485	35	**4,185**	**100**
55-64	1,979	75	94	4	551	21	645	25	**2,624**	**100**
65-74	1,451	86	51	3	186	11	237	14	**1,688**	**100**
>74	2,053	93	45	2	117	5	162	7	**2,215**	**100**
Unknown	11	64	1	4	6	33	6	36	**17**	**100**
Total	**17,294**	**65**	**1,206**	**5**	**8,256**	**31**	**9,463**	**35**	**26,756**	**100**

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Figure 27

Alcohol Involvement (BAC .01 or Higher) for Drivers and Motorcycle Operators Killed, by Driver Age, Crash Type, Time of Day, and Day of Week

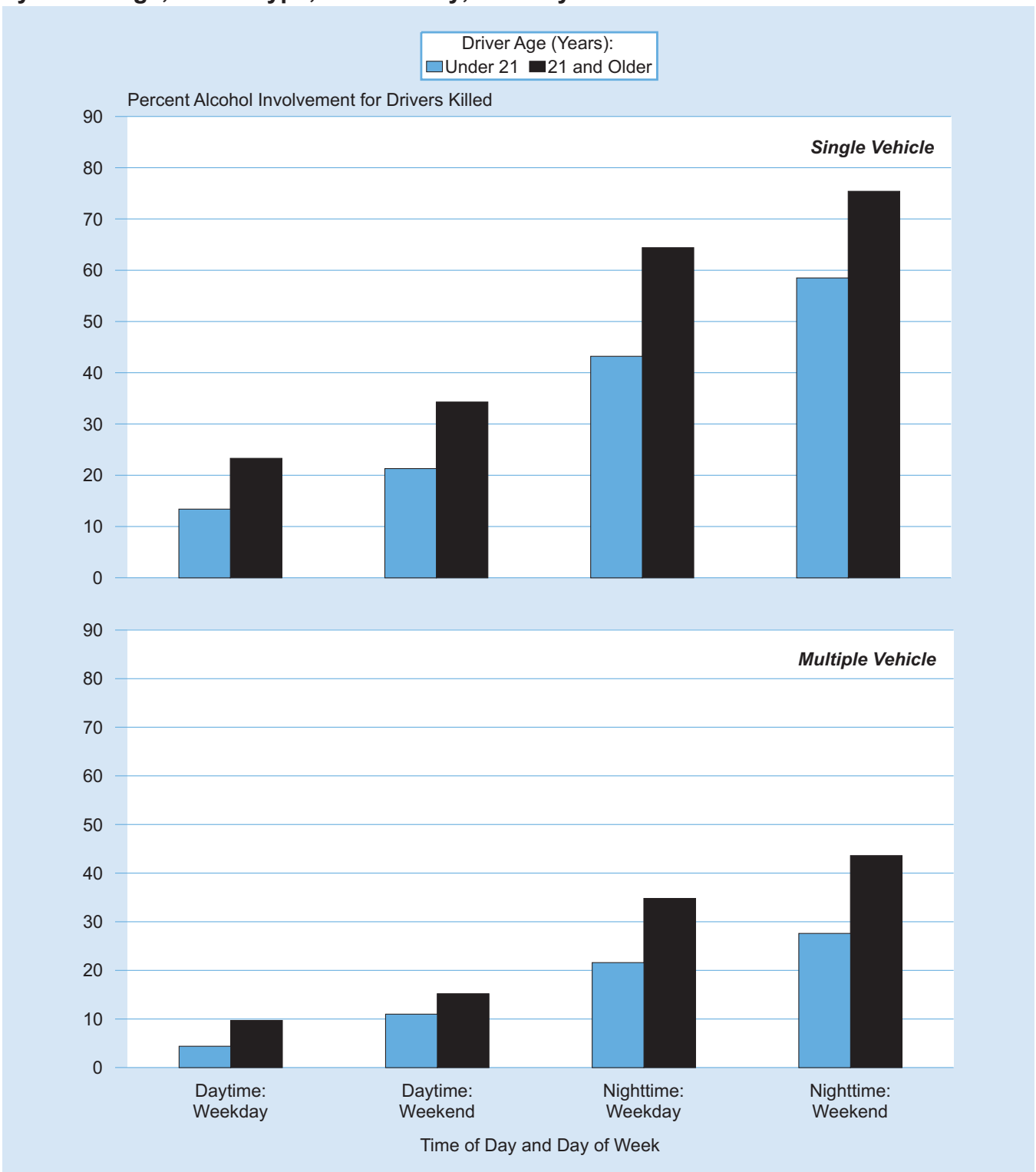


Table 80

Drivers and Motorcycle Operators 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	6,599	26	18,794	74	**25,393**	**100**
Light Truck	5,544	25	16,673	75	**22,217**	**100**
Large Truck	100	2	4,699	98	**4,799**	**100**
Bus	11	4	262	96	**273**	**100**
Other/Unknown	317	24	986	76	**1,303**	**100**
Subtotal	*12,570*	*23*	*41,415*	*77*	***53,985***	***100***
Motorcycle	*1,382*	*34*	*2,713*	*66*	***4,095***	***100***
Total	**13,952**	**24**	**44,128**	**76**	58,080	100
Drivers in Injury Crashes**						
Passenger Car	92,000	5	1,895,000	95	**1,987,000**	**100**
Light Truck	64,000	5	1,179,000	95	**1,243,000**	**100**
Large Truck	2,000	2	84,000	98	**86,000**	**100**
Bus	***	***	13,000	100	**13,000**	**100**
Other/Unknown	1,000	11	8,000	89	**9,000**	**100**
Subtotal	*159,000*	*5*	*3,179,000*	*95*	***3,338,000***	***100***
Motorcycle	*6,000*	*8*	*64,000*	*92*	***70,000***	***100***
Total	**164,000**	**5**	**3,244,000**	**95**	3,408,000	100
Drivers in Property-Damage-Only Crashes**						
Passenger Car	133,000	3	4,071,000	97	**4,204,000**	**100**
Light Truck	108,000	4	2,771,000	96	**2,879,000**	**100**
Large Truck	8,000	2	314,000	98	**322,000**	**100**
Bus	***	***	39,000	100	**39,000**	**100**
Other/Unknown	***	***	10,000	100	**10,000**	**100**
Subtotal	*249,000*	*3*	*7,206,000*	*97*	***7,454,000***	***100***
Motorcycle	***	*3*	*12,000*	*97*	***13,000***	***100***
Total	**249,000**	**3**	**7,218,000**	**97**	7,467,000	100

*Blood alcohol concentration (BAC) of .01 grams per deciliter (g/dl) or greater. NHTSA estimates alcohol involvement 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 0.5 percent.

Table 81

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

Age (Years)	Highest BAC in Crash								Total	
	.00		.01-.07		.08 or Higher		.01 and Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<5	487	77	30	5	112	18	142	23	**629**	**100**
5-9	499	82	17	3	96	16	113	18	**612**	**100**
10-15	1,068	78	72	5	224	16	296	22	**1,364**	**100**
16-20	3,781	64	394	7	1,721	29	2,115	36	**5,896**	**100**
21-24	1,996	45	312	7	2,157	48	2,469	55	**4,465**	**100**
25-34	3,250	47	426	6	3,178	46	3,605	53	**6,855**	**100**
35-44	3,192	50	335	5	2,856	45	3,191	50	**6,383**	**100**
45-54	3,430	57	298	5	2,258	38	2,555	43	**5,985**	**100**
55-64	2,643	69	164	4	1,006	26	1,170	31	**3,813**	**100**
65-74	2,203	80	110	4	429	16	538	20	**2,741**	**100**
>74	3,325	88	121	3	319	8	440	12	**3,765**	**100**
Unknown	67	52	6	5	55	43	61	48	**128**	**100**
Total	**25,942**	**61**	**2,285**	**5**	**14,409**	**34**	**16,694**	**39**	**42,636**	**100**

Note: NHTSA estimates alcohol involvement 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	
	.00		.01-.07		.08 or Higher			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
.00	2,451	54	76	2	297	6	**2,823**	**62**
.01-.07	166	4	12	0	26	1	**204**	**4**
.08 or Higher	1,227	27	69	2	254	6	**1,551**	**34**
Total*	**3,844**	**84**	**156**	**3**	**576**	**13**	**4,577**	**100**

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

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more 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	15,473	60.9	7,791	30.7	2,129	8.4	**25,393**	**100.0**
Light Truck	13,364	60.2	7,262	32.7	1,591	7.2	**22,217**	**100.0**
Large Truck	3,722	77.6	684	14.3	393	8.2	**4,799**	**100.0**
Bus	213	78.0	27	9.9	33	12.1	**273**	**100.0**
Other/Unknown	205	15.7	479	36.8	619	47.5	**1,303**	**100.0**
Total*	**32,977**	**61.1**	**16,243**	**30.1**	**4,765**	**8.8**	**53,985**	**100.0**
Drivers in Injury Crashes								
Passenger Car	1,706,000	85.8	80,000	4.0	201,000	10.1	**1,987,000**	**100.0**
Light Truck	1,080,000	86.8	58,000	4.7	106,000	8.5	**1,243,000**	**100.0**
Large Truck	66,000	76.7	4,000	4.7	16,000	18.6	**86,000**	**100.0**
Bus	9,000	66.7	1,000	7.6	3,000	25.7	**13,000**	**100.0**
Other/Unknown	3,000	32.5	5,000	58.9	1,000	8.6	**9,000**	**100.0**
Total*	**2,863,000**	**85.8**	**148,000**	**4.4**	**327,000**	**9.8**	**3,338,000**	**100.0**
Drivers in Property-Damage-Only Crashes								
Passenger Car	3,590,000	85.4	63,000	1.5	551,000	13.1	**4,204,000**	**100.0**
Light Truck	2,517,000	87.4	43,000	1.5	319,000	11.1	**2,879,000**	**100.0**
Large Truck	228,000	70.8	5,000	1.7	89,000	27.5	**322,000**	**100.0**
Bus	32,000	80.4	2,000	4.5	6,000	15.1	**39,000**	**100.0**
Other/Unknown	5,000	48.8	3,000	28.6	2,000	22.6	**10,000**	**100.0**
Total*	**6,371,000**	**85.5**	**116,000**	**1.6**	**967,000**	**13.0**	**7,454,000**	**100.0**
Drivers in All Crashes								
Passenger Car	5,311,000	85.4	151,000	2.4	755,000	12.1	**6,216,000**	**100.0**
Light Truck	3,610,000	87.1	109,000	2.6	426,000	10.3	**4,144,000**	**100.0**
Large Truck	298,000	72.1	10,000	2.5	105,000	25.5	**413,000**	**100.0**
Bus	40,000	77.0	3,000	5.3	9,000	17.7	**52,000**	**100.0**
Other/Unknown	8,000	39.5	9,000	42.4	4,000	18.1	**20,000**	**100.0**
Total*	**9,267,000**	**85.4**	**281,000**	**2.6**	**1,299,000**	**12.0**	**10,846,000**	**100.0**

*Excludes motorcycle operators.

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

Table 84

Passenger Car and Light 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	299	60.4	168	33.9	28	5.7	**495**	**100.0**
5-9	188	45.0	204	48.8	26	6.2	**418**	**100.0**
10-15	324	34.2	558	59.0	64	6.8	**946**	**100.0**
16-20	1,824	35.5	2,953	57.5	358	7.0	**5,135**	**100.0**
21-24	1,136	31.6	2,206	61.4	253	7.0	**3,595**	**100.0**
25-34	1,703	33.7	2,966	58.7	383	7.6	**5,052**	**100.0**
35-44	1,513	35.6	2,455	57.7	286	6.7	**4,254**	**100.0**
45-54	1,615	42.0	1,929	50.2	301	7.8	**3,845**	**100.0**
55-64	1,326	49.3	1,207	44.9	155	5.8	**2,688**	**100.0**
65-74	1,199	56.7	774	36.6	143	6.8	**2,116**	**100.0**
>74	2,001	65.1	905	29.4	169	5.5	**3,075**	**100.0**
Unknown	18	24.3	39	52.7	17	23.0	**74**	**100.0**
Total	**13,146**	**41.5**	**16,364**	**51.6**	**2,183**	**6.9**	**31,693**	**100.0**
Occupants Injured								
<5	49,000	87.0	4,000	7.4	3,000	5.5	**56,000**	**100.0**
5-9	56,000	84.7	6,000	9.1	4,000	6.2	**66,000**	**100.0**
10-15	92,000	80.9	15,000	13.0	7,000	6.2	**114,000**	**100.0**
16-20	345,000	80.3	51,000	12.0	33,000	7.7	**429,000**	**100.0**
21-24	223,000	81.4	27,000	9.8	24,000	8.8	**274,000**	**100.0**
25-34	380,000	84.1	39,000	8.6	33,000	7.3	**451,000**	**100.0**
35-44	356,000	85.7	28,000	6.7	32,000	7.6	**416,000**	**100.0**
45-54	299,000	88.0	18,000	5.2	23,000	6.9	**340,000**	**100.0**
55-64	181,000	89.9	10,000	4.7	11,000	5.4	**202,000**	**100.0**
65-74	98,000	90.3	4,000	4.1	6,000	5.6	**109,000**	**100.0**
>74	76,000	89.2	4,000	5.2	5,000	5.5	**85,000**	**100.0**
Total	**2,156,000**	**84.8**	**206,000**	**8.1**	**181,000**	**7.1**	**2,543,000**	**100.0**

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

Table 85

Passenger Car and Light 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	1,687	81.3	304	14.7	83	4.0	**2,074**	**100.0**
5-9	1,357	71.2	435	22.8	114	6.0	**1,906**	**100.0**
10-15	2,014	62.2	1,025	31.6	200	6.2	**3,239**	**100.0**
16-20	5,218	59.1	2,864	32.4	752	8.5	**8,834**	**100.0**
21-24	3,322	59.4	1,743	31.1	532	9.5	**5,597**	**100.0**
25-34	5,541	66.1	2,123	25.3	716	8.5	**8,380**	**100.0**
35-44	4,999	74.2	1,249	18.5	486	7.2	**6,734**	**100.0**
45-54	4,022	80.6	658	13.2	313	6.3	**4,993**	**100.0**
55-64	2,578	82.5	361	11.6	184	5.9	**3,123**	**100.0**
65-74	1,540	82.3	209	11.2	122	6.5	**1,871**	**100.0**
>74	1,259	84.3	155	10.4	80	5.4	**1,494**	**100.0**
Unknown	352	27.6	230	18.1	692	54.3	**1,274**	**100.0**
Total	**33,889**	**68.4**	**11,356**	**22.9**	**4,274**	**8.6**	**49,519**	**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	***8,380***	***48.8***	***7,599***	***44.2***	***1,205***	***7.0***	***17,184***	***100.0***
Left	6,378	48.3	5,908	44.7	927	7.0	**13,213**	**100.0**
Middle	9	25.0	26	72.2	1	2.8	**36**	**100.0**
Right	1,992	50.7	1,658	42.2	276	7.0	**3,926**	**100.0**
Other/Unknown	1	11.1	7	77.8	1	11.1	**9**	**100.0**
Second Seat	***547***	***31.6***	***1,039***	***60.1***	***144***	***8.3***	***1,730***	***100.0***
Left	210	32.2	397	60.8	46	7.0	**653**	**100.0**
Middle	62	28.7	132	61.1	22	10.2	**216**	**100.0**
Right	273	33.3	475	57.9	72	8.8	**820**	**100.0**
Other/Unknown	2	4.9	35	85.4	4	9.8	**41**	**100.0**
Other	***1***	***3.6***	***25***	***89.3***	***2***	***7.1***	***28***	***100.0***
Unknown	***8***	***5.4***	***89***	***59.7***	***52***	***34.9***	***149***	***100.0***
Total	**8,936**	**46.8**	**8,752**	**45.8**	**1,403**	**7.3**	**19,091**	**100.0**
Passenger Car Occupants Injured								
Front Seat	***1,278,000***	***86.1***	***94,000***	***6.3***	***112,000***	***7.5***	***1,484,000***	***100.0***
Left	1,000,000	86.3	66,000	5.7	93,000	8.0	**1,160,000**	**100.0**
Middle	4,000	77.4	1,000	17.1	*	5.5	**5,000**	**100.0**
Right	274,000	85.8	27,000	8.4	19,000	5.9	**319,000**	**100.0**
Second Seat	***119,000***	***75.4***	***29,000***	***18.1***	***10,000***	***6.5***	***158,000***	***100.0***
Left	46,000	75.8	11,000	17.6	4,000	6.6	**61,000**	**100.0**
Middle	14,000	71.6	4,000	21.7	1,000	6.7	**20,000**	**100.0**
Right	59,000	76.1	14,000	17.5	5,000	6.4	**77,000**	**100.0**
Other	*	***28.7***	*	***46.4***	*	***25.0***	***1,000***	***100.0***
Total	**1,397,000**	**85.1**	**123,000**	**7.5**	**122,000**	**7.5**	**1,643,000**	**100.0**

*Less than 500.

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	***3,852***	***35.1***	***6,451***	***58.9***	***658***	***6.0***	***10,961***	***100.0***
Left	3,037	34.9	5,126	58.9	536	6.2	**8,699**	**100.0**
Middle	22	19.5	88	77.9	3	2.7	**113**	**100.0**
Right	793	37.1	1,227	57.4	119	5.6	**2,139**	**100.0**
Other/Unknown	0	0.0	10	100.0	0	0.0	**10**	**100.0**
Second Seat	***298***	***28.0***	***708***	***66.5***	***58***	***5.5***	***1,064***	***100.0***
Left	123	33.2	228	61.6	19	5.1	**370**	**100.0**
Middle	48	23.8	147	72.8	7	3.5	**202**	**100.0**
Right	121	25.9	315	67.5	31	6.6	**467**	**100.0**
Other/Unknown	6	24.0	18	72.0	1	4.0	**25**	**100.0**
Other	***51***	***13.6***	***307***	***81.6***	***18***	***4.8***	***376***	***100.0***
Unknown	***9***	***4.5***	***146***	***72.6***	***46***	***22.9***	***201***	***100.0***
Total	**4,210**	**33.4**	**7,612**	**60.4**	**780**	**6.2**	**12,602**	**100.0**
Light Truck Occupants Injured								
Front Seat	***680,000***	***85.3***	***65,000***	***8.2***	***52,000***	***6.5***	***797,000***	***100.0***
Left	522,000	85.1	46,000	7.6	45,000	7.3	**614,000**	**100.0**
Middle	5,000	63.7	2,000	28.4	1,000	7.9	**8,000**	**100.0**
Right	153,000	87.1	16,000	9.4	6,000	3.5	**175,000**	**100.0**
Second Seat	***71,000***	***80.0***	***14,000***	***15.4***	***4,000***	***4.6***	***88,000***	***100.0***
Left	26,000	82.7	4,000	14.2	1,000	3.2	**31,000**	**100.0**
Middle	13,000	78.1	3,000	17.9	1,000	4.0	**17,000**	**100.0**
Right	32,000	78.7	6,000	15.4	2,000	5.9	**41,000**	**100.0**
Other	***8,000***	***52.4***	***4,000***	***28.9***	***3,000***	***18.6***	***15,000***	***100.0***
Total	**759,000**	**84.3**	**83,000**	**9.2**	**59,000**	**6.5**	**900,000**	**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	4,684	24.5	2,393	19.0
Lap Belt	146	0.8	134	1.1
Shoulder Belt	197	1.0	13	0.1
Child Safety Seat	129	0.7	90	0.7
Type Unknown	69	0.4	35	0.3
Restraint Used, Airbag Deployed	3,651	19.1	1,503	11.9
Safety Belt Used Improperly	31	0.2	25	0.2
Child Safety Seat Used Improperly	29	0.2	17	0.1
Subtotal	*8,936*	*46.8*	*4,210*	*33.4*
No Restraint Used	5,957	31.2	6,089	48.3
No Restraint Used, Airbag Deployed	2,795	14.6	1,523	12.1
Restraint Use Unknown	1,403	7.3	780	6.2
Total	**19,091**	**100.0**	**12,602**	**100.0**
Occupants Injured				
Restraint Used				
Lap/Shoulder Belt	954,000	58.1	579,000	64.3
Lap Belt	32,000	1.9	20,000	2.3
Shoulder Belt	8,000	0.5	2,000	0.2
Child Safety Seat	23,000	1.4	15,000	1.7
Type Unknown	59,000	3.6	34,000	3.8
Restraint Used, Airbag Deployed	322,000	19.6	108,000	12.0
Subtotal	*1,397,000*	*85.1*	*759,000*	*84.3*
No Restraint Used	99,000	6.0	73,000	8.1
No Restraint Used, Airbag Deployed	24,000	1.4	10,000	1.1
Restraint Use Unknown	122,000	7.5	59,000	6.5
Total	**1,643,000**	**100.0**	**900,000**	**100.0**

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

Table 89

Motorcycle Riders 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 Riders Killed						
Midnight to 3 am	148	7.8	258	12.2	**406**	**10.1**
3 am to 6 am	55	2.9	72	3.4	**127**	**3.2**
6 am to 9 am	132	7.0	34	1.6	**166**	**4.1**
9 am to Noon	164	8.7	167	7.9	**331**	**8.3**
Noon to 3 pm	298	15.8	292	13.9	**590**	**14.7**
3 pm to 6 pm	428	22.6	438	20.8	**866**	**21.6**
6 pm to 9 pm	374	19.8	476	22.6	**850**	**21.2**
9 pm to Midnight	283	15.0	353	16.8	**636**	**15.9**
Unknown	9	0.5	17	0.8	**36**	**0.9**
Total	**1,891**	**100.0**	**2,107**	**100.0**	***4,008**	**100.0**
Motorcycle Riders Injured						
Midnight to 3 am	1,000	3.1	2,000	4.6	**3,000**	**3.8**
3 am to 6 am	1,000	1.5	1,000	2.9	**2,000**	**2.1**
6 am to 9 am	3,000	7.0	1,000	3.3	**4,000**	**5.3**
9 am to Noon	4,000	10.8	4,000	10.4	**8,000**	**10.6**
Noon to 3 pm	8,000	18.9	8,000	23.4	**16,000**	**20.9**
3 pm to 6 pm	11,000	27.4	9,000	25.6	**20,000**	**26.6**
6 pm to 9 pm	9,000	21.0	7,000	19.6	**16,000**	**20.4**
9 pm to Midnight	4,000	10.3	4,000	10.3	**8,000**	**10.3**
Total	**42,000**	**100.0**	**35,000**	**100.0**	**76,000**	**100.0**

*Includes 10 motorcycle riders killed on unknown day of week.

Figure 28

Average Number of Motorcycle Riders Killed per Hour, by Time of Day and Day of Week

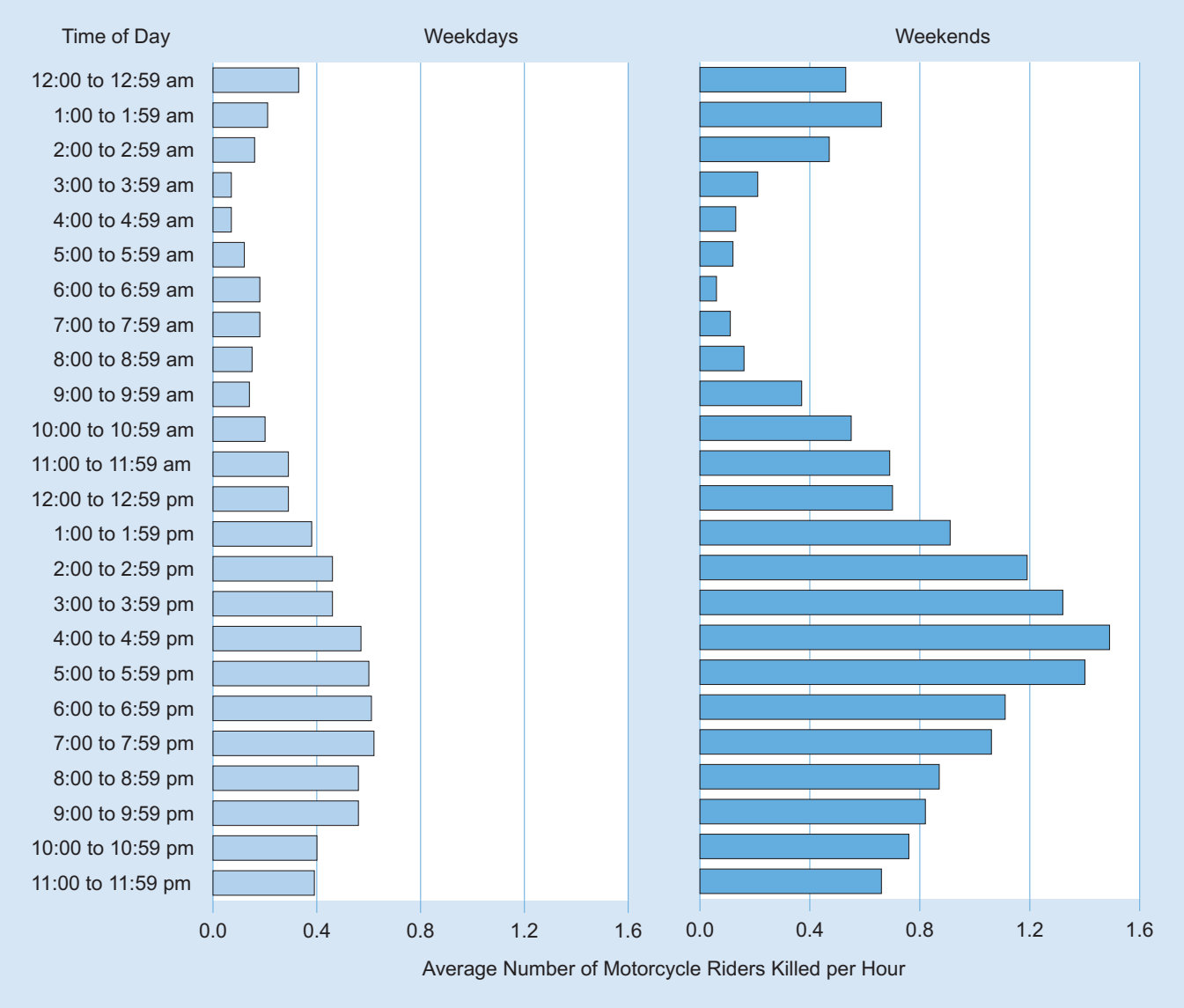


Table 90

Motorcycle Riders 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	2,017	54.6	1,587	43.0	89	2.4	**3,693**	**100.0**
Passengers	145	46.0	164	52.1	6	1.9	**315**	**100.0**
Total	**2,162**	**53.9**	**1,751**	**43.7**	**95**	**2.4**	**4,008**	**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	33	4	0	5	1	**43**
16-20	27	2	94	190	2	**315**
21-24	12	6	159	276	5	**458**
25-34	31	5	253	639	5	**933**
35-44	14	2	199	705	7	**927**
45-54	8	3	104	797	5	**917**
55-64	4	1	31	339	6	**381**
65-74	0	0	12	82	1	**95**
>74	0	0	0	19	0	**19**
Unknown	0	0	0	0	7	**7**
Total	**129**	**23**	**852**	**3,052**	**39**	**4,095**

Table 92

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

Age (Years)	Vehicle Type		Total
	Bus	Other Vehicle	
<5	3	0	3
5-9	8	2	10
10-15	1	1	2
>15	15	0	15
Total	**27**	**3**	**30**

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	3	2.3	1,000	7.7
School Bus Passenger	4	3.1	8,000	47.9
Pedestrian	30	23.1	1,000	3.4
Pedalcyclist	3	2.3	*	*
Occupant of Other Vehicle	90	69.2	7,000	41.0
Other Non-Motorists	0	0.0	*	*
Total	**130**	**100.0**	**17,000**	**100.0**

*Less than 500 or less than 0.05 percent.

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	14	13.1	91	85.0	**107**	**100.0**
5-9	26	21.8	93	78.2	**119**	**100.0**
10-15	34	20.4	129	77.2	**167**	**100.0**
16-20	36	13.6	226	85.3	**265**	**100.0**
21-24	34	12.3	241	87.0	**277**	**100.0**
25-34	84	14.0	510	85.3	**598**	**100.0**
35-44	123	15.9	644	83.0	**776**	**100.0**
45-54	166	19.6	675	79.8	**846**	**100.0**
55-64	121	24.2	373	74.5	**501**	**100.0**
65-74	117	30.5	263	68.7	**383**	**100.0**
>74	190	34.2	365	65.6	**556**	**100.0**
Unknown	5	10.9	38	82.6	**46**	**100.0**
Total	**950**	**20.5**	**3,648**	**78.6**	***4,641**	**100.0**
Pedestrians Injured						
<5	***	14.9	2,000	76.1	**3,000**	**100.0**
5-9	1,000	23.3	4,000	72.0	**6,000**	**100.0**
10-15	6,000	51.5	5,000	46.3	**11,000**	**100.0**
16-20	4,000	60.8	2,000	34.9	**6,000**	**100.0**
21-24	2,000	43.4	2,000	47.6	**5,000**	**100.0**
25-34	4,000	45.9	5,000	48.3	**9,000**	**100.0**
35-44	4,000	41.9	5,000	51.9	**10,000**	**100.0**
45-54	4,000	49.1	4,000	46.1	**9,000**	**100.0**
55-64	2,000	51.9	1,000	40.4	**3,000**	**100.0**
65-74	2,000	58.9	1,000	39.3	**3,000**	**100.0**
>74	2,000	72.0	1,000	18.7	**3,000**	**100.0**
Total	**32,000**	**46.3**	**33,000**	**48.3**	****68,000**	**100.0**

*Includes 43 pedestrians killed at other or unknown locations.
**Includes 4,000 pedestrians injured at other or unknown locations.
***Less than 500.

Table 95

Pedestrians 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	73	10,263	0.71	34	9,808	0.35	**107**	**20,071**	**0.53**
5-9	74	10,029	0.74	45	9,576	0.47	**119**	**19,606**	**0.61**
10-15	100	12,989	0.77	67	12,368	0.54	**167**	**25,357**	**0.66**
16-20	190	10,583	1.80	74	10,011	0.74	**265**	**20,594**	**1.29**
21-24	214	8,698	2.46	63	8,197	0.77	**277**	**16,895**	**1.64**
25-34	450	20,336	2.21	148	19,696	0.75	**598**	**40,032**	**1.49**
35-44	552	22,034	2.51	224	22,075	1.01	**776**	**44,109**	**1.76**
45-54	645	20,453	3.15	201	21,166	0.95	**846**	**41,619**	**2.03**
55-64	336	13,999	2.40	165	15,079	1.09	**501**	**29,079**	**1.72**
65-74	247	8,428	2.93	136	10,036	1.36	**383**	**18,463**	**2.07**
>74	305	6,726	4.53	251	11,104	2.26	**556**	**17,831**	**3.12**
Unknown	29	*	*	15	*	*	**46**	*	*
Total	**3,215**	**144,537**	**2.22**	**1,423**	**149,118**	**0.95**	****4,641**	**293,655**	**1.58**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	2,000	10,263	16	1,000	9,808	13	**3,000**	**20,071**	**14**
5-9	4,000	10,029	40	2,000	9,576	21	**6,000**	**19,606**	**31**
10-15	6,000	12,989	47	5,000	12,368	39	**11,000**	**25,357**	**43**
16-20	3,000	10,583	24	4,000	10,011	36	**6,000**	**20,594**	**30**
21-24	2,000	8,698	27	3,000	8,197	31	**5,000**	**16,895**	**29**
25-34	6,000	20,336	31	3,000	19,696	16	**9,000**	**40,032**	**24**
35-44	6,000	22,034	26	4,000	22,075	19	**10,000**	**44,109**	**23**
45-54	5,000	20,453	25	4,000	21,166	17	**9,000**	**41,619**	**21**
55-64	2,000	13,999	12	2,000	15,079	10	**3,000**	**29,079**	**11**
65-74	2,000	8,428	19	1,000	10,036	13	**3,000**	**18,463**	**16**
>74	2,000	6,726	28	1,000	11,104	8	**3,000**	**17,831**	**15**
Total	**39,000**	**144,537**	**27**	**29,000**	**149,118**	**19**	**68,000**	**293,655**	**23**

*Not applicable.
**Includes 3 pedestrian fatalities of unknown sex.
***Less than 500.
Source: Population—Bureau of the Census.
Note: 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	203	7.6	368	18.7	**571**	**12.3**
3 am to 6 am	169	6.3	201	10.2	**370**	**8.0**
6 am to 9 am	328	12.3	63	3.2	**391**	**8.4**
9 am to Noon	230	8.6	61	3.1	**291**	**6.3**
Noon to 3 pm	245	9.2	62	3.1	**307**	**6.6**
3 pm to 6 pm	432	16.2	130	6.6	**562**	**12.1**
6 pm to 9 pm	622	23.3	526	26.7	**1,148**	**24.7**
9 pm to Midnight	429	16.1	547	27.8	**976**	**21.0**
Unknown	7	0.3	12	0.6	**25**	**0.5**
Total	**2,665**	**100.0**	**1,970**	**100.0**	***4,641**	**100.0**
Pedestrians Injured						
Midnight to 3 am	1,000	2.8	2,000	11.9	**4,000**	**5.3**
3 am to 6 am	**	1.0	**	2.0	**1,000**	**1.3**
6 am to 9 am	8,000	15.9	**	1.7	**8,000**	**12.0**
9 am to Noon	5,000	10.2	1,000	6.4	**6,000**	**9.2**
Noon to 3 pm	9,000	18.9	2,000	12.6	**12,000**	**17.2**
3 pm to 6 pm	13,000	27.1	3,000	13.9	**16,000**	**23.4**
6 pm to 9 pm	8,000	16.4	5,000	27.1	**13,000**	**19.3**
9 pm to Midnight	4,000	7.8	5,000	24.4	**8,000**	**12.4**
Total	**49,000**	**100.0**	**19,000**	**100.0**	**68,000**	**100.0**

*Includes 6 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

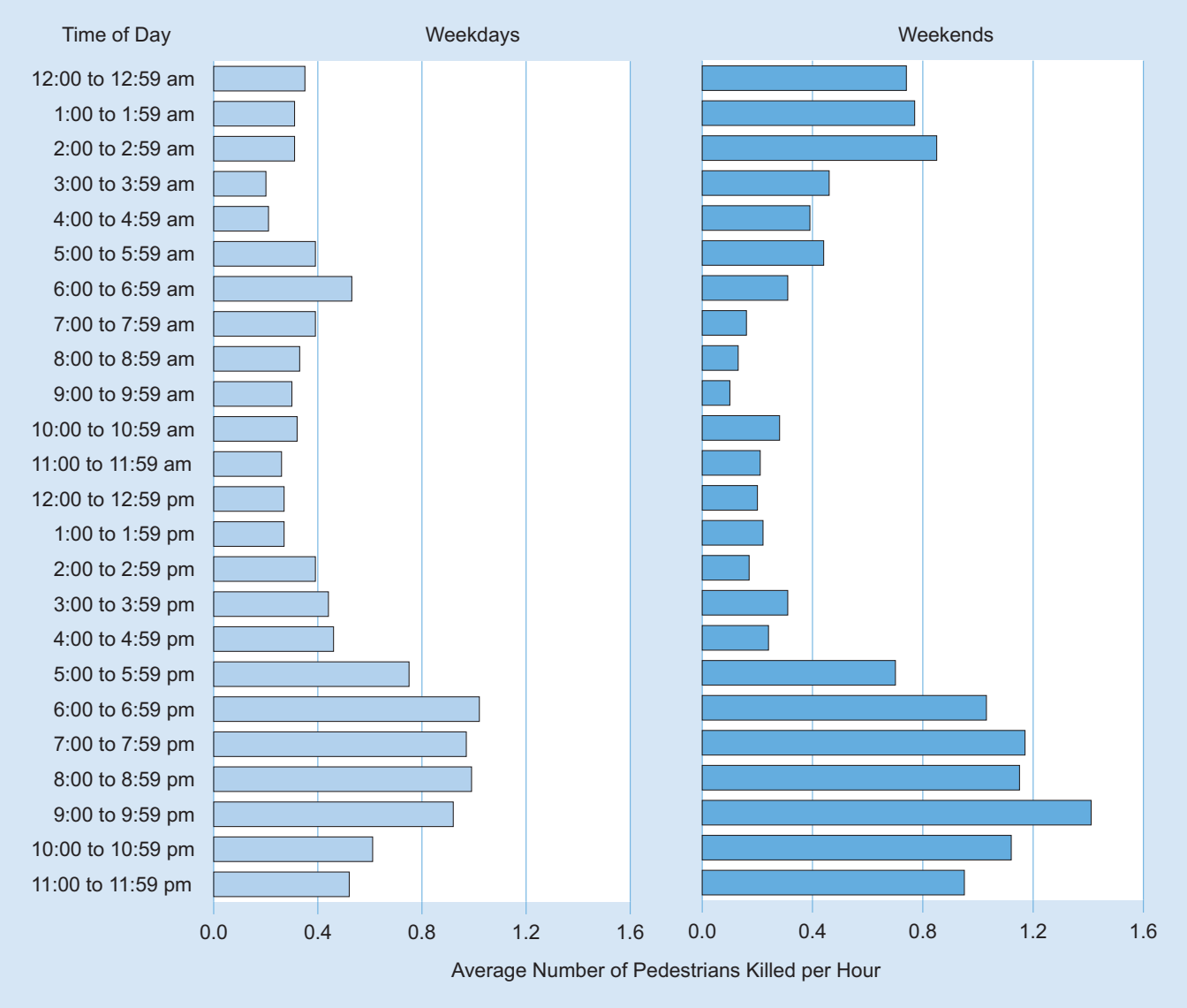


Table 97
Pedestrians Killed or Injured in Single-Vehicle Crashes, by Vehicle Type and Initial Point of Impact

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	1,648	90.5	52	2.9	18	1.0	21	1.2	81	4.5	**1,820**	**100.0**
Light Truck	1,519	90.2	47	2.8	14	0.8	35	2.1	69	4.1	**1,684**	**100.0**
Large Truck	183	72.0	15	5.9	5	2.0	18	7.1	33	13.0	**254**	**100.0**
Bus	49	66.2	7	9.5	5	6.8	6	8.1	7	9.5	**74**	**100.0**
Other/Unknown	223	59.5	2	0.5	1	0.3	6	1.6	143	38.1	**375**	**100.0**
Total	**3,622**	**86.1**	**123**	**2.9**	**43**	**1.0**	**86**	**2.0**	**333**	**7.9**	**4,207**	**100.0**
Pedestrians Injured												
Passenger Car	29,000	72.5	4,000	9.5	4,000	10.0	3,000	7.9	*	0.2	**40,000**	**100.0**
Light Truck	14,000	69.3	2,000	11.3	3,000	13.9	1,000	5.5	*	*	**21,000**	**100.0**
Other	1,000	33.9	2,000	35.5	*	8.6	1,000	13.5	*	8.5	**4,000**	**100.0**
Total	**45,000**	**68.9**	**8,000**	**11.8**	**7,000**	**11.1**	**5,000**	**7.5**	*	**0.7**	**65,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 98
Pedestrians Killed, by Related Factors

Factors	Number	Percent
Improper crossing of roadway or intersection	1,148	24.7
Walking, playing, working, etc., in roadway	1,119	24.1
Failure to yield right of way	727	15.7
Not visible	521	11.2
Darting or running into road	500	10.8
Inattentive (talking, eating, etc.)	122	2.6
Failure to obey traffic signs, signals, or officer	78	1.7
Physical impairment	48	1.0
Emotional (e.g., depression, angry, disturbed)	25	0.5
Ill, blackout	22	0.5
Getting on/off/in/out of transport vehicle	20	0.4
Nonmotorist pushing vehicle	7	0.2
Other factors	156	3.4
None reported	1,416	30.5
Unknown	141	3.0
Total Pedestrians	**4,641**	**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	2	22.2	7	77.8	**9**	**100.0**
5-9	18	41.9	25	58.1	**43**	**100.0**
10-15	44	45.4	53	54.6	**97**	**100.0**
16-20	18	36.7	30	61.2	**49**	**100.0**
21-24	10	40.0	15	60.0	**25**	**100.0**
25-34	17	28.3	41	68.3	**60**	**100.0**
35-44	34	23.4	110	75.9	**145**	**100.0**
45-54	34	26.2	94	72.3	**130**	**100.0**
55-64	27	38.6	43	61.4	**70**	**100.0**
65-74	21	36.8	35	61.4	**57**	**100.0**
>74	11	31.4	24	68.6	**35**	**100.0**
Unknown	0	0.0	4	80.0	**5**	**100.0**
Total	**236**	**32.6**	**481**	**66.3**	***725**	**100.0**
Pedalcyclists Injured						
<5	***	46.2	***	53.8	***	**100.0**
5-9	2,000	43.9	2,000	55.3	**4,000**	**100.0**
10-15	5,000	59.9	4,000	39.6	**9,000**	**100.0**
16-20	3,000	62.7	2,000	35.4	**5,000**	**100.0**
21-24	2,000	78.8	1,000	18.4	**3,000**	**100.0**
25-34	4,000	67.9	2,000	30.9	**5,000**	**100.0**
35-44	4,000	72.3	2,000	25.4	**6,000**	**100.0**
45-54	3,000	62.1	2,000	36.9	**5,000**	**100.0**
55-64	1,000	49.1	1,000	42.2	**3,000**	**100.0**
65-74	1,000	74.3	***	25.7	**1,000**	**100.0**
>74	***	83.1	***	7.4	***	**100.0**
Total	**26,000**	**63.0**	**14,000**	**35.1**	****41,000**	**100.0**

*Includes 8 pedalcyclists killed at other or unknown location.
**Includes 1,000 pedalcyclists injured 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		
	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate	Killed	Population (Thousands)	Rate
<5	3	10,263	0.03	6	9,808	0.06	**9**	**20,071**	**0.04**
5-9	32	10,029	0.32	11	9,576	0.11	**43**	**19,606**	**0.22**
10-15	79	12,989	0.61	18	12,368	0.15	**97**	**25,357**	**0.38**
16-20	41	10,583	0.39	8	10,011	0.08	**49**	**20,594**	**0.24**
21-24	23	8,698	0.26	2	8,197	0.02	**25**	**16,895**	**0.15**
25-34	52	20,336	0.26	8	19,696	0.04	**60**	**40,032**	**0.15**
35-44	131	22,034	0.59	14	22,075	0.06	**145**	**44,109**	**0.33**
45-54	111	20,453	0.54	19	21,166	0.09	**130**	**41,619**	**0.31**
55-64	62	13,999	0.44	8	15,079	0.05	**70**	**29,079**	**0.24**
65-74	56	8,428	0.66	1	10,036	0.01	**57**	**18,463**	**0.31**
>74	35	6,726	0.52	0	11,104	0.00	**35**	**17,831**	**0.20**
Unknown	5	*	*	0	*	*	**5**	*	*
Total	**630**	**144,537**	**0.44**	**95**	**149,118**	**0.06**	**725**	**293,655**	**0.25**

Age (Years)	Male			Female			Total		
	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate	Injured	Population (Thousands)	Rate
<5	**	10,263	1	**	9,808	1	**	**20,071**	**1**
5-9	2,000	10,029	24	1,000	9,576	14	**4,000**	**19,606**	**19**
10-15	7,000	12,989	51	2,000	12,368	19	**9,000**	**25,357**	**36**
16-20	4,000	10,583	38	1,000	10,011	10	**5,000**	**20,594**	**24**
21-24	2,000	8,698	23	1,000	8,197	14	**3,000**	**16,895**	**19**
25-34	4,000	20,336	21	1,000	19,696	5	**5,000**	**40,032**	**13**
35-44	5,000	22,034	22	1,000	22,075	5	**6,000**	**44,109**	**14**
45-54	4,000	20,453	20	1,000	21,166	4	**5,000**	**41,619**	**12**
55-64	2,000	13,999	14	1,000	15,079	5	**3,000**	**29,079**	**9**
65-74	1,000	8,428	10	**	10,036	1	**1,000**	**18,463**	**5**
>74	**	6,726	3	**	11,104	***	**	**17,831**	**1**
Total	**31,000**	**144,537**	**22**	**10,000**	**149,118**	**6**	**41,000**	**293,655**	**14**

*Not applicable.
**Less than 500.
***Less than 0.5.
Source: Population—Bureau of the Census.
Notes: 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	17	3.6	22	8.8	**39**	**5.4**
3 am to 6 am	20	4.2	10	4.0	**30**	**4.1**
6 am to 9 am	58	12.3	9	3.6	**67**	**9.2**
9 am to Noon	54	11.4	23	9.2	**77**	**10.6**
Noon to 3 pm	68	14.4	32	12.7	**100**	**13.8**
3 pm to 6 pm	99	20.9	29	11.6	**128**	**17.7**
6 pm to 9 pm	93	19.7	74	29.5	**167**	**23.0**
9 pm to Midnight	64	13.5	49	19.5	**113**	**15.6**
Unknown	0	0.0	3	1.2	**4**	**0.6**
Total	**473**	**100.0**	**251**	**100.0**	***725**	**100.0**
Pedalcyclists Injured						
Midnight to 3 am	**	0.7	**	1.9	**	**1.0**
3 am to 6 am	**	1.2	**	0.3	**	**0.9**
6 am to 9 am	3,000	9.7	**	3.9	**3,000**	**8.1**
9 am to Noon	3,000	11.2	1,000	13.1	**5,000**	**11.7**
Noon to 3 pm	6,000	20.8	2,000	20.9	**9,000**	**20.8**
3 pm to 6 pm	9,000	31.1	3,000	23.1	**12,000**	**28.9**
6 pm to 9 pm	6,000	20.4	3,000	25.0	**9,000**	**21.7**
9 pm to Midnight	1,000	5.0	1,000	11.8	**3,000**	**6.9**
Total	**30,000**	**100.0**	**11,000**	**100.0**	**41,000**	**100.0**

*Includes 1 pedalcyclist 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										Total	
	Front		Right Side		Left Side		Rear		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Pedalcyclists Killed												
Passenger Car	249	91.9	10	3.7	5	1.8	1	0.4	6	2.2	**271**	**100.0**
Light Truck	263	86.5	21	6.9	9	3.0	6	2.0	5	1.6	**304**	**100.0**
Large Truck	29	39.2	20	27.0	4	5.4	14	18.9	7	9.5	**74**	**100.0**
Bus	3	50.0	1	16.7	0	0.0	0	0.0	2	33.3	**6**	**100.0**
Other/Unknown	25	59.5	2	4.8	0	0.0	0	0.0	15	35.7	**42**	**100.0**
Total	**569**	**81.6**	**54**	**7.7**	**18**	**2.6**	**21**	**3.0**	**35**	**5.0**	**697**	**100.0**
Pedalcyclists Injured												
Passenger Car	18,000	67.6	6,000	23.2	2,000	7.9	*	1.2	*	*	**26,000**	**100.0**
Light Truck	8,000	62.5	3,000	25.6	1,000	8.9	*	3.0	*	*	**13,000**	**100.0**
Other	*	26.2	1,000	65.2	*	0.4	*	3.3	*	5.0	**1,000**	**100.0**
Total	**26,000**	**64.8**	**10,000**	**25.2**	**3,000**	**8.0**	**1,000**	**1.9**	*	**0.1**	**41,000**	**100.0**

*Less than 500 or less than 0.05 percent.

Table 103

Pedalcyclists Killed, by Related Factors

Factors	Number	Percent
Failure to yield right of way	131	18.1
Walking, playing, working, etc., in roadway	83	11.4
Improper crossing of roadway or intersection	69	9.5
Darting into road	62	8.6
Not visible	59	8.1
Failure to obey (e.g., signs, control devices, officers)	57	7.9
Operating without required equipment	51	7.0
Failure to keep in proper lane or running off road	43	5.9
Inattentive (talking, eating, etc.)	18	2.5
Making improper turn	18	2.5
Riding on wrong side of road	18	2.5
Failing to have lights on when required	10	1.4
Improper lane changing	10	1.4
Erratic, reckless, careless, or negligent operation	8	1.1
Improper entry to or exit from trafficway	5	0.7
Other factors	53	7.3
None reported	254	35.0
Unknown	16	2.2
Total Pedalcyclists	**725**	**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

CHAPTER 5 ■ STATES

Fatal crash and fatality statistics for each of the 50 states, the District of Columbia, and Puerto Rico are presented in this chapter. Several tables display state fatality rates based on population, licensed drivers, and registered vehicles. The last 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 0.6 percent) from 2003 to 2004 for the nation as a whole. Twenty-two states showed increases, ranging from less than 1 percent to as much as 42 percent.
- The pedestrian fatality rate per 100,000 population was 1.58 for the nation. New Mexico had the highest rate (2.94) and Nebraska had the lowest (0.52).
- About 1.7 percent of all traffic crash fatalities in 2004 were pedalcyclists. Rhode Island and Wyoming reported no pedalcyclists killed.
- In 2003, all states, plus the District of Columbia and Puerto Rico, had safety belt use laws. All states, the District of Columbia, and Puerto Rico also had laws requiring children of certain ages to be restrained in child safety seats.
- Motorcycle helmets were required for all riders in 20 states, the District of Columbia, and Puerto Rico in 2003. Twenty-seven states had helmet requirements with exceptions (age, rider type, roadway type), and three states did not require helmets at all.
- In 2003, it was a criminal offense to operate a motor vehicle at a blood alcohol concentration (BAC) of .08 g/dl or above in 45 states, the District of Columbia, and Puerto Rico.

Table 104

2004 Traffic Fatalities by State and Percent Change from 2003

State	Fatalities			State	Fatalities		
	2003	2004	Percent Change		2003	2004	Percent Change
AL	1,004	1,154	+15	NE	293	254	-13
AK	98	101	+3	NV	368	395	+7
AZ	1,118	1,150	+3	NH	127	171	+35
AR	640	704	+10	NJ	733	731	-0
CA	4,224	4,120	-2	NM	439	521	+19
CO	642	665	+4	NY	1,493	1,493	0
CT	298	291	-2	NC	1,553	1,557	+0
DE	142	134	-6	ND	105	100	-5
DC	67	43	-36	OH	1,274	1,286	+1
FL	3,169	3,244	+2	OK	671	774	+15
GA	1,603	1,634	+2	OR	512	456	-11
HI	133	142	+7	PA	1,577	1,490	-6
ID	293	260	-11	RI	104	83	-20
IL	1,454	1,356	-7	SC	969	1,046	+8
IN	833	947	+14	SD	203	197	-3
IA	443	390	-12	TN	1,193	1,288	+8
KS	469	461	-2	TX	3,821	3,583	-6
KY	928	964	+4	UT	309	296	-4
LA	940	904	-4	VT	69	98	+42
ME	207	194	-6	VA	943	925	-2
MD	650	643	-1	WA	600	563	-6
MA	462	476	+3	WV	394	411	+4
MI	1,283	1,159	-10	WI	848	792	-7
MN	655	567	-13	WY	165	164	-1
MS	872	900	+3	**USA**	**42,884**	**42,636**	**-1**
MO	1,232	1,130	-8				
MT	262	229	-13	PR	495	494	-0

Figure 30

2004 Traffic Fatalities by State and Percent Change from 2003

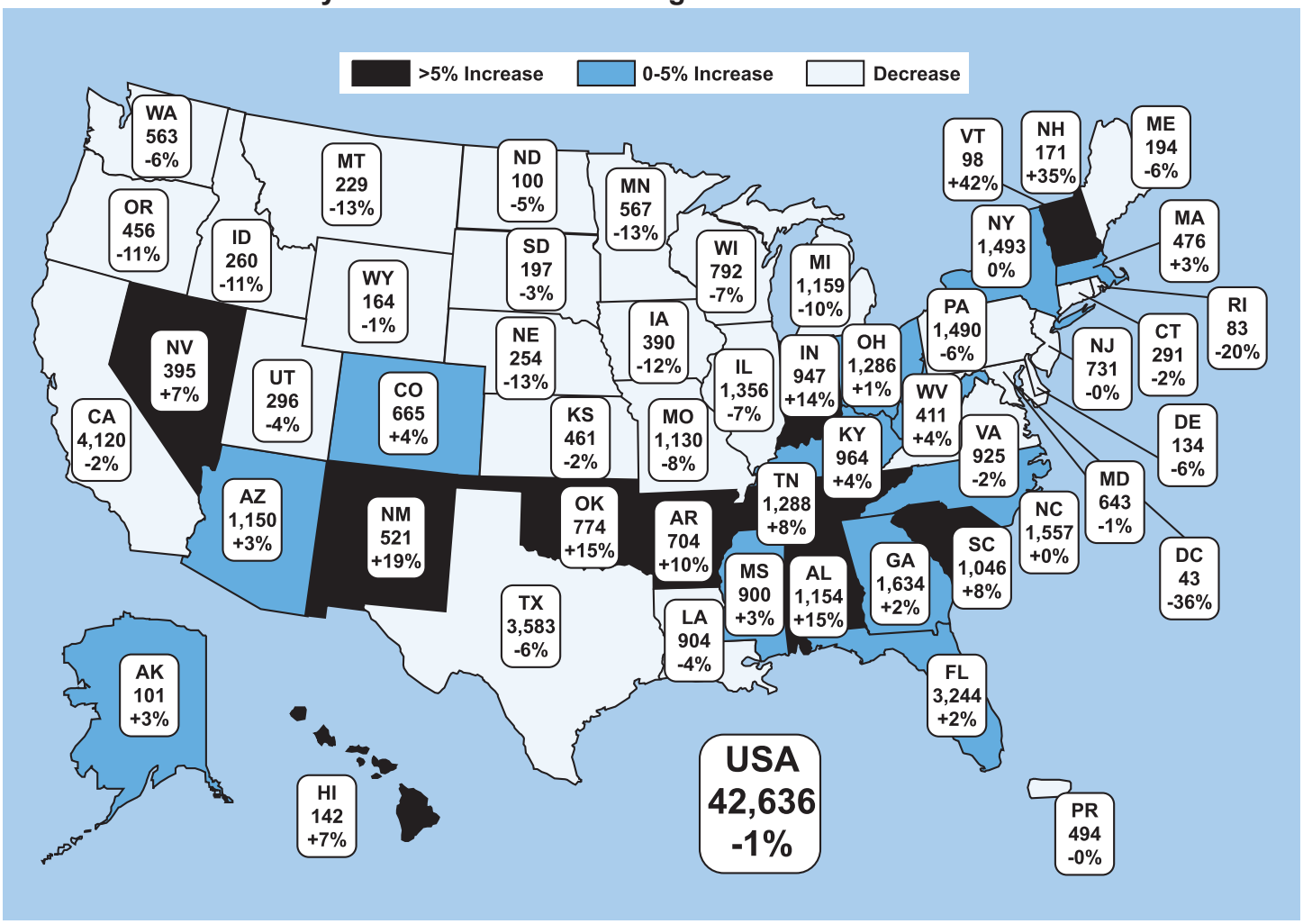


Table 105
Fatal Crashes by State and First Harmful Event

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	403	39.1	82	7.9	422	40.9	20	1.9	100	9.7	5	0.5	**1,032**	**100.0**
AK	42	43.8	12	12.5	22	22.9	3	3.1	14	14.6	3	3.1	**96**	**100.0**
AZ	379	38.3	152	15.4	172	17.4	20	2.0	222	22.4	12	1.2	**989**	**100.0**
AR	255	42.1	31	5.1	226	37.4	17	2.8	61	10.1	15	2.5	**605**	**100.0**
CA	1,336	35.8	754	20.2	1,072	28.8	109	2.9	412	11.1	42	1.1	**3,727**	**100.0**
CO	247	41.6	78	13.1	154	25.9	10	1.7	100	16.8	5	0.8	**594**	**100.0**
CT	93	33.6	28	10.1	141	50.9	3	1.1	10	3.6	2	0.7	**277**	**100.0**
DE	58	46.4	19	15.2	42	33.6	3	2.4	1	0.8	2	1.6	**125**	**100.0**
DC	21	51.2	11	26.8	9	22.0	0	0.0	0	0.0	0	0.0	**41**	**100.0**
FL	1,265	43.2	590	20.2	675	23.1	66	2.3	274	9.4	57	1.9	**2,927**	**100.0**
GA	684	46.8	164	11.2	408	27.9	40	2.7	149	10.2	14	1.0	**1,463**	**100.0**
HI	39	30.5	34	26.6	41	32.0	6	4.7	8	6.3	0	0.0	**128**	**100.0**
ID	80	33.3	20	8.3	73	30.4	12	5.0	53	22.1	2	0.8	**240**	**100.0**
IL	519	42.4	174	14.2	371	30.3	45	3.7	102	8.3	14	1.1	**1,225**	**100.0**
IN	393	45.9	79	9.2	272	31.7	34	4.0	58	6.8	21	2.5	**857**	**100.0**
IA	176	49.4	29	8.1	78	21.9	11	3.1	60	16.9	2	0.6	**356**	**100.0**
KS	190	48.5	23	5.9	108	27.6	12	3.1	56	14.3	3	0.8	**392**	**100.0**
KY	377	44.1	50	5.9	349	40.9	21	2.5	53	6.2	4	0.5	**854**	**100.0**
LA	338	42.0	96	11.9	284	35.3	27	3.4	46	5.7	13	1.6	**804**	**100.0**
ME	68	38.2	11	6.2	64	36.0	8	4.5	26	14.6	1	0.6	**178**	**100.0**
MD	221	38.4	102	17.7	201	34.9	23	4.0	24	4.2	5	0.9	**576**	**100.0**
MA	137	30.6	90	20.1	184	41.2	11	2.5	21	4.7	4	0.9	**447**	**100.0**
MI	490	46.4	152	14.4	294	27.9	30	2.8	75	7.1	13	1.2	**1,055**	**100.0**
MN	247	47.5	44	8.5	112	21.5	28	5.4	82	15.8	7	1.3	**520**	**100.0**
MS	318	40.5	48	6.1	298	37.9	26	3.3	94	12.0	2	0.3	**786**	**100.0**
MO	384	38.2	75	7.5	395	39.3	39	3.9	101	10.0	12	1.2	**1,006**	**100.0**
MT	52	24.9	11	5.3	67	32.1	7	3.3	67	32.1	5	2.4	**209**	**100.0**
NE	110	48.0	10	4.4	57	24.9	8	3.5	44	19.2	0	0.0	**229**	**100.0**
NV	132	36.7	65	18.1	67	18.6	6	1.7	90	25.0	0	0.0	**360**	**100.0**
NH	63	39.9	17	10.8	58	36.7	5	3.2	14	8.9	1	0.6	**158**	**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	265	38.3	159	23.0	215	31.1	22	3.2	25	3.6	6	0.9	**692**	**100.0**
NM	156	35.5	58	13.2	98	22.3	10	2.3	111	25.3	4	0.9	**439**	**100.0**
NY	518	37.8	338	24.7	420	30.7	34	2.5	43	3.1	17	1.2	**1,370**	**100.0**
NC	591	42.2	179	12.8	500	35.7	25	1.8	96	6.8	11	0.8	**1,402**	**100.0**
ND	38	40.0	7	7.4	14	14.7	5	5.3	31	32.6	0	0.0	**95**	**100.0**
OH	502	43.2	109	9.4	449	38.6	40	3.4	46	4.0	17	1.5	**1,163**	**100.0**
OK	281	42.3	56	8.4	241	36.3	18	2.7	62	9.3	6	0.9	**664**	**100.0**
OR	149	38.4	53	13.7	121	31.2	3	0.8	56	14.4	6	1.5	**388**	**100.0**
PA	548	40.2	155	11.4	559	41.0	31	2.3	48	3.5	19	1.4	**1,362**	**100.0**
RI	27	34.6	7	9.0	32	41.0	2	2.6	6	7.7	4	5.1	**78**	**100.0**
SC	351	37.1	106	11.2	374	39.5	18	1.9	90	9.5	7	0.7	**946**	**100.0**
SD	56	33.7	9	5.4	29	17.5	12	7.2	54	32.5	6	3.6	**166**	**100.0**
TN	434	37.9	81	7.1	476	41.6	22	1.9	116	10.1	15	1.3	**1,144**	**100.0**
TX	1,339	42.4	450	14.3	788	25.0	89	2.8	448	14.2	41	1.3	**3,155**	**100.0**
UT	94	36.2	30	11.5	45	17.3	8	3.1	75	28.8	8	3.1	**260**	**100.0**
VT	33	39.3	8	9.5	32	38.1	0	0.0	10	11.9	1	1.2	**84**	**100.0**
VA	301	35.9	92	11.0	329	39.2	13	1.5	37	4.4	67	8.0	**839**	**100.0**
WA	187	37.0	60	11.9	153	30.3	18	3.6	81	16.0	6	1.2	**505**	**100.0**
WV	134	35.2	30	7.9	139	36.5	10	2.6	52	13.6	16	4.2	**381**	**100.0**
WI	290	40.2	66	9.1	239	33.1	30	4.2	88	12.2	9	1.2	**722**	**100.0**
WY	40	28.2	2	1.4	37	26.1	3	2.1	53	37.3	7	4.9	**142**	**100.0**
USA	**15,451**	**40.4**	**5,106**	**13.3**	**12,006**	**31.4**	**1,063**	**2.8**	**4,045**	**10.6**	**539**	**1.4**	***38,253**	**100.0**
PR	134	28.9	171	36.9	124	26.7	16	3.4	7	1.5	12	2.6	**464**	**100.0**

*Total includes 43 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	50	72	89	152	186	300	175	8	**1,032**
AK	24	7	0	17	17	22	6	3	**96**
AZ	156	49	33	273	163	183	102	30	**989**
AR	54	27	13	169	105	117	120	0	**605**
CA	208	317	349	1,048	855	605	335	10	**3,727**
CO	58	24	39	189	124	104	56	0	**594**
CT	1	40	21	53	71	60	31	0	**277**
DE	0	10	0	35	22	22	26	10	**125**
DC	0	1	0	0	0	0	40	0	**41**
FL	212	161	83	1,033	1,017	46	363	12	**2,927**
GA	107	106	14	287	391	284	239	35	**1,463**
HI	0	11	2	34	42	29	10	0	**128**
ID	43	12	0	64	40	41	24	16	**240**
IL	61	100	11	296	231	230	296	0	**1,225**
IN	83	0	0	29	147	174	424	0	**857**
IA	17	10	0	114	49	113	52	1	**356**
KS	28	16	8	128	73	85	54	0	**392**
KY	56	34	11	192	119	311	131	0	**854**
LA	69	49	2	154	137	230	146	17	**804**
ME	11	1	0	42	35	56	33	0	**178**
MD	16	50	46	139	137	120	66	2	**576**
MA	9	58	42	97	100	84	53	4	**447**
MI	29	61	17	241	206	227	161	113	**1,055**
MN	28	15	6	118	149	123	81	0	**520**
MS	47	46	7	45	37	307	277	20	**786**
MO	88	59	71	221	131	246	190	0	**1,006**
MT	37	1	1	62	55	2	50	1	**209**
NE	23	5	2	61	44	50	44	0	**229**
NV	31	26	8	70	6	12	7	200	**360**
NH	13	5	0	39	37	34	26	4	**158**

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	14	65	64	198	143	91	116	1	**692**
NM	134	0	11	70	65	86	34	39	**439**
NY	43	46	90	348	305	273	252	13	**1,370**
NC	70	42	17	211	146	408	483	25	**1,402**
ND	7	1	0	35	18	8	26	0	**95**
OH	38	87	103	129	181	379	241	5	**1,163**
OK	55	48	14	151	117	138	141	0	**664**
OR	23	11	1	132	80	95	45	1	**388**
PA	45	54	34	346	330	290	256	7	**1,362**
RI	2	13	5	31	11	8	8	0	**78**
SC	95	11	5	178	244	359	0	54	**946**
SD	22	4	0	46	19	44	31	0	**166**
TN	73	72	5	247	306	249	186	6	**1,144**
TX	180	272	208	641	400	558	896	0	**3,155**
UT	66	17	0	7	75	2	93	0	**260**
VT	8	4	1	17	21	23	10	0	**84**
VA	47	61	11	164	218	188	124	26	**839**
WA	37	19	19	92	96	123	111	8	**505**
WV	58	13	0	76	79	101	54	0	**381**
WI	31	17	14	175	155	177	152	1	**722**
WY	43	8	5	32	14	24	15	1	**142**
USA	**2,650**	**2,238**	**1,482**	**8,728**	**7,749**	**7,841**	**6,892**	**673**	**38,253**
PR	36	42	12	77	104	132	61	0	**464**

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	60	80	102	174	213	326	191	8	**1,154**
AK	27	7	0	18	17	22	7	3	**101**
AZ	193	57	36	314	188	218	111	33	**1,150**
AR	77	31	15	198	127	132	124	0	**704**
CA	257	355	377	1,154	945	664	355	13	**4,120**
CO	67	32	40	211	138	120	57	0	**665**
CT	1	42	22	55	73	67	31	0	**291**
DE	0	10	0	37	26	22	28	11	**134**
DC	0	1	0	0	0	0	42	0	**43**
FL	259	189	99	1,148	1,099	51	386	13	**3,244**
GA	127	118	20	332	438	306	252	41	**1,634**
HI	0	14	4	36	48	30	10	0	**142**
ID	51	13	0	70	40	43	26	17	**260**
IL	84	110	13	322	244	256	327	0	**1,356**
IN	100	0	0	33	171	193	450	0	**947**
IA	27	10	0	125	51	120	56	1	**390**
KS	39	18	8	159	81	98	58	0	**461**
KY	71	37	13	219	125	352	147	0	**964**
LA	78	54	2	178	150	266	158	18	**904**
ME	17	1	0	46	35	60	35	0	**194**
MD	26	56	52	161	150	125	71	2	**643**
MA	10	63	47	102	106	89	55	4	**476**
MI	32	62	19	262	229	248	184	123	**1,159**
MN	30	17	6	138	161	128	87	0	**567**
MS	59	55	7	53	44	366	294	22	**900**
MO	112	62	81	246	148	281	200	0	**1,130**
MT	40	1	1	68	60	2	56	1	**229**
NE	28	5	2	70	50	53	46	0	**254**
NV	38	30	9	76	7	13	7	215	**395**
NH	14	8	0	44	40	35	26	4	**171**

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	16	67	66	209	152	97	123	1	**731**
NM	162	0	14	88	73	101	36	47	**521**
NY	52	49	105	375	328	298	272	14	**1,493**
NC	82	53	22	254	161	450	509	26	**1,557**
ND	7	1	0	38	18	10	26	0	**100**
OH	47	100	117	150	196	410	261	5	**1,286**
OK	72	56	14	174	139	157	162	0	**774**
OR	28	12	1	163	92	112	46	2	**456**
PA	51	69	38	376	372	308	269	7	**1,490**
RI	2	14	5	32	13	9	8	0	**83**
SC	108	11	6	202	277	382	0	60	**1,046**
SD	23	4	0	59	24	52	35	0	**197**
TN	98	78	5	290	333	271	207	6	**1,288**
TX	231	304	233	734	474	642	965	0	**3,583**
UT	79	21	0	10	87	2	97	0	**296**
VT	8	5	1	19	26	28	11	0	**98**
VA	55	71	13	181	237	211	129	28	**925**
WA	44	23	19	104	107	143	115	8	**563**
WV	67	14	0	81	83	109	57	0	**411**
WI	34	17	17	199	173	189	162	1	**792**
WY	56	9	5	36	16	25	16	1	**164**
USA	**3,246**	**2,516**	**1,656**	**9,823**	**8,585**	**8,692**	**7,383**	**735**	**42,636**
PR	39	44	12	87	110	141	61	0	**494**

Table 108

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

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
AL	3,613	31.94	4,589	25.15	4,530	25.47	**1,154**
AK	483	20.93	681	14.83	655	15.41	**101**
AZ	3,784	30.39	3,985	28.86	5,744	20.02	**1,150**
AR	1,862	37.80	1,961	35.90	2,753	25.58	**704**
CA	22,761	18.10	32,026	12.86	35,894	11.48	**4,120**
CO	3,205	20.75	2,032	32.73	4,601	14.45	**665**
CT	2,695	10.80	3,106	9.37	3,504	8.31	**291**
DE	534	25.10	729	18.39	830	16.14	**134**
DC	349	12.32	240	17.89	554	7.77	**43**
FL	13,146	24.68	15,519	20.90	17,397	18.65	**3,244**
GA	5,793	28.21	8,012	20.39	8,829	18.51	**1,634**
HI	844	16.83	971	14.63	1,263	11.24	**142**
ID	943	27.57	1,394	18.66	1,393	18.66	**260**
IL	8,058	16.83	9,508	14.26	12,714	10.67	**1,356**
IN	4,521	20.95	5,678	16.68	6,238	15.18	**947**
IA	2,004	19.46	3,509	11.11	2,954	13.20	**390**
KS	1,980	23.29	2,408	19.14	2,736	16.85	**461**
KY	2,823	34.14	3,373	28.58	4,146	23.25	**964**
LA	3,170	28.52	3,823	23.65	4,516	20.02	**904**
ME	985	19.70	1,107	17.53	1,317	14.73	**194**
MD	3,594	17.89	4,193	15.34	5,558	11.57	**643**
MA	4,646	10.25	5,593	8.51	6,417	7.42	**476**
MI	7,103	16.32	8,627	13.43	10,113	11.46	**1,159**
MN	3,083	18.39	4,782	11.86	5,101	11.12	**567**
MS	1,896	47.47	1,992	45.19	2,903	31.00	**900**
MO	4,048	27.92	4,890	23.11	5,755	19.64	**1,130**
MT	713	32.12	1,057	21.67	927	24.71	**229**
NE	1,316	19.30	1,718	14.79	1,747	14.54	**254**
NV	1,548	25.52	1,326	29.78	2,335	16.92	**395**
NH	986	17.35	1,245	13.74	1,300	13.16	**171**

Table 108

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

State	Licensed Drivers (Thousands)	Fatalities per 100,000 Drivers	Registered Vehicles (Thousands)	Fatalities per 100,000 Registered Vehicles	Population (Thousands)	Fatalities per 100,000 Population	Total Killed
NJ	5,800	12.60	6,374	11.47	8,699	8.40	**731**
NM	1,271	40.98	1,579	32.99	1,903	27.37	**521**
NY	11,247	13.28	11,269	13.25	19,227	7.77	**1,493**
NC	6,122	25.43	6,299	24.72	8,541	18.23	**1,557**
ND	462	21.66	722	13.85	634	15.76	**100**
OH	7,675	16.76	10,935	11.76	11,459	11.22	**1,286**
OK	2,370	32.66	3,236	23.92	3,524	21.97	**774**
OR	2,626	17.37	3,079	14.81	3,595	12.69	**456**
PA	8,430	17.67	10,113	14.73	12,406	12.01	**1,490**
RI	742	11.19	835	9.95	1,081	7.68	**83**
SC	2,972	35.19	3,317	31.53	4,198	24.92	**1,046**
SD	563	34.97	883	22.32	771	25.56	**197**
TN	4,248	30.32	5,143	25.04	5,901	21.83	**1,288**
TX	14,544	24.64	17,194	20.84	22,490	15.93	**3,583**
UT	1,583	18.70	2,129	13.90	2,389	12.39	**296**
VT	550	17.80	552	17.77	621	15.77	**98**
VA	5,113	18.09	6,573	14.07	7,460	12.40	**925**
WA	4,505	12.50	5,695	9.89	6,204	9.08	**563**
WV	1,292	31.81	1,416	29.03	1,815	22.64	**411**
WI	3,910	20.25	4,938	16.04	5,509	14.38	**792**
WY	380	43.14	672	24.42	507	32.38	**164**
USA	**198,889**	**21.44**	**237,961**	**17.92**	**293,655**	**14.52**	**42,636**
PR	—	—	2,282	21.65	3,895	12.68	**494**

Note: Data not available for licensed drivers in Puerto Rico.

Sources: Fatalities—Fatality Analysis Reporting System (FARS); Licensed Drivers (estimated)—Federal Highway Administration; Registered Vehicles for USA—R.L. Polk & Co. and Federal Highway Administration; Population—Bureau of the Census.

Table 109
Persons Killed, by State and Person Type

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	726	62.9	266	23.1	74	6.4	81	7.0	6	0.5	1	0.1	**1,154**	**100.0**
AK	64	63.4	17	16.8	8	7.9	10	9.9	2	2.0	0	0.0	**101**	**100.0**
AZ	502	43.7	350	30.4	119	10.3	129	11.2	27	2.3	23	2.0	**1,150**	**100.0**
AR	425	60.4	184	26.1	57	8.1	32	4.5	3	0.4	3	0.4	**704**	**100.0**
CA	1,889	45.8	976	23.7	432	10.5	684	16.6	110	2.7	29	0.7	**4,120**	**100.0**
CO	325	48.9	180	27.1	80	12.0	69	10.4	11	1.7	0	0.0	**665**	**100.0**
CT	150	51.5	52	17.9	57	19.6	27	9.3	5	1.7	0	0.0	**291**	**100.0**
DE	76	56.7	31	23.1	8	6.0	16	11.9	3	2.2	0	0.0	**134**	**100.0**
DC	17	39.5	6	14.0	8	18.6	9	20.9	3	7.0	0	0.0	**43**	**100.0**
FL	1,506	46.4	679	20.9	432	13.3	493	15.2	122	3.8	12	0.4	**3,244**	**100.0**
GA	961	58.8	383	23.4	111	6.8	153	9.4	20	1.2	6	0.4	**1,634**	**100.0**
HI	54	38.0	29	20.4	21	14.8	30	21.1	7	4.9	1	0.7	**142**	**100.0**
ID	142	54.6	73	28.1	24	9.2	17	6.5	3	1.2	1	0.4	**260**	**100.0**
IL	698	51.5	320	23.6	157	11.6	156	11.5	25	1.8	0	0.0	**1,356**	**100.0**
IN	547	57.8	201	21.2	108	11.4	73	7.7	13	1.4	5	0.5	**947**	**100.0**
IA	224	57.4	97	24.9	37	9.5	24	6.2	7	1.8	1	0.3	**390**	**100.0**
KS	282	61.2	125	27.1	30	6.5	21	4.6	3	0.7	0	0.0	**461**	**100.0**
KY	611	63.4	229	23.8	68	7.1	48	5.0	7	0.7	1	0.1	**964**	**100.0**
LA	505	55.9	217	24.0	72	8.0	96	10.6	12	1.3	2	0.2	**904**	**100.0**
ME	118	60.8	43	22.2	22	11.3	10	5.2	1	0.5	0	0.0	**194**	**100.0**
MD	325	50.5	138	21.5	69	10.7	97	15.1	12	1.9	2	0.3	**643**	**100.0**
MA	234	49.2	88	18.5	58	12.2	82	17.2	11	2.3	3	0.6	**476**	**100.0**
MI	635	54.8	278	24.0	81	7.0	137	11.8	21	1.8	7	0.6	**1,159**	**100.0**
MN	342	60.3	124	21.9	52	9.2	37	6.5	10	1.8	2	0.4	**567**	**100.0**
MS	614	68.2	198	22.0	40	4.4	44	4.9	4	0.4	0	0.0	**900**	**100.0**
MO	703	62.2	280	24.8	56	5.0	81	7.2	3	0.3	7	0.6	**1,130**	**100.0**
MT	144	62.9	51	22.3	21	9.2	7	3.1	2	0.9	4	1.7	**229**	**100.0**
NE	155	61.0	66	26.0	21	8.3	9	3.5	1	0.4	2	0.8	**254**	**100.0**
NV	181	45.8	83	21.0	52	13.2	60	15.2	14	3.5	5	1.3	**395**	**100.0**
NH	92	53.8	35	20.5	28	16.4	15	8.8	1	0.6	0	0.0	**171**	**100.0**

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

State	Person Type												Total Killed	
	Driver		Passenger		Motorcycle Rider		Pedestrian		Pedalcyclist		Other/Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	364	49.8	122	16.7	73	10.0	155	21.2	16	2.2	1	0.1	**731**	**100.0**
NM	244	46.8	178	34.2	39	7.5	56	10.7	4	0.8	0	0.0	**521**	**100.0**
NY	693	46.4	284	19.0	150	10.0	317	21.2	40	2.7	9	0.6	**1,493**	**100.0**
NC	877	56.3	358	23.0	134	8.6	159	10.2	25	1.6	4	0.3	**1,557**	**100.0**
ND	68	68.0	16	16.0	9	9.0	5	5.0	2	2.0	0	0.0	**100**	**100.0**
OH	738	57.4	289	22.5	134	10.4	94	7.3	19	1.5	12	0.9	**1,286**	**100.0**
OK	420	54.3	219	28.3	78	10.1	50	6.5	6	0.8	1	0.1	**774**	**100.0**
OR	250	54.8	113	24.8	37	8.1	43	9.4	9	2.0	4	0.9	**456**	**100.0**
PA	857	57.5	305	20.5	158	10.6	150	10.1	14	0.9	6	0.4	**1,490**	**100.0**
RI	45	54.2	21	25.3	10	12.0	7	8.4	0	0.0	0	0.0	**83**	**100.0**
SC	618	59.1	230	22.0	88	8.4	86	8.2	22	2.1	2	0.2	**1,046**	**100.0**
SD	105	53.3	56	28.4	26	13.2	9	4.6	1	0.5	0	0.0	**197**	**100.0**
TN	803	62.3	296	23.0	93	7.2	80	6.2	7	0.5	9	0.7	**1,288**	**100.0**
TX	1,871	52.2	935	26.1	285	8.0	424	11.8	49	1.4	19	0.5	**3,583**	**100.0**
UT	144	48.6	89	30.1	31	10.5	25	8.4	6	2.0	1	0.3	**296**	**100.0**
VT	57	58.2	22	22.4	11	11.2	7	7.1	1	1.0	0	0.0	**98**	**100.0**
VA	555	60.0	207	22.4	57	6.2	85	9.2	10	1.1	11	1.2	**925**	**100.0**
WA	284	50.4	141	25.0	72	12.8	58	10.3	7	1.2	1	0.2	**563**	**100.0**
WV	256	62.3	96	23.4	27	6.6	27	6.6	4	1.0	1	0.2	**411**	**100.0**
WI	478	60.4	156	19.7	80	10.1	54	6.8	14	1.8	10	1.3	**792**	**100.0**
WY	89	54.3	59	36.0	13	7.9	3	1.8	0	0.0	0	0.0	**164**	**100.0**
USA	**23,063**	**54.1**	**9,991**	**23.4**	**4,008**	**9.4**	**4,641**	**10.9**	**725**	**1.7**	**208**	**0.5**	**42,636**	**100.0**
PR	163	33.0	91	18.4	63	12.8	162	32.8	15	3.0	0	0.0	**494**	**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	26	9	38	168	117	187	182	164	106	75	81	1	**1,154**
AK	2	0	5	11	10	12	16	25	8	4	7	1	**101**
AZ	12	14	49	150	112	183	177	157	98	76	104	18	**1,150**
AR	13	16	21	101	64	129	107	98	59	41	55	0	**704**
CA	65	63	140	548	425	710	646	601	348	233	334	7	**4,120**
CO	13	14	13	107	61	122	90	94	71	28	51	1	**665**
CT	2	5	6	40	40	50	47	40	25	13	21	2	**291**
DE	2	2	5	25	9	21	23	17	6	7	17	0	**134**
DC	1	2	1	6	4	12	7	5	2	3	0	0	**43**
FL	41	50	86	371	336	453	506	498	303	242	342	16	**3,244**
GA	30	22	45	191	167	274	260	232	151	115	137	10	**1,634**
HI	1	0	2	21	15	32	20	21	7	9	14	0	**142**
ID	7	4	7	33	23	42	29	40	32	20	23	0	**260**
IL	20	16	40	161	166	231	213	181	129	69	130	0	**1,356**
IN	17	9	29	148	102	153	125	127	84	64	83	6	**947**
IA	6	7	24	48	40	49	47	65	32	22	50	0	**390**
KS	11	5	21	67	37	60	61	63	49	39	48	0	**461**
KY	10	12	33	141	103	185	146	141	71	52	69	1	**964**
LA	19	16	28	128	98	160	144	148	74	42	46	1	**904**
ME	5	3	4	36	22	30	24	22	14	12	22	0	**194**
MD	8	12	26	87	76	110	82	82	53	50	54	3	**643**
MA	3	6	11	67	58	67	80	55	45	24	59	1	**476**
MI	17	17	49	173	112	169	165	154	107	68	126	2	**1,159**
MN	9	9	15	87	62	72	71	86	50	36	67	3	**567**
MS	8	15	23	133	90	153	136	123	97	68	54	0	**900**
MO	15	13	33	185	133	170	185	149	96	58	92	1	**1,130**
MT	1	0	8	35	22	33	28	38	27	17	20	0	**229**
NE	4	5	16	38	29	20	34	43	20	15	29	1	**254**
NV	4	6	13	40	30	59	73	52	49	37	32	0	**395**
NH	0	0	6	26	16	16	30	27	19	14	17	0	**171**

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	5	5	20	82	58	134	105	96	78	51	92	5	**731**
NM	11	10	19	72	51	92	75	68	49	40	30	4	**521**
NY	11	18	54	209	132	214	206	181	132	122	204	10	**1,493**
NC	23	30	45	229	169	266	242	187	135	101	124	6	**1,557**
ND	1	2	6	9	4	16	10	19	7	7	19	0	**100**
OH	11	14	54	204	138	184	186	192	91	82	127	3	**1,286**
OK	16	15	25	124	83	121	107	106	62	58	56	1	**774**
OR	13	11	14	63	49	69	58	68	46	32	33	0	**456**
PA	17	12	45	210	134	212	214	215	141	106	183	1	**1,490**
RI	0	0	2	15	12	13	12	9	7	3	10	0	**83**
SC	9	8	19	128	118	202	178	148	106	56	69	5	**1,046**
SD	3	6	11	20	23	25	33	34	19	10	13	0	**197**
TN	13	7	51	195	115	220	186	202	133	80	86	0	**1,288**
TX	89	76	124	479	411	605	560	456	299	206	268	10	**3,583**
UT	6	6	10	31	38	59	40	35	29	20	19	3	**296**
VT	0	0	7	18	7	18	9	12	13	8	6	0	**98**
VA	6	14	17	154	96	164	125	125	72	69	82	1	**925**
WA	7	8	7	98	79	81	76	68	55	39	44	1	**563**
WV	4	4	10	58	44	57	64	70	38	33	28	1	**411**
WI	8	13	23	105	101	119	113	109	58	60	81	2	**792**
WY	4	1	4	21	24	20	30	37	11	5	7	0	**164**
USA	**629**	**612**	**1,364**	**5,896**	**4,465**	**6,855**	**6,383**	**5,985**	**3,813**	**2,741**	**3,765**	**128**	**42,636**
PR	7	7	13	64	63	90	72	53	45	36	33	11	**494**

Table 111
Occupants Killed, by State and Vehicle Type

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
AL	570	53.4	381	35.7	20	1.9	0	0.0	20	1.9	2	0.2	*993*	*93.1*	*74*	*6.9*	**1,067**	**100.0**
AK	27	30.3	42	47.2	4	4.5	0	0.0	6	6.7	2	2.2	*81*	*91.0*	*8*	*9.0*	**89**	**100.0**
AZ	394	39.8	403	40.7	17	1.7	2	0.2	15	1.5	40	4.0	*871*	*88.0*	*119*	*12.0*	**990**	**100.0**
AR	314	47.1	251	37.6	15	2.2	16	2.4	14	2.1	0	0.0	*610*	*91.5*	*57*	*8.5*	**667**	**100.0**
CA	1,738	52.7	1,048	31.8	50	1.5	0	0.0	25	0.8	7	0.2	*2,868*	*86.9*	*432*	*13.1*	**3,300**	**100.0**
CO	277	47.4	215	36.8	10	1.7	0	0.0	3	0.5	0	0.0	*505*	*86.3*	*80*	*13.7*	**585**	**100.0**
CT	133	51.4	60	23.2	4	1.5	0	0.0	5	1.9	0	0.0	*202*	*78.0*	*57*	*22.0*	**259**	**100.0**
DE	76	66.1	28	24.3	1	0.9	0	0.0	0	0.0	2	1.7	*107*	*93.0*	*8*	*7.0*	**115**	**100.0**
DC	16	51.6	5	16.1	0	0.0	0	0.0	0	0.0	2	6.5	*23*	*74.2*	*8*	*25.8*	**31**	**100.0**
FL	1,208	46.2	872	33.3	54	2.1	6	0.2	41	1.6	4	0.2	*2,185*	*83.5*	*432*	*16.5*	**2,617**	**100.0**
GA	721	49.5	558	38.3	44	3.0	1	0.1	17	1.2	4	0.3	*1,345*	*92.4*	*111*	*7.6*	**1,456**	**100.0**
HI	41	39.4	41	39.4	1	1.0	0	0.0	0	0.0	0	0.0	*83*	*79.8*	*21*	*20.2*	**104**	**100.0**
ID	99	41.4	106	44.4	6	2.5	0	0.0	4	1.7	0	0.0	*215*	*90.0*	*24*	*10.0*	**239**	**100.0**
IL	655	55.7	330	28.1	21	1.8	0	0.0	10	0.9	2	0.2	*1,018*	*86.6*	*157*	*13.4*	**1,175**	**100.0**
IN	458	53.4	254	29.6	27	3.1	0	0.0	10	1.2	1	0.1	*750*	*87.4*	*108*	*12.6*	**858**	**100.0**
IA	190	53.1	115	32.1	8	2.2	0	0.0	8	2.2	0	0.0	*321*	*89.7*	*37*	*10.3*	**358**	**100.0**
KS	201	46.0	189	43.2	11	2.5	1	0.2	5	1.1	0	0.0	*407*	*93.1*	*30*	*6.9*	**437**	**100.0**
KY	474	52.2	319	35.1	27	3.0	0	0.0	20	2.2	0	0.0	*840*	*92.5*	*68*	*7.5*	**908**	**100.0**
LA	395	49.7	310	39.0	11	1.4	0	0.0	6	0.8	0	0.0	*722*	*90.9*	*72*	*9.1*	**794**	**100.0**
ME	92	50.3	60	32.8	2	1.1	0	0.0	7	3.8	0	0.0	*161*	*88.0*	*22*	*12.0*	**183**	**100.0**
MD	311	58.5	139	26.1	10	1.9	0	0.0	2	0.4	1	0.2	*463*	*87.0*	*69*	*13.0*	**532**	**100.0**
MA	216	56.7	93	24.4	8	2.1	0	0.0	4	1.0	2	0.5	*323*	*84.8*	*58*	*15.2*	**381**	**100.0**
MI	577	57.9	298	29.9	8	0.8	0	0.0	33	3.3	0	0.0	*916*	*91.9*	*81*	*8.1*	**997**	**100.0**
MN	271	52.1	181	34.8	7	1.3	0	0.0	9	1.7	0	0.0	*468*	*90.0*	*52*	*10.0*	**520**	**100.0**
MS	465	54.6	313	36.7	27	3.2	0	0.0	7	0.8	0	0.0	*812*	*95.3*	*40*	*4.7*	**852**	**100.0**
MO	552	52.8	396	37.9	24	2.3	1	0.1	16	1.5	0	0.0	*989*	*94.6*	*56*	*5.4*	**1,045**	**100.0**
MT	82	37.8	104	47.9	5	2.3	0	0.0	5	2.3	0	0.0	*196*	*90.3*	*21*	*9.7*	**217**	**100.0**
NE	121	49.6	93	38.1	2	0.8	1	0.4	6	2.5	0	0.0	*223*	*91.4*	*21*	*8.6*	**244**	**100.0**
NV	154	48.3	108	33.9	3	0.9	0	0.0	2	0.6	0	0.0	*267*	*83.7*	*52*	*16.3*	**319**	**100.0**
NH	76	49.0	47	30.3	3	1.9	0	0.0	1	0.6	0	0.0	*127*	*81.9*	*28*	*18.1*	**155**	**100.0**

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

State	Vehicle Type														Motorcycles		Total Occupants Killed	
	Passenger Cars		Light Trucks		Large Trucks		Buses		Other Vehicles		Unknown		Subtotal					
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
NJ	322	57.5	129	23.0	10	1.8	0	0.0	4	0.7	22	3.9	*487*	*87.0*	*73*	*13.0*	**560**	**100.0**
NM	194	42.1	202	43.8	14	3.0	1	0.2	6	1.3	5	1.1	*422*	*91.5*	*39*	*8.5*	**461**	**100.0**
NY	702	62.1	246	21.8	9	0.8	0	0.0	18	1.6	6	0.5	*981*	*86.7*	*150*	*13.3*	**1,131**	**100.0**
NC	748	54.6	437	31.9	34	2.5	1	0.1	12	0.9	3	0.2	*1,235*	*90.2*	*134*	*9.8*	**1,369**	**100.0**
ND	38	40.9	44	47.3	0	0.0	0	0.0	1	1.1	1	1.1	*84*	*90.3*	*9*	*9.7*	**93**	**100.0**
OH	689	59.0	292	25.0	28	2.4	0	0.0	24	2.1	0	0.0	*1,033*	*88.5*	*134*	*11.5*	**1,167**	**100.0**
OK	331	46.2	271	37.8	25	3.5	0	0.0	12	1.7	0	0.0	*639*	*89.1*	*78*	*10.9*	**717**	**100.0**
OR	196	48.8	147	36.6	7	1.7	0	0.0	12	3.0	3	0.7	*365*	*90.8*	*37*	*9.2*	**402**	**100.0**
PA	763	57.8	347	26.3	26	2.0	1	0.1	24	1.8	2	0.2	*1,163*	*88.0*	*158*	*12.0*	**1,321**	**100.0**
RI	50	65.8	15	19.7	0	0.0	0	0.0	1	1.3	0	0.0	*66*	*86.8*	*10*	*13.2*	**76**	**100.0**
SC	475	50.6	351	37.4	13	1.4	6	0.6	4	0.4	1	0.1	*850*	*90.6*	*88*	*9.4*	**938**	**100.0**
SD	83	44.4	72	38.5	3	1.6	0	0.0	2	1.1	1	0.5	*161*	*86.1*	*26*	*13.9*	**187**	**100.0**
TN	665	55.5	402	33.6	18	1.5	3	0.3	17	1.4	0	0.0	*1,105*	*92.2*	*93*	*7.8*	**1,198**	**100.0**
TX	1,429	46.2	1,278	41.3	74	2.4	1	0.0	21	0.7	3	0.1	*2,806*	*90.8*	*285*	*9.2*	**3,091**	**100.0**
UT	102	38.5	116	43.8	12	4.5	0	0.0	4	1.5	0	0.0	*234*	*88.3*	*31*	*11.7*	**265**	**100.0**
VT	48	53.3	28	31.1	1	1.1	0	0.0	2	2.2	0	0.0	*79*	*87.8*	*11*	*12.2*	**90**	**100.0**
VA	477	57.9	253	30.7	18	2.2	0	0.0	14	1.7	5	0.6	*767*	*93.1*	*57*	*6.9*	**824**	**100.0**
WA	254	51.1	160	32.2	5	1.0	0	0.0	5	1.0	1	0.2	*425*	*85.5*	*72*	*14.5*	**497**	**100.0**
WV	184	48.4	140	36.8	11	2.9	0	0.0	17	4.5	1	0.3	*353*	*92.9*	*27*	*7.1*	**380**	**100.0**
WI	386	53.6	234	32.5	7	1.0	0	0.0	12	1.7	1	0.1	*640*	*88.9*	*80*	*11.1*	**720**	**100.0**
WY	51	31.7	79	49.1	16	9.9	0	0.0	2	1.2	0	0.0	*148*	*91.9*	*13*	*8.1*	**161**	**100.0**
USA	**19,091**	**51.4**	**12,602**	**33.9**	**761**	**2.0**	**41**	**0.1**	**515**	**1.4**	**124**	**0.3**	***33,134***	***89.2***	***4,008***	***10.8***	37,142	**100.0**
PR	198	62.5	51	16.1	2	0.6	0	0.0	2	0.6	1	0.3	*254*	*80.1*	*63*	*19.9*	**317**	**100.0**

Table 112

Passenger Car and Light Truck 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	403	42.4	517	54.4	31	3.3	**951**	**100.0**
AK	27	39.1	33	47.8	9	13.0	**69**	**100.0**
AZ	276	34.6	422	52.9	99	12.4	**797**	**100.0**
AR	163	28.8	349	61.8	53	9.4	**565**	**100.0**
CA	1,469	52.7	1,009	36.2	308	11.1	**2,786**	**100.0**
CO	209	42.5	275	55.9	8	1.6	**492**	**100.0**
CT	79	40.9	94	48.7	20	10.4	**193**	**100.0**
DE	55	52.9	47	45.2	2	1.9	**104**	**100.0**
DC	7	33.3	6	28.6	8	38.1	**21**	**100.0**
FL	794	38.2	1,248	60.0	38	1.8	**2,080**	**100.0**
GA	511	40.0	621	48.6	147	11.5	**1,279**	**100.0**
HI	32	39.0	39	47.6	11	13.4	**82**	**100.0**
ID	93	45.4	106	51.7	6	2.9	**205**	**100.0**
IL	423	42.9	470	47.7	92	9.3	**985**	**100.0**
IN	290	40.7	324	45.5	98	13.8	**712**	**100.0**
IA	128	42.0	138	45.2	39	12.8	**305**	**100.0**
KS	137	35.1	227	58.2	26	6.7	**390**	**100.0**
KY	265	33.4	527	66.5	1	0.1	**793**	**100.0**
LA	241	34.2	407	57.7	57	8.1	**705**	**100.0**
ME	56	36.8	74	48.7	22	14.5	**152**	**100.0**
MD	235	52.2	192	42.7	23	5.1	**450**	**100.0**
MA	89	28.8	165	53.4	55	17.8	**309**	**100.0**
MI	450	51.4	300	34.3	125	14.3	**875**	**100.0**
MN	189	41.8	231	51.1	32	7.1	**452**	**100.0**
MS	175	22.5	603	77.5	0	0.0	**778**	**100.0**
MO	270	28.5	603	63.6	75	7.9	**948**	**100.0**
MT	50	26.9	128	68.8	8	4.3	**186**	**100.0**
NE	72	33.6	118	55.1	24	11.2	**214**	**100.0**
NV	126	48.1	123	46.9	13	5.0	**262**	**100.0**
NH	37	30.1	85	69.1	1	0.8	**123**	**100.0**

Table 112

Passenger Car and Light Truck 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	219	48.6	217	48.1	15	3.3	**451**	**100.0**
NM	160	40.4	225	56.8	11	2.8	**396**	**100.0**
NY	495	52.2	344	36.3	109	11.5	**948**	**100.0**
NC	567	47.8	511	43.1	107	9.0	**1,185**	**100.0**
ND	23	28.0	55	67.1	4	4.9	**82**	**100.0**
OH	388	39.6	589	60.0	4	0.4	**981**	**100.0**
OK	243	40.4	357	59.3	2	0.3	**602**	**100.0**
OR	218	63.6	102	29.7	23	6.7	**343**	**100.0**
PA	379	34.1	566	51.0	165	14.9	**1,110**	**100.0**
RI	18	27.7	47	72.3	0	0.0	**65**	**100.0**
SC	216	26.2	579	70.1	31	3.8	**826**	**100.0**
SD	42	27.1	100	64.5	13	8.4	**155**	**100.0**
TN	354	33.2	639	59.9	74	6.9	**1,067**	**100.0**
TX	1,443	53.3	1,195	44.1	69	2.5	**2,707**	**100.0**
UT	85	39.0	127	58.3	6	2.8	**218**	**100.0**
VT	38	50.0	36	47.4	2	2.6	**76**	**100.0**
VA	285	39.0	415	56.8	30	4.1	**730**	**100.0**
WA	225	54.3	162	39.1	27	6.5	**414**	**100.0**
WV	122	37.7	189	58.3	13	4.0	**324**	**100.0**
WI	226	36.5	350	56.5	44	7.1	**620**	**100.0**
WY	49	37.7	78	60.0	3	2.3	**130**	**100.0**
USA	**13,146**	**41.5**	**16,364**	**51.6**	**2,183**	**6.9**	**31,693**	**100.0**
PR	100	40.2	149	59.8	0	0.0	**249**	**100.0**

Table 113
2004 Ranking of State Pedestrian Fatality Rates

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
1	New Mexico	56	1,903	2.94
2	Florida	493	17,397	2.83
3	Nevada	60	2,335	2.57
4	Hawaii	30	1,263	2.38
5	Arizona	129	5,744	2.25
6	Louisiana	96	4,516	2.13
7	South Carolina	86	4,198	2.05
8	Delaware	16	830	1.93
9	California	684	35,894	1.91
10	Texas	424	22,490	1.89
11	North Carolina	159	8,541	1.86
12	Alabama	81	4,530	1.79
13	New Jersey	155	8,699	1.78
14	Maryland	97	5,558	1.75
15	Georgia	153	8,829	1.73
16	New York	317	19,227	1.65
17	District of Columbia	9	554	1.63
18	Alaska	10	655	1.53
19	Mississippi	44	2,903	1.52
20	Colorado	69	4,601	1.50
21	West Virginia	27	1,815	1.49
22	Oklahoma	50	3,524	1.42
23	Missouri	81	5,755	1.41
24	Tennessee	80	5,901	1.36
25	Michigan	137	10,113	1.35
26	Massachusetts	82	6,417	1.28
27	Illinois	156	12,714	1.23

Table 113
2004 Ranking of State Pedestrian Fatality Rates (Continued)

Rank	State	Pedestrians Killed	Population (Thousands)	Pedestrian Fatality Rate per 100,000 Population
28	Idaho	17	1,393	1.22
29	Pennsylvania	150	12,406	1.21
30	Oregon	43	3,595	1.20
31	Indiana	73	6,238	1.17
32	South Dakota	9	771	1.17
33	Arkansas	32	2,753	1.16
34	Kentucky	48	4,146	1.16
35	New Hampshire	15	1,300	1.15
36	Virginia	85	7,460	1.14
37	Vermont	7	621	1.13
38	Utah	25	2,389	1.05
39	Wisconsin	54	5,509	0.98
40	Washington	58	6,204	0.93
41	Ohio	94	11,459	0.82
42	Iowa	24	2,954	0.81
43	North Dakota	5	634	0.79
44	Connecticut	27	3,504	0.77
45	Kansas	21	2,736	0.77
46	Maine	10	1,317	0.76
47	Montana	7	927	0.76
48	Minnesota	37	5,101	0.73
49	Rhode Island	7	1,081	0.65
50	Wyoming	3	507	0.59
51	Nebraska	9	1,747	0.52
	USA	**4,641**	**293,655**	**1.58**
	Puerto Rico	162	3,895	4.16

Table 114

Persons Killed, by State and Highest Blood Alcohol Concentration (BAC) in the Crash

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	713	62	48	4	394	34	442	38	**1,154**	**100**
AK	70	69	1	1	30	30	31	31	**101**	**100**
AZ	715	62	60	5	376	33	435	38	**1,150**	**100**
AR	428	61	40	6	236	33	276	39	**704**	**100**
CA	2,477	60	276	7	1,367	33	1,643	40	**4,120**	**100**
CO	406	61	34	5	225	34	259	39	**665**	**100**
CT	164	56	15	5	112	38	127	44	**291**	**100**
DE	83	62	3	2	48	36	51	38	**134**	**100**
DC	26	59	5	12	12	28	18	41	**43**	**100**
FL	2,023	62	169	5	1,053	32	1,222	38	**3,244**	**100**
GA	1,109	68	75	5	450	28	525	32	**1,634**	**100**
HI	77	54	13	9	52	37	65	46	**142**	**100**
ID	167	64	12	4	81	31	93	36	**260**	**100**
IL	752	55	87	6	517	38	604	45	**1,356**	**100**
IN	648	68	45	5	254	27	299	32	**947**	**100**
IA	280	72	19	5	91	23	110	28	**390**	**100**
KS	313	68	27	6	121	26	148	32	**461**	**100**
KY	656	68	39	4	269	28	308	32	**964**	**100**
LA	490	54	69	8	345	38	414	46	**904**	**100**
ME	124	64	11	6	58	30	70	36	**194**	**100**
MD	357	55	55	9	231	36	286	45	**643**	**100**
MA	274	57	22	5	181	38	203	43	**476**	**100**
MI	729	63	64	6	367	32	430	37	**1,159**	**100**
MN	383	68	14	2	170	30	184	32	**567**	**100**
MS	559	62	23	3	317	35	341	38	**900**	**100**
MO	681	60	62	5	388	34	449	40	**1,130**	**100**
MT	124	54	6	3	100	43	106	46	**229**	**100**
NE	162	64	14	5	78	31	92	36	**254**	**100**
NV	243	61	20	5	133	34	152	39	**395**	**100**
NH	112	65	8	5	51	30	59	35	**171**	**100**

Table 114

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

State	Highest Blood Alcohol Concentration in Crash						Total Killed in Alcohol-Related Crashes		Total Killed	
	BAC = .00		BAC = .01-.07		BAC = .08+					
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	461	63	42	6	227	31	270	37	**731**	**100**
NM	310	60	26	5	185	36	211	40	**521**	**100**
NY	906	61	93	6	494	33	587	39	**1,493**	**100**
NC	1,005	65	57	4	496	32	553	35	**1,557**	**100**
ND	61	61	5	5	35	35	39	39	**100**	**100**
OH	794	62	75	6	418	32	492	38	**1,286**	**100**
OK	496	64	34	4	245	32	278	36	**774**	**100**
OR	257	56	40	9	159	35	199	44	**456**	**100**
PA	877	59	72	5	541	36	614	41	**1,490**	**100**
RI	41	50	1	2	41	49	42	50	**83**	**100**
SC	583	56	51	5	413	39	464	44	**1,046**	**100**
SD	111	56	10	5	76	39	86	44	**197**	**100**
TN	769	60	65	5	454	35	519	40	**1,288**	**100**
TX	1,941	54	225	6	1,417	40	1,642	46	**3,583**	**100**
UT	224	76	1	0	70	24	72	24	**296**	**100**
VT	66	68	12	12	20	20	32	32	**98**	**100**
VA	567	61	52	6	307	33	359	39	**925**	**100**
WA	317	56	23	4	223	40	246	44	**563**	**100**
WV	275	67	22	5	114	28	136	33	**411**	**100**
WI	434	55	40	5	318	40	358	45	**792**	**100**
WY	105	64	5	3	54	33	59	36	**164**	**100**
USA	**25,942**	**61**	**2,285**	**5**	**14,409**	**34**	**16,694**	**39**	**42,636**	**100**
PR	246	50	27	5	221	45	248	50	**494**	**100**

Note: NHTSA estimates alcohol involvement 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 (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	No Alcohol (BAC = .00)		Low Alcohol (BAC = .01-.07)		High Alcohol (BAC = .08+)		Any Alcohol (BAC = .01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	1,143	74	49	3	342	22	392	26	**1,535**	**100**
AK	110	79	3	2	27	19	30	21	**140**	**100**
AZ	1,158	77	56	4	292	19	348	23	**1,506**	**100**
AR	702	76	36	4	185	20	221	24	**923**	**100**
CA	4,309	76	259	5	1,071	19	1,330	24	**5,639**	**100**
CO	738	78	31	3	178	19	209	22	**947**	**100**
CT	287	71	15	4	105	26	120	29	**407**	**100**
DE	153	79	4	2	36	18	40	21	**193**	**100**
DC	51	74	6	9	12	17	18	26	**69**	**100**
FL	3,599	79	167	4	809	18	976	21	**4,575**	**100**
GA	1,932	82	69	3	350	15	419	18	**2,351**	**100**
HI	137	73	9	5	41	22	50	27	**187**	**100**
ID	254	75	13	4	72	21	85	25	**338**	**100**
IL	1,387	73	87	5	420	22	507	27	**1,894**	**100**
IN	1,093	81	39	3	211	16	250	19	**1,343**	**100**
IA	449	82	20	4	78	14	98	18	**547**	**100**
KS	493	79	24	4	104	17	127	21	**620**	**100**
KY	1,054	80	33	3	225	17	258	20	**1,312**	**100**
LA	906	72	66	5	288	23	354	28	**1,260**	**100**
ME	190	74	11	4	55	22	67	26	**256**	**100**
MD	642	74	41	5	187	22	228	26	**870**	**100**
MA	434	71	23	4	158	26	181	29	**615**	**100**
MI	1,299	78	63	4	310	19	373	22	**1,672**	**100**
MN	643	80	16	2	149	18	165	20	**808**	**100**
MS	839	74	21	2	276	24	297	26	**1,136**	**100**
MO	1,094	73	61	4	334	22	395	27	**1,489**	**100**
MT	176	65	7	3	90	33	97	35	**273**	**100**
NE	267	76	14	4	70	20	83	24	**350**	**100**
NV	404	76	19	4	106	20	125	24	**529**	**100**
NH	179	76	8	3	48	21	56	24	**235**	**100**

Table 115

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

State	Blood Alcohol Concentration of Driver*								Total Drivers* Involved in Fatal Crashes	
	No Alcohol (BAC = .00)		Low Alcohol (BAC = .01-.07)		High Alcohol (BAC = .08+)		Any Alcohol (BAC = .01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	862	79	41	4	184	17	225	21	**1,087**	**100**
NM	491	78	18	3	120	19	138	22	**628**	**100**
NY	1,528	77	82	4	386	19	468	23	**1,996**	**100**
NC	1,709	80	56	3	384	18	440	20	**2,149**	**100**
ND	96	71	5	4	34	25	39	29	**135**	**100**
OH	1,382	76	68	4	361	20	429	24	**1,811**	**100**
OK	782	78	30	3	194	19	224	22	**1,006**	**100**
OR	433	74	31	5	120	21	151	26	**584**	**100**
PA	1,556	74	66	3	479	23	545	26	**2,101**	**100**
RI	78	68	2	1	35	31	37	32	**115**	**100**
SC	966	72	48	4	335	25	383	28	**1,349**	**100**
SD	167	72	9	4	57	24	65	28	**232**	**100**
TN	1,283	75	62	4	375	22	437	25	**1,720**	**100**
TX	3,470	71	221	5	1,166	24	1,387	29	**4,857**	**100**
UT	312	84	1	0	59	16	60	16	**372**	**100**
VT	96	77	11	9	18	14	29	23	**125**	**100**
VA	910	75	47	4	250	21	297	25	**1,207**	**100**
WA	538	72	23	3	184	25	207	28	**745**	**100**
WV	441	78	20	4	101	18	122	22	**562**	**100**
WI	757	71	44	4	271	25	315	29	**1,072**	**100**
WY	154	74	6	3	49	23	55	26	**208**	**100**
USA	**44,128**	**76**	**2,161**	**4**	**11,791**	**20**	**13,952**	**24**	58,080	100
PR	433	69	30	5	161	26	191	31	**624**	**100**

*Includes motorcycle operators.

Note: NHTSA estimates alcohol involvement 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 (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	No Alcohol (BAC = .00)		Low Alcohol (BAC = .01-.07)		High Alcohol (BAC = .08+)		Any Alcohol (BAC = .01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	527	66	23	3	248	31	271	34	**798**	**100**
AK	49	68	2	3	21	29	23	32	**72**	**100**
AZ	413	68	25	4	172	28	197	32	**609**	**100**
AR	309	65	24	5	140	30	163	35	**472**	**100**
CA	1,482	65	133	6	679	30	812	35	**2,294**	**100**
CO	272	68	16	4	111	28	127	32	**399**	**100**
CT	107	53	9	4	85	42	94	47	**201**	**100**
DE	55	67	1	2	26	32	28	33	**83**	**100**
DC	16	65	4	16	5	18	9	35	**25**	**100**
FL	1,268	66	100	5	542	28	642	34	**1,910**	**100**
GA	760	71	39	4	265	25	304	29	**1,064**	**100**
HI	40	54	9	11	26	34	34	46	**74**	**100**
ID	106	64	8	5	51	31	59	36	**165**	**100**
IL	490	58	56	7	299	35	354	42	**844**	**100**
IN	456	71	25	4	161	25	186	29	**642**	**100**
IA	188	73	12	5	56	22	69	27	**256**	**100**
KS	215	69	14	4	84	27	98	31	**312**	**100**
KY	485	72	20	3	169	25	189	28	**674**	**100**
LA	348	61	30	5	196	34	226	39	**574**	**100**
ME	91	66	7	5	40	29	47	34	**138**	**100**
MD	227	58	26	7	136	35	162	42	**389**	**100**
MA	173	60	13	4	105	36	118	40	**291**	**100**
MI	473	66	31	4	208	29	239	34	**712**	**100**
MN	267	69	5	1	118	30	123	31	**389**	**100**
MS	423	65	12	2	217	33	229	35	**652**	**100**
MO	473	63	38	5	243	32	281	37	**754**	**100**
MT	82	51	5	3	73	45	78	49	**160**	**100**
NE	108	63	6	4	56	33	63	37	**171**	**100**
NV	151	66	9	4	70	31	79	34	**230**	**100**
NH	78	66	6	5	34	28	40	34	**118**	**100**

Table 116

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

State	Blood Alcohol Concentration of Driver*								Total Drivers* Killed	
	No Alcohol (BAC = .00)		Low Alcohol (BAC = .01-.07)		High Alcohol (BAC = .08+)		Any Alcohol (BAC = .01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	289	67	22	5	122	28	143	33	**432**	**100**
NM	189	68	11	4	78	28	88	32	**277**	**100**
NY	544	66	39	5	246	30	286	34	**829**	**100**
NC	702	70	30	3	272	27	303	30	**1,005**	**100**
ND	44	58	5	6	27	36	32	42	**75**	**100**
OH	549	64	44	5	267	31	311	36	**860**	**100**
OK	328	68	19	4	138	29	157	32	**485**	**100**
OR	173	61	16	6	95	33	111	39	**283**	**100**
PA	621	62	27	3	352	35	379	38	**1,000**	**100**
RI	28	51	0	0	27	49	27	49	**55**	**100**
SC	408	58	33	5	260	37	294	42	**701**	**100**
SD	83	65	6	5	40	31	46	35	**129**	**100**
TN	572	64	35	4	282	32	317	36	**889**	**100**
TX	1,277	60	115	5	737	35	852	40	**2,129**	**100**
UT	134	77	1	0	39	22	40	23	**173**	**100**
VT	48	73	4	6	14	21	18	27	**66**	**100**
VA	395	65	32	5	180	30	212	35	**607**	**100**
WA	221	63	12	3	119	34	131	37	**352**	**100**
WV	190	68	15	5	75	27	90	32	**280**	**100**
WI	308	55	33	6	215	39	248	45	**556**	**100**
WY	59	58	3	3	40	39	42	42	**101**	**100**
USA	**17,294**	**65**	**1,206**	**5**	**8,256**	**31**	**9,463**	**35**	**26,756**	**100**
PR	111	50	11	5	99	45	110	50	**221**	**100**

*Includes motorcycle operators.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

Table 117

Surviving Drivers Involved in Fatal Crashes, by State and Blood Alcohol Concentration (BAC) of the Driver

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	No Alcohol (BAC = .00)		Low Alcohol (BAC = .01-.07)		High Alcohol (BAC = .08+)		Any Alcohol (BAC = .01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
AL	617	84	26	4	94	13	120	16	**737**	**100**
AK	62	90	1	1	6	9	7	10	**68**	**100**
AZ	745	83	32	4	120	13	152	17	**897**	**100**
AR	393	87	12	3	46	10	58	13	**451**	**100**
CA	2,827	85	126	4	392	12	518	15	**3,345**	**100**
CO	466	85	15	3	67	12	82	15	**548**	**100**
CT	180	87	6	3	20	10	26	13	**206**	**100**
DE	98	89	3	2	9	9	12	11	**110**	**100**
DC	35	79	2	5	7	16	9	21	**44**	**100**
FL	2,331	87	67	3	267	10	334	13	**2,665**	**100**
GA	1,172	91	30	2	85	7	116	9	**1,287**	**100**
HI	97	86	1	1	16	14	16	14	**113**	**100**
ID	147	85	5	3	21	12	26	15	**173**	**100**
IL	897	85	32	3	122	12	153	15	**1,050**	**100**
IN	637	91	14	2	50	7	64	9	**701**	**100**
IA	261	90	8	3	22	8	30	10	**291**	**100**
KS	278	90	10	3	20	6	30	10	**308**	**100**
KY	569	89	13	2	56	9	69	11	**638**	**100**
LA	558	81	36	5	92	13	128	19	**686**	**100**
ME	98	83	5	4	15	13	20	17	**118**	**100**
MD	415	86	15	3	51	11	66	14	**481**	**100**
MA	261	81	10	3	53	16	63	19	**324**	**100**
MI	826	86	32	3	102	11	134	14	**960**	**100**
MN	376	90	12	3	31	7	43	10	**419**	**100**
MS	416	86	9	2	60	12	69	14	**484**	**100**
MO	621	84	23	3	92	12	114	16	**735**	**100**
MT	94	83	2	2	17	15	19	17	**113**	**100**
NE	158	88	8	4	13	7	21	12	**179**	**100**
NV	253	85	10	3	36	12	46	15	**299**	**100**
NH	101	86	2	2	15	13	17	14	**117**	**100**

Table 117

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

State	Blood Alcohol Concentration of Driver*								Total Surviving Drivers* in Fatal Crashes	
	No Alcohol (BAC = .00)		Low Alcohol (BAC = .01-.07)		High Alcohol (BAC = .08+)		Any Alcohol (BAC = .01+)			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
NJ	573	88	20	3	62	9	82	12	**655**	**100**
NM	302	86	7	2	42	12	49	14	**351**	**100**
NY	985	84	43	4	139	12	182	16	**1,167**	**100**
NC	1,007	88	25	2	112	10	137	12	**1,144**	**100**
ND	53	88	0	1	7	11	7	12	**60**	**100**
OH	833	88	24	2	94	10	118	12	**951**	**100**
OK	454	87	12	2	56	11	67	13	**521**	**100**
OR	260	86	16	5	25	8	41	14	**301**	**100**
PA	935	85	39	4	128	12	166	15	**1,101**	**100**
RI	50	84	1	2	8	14	10	16	**60**	**100**
SC	558	86	15	2	75	12	90	14	**648**	**100**
SD	84	81	3	2	17	16	19	19	**103**	**100**
TN	711	86	27	3	94	11	120	14	**831**	**100**
TX	2,193	80	106	4	430	16	536	20	**2,728**	**100**
UT	179	90	1	0	20	10	20	10	**199**	**100**
VT	48	81	7	12	4	7	11	19	**59**	**100**
VA	515	86	15	3	70	12	85	14	**600**	**100**
WA	316	81	11	3	66	17	77	19	**393**	**100**
WV	251	89	6	2	26	9	32	11	**282**	**100**
WI	449	87	11	2	56	11	67	13	**516**	**100**
WY	95	89	3	3	9	8	12	11	**107**	**100**
USA	**26,834**	**86**	**955**	**3**	**3,535**	**11**	**4,490**	**14**	**31,324**	**100**
PR	322	80	19	5	62	15	81	20	**403**	**100**

*Includes motorcycle operators.

Note: NHTSA estimates alcohol involvement when alcohol test results are unknown. For more information, see page 7 of this report.

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
AL	1,154	**508**	49	4	113	15	164	50	46	36
AK	101	**38**	5	10	6	4	5	1	3	1
AZ	1,150	**406**	75	9	52	29	58	42	40	31
AR	704	**104**	9	0	51	2	9	2	15	6
CA	4,120	**1,333**	186	29	330	56	127	94	158	134
CO	665	**255**	30	8	32	14	35	27	28	37
CT	291	**98**	5	7	6	2	12	16	8	36
DE	134	**42**	0	4	6	15	4	4	2	6
DC	43	**20**	0	1	0	0	2	0	3	14
FL	3,244	**550**	54	16	81	10	131	45	74	84
GA	1,634	**335**	28	6	125	10	64	21	55	17
HI	142	**67**	0	10	15	1	4	0	17	19
ID	260	**73**	17	2	5	3	6	2	9	5
IL	1,356	**589**	62	38	229	4	51	44	74	62
IN	947	**267**	15	21	83	17	30	23	26	48
IA	390	**32**	2	1	10	1	1	0	4	10
KS	461	**123**	14	0	43	1	9	4	7	14
KY	964	**196**	14	5	124	1	15	1	23	7
LA	904	**217**	18	3	81	11	48	8	26	16
ME	194	**90**	8	1	5	14	35	5	13	9
MD	643	**243**	14	16	34	26	15	51	42	37
MA	476	**158**	16	5	8	11	10	27	21	50
MI	1,159	**249**	20	10	147	2	18	5	10	16
MN	567	**144**	14	3	87	4	4	1	4	15
MS	900	**173**	21	1	66	8	32	9	17	10
MO	1,130	**494**	54	11	180	4	37	27	48	45
MT	229	**101**	13	0	9	0	2	3	15	10
NE	254	**42**	14	1	5	8	1	0	1	8
NV	395	**135**	20	8	4	7	4	0	5	1
NH	171	**41**	1	3	4	10	1	6	5	6

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

State	Total Traffic Fatalities	Speeding-Related Fatalities by Road Type and Speed Limit								
		Total	Interstate		Non-Interstate					
			>55 mph	≤55 mph	55 mph	50 mph	45 mph	40 mph	35 mph	<35 mph
NJ	731	**64**	3	5	7	10	4	10	4	16
NM	521	**195**	41	2	23	7	16	7	13	15
NY	1,493	**465**	21	11	173	15	35	29	28	81
NC	1,557	**561**	42	7	307	13	106	2	60	8
ND	100	**23**	3	0	7	0	1	2	1	3
OH	1,286	**272**	21	5	141	7	15	9	39	27
OK	774	**315**	33	4	50	18	74	19	25	19
OR	456	**145**	11	4	70	3	18	6	8	12
PA	1,490	**661**	40	24	189	13	105	79	113	67
RI	83	**45**	1	6	2	1	5	6	6	18
SC	1,046	**463**	53	4	156	15	96	18	47	30
SD	197	**71**	11	0	34	2	1	1	1	8
TN	1,288	**269**	21	10	50	12	63	33	27	39
TX	3,583	**1,425**	187	32	188	40	128	101	123	152
UT	296	**92**	34	0	5	8	9	11	3	1
VT	98	**46**	5	0	1	23	0	5	9	3
VA	925	**253**	18	19	99	6	44	16	29	14
WA	563	**226**	27	0	14	40	15	18	55	32
WV	411	**119**	18	1	48	0	13	8	14	14
WI	792	**295**	17	4	155	0	31	5	19	40
WY	164	**64**	22	0	2	2	4	2	2	2
USA	**42,636**	***13,192**	**1,407**	**371**	**3,662**	**525**	**1,717**	**905**	**1,425**	**1,391**
PR	494	**236**	41	1	11	6	26	24	98	29

*Of the total number of speeding-related fatalities in 2004, 5,769 occurred on roads with posted speed limits between 55 and 65 mph, and 938 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.

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	10.49	53.0	10.20	50.7	0.00	99.8	13.00	99.7	**653**
AK	5.71	50.8	13.05	65.1	33.71	77.8	49.29	77.8	**63**
AZ	4.04	34.0	15.65	29.4	49.12	96.4	64.53	96.4	**477**
AR	5.63	18.8	13.53	10.9	NA	NA	NA	NA	**468**
CA	10.63	99.4	4.00	99.9	NA	NA	48.00	99.9	**1,446**
CO	5.87	53.7	12.98	53.7	37.70	83.6	53.09	84.5	**348**
CT	1.02	36.8	6.95	13.2	36.14	57.4	42.62	57.4	**68**
DE	6.33	11.3	7.16	1.4	27.60	39.4	39.26	40.8	**71**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**0**
FL	5.15	22.2	8.67	14.8	NA	NA	NA	NA	**1,437**
GA	3.48	20.0	9.74	9.2	46.60	31.4	56.34	33.0	**754**
HI	2.93	24.1	11.43	18.5	36.15	75.9	43.75	77.8	**54**
ID	6.36	11.3	14.64	6.2	NA	NA	NA	NA	**194**
IL	3.98	8.2	11.00	99.4	NA	NA	NA	NA	**500**
IN	4.33	6.4	8.31	0.5	NA	NA	NA	NA	**547**
IA	6.24	15.6	10.35	11.9	35.66	36.1	49.76	38.4	**302**
KS	7.11	11.3	11.01	2.6	40.17	32.5	55.64	37.1	**302**
KY	5.00	12.0	10.97	10.1	37.45	42.2	51.28	43.0	**644**
LA	6.29	10.8	12.24	7.3	39.17	38.2	55.08	39.6	**565**
ME	5.85	10.5	10.16	3.5	41.16	40.7	54.35	41.3	**172**
MD	0.00	99.6	37.00	99.6	NA	NA	NA	NA	**223**
MA	5.00	92.9	8.30	89.9	36.14	92.9	44.86	92.9	**99**
MI	3.96	29.4	9.72	27.0	NA	NA	NA	NA	**507**
MN	2.80	26.3	11.34	29.8	32.91	53.4	45.51	54.2	**369**
MS	14.61	50.1	15.04	51.1	16.69	46.4	44.30	46.4	**605**
MO	8.29	48.5	13.48	42.6	37.02	63.4	57.65	64.8	**730**
MT	9.69	12.8	13.35	3.1	36.78	41.5	53.96	45.1	**195**
NE	6.62	36.3	11.70	34.1	28.74	43.4	44.67	44.0	**182**
NV	9.11	39.2	19.34	36.2	43.65	64.6	65.65	69.2	**130**
NH	3.06	2.7	8.46	0.9	14.01	0.0	25.14	2.7	**111**

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	NA	NA	NA	NA	NA	NA	NA	NA	**144**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**332**
NY	3.06	19.8	9.17	14.2	43.64	48.2	54.45	49.4	**514**
NC	3.97	35.9	9.78	34.7	38.48	53.0	50.23	54.0	**1,030**
ND	12.43	25.6	12.73	14.6	45.67	52.4	65.08	54.9	**82**
OH	7.22	24.1	10.01	17.3	38.14	38.5	53.57	41.1	**704**
OK	8.51	62.0	11.66	43.3	40.84	61.6	55.33	62.4	**466**
OR	3.53	13.4	12.05	5.5	46.28	52.4	58.94	53.4	**290**
PA	5.68	61.7	10.51	51.6	36.39	74.3	48.82	74.9	**732**
RI	2.50	22.2	7.17	0.0	35.00	16.7	42.00	16.7	**18**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**853**
SD	11.01	28.2	15.35	20.8	44.34	51.0	64.14	53.7	**149**
TN	7.48	95.5	9.49	94.4	27.80	99.3	39.60	99.3	**691**
TX	9.07	35.5	14.19	33.8	40.60	65.9	59.94	67.4	**1,722**
UT	4.02	13.1	13.86	13.1	39.00	97.8	41.33	98.4	**183**
VT	2.90	43.7	10.49	16.9	41.58	36.6	52.56	42.3	**71**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**477**
WA	6.88	38.2	11.16	21.3	48.24	56.7	61.65	57.4	**319**
WV	4.92	5.8	10.37	0.6	38.70	34.1	51.76	36.6	**328**
WI	3.86	11.5	11.33	8.1	35.21	48.4	50.37	49.5	**521**
WY	9.62	12.2	18.39	7.3	NA	NA	NA	NA	**123**
USA	**5.96**	**42.4**	**11.33**	**40.3**	**37.88**	**72.1**	**52.91**	**72.9**	**21,965**
PR	9.11	82.2	9.89	82.2	NA	NA	NA	NA	**213**

*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	5.31	47.9	6.01	45.7	1.00	99.7	9.00	99.7	**374**
AK	0.54	59.4	8.00	78.1	21.33	81.3	24.57	78.1	**32**
AZ	2.63	40.1	7.15	37.7	27.73	95.6	42.35	95.4	**504**
AR	3.88	21.9	7.74	11.7	NA	NA	NA	NA	**137**
CA	2.90	99.6	4.86	99.7	21.67	99.9	35.67	99.7	**2,281**
CO	1.98	42.3	5.04	45.9	20.75	67.5	27.46	67.5	**246**
CT	1.30	28.2	6.21	21.1	32.63	53.6	39.95	53.6	**209**
DE	3.82	11.4	7.67	4.5	26.24	43.2	35.36	43.2	**44**
DC	NA	NA	NA	NA	NA	NA	NA	NA	**41**
FL	2.90	30.3	5.57	22.8	17.00	99.9	41.00	99.9	**1,490**
GA	3.08	16.2	6.96	10.8	33.54	29.8	42.72	30.6	**674**
HI	2.60	29.7	6.90	33.8	28.70	86.5	37.60	86.5	**74**
ID	2.28	6.5	5.07	4.3	NA	NA	NA	NA	**46**
IL	2.28	4.4	24.67	99.6	0.00	99.9	37.00	99.7	**725**
IN	3.74	7.4	6.55	1.3	NA	NA	NA	NA	**310**
IA	3.02	16.7	5.45	9.3	21.80	25.9	27.05	29.6	**54**
KS	3.27	5.6	6.01	2.2	24.98	33.3	34.36	34.4	**90**
KY	3.03	13.8	6.47	12.9	24.08	36.7	32.95	37.1	**210**
LA	4.38	24.4	7.41	14.2	29.09	41.8	38.75	42.2	**225**
ME	2.00	16.7	9.00	0.0	25.83	0.0	36.33	0.0	**6**
MD	NA	NA	NA	NA	NA	NA	NA	NA	**353**
MA	2.96	83.6	4.77	80.2	23.15	84.2	29.31	84.2	**348**
MI	1.91	37.1	5.31	34.4	NA	NA	NA	NA	**442**
MN	1.46	43.7	6.64	41.1	29.86	62.3	37.26	62.3	**151**
MS	13.71	49.4	14.94	49.4	16.10	48.2	43.13	48.2	**170**
MO	3.91	47.1	7.27	40.9	25.45	55.8	36.79	56.2	**276**
MT	1.27	21.4	4.30	28.6	17.43	50.0	22.29	50.0	**14**
NE	2.49	17.0	4.93	14.9	19.55	34.0	26.87	36.2	**47**
NV	3.17	11.7	6.82	9.6	26.63	41.3	37.33	41.3	**230**
NH	0.91	0.0	6.55	0.0	12.47	0.0	19.94	0.0	**47**

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 toEMS Notification		EMS Notification to EMS Arrival at Crash Scene		EMS Arrival at Crash Scene to Hospital Arrival		Time of Crash to Hospital Arrival		
	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	Average	Percent Unknown	
NJ	1.00	99.6	10.50	99.6	10.00	99.8	18.00	99.8	**547**
NM	NA	NA	NA	NA	NA	NA	NA	NA	**106**
NY	3.70	55.3	6.55	52.5	28.20	70.2	35.87	70.4	**855**
NC	2.71	29.9	7.03	29.3	28.35	46.6	37.85	46.8	**348**
ND	4.50	7.7	4.50	7.7	17.42	7.7	26.42	7.7	**13**
OH	4.60	24.0	5.73	18.3	24.73	30.5	33.92	31.4	**459**
OK	3.85	41.4	5.49	26.3	27.25	51.5	34.98	52.0	**198**
OR	1.47	4.1	5.52	3.1	26.67	37.8	33.64	37.8	**98**
PA	3.29	57.1	6.54	46.5	28.20	65.8	36.41	66.3	**623**
RI	3.31	20.0	4.55	0.0	26.85	21.7	33.53	21.7	**60**
SC	NA	NA	NA	NA	NA	NA	NA	NA	**93**
SD	2.42	29.4	6.00	17.6	35.75	29.4	37.82	35.3	**17**
TN	2.88	98.2	7.63	98.2	9.00	99.6	13.50	99.6	**452**
TX	4.78	28.7	7.22	27.1	28.58	58.5	39.15	59.0	**1,433**
UT	3.33	13.0	5.56	11.7	30.00	93.5	48.20	93.5	**77**
VT	8.00	15.4	5.15	0.0	24.36	15.4	25.70	23.1	**13**
VA	NA	NA	NA	NA	NA	NA	NA	NA	**337**
WA	2.44	25.3	5.64	8.8	33.26	42.3	40.64	41.8	**182**
WV	3.18	3.8	5.67	1.9	31.89	30.2	40.46	30.2	**53**
WI	2.70	8.0	6.40	4.5	30.18	36.8	38.02	36.8	**201**
WY	4.44	15.8	5.50	5.3	NA	NA	NA	NA	**19**
USA	**3.37**	**49.5**	**6.46**	**50.6**	**27.69**	**76.8**	**37.04**	**77.0**	**16,034**
PR	5.26	83.3	9.15	83.7	NA	NA	NA	NA	**251**

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

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
New York	NY	292	148	50.7	8,104,079	3.60
Los Angeles	CA	263	83	31.6	3,845,541	6.84
Chicago	IL	179	54	30.2	2,862,244	6.25
Houston	TX	203	43	21.2	2,012,626	10.09
Philadelphia	PA	121	39	32.2	1,470,151	8.23
Phoenix	AZ	191	41	21.5	1,418,041	13.47
San Diego	CA	102	32	31.4	1,263,756	8.07
San Antonio	TX	150	22	14.7	1,236,249	12.13
Dallas	TX	179	54	30.2	1,210,393	14.79
San Jose	CA	43	16	37.2	904,522	4.75
Detroit	MI	123	37	30.1	900,198	13.66
Indianapolis	IN	53	11	20.8	784,242	6.76
Jacksonville	FL	123	28	22.8	777,704	15.82
San Francisco	CA	41	19	46.3	744,230	5.51
Columbus	OH	56	8	14.3	730,008	7.67
Austin	TX	67	12	17.9	681,804	9.83
Memphis	TN	79	18	22.8	671,929	11.76
Baltimore	MD	44	14	31.8	636,251	6.92
Fort Worth	TX	66	14	21.2	603,337	10.94
Charlotte	NC	52	9	17.3	594,359	8.75
El Paso	TX	41	8	19.5	592,099	6.92
Milwaukee	WI	54	16	29.6	583,624	9.25
Seattle	WA	35	13	37.1	571,480	6.12
Boston	MA	25	7	28.0	569,165	4.39
Denver	CO	60	20	33.3	556,835	10.78
Louisville-Jefferson Co.	KY	77	13	16.9	556,332	13.84
Washington	DC	43	9	20.9	553,523	7.77
Nashville-Davidson	TN	95	12	12.6	546,719	17.38
Las Vegas	NV	49	13	26.5	534,847	9.16
Portland	OR	38	9	23.7	533,492	7.12
Oklahoma City	OK	77	16	20.8	528,042	14.58
Tucson	AZ	61	15	24.6	512,023	11.91
Albuquerque	NM	69	13	18.8	484,246	14.25
Long Beach	CA	35	10	28.6	476,564	7.34
New Orleans	LA	75	14	18.7	462,269	16.22
Cleveland	OH	41	2	4.9	458,684	8.94

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Fresno	CA	41	6	14.6	457,719	8.96
Sacramento	CA	37	10	27.0	454,330	8.14
Kansas City	MO	58	12	20.7	444,387	13.05
Virginia Beach	VA	22	5	22.7	440,098	5.00
Mesa	AZ	34	5	14.7	437,454	7.77
Atlanta	GA	70	16	22.9	419,122	16.70
Omaha	NE	25	4	16.0	409,416	6.11
Oakland	CA	34	8	23.5	397,976	8.54
Tulsa	OK	45	10	22.2	383,764	11.73
Miami	FL	48	17	35.4	379,724	12.64
Honolulu CDP	HI	26	12	46.2	377,260	6.89
Minneapolis	MN	17	6	35.3	373,943	4.55
Colorado Springs	CO	26	4	15.4	369,363	7.04
Arlington	TX	19	2	10.5	359,467	5.29
Wichita	KS	28	3	10.7	353,823	7.91
St. Louis	MO	47	12	25.5	343,279	13.69
Santa Ana	CA	17	5	29.4	342,715	4.96
Anaheim	CA	28	6	21.4	333,776	8.39
Raleigh	NC	27	6	22.2	326,653	8.27
Pittsburgh	PA	27	8	29.6	322,450	8.37
Tampa	FL	44	14	31.8	321,772	13.67
Cincinnati	OH	33	7	21.2	314,154	10.50
Toledo	OH	21	4	19.0	304,973	6.89
Aurora	CO	22	7	31.8	291,843	7.54
Riverside	CA	24	5	20.8	288,384	8.32
Bakersfield	CA	26	7	26.9	283,936	9.16
Buffalo	NY	15	3	20.0	282,864	5.30
Corpus Christi	TX	31	12	38.7	281,196	11.02
Newark	NJ	32	10	31.3	280,451	11.41
Stockton	CA	28	5	17.9	279,888	10.00
St. Paul	MN	11	2	18.2	276,963	3.97
Anchorage Municipality	AK	26	6	23.1	272,687	9.53
Lexington-Fayette	KY	28	3	10.7	266,358	10.51
St. Petersburg	FL	26	7	26.9	249,090	10.44
Plano	TX	10	0	0.0	245,411	4.07
Jersey City	NJ	5	3	60.0	239,079	2.09

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Norfolk	VA	13	2	15.4	237,835	5.47
Lincoln	NE	8	1	12.5	236,146	3.39
Glendale	AZ	26	2	7.7	235,591	11.04
Birmingham	AL	47	10	21.3	233,149	20.16
Greensboro	NC	17	6	35.3	231,543	7.34
Henderson	NV	11	2	18.2	224,829	4.89
Hialeah	FL	27	8	29.6	224,522	12.03
Baton Rouge	LA	26	9	34.6	224,097	11.60
Chandler	AZ	13	2	15.4	223,991	5.80
Scottsdale	AZ	23	3	13.0	221,792	10.37
Madison	WI	14	3	21.4	220,332	6.35
Fort Wayne	IN	9	2	22.2	219,351	4.10
Garland	TX	20	5	25.0	217,176	9.21
Chesapeake	VA	13	2	15.4	214,725	6.05
Rochester	NY	18	3	16.7	212,481	8.47
Akron	OH	22	0	0.0	212,179	10.37
Lubbock	TX	20	4	20.0	207,852	9.62
Modesto	CA	15	4	26.7	206,769	7.25
Orlando	FL	35	6	17.1	205,648	17.02
Chula Vista	CA	9	2	22.2	204,879	4.39
Laredo	TX	11	2	18.2	203,212	5.41
Fremont	CA	8	3	37.5	202,373	3.95
Durham	NC	25	8	32.0	201,726	12.39
Glendale	CA	5	1	20.0	201,326	2.48
Montgomery	AL	30	7	23.3	200,983	14.93
Shreveport	LA	17	3	17.6	198,675	8.56
San Bernardino	CA	35	5	14.3	198,406	17.64
Reno	NV	17	5	29.4	197,963	8.59
Yonkers	NY	6	1	16.7	197,126	3.04
Spokane	WA	12	3	25.0	196,721	6.10
Tacoma	WA	11	0	0.0	196,094	5.61
Huntington Beach	CA	11	2	18.2	195,305	5.63
Grand Rapids	MI	12	4	33.3	195,115	6.15
Irving	TX	11	0	0.0	194,547	5.65
Des Moines	IA	15	2	13.3	194,311	7.72
Mobile	AL	31	8	25.8	192,759	16.08
Richmond	VA	15	3	20.0	192,494	7.79
Winston-Salem	NC	12	3	25.0	191,523	6.27
Augusta-Richmond Co.	GA	29	2	6.9	191,326	15.16

Source: Population—Bureau of the Census.

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

City	State	Fatalities			Population	Total Fatality Rate per 100,000 Population
		Total Killed	Pedestrians Killed			
			Number	Percent of Total Killed		
Boise City	ID	7	1	14.3	190,122	3.68
Arlington CDP	VA	0	0	0.0	186,117	0.00
Little Rock	AR	25	4	16.0	184,081	13.58
Oxnard	CA	9	2	22.2	183,587	4.90
Columbus	GA	15	2	13.3	182,850	8.20
Newport News	VA	12	0	0.0	181,913	6.60
Amarillo	TX	18	3	16.7	180,791	9.96
Jackson	MS	37	3	8.1	179,298	20.64
Salt Lake City	UT	22	4	18.2	178,605	12.32
Irvine	CA	11	2	18.2	178,317	6.17
Providence	RI	15	2	13.3	178,126	8.42
Knoxville	TN	40	2	5.0	178,118	22.46
Worcester	MA	17	6	35.3	175,966	9.66
Ontario	CA	38	8	21.1	170,057	22.35
Oceanside	CA	18	5	27.8	167,438	10.75
Garden Grove	CA	13	2	15.4	167,347	7.77
Aurora	IL	6	0	0.0	166,614	3.60
Moreno Valley	CA	13	2	15.4	166,290	7.82
Santa Clarita	CA	11	2	18.2	164,800	6.67
Fort Lauderdale	FL	35	12	34.3	164,578	21.27
Huntsville	AL	23	4	17.4	164,146	14.01
Overland Park	KS	2	0	0.0	162,728	1.23
Brownsville	TX	11	1	9.1	161,225	6.82
Tempe	AZ	21	1	4.8	160,676	13.07
Dayton	OH	21	1	4.8	160,293	13.10
Rancho Cucamonga	CA	8	1	12.5	159,346	5.02
North Las Vegas	NV	17	2	11.8	158,748	10.71
Fontana	CA	14	3	21.4	158,715	8.82
Gilbert town	AZ	6	0	0.0	156,917	3.82
Tallahassee	FL	5	2	40.0	156,612	3.19
Pomona	CA	22	5	22.7	155,448	14.15
Vancouver	WA	5	1	20.0	155,053	3.22
Chattanooga	TN	23	3	13.0	154,853	14.85
Santa Rosa	CA	12	0	0.0	153,636	7.81
Rockford	IL	11	0	0.0	152,452	7.22
Springfield	MA	16	3	18.8	152,091	10.52
Paterson	NJ	12	5	41.7	150,869	7.95
Springfield	MO	20	4	20.0	150,704	13.27
Pembroke Pines	FL	6	0	0.0	150,104	4.00

Source: Population—Bureau of the Census.

Table 122
Fatalities and Fatality Rates by State, 1975-2004

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2004	Difference, 1975-2004	1975	1985	1990	1995	2004	Difference, 1975-2004
AL	902	882	1,121	1,114	1,154	**+28%**	3.63	2.51	2.65	2.20	1.95	**-46%**
AK	112	127	98	87	101	**-10%**	4.38	3.17	2.51	2.11	2.02	**-54%**
AZ	670	893	869	1,035	1,150	**+72%**	4.19	4.14	2.45	2.61	2.01	**-52%**
AR	559	534	604	631	704	**+26%**	4.01	3.12	2.87	2.37	2.22	**-45%**
CA	4,092	4,960	5,192	4,192	4,120	**+1%**	3.09	2.39	2.01	1.52	1.25	**-60%**
CO	581	579	544	645	665	**+14%**	3.50	2.21	2.00	1.84	1.45	**-59%**
CT	389	448	385	317	291	**-25%**	2.13	2.00	1.46	1.13	0.92	**-57%**
DE	122	104	138	121	134	**+10%**	3.37	1.94	2.11	1.61	1.44	**-57%**
DC	70	60	48	58	43	**-39%**	2.27	1.86	1.41	1.67	1.15	**-49%**
FL	1,998	2,832	2,891	2,805	3,244	**+62%**	3.24	3.22	2.63	2.19	1.65	**-49%**
GA	1,360	1,361	1,562	1,488	1,634	**+20%**	3.46	2.53	2.22	1.74	1.45	**-58%**
HI	144	126	177	130	142	**-1%**	3.47	1.86	2.19	1.64	1.46	**-58%**
ID	281	255	244	262	260	**-7%**	4.78	3.31	2.48	2.13	1.77	**-63%**
IL	2,041	1,534	1,589	1,586	1,356	**-34%**	3.56	2.17	1.91	1.68	1.24	**-65%**
IN	1,128	974	1,049	960	947	**-16%**	3.02	2.39	1.95	1.49	1.30	**-57%**
IA	670	474	465	527	390	**-42%**	3.75	2.35	2.02	2.03	1.24	**-67%**
KS	509	486	444	442	461	**-9%**	3.29	2.52	1.94	1.76	1.58	**-52%**
KY	863	712	849	849	964	**+12%**	3.50	2.50	2.52	2.07	2.04	**-42%**
LA	934	931	959	894	904	**-3%**	4.60	2.79	2.53	2.31	2.03	**-56%**
ME	223	206	213	187	194	**-13%**	3.14	2.22	1.79	1.49	1.30	**-59%**
MD	670	729	707	671	643	**-4%**	2.66	2.19	1.74	1.50	1.16	**-56%**
MA	864	742	605	444	476	**-45%**	2.75	1.87	1.31	0.92	0.87	**-68%**
MI	1,779	1,545	1,571	1,530	1,159	**-35%**	3.06	2.29	1.94	1.79	1.12	**-63%**
MN	754	608	566	597	567	**-25%**	2.94	1.86	1.45	1.35	1.00	**-66%**
MS	546	662	750	868	900	**+65%**	3.80	3.45	3.07	2.94	2.28	**-40%**
MO	1,045	931	1,097	1,109	1,130	**+8%**	3.41	2.37	2.16	1.87	1.64	**-52%**
MT	291	223	212	215	229	**-21%**	5.08	3.03	2.54	2.28	2.04	**-60%**
NE	369	237	262	254	254	**-31%**	3.29	1.97	1.88	1.61	1.32	**-60%**
NV	218	259	343	313	395	**+81%**	4.74	3.42	3.36	2.24	2.04	**-57%**
NH	151	191	158	118	171	**+13%**	2.85	2.53	1.61	1.11	1.29	**-55%**

Table 122
Fatalities and Fatality Rates by State, 1975-2004 (Continued)

State	Fatalities						Fatality Rate per 100 Million Vehicle Miles Traveled					
	1975	1985	1990	1995	2004	Difference, 1975-2004	1975	1985	1990	1995	2004	Difference, 1975-2004
NJ	1,043	964	886	774	731	**-30%**	2.15	1.83	1.50	1.27	1.00	**-53%**
NM	555	535	499	485	521	**-6%**	5.59	4.03	3.09	2.29	2.18	**-61%**
NY	2,366	2,006	2,217	1,679	1,493	**-37%**	3.63	2.22	2.07	1.46	1.08	**-70%**
NC	1,506	1,482	1,385	1,448	1,557	**+3%**	4.14	2.97	2.21	1.90	1.62	**-61%**
ND	167	90	112	74	100	**-40%**	3.71	1.61	1.90	1.13	1.32	**-64%**
OH	1,766	1,646	1,638	1,360	1,286	**-27%**	2.75	2.18	1.79	1.35	1.15	**-58%**
OK	757	744	641	669	774	**+2%**	3.33	2.39	1.93	1.74	1.67	**-50%**
OR	562	559	579	574	456	**-19%**	3.53	2.61	2.17	1.91	1.28	**-64%**
PA	2,078	1,771	1,646	1,480	1,490	**-28%**	3.26	2.35	1.92	1.57	1.38	**-58%**
RI	110	109	84	69	83	**-25%**	1.94	1.87	1.14	1.00	0.98	**-49%**
SC	820	951	979	881	1,046	**+28%**	3.98	3.56	2.85	2.28	2.11	**-47%**
SD	195	130	153	158	197	**+1%**	3.76	2.07	2.19	2.06	2.24	**-40%**
TN	1,126	1,101	1,177	1,259	1,288	**+14%**	3.42	3.03	2.52	2.24	1.82	**-47%**
TX	3,372	3,678	3,250	3,183	3,583	**+6%**	3.99	2.57	2.08	1.76	1.55	**-61%**
UT	272	303	272	325	296	**+9%**	3.42	2.52	1.86	1.73	1.20	**-65%**
VT	143	115	90	106	98	**-31%**	4.32	2.45	1.54	1.71	1.25	**-71%**
VA	993	976	1,079	900	925	**-7%**	2.87	2.04	1.79	1.29	1.17	**-59%**
WA	758	744	825	653	563	**-26%**	3.16	2.16	1.85	1.33	1.01	**-68%**
WV	461	420	481	376	411	**-11%**	4.36	3.32	3.12	2.16	2.02	**-54%**
WI	930	744	769	745	792	**-15%**	3.25	2.03	1.74	1.45	1.31	**-60%**
WY	210	152	125	170	164	**-22%**	5.36	2.81	2.14	2.41	1.77	**-67%**
USA	**44,525**	**43,825**	**44,599**	**41,817**	**42,636**	**-4%**	**3.35**	**2.47**	**2.08**	**1.73**	1.44	**-57%**
PR	496	600	473	595	494	**-0%**	7.27	5.74	3.68	3.83	2.53	**-65%**

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

Table 123
Key Provisions of Occupant Restraint Laws

State	Enforcement	Belt Fine	Child Restraint Required	Safety Belt or Booster Seat Required	Safety Belt Required[1]		Vehicles Exempted and Other Information[3]
					Seats	Ages[2]	
AL	Primary	$25	3 years and under	4-5 years	Front	6+	Designed for >10 passengers, model year <1965, rural mail carriers, trailers, newspaper delivery.
AK	Secondary	$15	3 years and under	4-15 years	All	All	School bus.
AZ	Secondary	$10	4 years and under	—	Front	5-15, all seats; 16 and over, front only	Designed for >10 passengers, model year <1972, postal service vehicles.
AR	Secondary[4]	$25	5 years and under and <60 lb	6-14 years or 60+ lb	Front	All	School, church, or public bus; model year <1968.
CA	Primary	$22	5 years and under or <60 lb	6-15 years or >60 lb	All	All	Emergency vehicles, postal service vehicles, newspaper delivery; <60 lb must be in rear seat if available.
CO	Secondary[5]	$17	5 years and under	6-15 years and 55+ inches tall	Front	All	Passenger bus, school bus, ambulance, postal service vehicles, delivery and pickup services; <1 year and <20 lb must be in rear-facing infant seat.
CT	Primary	$37	1-6 years and <60 lb in child restraint system	7-15 years and 60+ lb	Front	4-15, all seats	Truck or bus >15,000 lb; public, emergency, delivery, and postal service vehicles; newspaper delivery; booster seats allowed only in seating position with lap and shoulder belt; <1 year or <20 lb must be in rear-facing restraint system.
DE	Primary	$25	6 years and under and <60 lb	7-15 years or 60+ lb	All	All	Postal service vehicles, tractors, off-highway vehicles.
DC	Primary	$50[6]	7 years and under	8-15 years	All	All	Seating for >8 people; manufactured before 7/1/66.
FL	Secondary	$30	3 years and under	4-5 years	Front	6-17, rear seats	School bus purchased before 1/1/2001, farm tractors, trash trucks, newspaper delivery, living space of RVs, public bus, truck >5,000 lb; number of passengers in pickup truck required to wear seat belt shall not exceed number of installed front seat belts (extra passengers exempted).
GA	Primary	$15-$25	5 years and under and 57 inches tall or less	>57 inches tall	Front	6-17,[7] all seats	Designed for >10 passengers, pickup trucks (exemption only for passengers 18+ years), off-road vehicles, vehicles used for frequent stops; 5 years and younger must be in rear seat if available.
HI	Primary	$55	3 years and under	—	Front	4-17, all seats	Bus or school bus >10,000 lb, emergency vehicles, taxicabs; exempts persons unable to use seat belt when all seat belt assemblies are in use (in this case, unsecured children must sit in back seat).
ID	Secondary	$10	6 years and under	—	All	All	>8,000 lb.
IL	Primary	$25	7 years and under	8-15 years	Front	8-15, all seats	Emergency vehicles, vehicles used for frequent stops; if driver <18 years, all passengers <18 years must be restrained.
IN	Primary	$25	7 years and under	—	Front	4-11, all seats	Truck, tractor, RV, pickup truck, SUV if registered as pickup truck, postal service vehicles, delivery vehicles.

[1]Virtually every state exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

[2]The word "All" used in this category means that everyone in the vehicle occupancy compartment must be restrained. For children, that may be in a child restraint.

[3]Emergency vehicle and bus exemptions generally do not apply to the driver.

[4]If a motorist is wearing a safety belt when stopped for a different violation, the fine for that violation is reduced by $10.

[5]Primary enforcement for drivers under 17 years of age.

[6]Plus 2 points on driver's license record.

[7]Driver may be fined up to $100 and seat passengers $50 for each passenger under 16 years of age not wearing a safety belt.

Source: NHTSA, Regional Office. Updated as of September 2005.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required	Safety Belt or Booster Seat Required	Safety Belt Required[1]		Vehicles Exempted and Other Information[3]
					Seats	Ages[2]	
IA	Primary	$25	5 years and under	6-10 years	Front	10 and under, all seats	Delivery vehicles that do not exceed 25 mph between stops, emergency vehicles, postal service vehicles.
KS	Secondary	$10	3 years and under	—	Front	4-13, all seats	Designed for >10 people, truck >12,000 lb, off-road vehicles, postal service vehicles, newspaper delivery vehicles.
KY	Secondary	$25	<40 inches tall	—	All	All	Designed for >10 people, truck >12,000 lb, farm truck 2,000+ lb, postal service vehicles.
LA	Primary	$25	5 years and under	6-12 years or >60 lb	Front	6-12	Designed for >10 people, model year <1981, postal service vehicles, farm vehicles within 5 miles of farm.
ME	Secondary	$50-$250	7 years and under and <80 lb	—	All	All	Manufactured without safety belts, postal service vehicles; all passengers in school bus equipped with safety belts must use them.
MD	Primary	$25	5 years and under or 40 lb or less	6-15 years and >40 lb	Outboard front	15 and under	"Historical" vehicles, for-hire vehicles, farm vehicles within 10 miles of farm, vanpool vehicles, ambulances, funeral limousines, modified vehicles 25+ years old.
MA	Secondary	$25	<5 years and 40 lb or less	5-11 years	All	All	Truck >18,000 lb, buses and taxis, emergency vehicles, postal service vehicles.
MI	Primary	$25	3 years and under	—	Front	4-15, all seats[8]	Taxi, bus, school bus, postal service vehicles, commercial vehicles making frequent stops.
MN	Secondary	$25	3 years and under	—	Front	4-10, all seats[9]	Farm pickup truck, postal service vehicles, commercial vehicles making frequent stops if speed does not exceed 25 mph between stops.
MS	Secondary	$25	3 years and under	—	Front	4-7, all seats	Farm vehicle, bus, postal service vehicles, utility meter readers' vehicles, all-terrain vehicles, vehicles designed to carry >15 people.
MO	Secondary[10]	$10	3 years and under	—	Front	4-15, all seats	Designed for >10 people, truck >12,000 lb, postal service vehicles, vehicles being used for agriculture.
MT	Secondary[11]	$20	5 years and under and <60 lb	—	All	All	Vehicles making frequent stops if exemption obtained from state; construction vehicles.
NE	Secondary	$25	5 years and under	6-15 years	Front	4-15, all seats	Model year <1973, farm tractors and other agricultural equipment, buses, postal service vehicles, ambulance or rescue service vehicles.
NV	Secondary	$25	5 years and under and 60 lb or less	—	All	All	Taxi (exemption for child restraints only; safety belts required for passengers over 18 years), bus, school bus, postal service vehicles, emergency vehicles, delivery vehicles not exceeding 15 mph, any vehicle or seating position if state determines compliance is impractical.
NH	No adult law	$25	5 years and under if <55 inches tall	6-17 years	All	<18 only (primary law)	School bus, vehicle for hire, model year <1968, antique cars, vehicles in parade traveling at 10 mph or less.
NC	Primary	$25	7 years and under and <80 lb[12]	8-15 years and children 40-80 lb in seats without shoulder belts	Front	<15, all seats	Designed for >11 people, farm vehicles, postal service vehicles, designated commercial vehicles, emergency vehicles.

[8]A driver does not have to comply with this requirement if the number of children to be secured exceeds the number of safety belts available. Unsecured children must be seated in other than the front seat, and all front seat passengers must be secured. For pickups with all safety belts being used and without an extended cab or jump seats, unsecured children may be transported in the front seat.

[9]Safety belt requirement does not apply to persons riding in a vehicle with all available safety belt positions occupied.

[10]Primary for children <6 years of age.

[11]Exemptions for persons who cannot use safety belts because all available safety belts are in use.

[12]In vehicles with front side passenger air bags, a child <5 years of age and <40 lb must be properly secured in the rear seat, unless the child restraint system is designed for use with air bags.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required	Safety Belt or Booster Seat Required	Safety Belt Required[1]		Vehicles Exempted and Other Information[3]
					Seats	Ages[2]	
ND	Secondary[13]	$20	6 years and under and <57 inches tall or <80 lb[14]	7-17 years	Front	7-17, all seats	Designed for >10 people, farm vehicles, rural mail carriers.
NJ	Primary	$22	7 years and under and <80 lb[15]	—	Front	8-17, all seats	Manufactured before 1966, rural letter carriers.
NM	Primary	$25[16]	6 years and under and <60 lb[17]	7-17 years	All	All	Vehicles >10,000 lb, rural letter carriers.
NY	Primary	$50-$100[18]	6 years and under	7-15 years	Front	<16, all seats	Bus, school bus[19], taxi, emergency or delivery vehicle, rural letter carriers.
OH	Secondary	$30 driver, $20 passen-ger	3 years and under or <40 lb	—	Front	—	Postal service vehicles, vehicles delivering newspapers.
OK	Primary	$20	5 years and under and 60 lb or less[20]	6-12 years	Front	6-12, all seats	Farm vehicles, truck, truck tractor, RV, postal service vehicles.
OR	Primary	$75	—	—	All	All	Newspaper, mail delivery, meter reader, and transit vehicles, for-hire vehicles, trash trucks, emergency vehicles.
PA	Secondary	$10[21]	7 years and under[22]	—	Front	8-17, all seats	Truck >7,000 lb, rural letter carriers, delivery vehicles traveling 15 mph or less.
RI	Secondary[23]	$75	<7 years, <54 inches tall, and <80 lb	—	All	All	Postal service vehicles.

[1]Virtually every state exempts persons who for medical reasons cannot use a safety belt and vehicles not originally required to be equipped with safety belts.

[2]The word "All" used in this category means that everyone in the vehicle occupancy compartment must be restrained. For children, that may be in a child restraint.

[3]Emergency vehicle and bus exemptions generally do not apply to the driver.

[13]Primary enforcement for all positions if occupant is <18 years of age.

[14]Requirement to use either a child restraint system or a safety belt does not apply to either (1) a child if all available safety belts are in use by other family members or (2) a child being transported in an emergency situation.

[15]Seated in rear seat if available.

[16]Plus 2 points on driver's license record.

[17]Under 1 year in rear-facing infant seat, in rear seat if available; 1-4 years or <40 lb in child safety seat; 5-6 years or <60 lb in booster seat.

[18]Plus 3 points on driver's license record. Front seat passengers 16 years and older can be fined up to $50 and drivers can be fined up to $100 for each passenger under 16 not wearing a safety belt.

[19]School buses sold in the state must be equipped with safety belts; Board of Education, via regulations, may provide that on school buses under its jurisdiction safety belts must be used when such vehicles are in operation.

[20]Children >40 lb may be belted in the rear seat by a lap belt if the vehicle is not equipped with lap and shoulder belts, or when all lap and shoulder belts are being used by other children.

[21]Pennsylvania's fine is $10, but with court, EMS, judicial, and computer costs, the ticket total is $51.50.

[22]Secondary enforcement of booster seat requirement for ages 4-7 years.

[23]Primary enforcement for drivers and occupants under 18 years old.

Table 123
Key Provisions of Occupant Restraint Laws (Continued)

State	Enforcement	Belt Fine	Child Restraint Required	Safety Belt or Booster Seat Required	Safety Belt Required[1]		Vehicles Exempted and Other Information[3]
					Seats	Ages[2]	
SC	Primary[24, 25]	$10	1 to 6 years, 40-80 lb[26]	—	All	All	Buses; emergency, postal service, and delivery vehicles; vehicles carrying >10 passengers; parade vehicles; vehicles in which all seating positions with safety belts are occupied; persons in rear seat if vehicle is not equipped with shoulder harnesses.
SD	Secondary[27]	$20	4 years and under and <40 lb	5-17 years or 40 lb or more	Front	17 and under, all seats	Passenger bus, school bus, rural mail carriers, newspaper or periodical delivery.
TN	Primary	$10[28]	8 years and under and <60 inches tall	9-15 years	Front	<16, all seats	>8,500 lb, rural letter carriers, utility workers, newspaper delivery.
TX	Primary	$25-$200	4 years and under and <36 inches tall	—	Front	16 and under, all seats[29]	Designed for >10 people, truck >15,000 lb, farm vehicles, postal service vehicles, meter readers.
UT	Secondary[30]	$45[31]	4 years and under	5-15 years	All	All	Passengers exempted if all seats are occupied or if riding in seating positions not required to be equipped with safety belts.
VT	Secondary	$25-$100	<7 years in child seat[32]	5-15 years or 60 inches or taller	All	All	Bus, taxi, rural mail carriers, delivery vehicles traveling at 15 mph or less, emergency vehicles, farm tractor.
VA	Secondary	$25	5 years and under[33]	6-15 years	Front	<16	Designed for >10 people, taxi, police vehicles, rural mail carriers, newspaper delivery, utility meter readers, commercial vehicles making frequent stops.
WA	Primary	$86	<8 years and <57 inches tall[34]	8-15 years or 57 inches or taller[34]	All	All	Designed for >10 people; when all designated seating positions are occupied; vehicles exempted by state regulation (including farm, construction, or commercial vehicles making frequent stops).
WV	Secondary	$25[35]	7 years and under and <57 inches tall	7 years and under and <57 inches tall	Front	<17, all seats	Designed for >10 people, rural mail carriers.
WI	Secondary	$10	3 years and under	4-7 years	Front	4-15, all seats	Taxi, farm trucks engaged in farming, emergency vehicles, vehicles required to make more than 10 stops per mile, rural mail carriers, land surveyors.
WY	Secondary[36]	$25[37]	8 years and under and 80 lb or less[38]	—	All	All	Postal service vehicles, emergency vehicles, buses; passengers exempted if all seats are occupied.

[24]Safety belt law may not be enforced by checkpoints designed for that purpose.
[25]Safety belt law does not apply to an occupant if all belts in the vehicle are used by other occupants.
[26]Less than 1 year old or <20 lb in a rear-facing infant seat; 5 years and under in rear seat if seating is available.
[27]Primary enforcement for all seating positions if occupant is <18 years old.
[28]Drivers 18 years and older pay $10 if they do not contest the citation; 16-17 years old pay $20; $50 if unsuccessfully contested in court.
[29]Safety belt requirement does not apply to passengers occupying seating positions without safety belts.
[30]Primary enforcement for all seating positions if occupant is 18 years old or younger.
[31]Reduced to $15 upon completion of class.
[32]Exemption from this requirement is granted if all safety belts available are in use, provided children <5 years old are secured in a child passenger restraint system.
[33]Children at least 4 years old may be belted if their weight or size makes the use of child restraints impractical.
[34]Effective June 1, 2007.
[35]Fine for drivers is $25; fine for passengers over 12 years old is $10.
[36]If a motorist is wearing a safety belt when stopped for a different violation, the fine for that violation is reduced by $10.
[37]Passengers violating the safety belt requirements are subject to a fine of $10.
[38]In rear seat if available. Children are exempted from the booster seat requirement if lap and shoulder belts fit properly across the collarbone, chest, and hips and do not pose a danger to the neck, face, or abdominal area in the event of a crash or sudden stop.

Table 124
History of State Motorcycle Helmet Laws

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
AL	11/06/67		
AK	01/01/71	06/23/76	Repealed for operators age 18 and over.
AZ	01/01/69	05/27/76	Repealed for age 18 and over.
AR	06/29/67	07/31/97	Repealed for age 21 and over.
CA	01/01/85**	01/01/92	Reinstated for all.
CO	07/01/69	05/23/77	Repealed.
CT	10/01/67	06/01/76	Repealed.
		01/01/90	Reinstated for under age 18.
DE	06/21/68	06/10/78	Repealed for age 19 and over. All riders must have helmet in their possession.
		07/17/84	Helmet required for instruction permit holders.
DC	02/11/70		
FL	09/13/67	07/01/00	Repealed for age 21 and over if covered by insurance of at least $10,000 in medical benefits.
GA	07/01/69		
HI	06/04/67	06/07/77	Repealed for age 18 and over.
ID	01/01/68	03/29/78	Repealed for age 18 and over.
IL	07/01/67	05/28/69	Helmet law ruled unconstitutional by State Supreme Court.
IN	07/26/67	09/01/77	Repealed.
		01/01/84	Reinstated for under age 18.
IA	09/01/75	07/01/76	Repealed.
KS	07/01/67	07/01/70	Repealed for age 21 and over.
		07/01/72	Reinstated for all.
		07/01/76	Repealed for age 16 and over.
		07/01/79	Reinstated for ages 16 and 17.
KY	06/13/68	07/15/98	Repealed for age 21 and over provided operator has held motorcycle license for 1 year and has provided proof of health insurance when registering motorcycle.
		07/04/00	Health insurance requirement repealed.
LA	07/13/68	10/01/76	Repealed for age 18 and over.
		01/01/82	Reinstated for all.
		08/15/99	Repealed for age 18 and over with health insurance with $10,000 in medical benefits for bodily injuries.
		08/15/04	Reinstated for all.
ME	10/07/67	10/24/77	Repealed.
		07/03/80	Reinstated for under age 15.
		09/23/83	Required for holders of learners' permits and for licensees holding license for 1 year or less.
MD	07/01/68	07/01/79	Repealed for age 18 and over.
		10/01/92	Reinstated for all.
MA	05/22/67		
MI	03/10/67	06/12/68	All riders required to have helmet in their possession.
		07/29/69	Reinstated for all.
MN	05/01/68	04/06/77	Repealed for age 18 and over.
MS	03/28/74		
MO	09/28/67		
MT	07/01/73	07/01/77	Repealed for age 18 and over.
NE	05/29/67	09/01/77	Repealed (law was never enforced).
		01/01/89	Reinstated for all.
NV	01/01/72		
NH	09/05/67	08/07/77	Repealed for age 18 and over.

*Original law applied to all motorcyclists, unless otherwise noted.

**Applied only to riders under age 15½.

Table 124
History of State Motorcycle Helmet Laws (Continued)

State	Effective Date of Original Law*	Effective Date of Repeal/Amendment	
NJ	01/01/68		
NM	06/16/67	06/17/77	Repealed for age 18 and over.
NY	01/01/67		
NC	01/01/68		
ND	07/01/67	07/01/77	Repealed except for operators under age 18 and passengers, regardless of age, if required for operator.
OH	01/01/68	07/10/78	Repealed except for riders under age 18; operators having motorcycle license less than 1 year; and passengers if required for operator.
OK	04/07/67	05/03/76	Repealed for age 18 and over.
OR	01/01/68	10/04/77	Repealed for age 18 and over.
		06/16/89	Reinstated for all (by voter referendum).
PA	07/01/68	09/04/03	Repealed for operator age 21 and over if operator has held motorcycle license for at least 2 years or has completed rider education. Repealed for passenger age 21 and over if operator is exempt.
RI	04/04/67	05/21/76	Repealed for all operators. Required for all passengers.
		07/01/92	Required for operators under 21, operators licensed for 1 year or less, and all passengers.
SC	07/01/67	06/16/80	Repealed for age 21 and over.
SD	07/01/67	07/01/77	Repealed for age 18 and over.
TN	06/01/67		
TX	08/28/67	05/20/77	Repealed for age 18 and over.
		09/01/89	Reinstated for all.
		09/01/97	Repealed for age 21 and over who have completed rider education or are covered by at least $10,000 in medical insurance.
UT	05/13/69	05/08/77	Repealed for age 18 and over.
VT	03/06/68		
VA	06/05/70		
WA	06/08/67	07/01/77	Repealed.
		07/26/87	Reinstated for under age 18.
		06/07/90	Reinstated for all.
WV	05/25/71		
WI	07/01/68	03/19/78	Repealed except for under age 18 and instruction permit holders.
WY	05/24/73	05/27/83	Repealed for age 18 and over.
PR	07/20/60		

Source: Motorcycle Industry Council.

Table 125

States With .08 Blood Alcohol Concentration Illegal Per Se Laws

State	Enactment Date	Effective Date	State	Enactment Date	Effective Date
AL	July 31, 1995	October 1, 1995	MT	April 15, 2003	April 15, 2003
AK	July 3, 2001	September 1, 2001	NE	March 1, 2001	September 1, 2001
AZ	April 11, 2001	August 31, 2001	NV	June 10, 2003	September 23, 2003
AR	March 6, 2001	August 13, 2001	NH	April 15, 1993	January 1, 1994
CA	1989	January 1, 1990	NJ	January 12, 2004	January 20, 2004
CO	May 21, 2004	July 1, 2004	NM	March 19, 1993	January 1, 1994
CT	July 1, 2002	July 1, 2002	NY	December 30, 2002	July 1, 2003
DE	July 12, 2004	July 12 2004	NC	July 5, 1993	October 1, 1993
DC	December 1, 1998	April 13, 1999	ND	April 7, 2003	August 27, 2003
FL	April 27, 1993	January 1, 1994	OH	March 31, 2003	July 1, 2003
GA	April 16, 2001	July 1, 2001	OK	June 8, 2001	July 1, 2001
HI	June 30, 1995	June 30, 1995	OR	August 4, 1983	October 15, 1983
ID	March 17, 1997	July 1, 1997	PA	September 30, 2003	September 30, 2003
IL	July 2, 1997	July 2, 1997	RI	July 2, 2003	July 2, 2003
IN	May 9, 2001	July 1, 2001	SC	June 19, 2003	August 19, 2003
IA	April 24, 2003	July 1, 2003	SD	February 27, 2002	July 1, 2002
KS	April 22, 1993	July 1, 1993	TN	June 27, 2002	July 1, 2003
KY	April 21, 2000	October 1, 2000	TX	May 28, 1999	September 1, 1999
LA	June 26, 2001	September 30, 2003	UT	March 19, 1983	August 1, 1983
ME	April 28, 1988	August 4, 1988	VT	June 6, 1991	July 1, 1991
MD	April 10, 2001	September 30, 2001	VA	April 6, 1994	July 1, 1994
MA	June 30, 2003	June 30, 2003	WA	March 30, 1998	January 1, 1999
MI	July 15, 2003	September 30, 2003	WV	February 16, 2004	May 4, 2004
MN	*May 27, 2004*	*August 1, 2005*	WI	July 3, 2003	September 30, 2003
MS	March 11, 2002	July 1, 2002	WY	March 11, 2002	July 1, 2002
MO	June 12, 2001	September 29, 2001	PR	January 10, 2000	January 10, 2001

- In 2004, 49 states plus the District of Columbia and Puerto Rico had .08 blood alcohol concentration illegal per se laws.
- In 2004, 1 state did not have .08 blood alcohol concentration illegal per se law.

Note: 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.

Source: NHTSA, Injury Control Operations and Resources.

APPENDIXES

APPENDIX A ■ FARS DATA ELEMENTS

2004 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
Global Position
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
Bus Use
Cargo Body Type
Crash Avoidance Maneuver
Emergency Use
Extent of Deformation
Fire Occurrence
Gross Vehicle Weight Rating
Hazardous Cargo
Impact Point—Initial
Impact Point—Principal
Jackknife
Manner of Leaving Scene
Most Harmful Event
Motor Carrier Identification Number
Motorcycle Displacement
Number of Axles
Number of Deaths in Vehicle
Number of Occupants in Vehicle
Passenger Car Weight
Passenger Car Wheelbase (Short and Long)
Registered Vehicle Owner
Registration State
Related Factors—Vehicle Level
Rollover
Sequence of Events
Special Use
Travel Speed
Truck Fuel Type
Truck Gross Vehicle Weight Rating
Truck Series
Underride/Override
Vehicle Configuration
Vehicle Identification Number
Vehicle Make
Vehicle Maneuver
Vehicle Model
Vehicle Model Year
Vehicle Number
Vehicle Role
Vehicle Trailing
VIN Body Type
VIN Length
VIN Model

Appendix A ■ FARS Data Elements

2004 Fatality Analysis Reporting System Data Elements (Continued)

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 Height
Driver Level Counters
Driver License Type Compliance
Driver Presence
Driver Weight
Driver Zip Code
License State
Non-CDL License Status
Related Factors—Driver Level
Violations Charged

Person Level

Age
Air Bag Availability/Deployment
Alcohol Test Results
Alcohol Test Type
Death Date
Death Time
Died at Scene/En Route
Drug Test Results
Drug Test Type
Ejection
Ejection Path
Extrication
Fatal Injury at Work
Hispanic Origin
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
Race
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

2004 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
Number Injured in Crash
Number of Nonmotorists
Number of Travel Lanes
Number of Vehicles
Pedestrian/Pedalcyclist Crash Type
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
Speed Related
Travel Speed
Vehicle Contributing Factors
Vehicle Identification Number
Vehicle Make
Vehicle Model
Vehicle Number
Vehicle Role
Vehicle Trailing
Violations Charged

Appendix B ■ GES Data Elements

2004 General Estimates System Data Elements (Continued)

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
Seating Position
Sex
Taken to Hospital or Treatment Facility
Vehicle Number

APPENDIX C ■ GES TECHNICAL NOTES

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 Table C1 on the following page. 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 144,000. To calculate one standard error for this crash estimate, use Table C1. Since 144,000 does not appear in the Crash Estimate column of Table C1, use linear interpolation from the standard error values for 100,000 (8,000) and 200,000 (14,600). One standard error would be approximately 10,900. The 95 percent confidence interval for this estimate would be $144{,}000 \pm 2 \times 10{,}900$ or 122,200 to 165,800.

Appendix C ■ GES Technical Notes

Table C1
2004 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	900	5,000	900	5,000	900
6,000	1,000	10,000	1,400	10,000	1,400
7,000	1,100	20,000	2,300	20,000	2,100
8,000	1,200	30,000	3,100	30,000	2,800
9,000	1,300	40,000	3,800	40,000	3,500
10,000	1,400	50,000	4,500	50,000	4,100
20,000	2,300	60,000	5,200	60,000	4,700
30,000	3,100	70,000	5,900	70,000	5,300
40,000	3,800	80,000	6,600	80,000	5,800
50,000	4,600	90,000	7,200	90,000	6,400
60,000	5,300	100,000	7,900	100,000	6,900
70,000	6,000	200,000	14,200	200,000	12,200
80,000	6,700	300,000	20,300	300,000	17,200
90,000	7,300	400,000	26,300	400,000	22,200
100,000	8,000	500,000	32,400	500,000	27,100
200,000	14,600	600,000	38,500	600,000	31,900
300,000	21,000	700,000	44,600	700,000	36,800
400,000	27,400	800,000	50,700	800,000	41,600
500,000	33,800	900,000	56,900	900,000	46,500
600,000	40,300	1,000,000	63,100	1,000,000	51,400
700,000	46,900	2,000,000	127,200	2,000,000	100,700
800,000	53,400	3,000,000	194,700	3,000,000	151,700
900,000	60,100	4,000,000	265,200	4,000,000	204,200
1,000,000	66,700	5,000,000	338,500	5,000,000	258,100
2,000,000	136,300	6,000,000	414,200	6,000,000	313,400
3,000,000	210,300	7,000,000	492,200	7,000,000	370,000
4,000,000	288,100	8,000,000	572,400	8,000,000	427,800
5,000,000	369,400	9,000,000	654,500	9,000,000	486,600
6,000,000	453,800	10,000,000	738,600	10,000,000	546,600
6,500,000	497,100	11,000,000	824,400	11,000,000	607,500
7,000,000	541,000	12,000,000	912,000	12,000,000	669,400
* $SE = e^{a+b\,(\ln x)^2}$, *where* $a = 4.168580$, $b = 0.036360$		** $SE = e^{a+b\,(\ln x)^2}$, *where* $a = 4.240450$, $b = 0.035690$		*** $SE = e^{a+b\,(\ln x)^2}$, *where* $a = 4.297920$, $b = 0.034310$	

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). Table C2 below gives the reader the proportion of unknown values prior to imputation for variables with imputed values that were used in this report.

Table C2

Percent of Unknowns for 2004 GES Data Elements

Crash Level			
Alcohol Involved in Crash	5.8%	Manner of Collision	0.2%
Atmospheric Condition	1.7%	Minute of Crash	0.5%
Crash Severity	3.1%	Relation to Junction	0.4%
Day of Week	0.0%	Relation to Roadway	0.2%
First Harmful Event	0.1%	Roadway Surface Condition	1.5%
Hour of Crash	0.5%	Speed Limit	15.7%
Light Condition	1.0%	Traffic Control Device	4.5%
Vehicle/Driver Level			
Driver Drinking in Vehicle	8.7%	Rollover Type	0.5%
Initial Point of Impact	1.7%	Vehicle Type	1.6%
Most Harmful Event	0.1%		
Person Level			
Age	8.2%	Seating Position	1.0%
Injury Severity	4.3%	Sex	5.8%
Police-Reported Alcohol Involvement	4.2%		

GLOSSARY

Alcohol Involvement

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

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

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

Blood Alcohol Concentration

The BAC is measured as a percentage by weight of alcohol in the blood (grams/deciliter). A positive BAC level (.01 g/dl and higher) indicates that alcohol was consumed by the person tested; a BAC level of .01 to .07 g/dl indicates that the person was impaired; a BAC level of .08 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.

Glossary

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.

Glossary

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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Lives Saved by Restraint Use and 21-Year-Old Minimum Legal Drinking Age Laws, and Additional Lives That Would Have Been Saved at 100 Percent Safety Belt and Motorcycle Helmet Use, 1975-2004

Year	Lives Saved					Additional Lives That Would Have Been Saved at 100% Use	
	Passenger Vehicle Restraints						
	Child Restraints	Safety Belts	Air Bags	Motorcycle Helmets	21-Year-Old Drinking Age*	Safety Belts	Motorcycle Helmets
1975	36	978	0	823	412	13,301	1,164
1976	20	796	0	788	436	13,851	1,189
1977	35	682	0	970	474	14,460	1,472
1978	25	679	0	900	509	15,541	1,588
1979	49	594	0	885	575	15,726	1,676
1980	49	575	0	871	595	15,730	1,744
1981	69	548	0	843	633	15,222	1,667
1982	75	678	0	816	578	13,250	1,528
1983	105	809	0	735	609	12,913	1,450
1984	126	1,197	0	813	709	13,227	759
1985	153	2,435	0	788	701	12,508	764
1986	166	4,094	0	807	840	12,728	751
1987	213	5,141	2	667	1,071	12,678	697
1988	248	5,959	5	622	1,148	12,674	644
1989	238	6,333	8	561	1,093	12,256	553
1990	222	6,592	37	655	1,033	11,761	541
1991	253	6,838	71	595	941	10,812	467
1992	292	7,020	108	641	795	10,195	323
1993	313	7,773	190	671	816	10,212	336
1994	420	9,219	309	625	848	9,507	339
1995	408	9,882	536	624	851	9,781	326
1996	480	10,710	783	617	846	9,459	324
1997	444	11,259	973	627	846	9,096	315
1998	438	11,680	1,208	660	861	8,690	369
1999	447	11,941	1,491	745	901	8,809	396
2000	479	12,882	1,716	872	922	8,245	478
2001	388	13,295	1,978	947	927	8,016	558
2002	383	14,264	2,324	992	922	6,837	576
2003	447	15,095	2,519	1,173	918	6,151	651
2004	451	15,434	2,647	1,316	923	5,839	671
Total	**7,472**	**195,382**	**16,905**	**23,649**	**23,733**	**339,475**	**24,316**

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

The table above presents estimates of the lives saved in 2004 and previous years by various protective devices or laws. The estimates were obtained by combining information from fatal traffic crashes with estimates of the effectiveness of each device or law in saving lives. For safety belts and motorcycle helmets, the table also estimates the numbers of additional lives that could have been saved if the devices had been used by more people.

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